

Local Railway Items from Area Papers - 1925

02/02/1925 *Ottawa Citizen*

Chalk River

Pembroke

Mr. John S. Gamble, Popular Ottawa Resident Meets Death at Pembroke.

Caught Between Cars.

NO WITNESSES OF FATALITY FOUND

PEMBROKE. Ont., Feb. John P. Gamble, aged 53 years, was killed last evening while at work on the C.P.R. at the local station. Particulars of the accident are unobtainable, as it seems the victim was not seen when the accident occurred. He had come in on the local, and when shunting to the round house after the passengers had been let off, he must have been caught between the two cars. That everything was not right was noticed when he failed to give signals, and when his comrades went to investigate they found he had been crushed to death. Mr. Albert Gamble, a cousin, is in town attending to arrangements for the funeral. Following the accident Dr. J. GraGraham, coroner, viewed the body and ordered it moved to the undertaking parlors of M. B. Malcolm, and an inquest will be held here Monday evening

16/02/1925 *Ottawa Journal*

Alexandria

Maxville

LACK OF PRECAUTION CAUSE OF FATALITY

Accidental Death Is Verdict At Allen Inquest

The inquest opened into the death of Louise Audrey Allen, three-months-old daughter of Mr. and Mrs. Stanley Allen, of L'Orignal, Ont., who died from injuries received on November 1, [sic] when the auto in which she and six others were riding crashed into a C.N.R. train at Maxwell's crossing, was finally closed last night after three previous adjournments. Coroner T. J. Scobie presided over the inquest.

The jury returned a verdict of accidental death, but attributed the cause of the fatal accident to the lack of precaution taken by the child's father, who drove the car.

Crown Attorney J. A. Ritchie, who examined the witnesses, in addressing the jury, claimed that the driver of the car did not exercise sufficient care when approaching the crossing.

The testimony included that of four eye-witnesses of the accident who said that they had heard the whistle of the train blow for the crossing. Mr. John McKilliean, of Maxwell, stated that he was about 12 feet from the crossing when the accident occurred. He had seen the car approaching and had heard the train's whistle. Seeing that the driver of the auto was making no effort to stop he had attempted to signal him to stop, but was too late.

Baby Louise was one of seven injured in the smash, and the only one to succumb to injuries. When the car was struck by the train Mrs. Allen, clutching her baby in her arms was thrown from the car. The baby fell underneath her and her skull was fractured.

The other occupants of the car were carried in the machine, which caught fire instantly, for about 150 feet along the track. They were: Stanley Allen, the father; Mr. and Mrs. Wellington Allen and their son, Dean, all of L'Orignal, Ont. and Harold Allen, son of Mr. and Mrs. Stanley Allen.

Mr. Herbert Tracy, Hugh Fraser and Alex Duperron all of Maxwell, Ont., were other eye-witnesses of the affair who gave testimony.

26/02/1925 *Ottawa Journal*

Belleville

Glen Tay

TWO ARE INJURED WHEN FAST TRAIN STRIKES FREIGHT

Engineer Jumps and Is Hurt - Open Switch Causes Express to Run Into Siding - No Ottawa Players Hurt in Smash.

Perth Feb 26. - C.P.R. Chicasso-Montreal fast passenger train, to which was attached an Ottawa coach on which the members of the Ottawa National Hockey League team were passengers, was badly wrecked at Glentay, three miles west of Perth, at two o'clock this afternoon. The engineer was badly injured, and one other man sustained minor injuries.

A relief train has been rushed to the scene of the wreck from Smiths Falls, and on it are doctors and nurses. Perth doctors have also been asked to hold themselves in readiness.

Engineer Injured In Jumping

The engineer of the passenger train was injured when he jumped from the cab just before the impact with the freight engine. The fireman remained in the cab and was not injured.

The freight train had pulled onto a siding to allow the fast passenger train the right of way and an open switch at the west end of the siding is believed to have caused the collision. The big engines struck head-on and are now a mass of wreckage. The crew of the freight engine were not on the train and thus escaped possible serious injury.

Time of arrival unknown.

It is not known at what time the members of the team and other Ottawa passengers will reach Ottawa, as at 3.30 this afternoon the track had not been cleared and passengers were still waiting around the wrecked train. The two injured men had not yet been removed and the engineer was reported in a serious condition.

All members of the Ottawa Hockey team, who were returning to the city after last night's game in Hamilton, escaped without injury. Manager Dave Gill informed The Journal over long distance telephone from Glentay. As far as he knew the engineer and one other member of the crew were the only casualties.

The place where the wreck occurred is some distance from the station, and Mr. Gill had to walk about half a mile to get in communication with Ottawa. The Journal notified relatives of players of their safety.

27/02/1925 *Eastern Ontario Review*

Winchester

A special train of forty-two cars containing nearly 900 head of stock for export to Great Britain, arrived at the Canadian Pacific Railway's East End stock yards, Montreal, recently. These, added to shipments from Packingham, Ont., Toronto and other points in Ontario and Quebec, made up what cattlemen claimed to be the greatest concentration of Canadian cattle for export in the history of the trade. From the yards the cattle were shipped by special train to the ship's side at St. John, N.B.

Members of Capitals NHL Club Give Graphic Accounts of Glen Tay Railway Smash
 President Frank Ahearn May Have Rib Fractured. Coach Peter Green, Alex. Connell, Alex. Smith and Frank Nighbor Also Suffer Minor Injuries.
 FOUR RAILWAYMEN IN PERTH HOSPITAL

C.P.R. Passenger Train Runs Into Stationary Freight. Engineer Walter Norris, of Trenton, in Critical Condition'

PERTH. Feb. 27. Four men lie in hospital here, two of them seriously injured, following a head-on collision Thursday afternoon between C.P.R. Chicago-Montreal train No. 20 and a stationary freight, in front of Glen Tay station, three miles west of here. No one was killed. The Ottawa Hockey Club were among the passengers and several of them, as well as other passengers, received minor injuries.

The injured in hospital here are:

Walter Norris, Trenton, Ont., engineer on passenger train, in critical condition, severely cut about the face and head, and also suffering from a broken ankle, while it is also feared that his skull may be fractured.

David Bourne, Toronto, engineer on freight train, right leg fractured near the ankle.

George Anderson, Toronto, dining car steward, severe bruises.

Thomas Hanson, Montreal, baggageman on passenger train, injuries to left hip.

REPORT FROM C.P.R.

MONTREAL, Feb. 26. No lives were lost and it is expected that the four members of the train crews who were injured when the Chicago to Montreal passenger train Number 20 crashed into freight train Number 909 in front of Glen Tay station near Perth, Ont., this afternoon, will recover, according to a report from the Canadian Pacific Railway headquarters here tonight.

The seriously injured men are Engineer Norris and Engineer Bourne, both of whom are in Perth Hospital. Other members of the train crews suffered slight injuries, while several passengers also sustained bruises, none of which, according to the C.P.R. report, are believed serious.

Train Number 20 arrived in Montreal shortly before 8 o'clock: this evening and the local passengers were all distributed to their homes.

A number of passengers who were proceeding to St. John, N.B., to embark for Europe were able to catch the boat train at Montreal West and continued on their way.

ARRIVE IN OTTAWA.

Thankful they had escaped with their lives, and feeling somewhat shaken up by their harrowing experience, the member of the Ottawa hockey team and other Ottawa residents passengers on the Montreal-Chicago C. P. R. train which crashed headlong into a freight train at Glen Tay station, three miles west of Perth on the Havelock division, yesterday afternoon, arrived at the Union Station last night at 7.30.

They were unanimous in the opinion that they had a marvelous escape from serious injury, in view of the terrific impact with which the passenger train, travelling at between 25 and 30 miles an hour, hit the stationary freight train. The members of the hockey team, with the exception of Alex. Smith, who was scalded, and Alex. Connell, who sustained a badly wrenched shoulder, escaped with a bad shaking up, while Petie Green was nearly choked. Frank Nighbor last night was suffering with his back, and Mr. Frank Ahearn's doctor stated that Mr. Ahearn may have sustained a fractured rib.

No Serious Injury.

"Every member of the team, ourselves included, suffered in various degrees as a result of the wreck," said Mr. Dave Gill, manager of the Ottawa Hockey Club, as he stepped from the train at the Central Station last night at 7.30. "Fortunately not one of the boys suffered any serious injury, with the possible exception of Petie Green, who nearly choked. He, with the rest of the team, were at the tables in the dining car when the crash came. The first intimation they had that anything was wrong was when there was a terrific impact and dishes, plates, water bottles and cutlery went flying in every direction, while the members of the team, who were seated on each side of some of the tables, were almost bent double by the shock: Fortunately not one of them was seriously hurt, and they will be on deck for the big Canadian game on Saturday night, unless there are complications."

Thrown Heavily.

Mr. Dave Gill, together with Mr. Frank Ahearn, president of the Ottawa Hockey Club, were in their private car when the crash came, and were thrown heavily, suffering some bruises and a bad shaking up.

After picking themselves up they made their way in to the dining car to see if any of the members of the team were hurt, and found that when the wreck, occurred Petie Green, the coach, was engaged in masticating a mouthful of food, and the violence of the shock forced it down his throat, and he was in danger of choking until other members of the team went to his aid.

Engines Locked Together.

After seeing that the team had not suffered serious injury, Mr. Gill went forward to see what had occurred, and found that the engine of the passenger train had piled headlong into that of the freight, and the two iron monsters were locked together, their front being a mass of twisted iron and steel. He found the engineer of the passenger train had been seriously injured by an iron bolt which had cut his head open. The steward on the dining car was thrown against one of the tables so heavily that he suffered some fractured rib.

At Open Switch.

"From what I could learn, the accident was due to a switch which had been left open just at the end of the station at Glen Tay," said Mr. Gill. "It seems that the freight had just pulled in a few minutes before we were in sight, and had orders to wait there for us to pass. The engineer and fireman of the freight had left their engine and gone to the station agent to ask whether their orders had been changed, as they noticed the switch was open. Upon learning that there had been no change in the orders and that the passenger train was on time and due at any time, the two railwaymen realized what was about to happen and rushed down towards the switch with the intention of locking it, when the passenger train, travelling [sic] at about thirty miles an hour, appeared, and, taking the open switch, piled headlong into the freight, wrecking both engines and splintering one of the freight cars next to the engine.

Frank Ahearn Hurt.

While he did not know it at the time, Mr. Frank Ahearn has discovered that he may have suffered a fractured rib, when he was thrown heavily against the side of his private car. Mr. Ahearn complained of feeling sore on his left side on the journey into Ottawa, and on arriving at his home, the pain having grown worse, he called in a doctor, who, after examining him, stated that he had in all probability suffered a fractured rib.

Frank Nighbor is also suffering from a pain in the small of his back, caused when he was doubled over one of the dining car tables, and then thrown heavily back against the side of the car.

When Crash Came.

"It was some smash," said King Clancy. "I should judge we were travelling between twenty-five and thirty miles an hour when the crash came. We were all seated at the tables in the dining car and were doubled up by the shock of the impact. For a few minutes I was breathless, and the other members of the team were in a similar condition. The windows of the diner were splintered and glass flew in all directions together with the dishes, water bottles, etc. on the table. We had a regular 'dinner shower.' Petie Green had a mouthful of food he was disposing of when the crash came and he nearly choked. He was getting black in the face when George Boucher, who first noticed his predicament, went to his assistance, removed his collar and relieved him of the food congestion."

Alex. Connell and Alex. Smith were the only two who were hurt to any extent. Alex. Connell, after being doubled up by the table at which he was sitting, was thrown from his seat against the side of the car and wrenched his shoulder badly. Alex. Smith received the contents of the teapot on his leg, which was badly scalded. After we had recovered from the shock and found we were whole, but a bit wobbly, we went up front and had a look at the debris. The two engines were jammed one into the other so tightly that you could not get a jackknife between them. The cab of the freight engine had been pushed back on top of the tender, and the first baggage car had piled rolls of paper and other freight all over the tracks, while the car itself was a bad mess. I am glad I got out of it as easily as I did and my feelings are shared by the other members of the team."

Passenger' Story.

Mr. Gilbert Ostler, father of Mrs. R. W. Dawson, 404 Riverdale avenue, who was coming from his home at Plevna, Ontario, to visit his daughter, was on the Chicago-Montreal express when the crash took place three miles west of Perth. He was seated in the smoker and the suddenness with which the impact was felt through the train, after the two engines telescoped, threw him bodily across the smoking room and into another seat. Fortunately he did not receive any injury,

After regaining his feet, Mr. Ostler entered the passenger coach to find his wife, and saw many person who had been thrown from their seats to the floor of the cars and about the cars, picking themselves up and examining themselves for injuries. In one of the coaches he said a nun had been cut over the eye. The train was heavily laden with passengers.

The speed of the passenger train at the time of the accident, Ostler estimated, was about 40 miles per hour. He attributed the cause of the smash to a switch being left open, which, caused the passenger train to swerve from the main line and crash into the stationary freight train.

Some idea of the force of the impact when the two locomotives telescoped can be gained from the fact that the first freight ear nearest the engine of the freight train, which was loaded with rolls of newsprint paper, was smashed open and the big rolls, which weighed half a ton or more each, were strewn about the railway line.

The scene in the dining car. which was the last coach on the passenger train, Mr. Ostler said was a wild one, as broken glass and china were thrown about, and it is stated that every person in the diner received a cut or cuts. At the time of the smash there were about half a dozen passengers in the dining car. Practically all of the glass in the diner. Mr. Ostler said, was broken.

Doctors from Perth.

Following the collision, Mr. Ostler stated that a call for doctors and nurses was first sent to Smiths Fails, but before these arrived on the wrecking train doctors and nurses from Perth, three miles away. arrived in motor car and attended to the injured and sent back those most seriously hurt to the hospital at Perth.

27/02/1925 Toronto Star Belleville Glen Tay

Sixteen are injured in head-on collision

One man thought seriously hurt - others receive but bruises

Perth Ont. Feb 26 Sixteen people were slightly injured, one seriously, when a C.P.R train crashed head-on into a waiting freight train at Glen Tay [sic] three miles from here this afternoon. Albert Labelle of Montreal, who is not expected to recover, is in hospital there.

An open switch threw the passenger train into a siding where the freight was standing at the station at Glen Bay [sic]. The engine crew, Walter Norris and A. Bourne, Toronto leaped to safety when they saw the crash coming and escaped with bruises. Norris is the most seriously injured of the two and is in hospital here.

One of the Toronto people who were slightly bruised was Mrs. J.W. Hobday of the Bernardo Homes, 538 Jarvis street, Toronto. The passengers included the Ottawa professional hockey team and a number of the players received bruises. They are Frank Ahearn, manager; G. Boucher, E. Campbell, P. Green, Alex Smith and Alex Connell. Others who received minor injuries were: W.O. Sobel, Philadelphia; W.O.L. Hazel, Montreal; Mrs B.G. Cullen, Florence, Italy; Mrs. T.G. Potter, Montreal; Sister St. Stephen, Montreal; S.S. Etienne, Montreal; Miss H. Page, Ottawa and Miss A. Dodds, Hamilton.

The train was the fast Canadian Pacific passenger No. 20 ("The Canadian") bound from Chicago to Montreal. It is due in Montreal about seven o'clock to-night.

02/03/1925 Ottawa Citizen Belleville Glen Tay

ENGINEER SUCCUMBS TO WRECK INJURIES

David Bourne Victim of Collision on C.P.R. at Glen Tay Last Thursday.

PERTH, Mar. 1. Mr. David Bourne, engineer on the Chicago-Montreal train No. 20. which was wrecked at Glen Tay Thursday afternoon, died In the Perth Memorial hospital Saturday afternoon. Little hope was held out by the physicians for his recovery since Friday as the unfortunate man's skull was fractured, and he suffered other injuries.

The late Mr. Bourne was a son off the late Mr. and Mrs. David Bourne at New Boyle, forty-five years ago, and leaves his wife and two sons, aged twelve and eighteen years. Mr. Bourne's wife and one son were at the bedside when he died. A jury was empanalled to view the remains last night, and an inquest will be held here on Tuesday afternoon. The body was taken on the midnight express to the late residence in Toronto, where interment will take place. Funeral arrangements are not yet completed.

02/03/1925 Ottawa Journal Belleville Glen Tay

INQUIRY TO FOLLOW WRECK AT GLEN TAY

David Bourne, C. P. R. Engineer, Dies of Injuries

As a result of the death of Mr. David Bourne, one of the engineers on the Chicago - Montreal C. P. R. express wrecked at Glen Tay station, 3 miles west of Perth, on Thursday afternoon, there will be an inquest and the whole circumstances of the wreck will be the subject of a public investigation. Engineer Bourne died in the perth Memorial Hospital Saturday afternoon.

A jury was empaneled to view the remains Saturday night and the inquest will be held in Perth on Tuesday afternoon. Engineer Bourne was not in charge of the train at the time of the wreck but was on the engine for instruction purposes, he being a western Ontario engineer who was to be transferred to the Toronto - Montreal run. In a report issued the night of the wreck C. P. R. headquarters at Montreal was credited with having stated that the accident was the result of the engineer having failed to take note of signals set against him and as a result the passenger train plunged headlong into the standing freight train.

The body of engineer Bourne was taken to Toronto and the funeral will be from his home there. His wife and one of his two young sons were at his bedside when death came. He was 45 years old and was the son of Mr. and Mrs. David Bourne, of new Boyle, Ontario. Little hope had been held out for his recovery as he suffered from a fractured skull and leg, and from internal injuries.

The Ottawa hockey team were passengers on the wrecked train and suffered minor injuries in the collision. President Frank Ahearn had one rib fractured.

04/03/1925 Ottawa Citizen Belleville Glen Tay

Inquest Postponed.

PERTH. Ont., March 3 Owing to the absence of several witnesses, the inquest here today on the death of David Bourne, engineer of the passenger train that was in the wreck at Glen Tay on February 26th, was postponed until March 10th, at two p.m.. after a number of witnesses had been examined.

06/03/1925 Eastern Ontario Review Chalk River Pembroke

After hearing the evidence of three witnesses at the inquest into the death of John S. Gamble of Ottawa, who was killed in the C.P.R. yard at Pembroke, about 8.30 o'clock on Saturday evening, while his train was being shunted preparatory to his return to Ottawa on Monday morning, the jury returned a verdict of accidental death and exonerated all members of the train crew from all blame.

URGE PERMANENT SWITCHMAN FOR GLEN TAY STATION

Coroner's Jury Finally Brings In Verdict on Fatal Train Collision on Feb. 26.

PERTH, Ont., March 31. The coroner's jury sitting on the inquest at Perth into the death of the engineer, David Bourne, who was seriously injured at Glen Tay on Feb. 28th, was completed this afternoon. The inquest had been postponed on two former occasions, as some of the witnesses had not fully recovered from injuries received in the smash-up. Only one witness, Mr. Lynn Ferguson, of Smiths Falls, was heard today, after which the jury retired and afterward brought in the following verdict: "We find that David Bourne, who died on Feb. 28th, 1925, in the War Memorial Hospital at Perth, Ontario, came to his death from injuries received from the Canadian Pacific Railway train No. 20, wrecked at Glen Tay station on Thursday in the afternoon of Feb. 26th, 1925. We further find, from the evidence, that said wreck was caused by reason of the failure of the telegraph operator on duty at that time at Glen Tay to close or properly to adjust the switch for the through passage of train No 20, which was not billed for stop at said station of Glen Tay, and by the engineer in charge of passenger train No. 20 disregarding or mistaking the signal indicated by what is known as the distant signal, signifying caution, and his failure by reason of such mistake to bring his train to a stop, as called for by the position of the home signal at the time his train was approaching same.

Permanent Switchman.

"We would recommend that the attention of the board of railways for Canada be directed to this traffic point to ascertain if in the opinion of their engineers the volume of intersecting traffic would not warrant the appointment of a permanent switchman, who would have no other conflicting duties to attend to." Signed by J. J. Hands, foreman, and six other members of the jury.

The jurors were; A. W. Gamble, J.J. Hands, W. Howie, J.J. Smith, T. Wright, E. White,

J. Bedard and T. A. Poole. Coroner McCallum, of Smiths Falls, conducted the inquest. [sic]

Dr. Dwyre deposed that Engineer Bourne met his death as the result of a fractured skull sustained in the Glen Tay wreck,

Notified Station Agent.

Engineer Duncan of the freight train said he had noticed the switch was wrong after his train had entered the siding, and, despatching his fireman to close it, had gone to tell the station agent. The fireman was just a few yards from the switch when the train crossed over. Fireman Calhoun said he had 200 yards to go before reaching the switch. The emergency brakes were on the express when it passed him. C. Powers, master mechanic, said the train was running 52 miles an hour when it reached the crossover switch.

Arthur Snyder, station agent at Glen Tay, said Engineer Duncan had drawn his attention to the switch, and he even then had not expected an accident as the board was dead against the express. He had known an hour before the switch was not set, but had been busy and forgot all about it. He was allowed \$1.67 per month for tending the switches.

Engineer Norris said that when he got near the home signal smoke had obscured his vision. He said he was under the impression the far away signal was going up to clear when he passed it.

03/04/1925

Eastern Ontario Review

Montreal and Ottawa

Be sure to see the livestock train which will be at St. Eugene on the 6th of April in the forenoon, and at Plantagenet the same date in the afternoon. All farmers should see it.

17/04/1925

Eastern Ontario Review

Montreal and Ottawa

St. Eugene

Livestock train at St. Eugene last week

Ontario government's livestock demonstration train paid visit to Prescott County.

Ontario's better livestock train formed an attraction for a considerably [sic] number of people in Prescott last week with school pupils bulking large among those turning out to see and hear. It left Toronto on March 18th, with Coburg as the first place of call.

The train is one of sixteen cars, plus a diner and a sleeper and a caboose, the whole hauled by a locomotive set apart for the purpose by the C.P. R. on which line it showed in St. Eugene. There is a staff of a dozen or more trained men, with helpers to feed and otherwise care for the livestock. Some of the cars are out of the freight variety, carrying feed and livestock, others are passenger coaches arranged for lectures and for demonstration purposes.

First two cars entered by the visitors will feed cars. Third carried beef cattle and in the fourth and fifth there were also cattle. Going on, the visitors saw sheep, swine, horses, grade cattle, poultry, eggs, grain, wool, etc. In different cars printed matter was available. Photographs were plentiful throughout. There were cuts of beef and pork. Bulletins advised people to banish the scrub sire and to use more milk butter and cheese. The wool exhibits included examples of Canadian made cloths. All of the livestock shown was of course of the best, and grades were carried with the idea of proving how a start with good grades can be made with a purebred sire. "Can the scurb" formed a slogan. One of the bulls shown was an Ayrshire, another was a dual-purpose Shorthorn, and not that was an Aberdeen Angus. Some of the various animals carried, including swine and sheep are government-owned, others are loaned by individuals.

The whole show was the biggest and best ever coming this way, greatly impressing all who accepted the general invitation to attend.

29/04/1925

Ottawa Citizen

Belleville

Glen Tay

TWO EMPLOYEES OF C.N.R. [sic] FACE CHARGES

PERTH, Ont., April 28. Criminal charges have been brought by the crown against Mr. Arthur G. binder and Mr. Walter Norris in connection with the recent death in Perth of C.P.R. engineer David Bourne, whose death was caused from the injuries received when he jumped from a C.P.R. passenger train engine before it collided with a freight engine at Glen Tay on Thursday, February 26th last.

Mr. Snider was C.P.R. agent and operator at Glen Tay and Mr. Norris was the engineer in charge of the passenger train engine on the day of the incident.

Bourne was a second engineer along with Norris.

The charge against Mr. Snider is that on the 26th day of February at the township of Bathurst he did cause grievous bodily injury to David Bourne by negligently omitting to perform his duty as the official in charge of a switch on the main line of the C.P.R. at Glen Tay contrary to section 284 of the Criminal Code.

Are Allowed Bail.

The charge against Mr. Norris is similar to the one above, with the exception of the word, "switch" which reads "engine".

The defendants appeared before Lanark county Magistrate Dr. J. T. Kirkland, of Almonte, in Perth, this afternoon and were remanded on bail until Tuesday, May 5th, for the preliminary inquiry to be held here.

Mr. Snider was bailed in himself for \$1,000, and Mr. H.H. Neilson, of Perth, surety for \$1,000, while Mr. Norris was bailed in himself for \$1,000 and surety by Mr. Harold Frances, of Smiths Falls, for \$1,000.

Verdict at Inquest.

The jury at the final inquest held in Perth on Tuesday, March 31st, brought in a verdict in part as follows; "We find from the evidence that said wreck was caused by reason of failure of the operator on duty at that time at Glen Tay to close or properly adjust the switch for the through passage of train No. 20 which was not billed to stop at said station of Glen Tay, and by the engineer of passenger train No. 20 disregarding or mistaking the sign as indicated by what is known as the distant signal signifying caution, and his failure by reason of such mistake to bring his train to a stop as called for by the position of the home signal at the time his train was approaching the same."

RAILWAYMEN TO BE TRIED FOR NEGLIGENCE

PERTH, Ont., May 5. This afternoon the preliminary trial was held, before the Lanark county magistrate. Dr. J. T. Kirkland, of Almonte, of Arthur G. Snider, C.P.R., station agent at Glen Tay, and Walter Norris, C.P.R. engineer, of Trenton, against whom criminal charges were brought by the Crown in connection with the death of C.P.R. engineer David Bourne, of Toronto, who succumbed in Perth to injuries received when he jumped from the engine of passenger train No. 20, prior to a collision with a freight train standing at Glen Tay station on the 26th day of February last. Both were charged with negligently omitting to perform their duties on the day the passenger train travelled through a switch and collided with a freight train, and after the evidence was adduced today, both were committed to appear before Judge J. H. Scott in Lanark county court here next month. The accused are at liberty on bail

22/05/1925 *Eastern Ontario Review* *Chalk River**Pembroke*

Girl saved from horrible death

Pembroke youth makes gallant rescue at risk of his life

A dispatch from Pembroke says:-

The residents of Pembroke are claiming 19-year-old Howard Riley a hero here as a result of a daring rescue which he performed when he snatched the unconscious form of Muriel Switzer, aged 23, from in front of a fast moving freight train here.

Miss Switzer had tripped across the Canadian Pacific Railway tracks at Moffatt's Crossing at the west end of the town, and had fallen unconscious. Riley, who was some distance behind her, saw the fast freight thundering down the track toward her prostrate body, and, running as fast as he could, was just in time to jump the track and at the same time drag the girl literally from under the wheels of the locomotive.

Had he been a second later both he and the girl would have met with a horrible death,

05/06/1925 *Eastern Ontario Review* *Montreal and Ottawa**Vankleek Hill*

The Canadian Pacific Railway commences their iced refrigerator service for the handling of cheese from this section on Monday June the eighth. The dairy industry will do well to take advantage of this service so that their product will arrive in Montreal in good condition

10/06/1925 *Ottawa Citizen**Belleville**Glen Tay*

THROWS OUT BILL AGAINST C.P. AGENT

Engineer Noreys [sic] Tried Before Judge Scott Following Glen Tay Accident.

PERTH, Ont., June 9. The case arising out of the wreck at Glen Tay on February 26, in which Engineer David Bourne, of Toronto, lost his life as a result of jumping from the engine of No. 20 train on the C.P.R. eastbound, and for which engineer Walter Noreys of Trenton and Arthur Snyder of Glen Tay were held, came up for trial here today before His Honor Judge J. O. Scott. The grand jury, after three hours deliberation, returned a finding of no bill against Snyder, and Mr. Donohue of Toronto notified His Honor that his client Noreys elected to be tried by the judge without a jury.

The case of Noreys was proceeded with this evening before His Honor Judge Scott. Crown Prosecutor McKim, of Smiths Falls, acted for the Crown, and Mr. Donohue, assisted by Mr. Campbell, of Winnipeg, acted for Noreys. The first witness called was Mr. C. H. Towle, assistant superintendent for the C.P.R., with jurisdiction over the section in which Glen Tay, the scene of the accident, is located.

At 40 Miles an Hour.

He stated that the first indication he had while riding in the baggage car of No. 20 that anything was wrong, was when they reached the cross over switch, when he was thrown from the rear to the front portion of the car. It was his opinion that there was no perceptible reduction in speed between the distant and home signal, and that when they reached the latter the train was going about 40 miles per hour. He also stated that the engineer was supposed to stop 200 feet from home signal when distant signal was at caution. Cross-examined by Mr. Donohue he stated that engine of No. 20 was in pretty good condition after the collision. Foreman [sic] Len Ferguson, of Smiths Falls, fireman on train No. 20, who is still suffering as a result of the collision, was next called and he testified that he was firing when they passed the distant signal and when near home signal, he heard Noreys say something about the home board and he opened his window to look finding the board against the train upon which he showed the information to Noreys. Shortly after this, Bourne and Noreys both jumped and he went after them. He said the brakes were set at emergency, when he jumped, but did not know how long they had been set. He also stated that he thought the train would stop before hitting No. 19 [sic], but jumped as others had done on the spur of the moment.

Arthur Colquhan, of Smiths Falls, fireman of No. 909, said he had tried to fix the switch, but got there a second too late. Mr. Gordon Kirby, of Toronto, signal engineer of the C.P.R., gave evidence as to working and testing of signals. He showed that there would be about 1,333 feet after the signal had reached caution before the train No. 20 would come to distant board, the home board being set at stop at the same time. The signal would go to clear 900 feet before reaching distant signal. Mr. Donohue questioned him as to what was meant by a train being under control and brought out the fact that the engineer would be the sole judge of that.

In Perfect Order.

J. C. Carr, of Perth- signal maintenance man, stated that all signals were in perfect order two hours after the accident.

The defendant, Walter Noreys, was next called and stated he had been with the C.P.R. 25 years and had been an engineer for 14 years. Bourne had written instructions to go on No. 20 with him that day to learn the run and got in the engine at Trenton with Noreys. He stated that he mentioned to Bourne that the distant signal at Glen Tay was the slowest working one he knew of on the C.P.R. system. When entering circuit, he was going about 60 miles per hour, but when he saw the distant signal moving upward, he put on the service brakes which reduced the speed to about 40 miles by the time the home board had been reached. The home board was obscured owing to smoke from engine due to fresh fire. When Ferguson told him condition of home board, he put on emergency which took about four seconds before becoming fully effective.

If He Hadn't Jumped.

He stated that Bourne shouted to him to jump, which he did and now-wished he had stayed on the engine, as it was so little damaged that it was altogether likely he would not have been injured, and Bourne would have in all probability been alive as well. He maintained that in his opinion the very high wind made the signal work slower than usual on February 26, and when he looked up after applying service brakes, the distant signal looked to him as if it had passed caution and was going to clear, but as it was almost overhead at the time, he could not be sure.

JUDGMENT FREEING ENGINEER NOREYS [sic]

Judge Scott's Review of Circumstances Leading Up to the Glen Tay Wreck.

PERTH, Ont., June 11. The following is a complete copy of the judgment handed down today by His Honor J. H. Scott In exonerating Walter Noreys, of Trenton, who was held on a charge of criminal negligence in connection with the Glen Tay wreck on the C.P.R., February 26th:

"The position of a railway engineer in charge of a passenger train, and especially of a fast or through train, carries with it such tremendous possibilities for injury to human life that his duties must necessarily be clearly and exhaustively defined and the strictest compliance is necessarily insisted upon. We can all agree that no competent official charged with the care of a trainload of human freight would deliberately ignore any duty required to preserve its safety. These duties are laid down by their employers and assented to and in the ordinary course a breach which results in disaster has only one result so far as the defaulting official is concerned. To deal justly in such a case requires the most careful consideration of every fact incident to the occurrence. In this case there are several features which, in my opinion, take the situation out of the ordinary course.

"The accused is a competent engineer, thoroughly familiar with the rules. On this particular occasion he is assigned to this run, his first day trip thereon during a year's interval, for the special purpose of instructing a new engineer in the topography and special features of the line. This special service must necessarily detract from that fixity of mind which is so obviously required to discharge his responsibility. The occupancy of the cab by a third party interferes with a steady co-operation between his assistant and himself. In the special duty imposed upon him by his employers some interference with his ordinary duty was inevitable. The evidence does not show, however, that his mind was altogether diverted from his observation of the signals or his obedience to them, but on the contrary, it does appear that he made reasonable efforts to comply with them, utilizing the facilities which were available to some extent, at any rate. It is evident that the signals were misinterpreted. The open switch, for which he was not responsible, was the primary cause of the disaster. But the fact that the switch was open rendered close scrutiny of the signals by the accused as vitally necessary to avert what eventually happened. The collision in this case was the result of a joint default, but had strict duty been observed by either official the situation would have been saved.

Three Factors Enter.

"Three ingredients must concur in order to bring the case within the statute. viz.:

"1. The establishment of a duty;

"2. The negligent performance or actual omission thereof, and

"3. A resulting injury as a direct consequence to some person."

"In this case the duties are not questioned; as to their omission or negligent performance I have already referred. Whether the third element is so identified with the others or not is arguable. The suggestion that Bourne might have been unhurt had he remained in the cab savors somewhat of speculation, but it is not without real source. Had he so remained and been injured there is no question that the injury would have been directly attributable to the engineer's neglect, if such had been proved.

"Without elaborating in detail all the incidents of the trip in question, I have given very careful consideration to the whole evidence and I have come to the conclusion that I ought not to saddle the accused with the stigma of a criminal offender within the meaning of the section of the code in question. His attitude in the box impressed me very favorably. His statement was frank and devoid of concealment. He has had an enviable record for fidelity and good conduct and on the deplorable occasion in question he was beset by a combination of circumstances which precipitated the result, which I do not think should be laid criminally at his door. My duty therefore is to discharge him."

26/06/1925

*Eastern Ontario Review**Winchester**Smiths Falls*

While unloading logs for J.D. McInnes, contractor at the C.P.R. Smiths Falls last week. Fred C. Knapp 38 years was fatally injured when stakes supporting the logs broke and struck him on the head breaking his jaw and shoulder. When removed from beneath the logs the man was rushed to the Public Hospital in an unconscious condition and passed away two hours later. He is survived by his wife, three small children, three brothers and two sisters.

26/06/1925

*Eastern Ontario Review**Chalk River**Pembroke*

John Leach, 62 years of age and deaf and dumb, died on Saturday afternoon after being run over by a C.P.R. yard train beside the Pembroke Lumber Company's office. Leach was returning to work after lunch and was crossing the track where he had been loading lumber

07/07/1925

*Ottawa Citizen**Chalk River**Almonte*

WALKS UNHEEDED IN FRONT FREIGHT TRAIN

ALMONTE, July 7. Walking heedlessly in front of a C. P. R. freight train at the level crossing of Bridge street last evening, 12-year-old Moses Smolkin, son of Mr. John Smolkin, dry goods merchant, was so seriously injured that faint hope is held for his recovery.

The boy was walking toward the crossing apparently looking at something in the palms of his hands, and unconsciously stepped in front of the engine just as it reached the crossing. He was hurled a distance of about forty feet, and when picked up it was found that his face and head were severely injured. Medical aid was immediately summoned and Dr. Kelly and Dr. Henly ordered the boy's removal to Rosamond Memorial hospital. Today his condition shows a slight improvement.

How the boy failed to hear or see the approaching train is unfathomable, as a very distinct view of oncoming trains can be had at the crossing. The whistle on the engine was also blowing when it approached the crossing.

The accident was witnessed by a large number of people, as traffic at the crossing in the evening is exceptionally heavy.

08/07/1925

*Ottawa Citizen**Renfrew**Young Street*

Train Hit Auto At Young St. Crossing, Two Men Escaped

In a collision with a C.N.R. freight train at the Young street crossing yesterday afternoon two occupants of an auto, Napoleon Monette, 34 Douglas avenue, and Gustave Brault, 302 Willbrod street, narrowly escaped serious injury. Brault received a slight cut on one of his legs.

The auto, which was driven by Monette, was travelling east along Young street, and at the C.N.R. crossing close to Preston street. It struck a freight train. The front of the auto was badly smashed.

Mr. Monette the driver of the car and Mr. Aubry a passenger, managed to jump when they saw a collision was inevitable but Mr. Brault, failing to make a getaway received injuries to his leg and some bruises as the car was carried about 75 feet by the engine. The auto was a five-passenger touring car. Mr. Monette, who is a local contractor, was driving home and taking Mr. Aubry and Mr. Brault to their homes also. There are no gates at the crossing as traffic is not heavy at this point. Apparently the driver of the car did not notice the approaching train in time to avoid collision. Mr. Monette and Mr. Aubry though shaken and somewhat bruised were otherwise none the worse for their unfortunate experience.

AGED MAN KILLED BY TRAIN AT ST. JOSEPH'S

Mr. John Murphy Struck by C.N.R. Train at St. Joseph d'Orleans.

Mr. John Murphy, an elderly resident of St. Joseph d'Orleans, was instantly killed when he was struck by a C.N.R. train bound for Ottawa, about five o'clock yesterday afternoon, almost in front of the St. Joseph d'Orleans railway station.

Mr. Murphy, who was seventy-three years of age, and was residing with Mr. Richard Kelly, the station-master, had been feeding some hens in a yard across the tracks. According to those who saw the accident, Mr. Murphy was within a few feet of the railway tracks on his way back to Mr. Kelly's home, when the train was approaching the station. Apparently in the belief that he could get across safely before the arrival of the train, Mr. Murphy endeavored to cross the tracks, but was caught by the cowcatcher of the engine and hurled some distance on to the road.

The unfortunate man was carried into a neighbor's house, but when Dr. R. L. Hamilton, who was summoned, arrived he found that the man was dead. In Dr. Hamilton's opinion death had been instantaneous from a fractured skull, and other serious injuries.

Neither the engineer of the train which it is stated struck Mr. Murphy or the conductor was aware that an accident had happened until the train arrived in Ottawa, when the report was sent in from St. Joseph d'Orleans by the stationmaster. The engineer was Mr. R. F. Wilson, 180 Isabella street, who stated that when his train was approaching St. Joseph d'Orleans station he had seen a man crossing the tracks about two pole length ahead of the engine, and thought he had got clear. An examination of the engine when it reached Ottawa, failed to show any indications of an accident having occurred.

Dr. S. Kirby, the coroner for Russell and Prescott counties, who was advised of the accident, journeyed from Hawkesbury to hold an inquest at St. Joseph d'Orleans.

After empanelling a jury, the coroner adjourned the inquiry until Wednesday next.

Also reported by the Journal same date.

USE ELECTRICAL DRIVEN TRAINS CNR.

Expects To Have Them In Operation Within the Next Two Weeks.

An innovation in Canadian National Railway transportation between Ottawa and Montreal is anticipated within the next two weeks, in the form of a high-powered electrically driven train. The type of electrical locomotive which the C. N. R. anticipates using on the Montreal - Ottawa line has been tried out, it is understood, and found, to be most effective both from the standpoint of economy and convenience.

While the C.N.R. recently instituted service between Ottawa and Pembroke by electrically driven cars, which receive their power from storage batteries, it is believed that the new type of electric locomotive will replace anything which has previously appeared very much in the shade, and that their introduction on some of the main lines leading in and out of the Capital will revolutionize service in no small degree.

Building the Steel Bodies

At present the Ottawa Car Company is under contract to build the steel bodies of a number of these up-to-date electric locomotives, but officials of the company have refused to give any definite information regarding the actual construction as it is understood the C.N.R. wish to keep the introduction as a little surprise upon the public.

Unlike the electric cars mentioned above, which derive their power from storage batteries, the new cars will receive power from large high-powered oil-fed Diesel engines which will operate dynamos to supply the electric current to the motors.

It is also possible that these electrical driven trains will be operated on the Toronto-Ottawa line serving the many points in the Rideau Lakes where Ottawa residents have their summer cottages, While the electrically driven train is not a novelty in Canada, its introduction on the Montreal-Ottawa and Toronto-Ottawa lines is looked forward to by the C.N.R. as a distinct advantage and as a general improvement in service.

Just as Powerful

The electric trains or engines will be powerful enough to draw as many coaches as the regular locomotive and from the standpoint of convenience, cleanliness, and comfort should prove decidedly advantageous.

It is understood that these trains will be very swift, while the cost of operating them will possibly save the Canadian National many thousands of dollars every year

RETURN VERDICT OF ACCIDENTAL DEATH

A verdict of accidental death with no blame being attached to anyone was yesterday afternoon returned by the coroner's jury which inquired into the death of John Murphy. 73-year-old resident of St. Joseph d'Orleans, who was struck by a C.N.R. train at St. Joseph on July 22nd. The inquest, which was held at Cumberland, was presided over by Dr. S. Kirby, of Hawkesbury.

The evidence of witnesses showed that Mr. Murphy had started to cross the tracks almost in front of the station at St. Joseph, then started back again, and then apparently tried to cross again. Mr. R. F. Wilson, 180 Isabella, street, the engineer, testified to having seen the late Mr. Murphy crossing toward the station but thought he had got clear of the tracks and was not aware that the engine had hit him until his train arrived in Ottawa.

Further along on the right of way were some children and berry-pickers, and the engineer, thinking Mr. Murphy had crossed unhurt, devoted his attention to those ahead of him.

The other evidence showed the late Mr. Murphy had apparently been struck by, the cylinder at the side of the engine which broke his leg and smashed in his skull.

The jury, after being out for a short time, returned a verdict of accidental death.

31/07/1925

Ottawa Citizen

Maniwaki

Wakefield

BELIEVE HEAD OF BRAKEMAN STRUCK GIRDER ON BRIDGE

Investigation Into Cause of Accident to Robert Macklem, Found Lying on Tracks Near Wakefield.

ROADMASTER GOES TO CONDUCT AN INQUIRY

Injured Man Lies in Serious Condition in the Ottawa Civic Hospital.

An investigation into the cause and circumstances surrounding the injuries received by brakeman Robert Macklem, 8 Westmount Ave., Hintonburg, who now lies in the Civic Hospital in a very serious condition, was commenced this morning by officials of the C.P.R.

So far as could be ascertained up to one thirty this afternoon the injuries received by Mr. Macklem were caused by his head hitting a bridge girder as the C.P.R. passenger train running north was pulling into Wakefield yesterday afternoon. This opinion is held by Mr. Samuel Jeffrey, roadmaster of the C.P.R. who happened to be standing on the rear end of the train and who was the first to notice the badly injured brakeman laying alongside the railway tracks, as the train ran, on.

Mr. Jeffrey left this morning to conduct the investigation, proceeding first to Wakefield and then taking a gasoline driven speeder and going back over the line as far as Diotte.

From an opinion expressed by Mr. Jeffrey Macklem was presumably two car lengths north of the rear end of the train and was probably looking out to see how close the train was to the Wakefield station, where two cars of the train was to be "cut off," when his head came into contact with a girder of the south end of the bridge a short distance south of Wakefield. A stain on one of the bridge girders confirms this view of the accident.

After noticing the injured brakeman alongside the track Mr. Jeffrey after the train had stopped, ran back and had the injured man brought to Wakefield, where he summoned medical assistance, and remained with the injured man until he was brought back to Ottawa and taken to the Civic Hospital.

Sent Special Train

Immediately on receiving word of the accident Mr. J. H. Hughes, divisional superintendent of the C.P.R. dispatched a special train to bring the injured man back to the hospital. Meanwhile Mrs. Macklem had been notified of the accident, but when she went to the hospital last night she was not recognized by her injured husband. The special ran to the C.P.R. crossing at Carling Ave. which was reached at 8.20 p.m. (standard time), from which point the injured brakeman was transferred to the Civic hospital in the ambulance of George B. Burnty and Son.

The train from which brakeman Macklem fell was No. 535 which leaves Ottawa for Maniwaki, daily, at 3.35 p.m. (standard time). The train was in charge of Engineer J. R. Dunlop, 72 Maple street, and Conductor R. H. Morton, 309 Gilmour street.

Brakeman Macklem, in addition to his wife; has a family of three young boys. He has been in the service of the C.P.R. for several years, and his trip up the Gatineau yesterday was brought about through his acting as a substitute for the regular brakeman of the train. He was, however, familiar with the run as he had been over the Ottawa-Maniwaki line, many times before.

At the Civic Hospital today where the injured man is being attended by Dr. J. K. Kidd, it was reported that Mr. Macklem's condition was serious and that he was conscious only part of the time.

03/08/1925

Ottawa Journal

Alexandria

Carlsbad Springs

TRAFFIC WAS TIED UP FOR SOME TIME

Freight Train Is Derailed Near Carlsbad Springs

Traffic on the Canadian National line from Ottawa to Montreal, by way of Coteau, was paralyzed for some hours Sunday morning when a freight train was derailed near Carlsbad Springs, 13 miles from Ottawa. No one was injured, but it tied up traffic for several hours and caused considerable inconvenience to passenger traffic. The morning trains from Montreal and Ottawa were unable to pass the derailment, and passengers on either train had to be transferred to the other, which then returned to the points from which they had set out earlier. While this caused some considerable delay in passenger traffic, the track was opened during the day, and traffic quickly restored to its normal condition.

14/08/1925

Eastern Ontario Review

L'Orignal

L'Orignal

A Star car with a Canadian license ran into a C.N.R. train at L'Orignal on Wednesday afternoon, and smashed up the machine. He was travelling fast, and probably thought the train would clear the crossing. It did not.

19/08/1925

Ottawa Citizen

L'Orignal

Wendover

TRUCK DRIVER HAS REMARKABLE ESCAPE

Thos. McCormick of Rockland Thrown with Machine When Train Hits It.

Thomas McCormick, of Rockland, got the biggest surprise of his life yesterday afternoon when a motor truck which he was driving, was struck by a C.N.R. Montreal-Ottawa passenger train near Wendover. He is at present a patient in the Civic, hospital still wondering why he was not killed.

His injuries are not serious. Herbert McGinnis, of Alfred, who was with him, was uninjured, while the truck in which they were driving is a complete wreck.

Both men are employes of a contracting firm which is doing road construction work in the district. McCormick, a truck driver, was proceeding along the Ottawa-Point Fortune highway with a load of crushed stone. On approaching a C.N.R. crossing near Wendover McCormick failed to see a passenger train bound from Montreal to Ottawa and travelling about 30 miles per hour. McGinnis noticed the train just as it approached the truck and jumped, thus escaping injury.

As the train struck the truck the latter was thrown into the ditch and the driver with it. The car landed a complete wreck and from first appearances it looked as if the driver had had a poor chance. In a search of the wreckage the driver was found in the center of it with a cut on the head. He and his companion were loaded on to the train after "first aid" had been applied and taken to Rockland, where Dr. Powers, of that place, was summoned. He accompanied the injured man to Ottawa and placed him in the hospital under the care of Dr. F. W. McKinnon.

Dr. Powers said that the man's injuries are not serious. He said that he had a cut on the head and a dislocated shoulder and that it was remarkable that he was not more seriously hurt.

Also reported in the Journal same date.

02/09/1925

Ottawa Journal

Eganville

Instantly killed by C. P. R. Train

Renfrew, Sept 2 - Struck By the C. P. R. Eganville passenger train at 11. 15 today, Charles Cochrane, 23 years old, employe of the Renfrew Machinery Company, was instantly killed. He felt sick while at work in the factory and decided to return to his boarding house. He was taking a shortcut across the tracks when he was killed. It is believed he tried to save himself too late, as only one foot was cut off. Cochrane arrived in Canada from England last spring. He lived here with his brother, who came to Canada with him. An inquest will be held.

16 YEAR OLD BOY FATALLY INJURED IN CAR COLLISION

James Brown, Golf Caddie Here For Championship Tournament, Dies Soon After Accident.

James Brown, aged 16 years, who was seriously injured in a Hull Electric street car collision on the Aylmer line on Sunday night, succumbed to his injuries early yesterday morning at the Ottawa General hospital, Water street, only a few hours after he was admitted. Dominic Presseau, motorman, 30 Roux street, Hull, is in a serious condition with a compound fracture of the left leg. Robert McPherson and Reginald Cooper are in hospital with minor injuries.

The accident happened when double track [sic] car No. 44, driven by Motorman Presseau, ran into car No. 6, which was in charge of Motorman A. Tremblay. This car had stopped due to the trolley having come off the power wire. While putting the trolley back on he saw the other car racing up to him, and shouted, but apparently Presseau did not see the car ahead until so close that a collision was inevitable.

Mr. G. Gordon Gale, vice-president and general manager of the H.E.R., stated that the collision was due to the lights being out in car No. 6. on account of its trolley being off the powers wire.

The boys who were passengers on the car which ran into the rear of the stationary one belonged to a party of ten who made their way from Montreal here to caddie in the Canadian amateur golf championship, which has been under way at the Rivermead Golf Club. Brown left his home on Tuesday last, while the ten boys arrived in Ottawa in two parties, one on Wednesday and the other on Thursday. Their arrival at the Rivermead Club created a problem for the directors to secure sleeping accommodation for them. The first night they were given a room in the club house and afterwards a tent was provided for them to sleep in. On Sunday night, when the accident happened, eight of the boys were passengers on one of the cars. They had been to Luna Park for the evening and were returning to the club for the night when the smash occurred. These boys, who were on the car are Jack Muirhead, 140 College avenue, St. Henri., Que.; Thomas Gerald, Lachine; Reginald Cooper, Lachine; Arthur Wilson; Irwin Ellis, 41 Thirty Fourth street, Lachine; Andrew McPherson, and Robert McPherson, both of 211A Ninth avenue, Lachine.

Robert McPherson and Reginald Cooper are the only two of the boys who are still in the hospital. Mc Pherson has one of the toes of his left foot crushed, while Cooper has a deep cut on the side of his head which required two stitches. Andrew McPherson, who was taken to the hospital following the accident, was back yesterday at the Golf Club. He received a cut over the left eye. The other boys all received minor cuts and bruises, but were able to caddie yesterday.

It was reported last night at the hospital that Motorman Presseau, who received a compound fracture of the left leg, was suffering considerable pain. Brown died at an early hour Monday.

The body of young Brown was removed to the Gauthier and Company undertaking parlor, where it was viewed by Coroner T. J. Scoble, who opened an inquest last evening. At the session the remains were identified by E. Coughlin and R. Cole, of Montreal, both friends of the deceased boy's family. Coroner Scoble then adjourned the taking of evidence until the evening of Tuesday, September 15, when the inquest will be resumed at the Ottawa, police station.

MOTHER AND BABE DIE WHEN AUTO STRUCK BY TRAIN

Terrible Accident Near Rockland. Another Woman in Critical Condition and Two Men Injured.

Two persons are dead, a third is not expected to live, while two others are also in serious condition from injuries received when a Ford tudor sedan was struck by the C.N.R, Ottawa-Montreal train which left the Capital at noon yesterday, at a level crossing about a mile west of Rockland and about twenty miles from Ottawa.

The Dead.

Joan Auclaire, aged 3 months, of Lachine, Que.

Mrs. Arslas Auclaire, Lachine, Que.,

Seriously Injured.

Mrs. Daniel Gauron, of Ville St. Pierre, Que.

Mr. Arslas Auclaire, Laehline, Que., In a critical condition in Hawkesbury hospital.

Mr. Daniel Gauron, in the Montreal General hospital.

Both the auto and the train were east-bound when the accident happened. The automobile party of five had been visiting in the Capital and were returning to their homes.. Mr. Gauron was driving the ear, and apparently did not realize that there was a train in the vicinity until it had struck the car and scattered its occupants and splinters over a wide area.

Of the five passengers in the auto not a single one escaped serious injury. All were injured about the head, while most of them suffered broken bones and brulsea about the limb and body. Mrs. Aurlalie's death was due to a fractured skull, while the other three adults are also suffering from similar injury.

Dr. Powers, of Rockland, who accompanied Gauron to Montreal, told The Citizen that when he left the patient in the hospital his condition did not appear to be very serious. Auclaire, however, was in such a serious condition that he was taken only as far as Hawkesbury, where he was reported last night to be in a critical condition.

Coroner Ktrby, M.D., of Hawkesbury, opened an inquest in the town hall at Rockland last night, which he adjourned until Monday next at 1 p.m.

All the occupants of the car were carried to the home of Hiram Lafontaine, a short distance east of the crossing, where first aid was rendered to the injured.

Story of Eye-Witness.

Mr. Earl Lafontaine, son of Hiram Lafontaine, one of the few eye-witnesses of the accident, clearly described it to a Citizen representative. He said that the driver of the auto apparently did not see the train, for when he picked him up he said, "My God I must have been sleeping."

Mr. Lafontaine said that he had crossed the railway track at the crossing just a short distance ahead of the auto. He was leading a team of horses along the Montreal road and when crossing noticed the train approaching. He saw the auto slow up as it approached a curve just before the railway crossing and assumed that the driver of the car had also seen the approaching train.

MRS. GAURON'S LIFE NOW DESPAIRED OF

Mrs. Daniel Gauron, who was injured in the motor accident near Rockland yesterday when the C. N. R. train struck the automobile in which she with four other people were driving home to Lachine, Que., and who is at the home of Mr. Hiram Lafontaine, Rockland, near the scene of the accident, is in too serious a condition to be removed. She is not expected to live, and reports from Rockland state her condition is very serious this afternoon.

Also reported in the Journal same date

INQUEST ADJOURNED PENDING RECOVERY MOTORCAR DRIVER

Ten Witnesses Heard In Inquiry Into Fatal Smash At Level Crossing Near Rockland.

Ten witnesses who were heard yesterday afternoon at the resumed inquest into the death of the victims of the fatal crossing smash at Rockland failed to throw any new light on how the accident happened. The hearing was held at the Rockland town hall. To allow the driver of the auto in which the accident victims were passengers to give evidence. Coroner H. H. Kirby, M.D., of Hawkesbury, adjourned the inquest until Saturday, September 19.

Those heard yesterday included (he only eye-witness of the accident, Mr. Earl Fontaine, who related his story to The Citizen following its occurrence. Other witnesses were Dr. Powers and Dr. Tweedie, of Rockland, who gave medical evidence, the members of the train crew. Mr. H. Fontaine and Mr. Miron. who reside close to the scene of the smash.

The evidence of the doctors showed that Mrs. Daniel Gauron and baby Jean Auclair came to their death through fractures of their skulls. Their evidence also showed that other occupants of the car were so badly injured that they were unable to be present at the inquest.

Auto Slowed Up.

Mr. Earl Fontaine told of leading a team of horses in an easterly direction along the Ottawa-Montreal highway and over the C.N.R. crossing about a mile west of Rockland. He was only a short distance ahead of the Ford sdan which was run into by the Ottawa-Montreal afternoon train. Mr. Fontaine noticed the automobile travelling in the direction of Montreal slow up at a curve in the road just before the railway crossing and he thought that it was coming to a stop to allow the train to pass. As the auto went on, he turned around to put up his hands as a signal for it to stop but before he got his hand over his head the car was on the track right in front of the engine.

The witness said that the locomotive caught the-rear part of the auto and spun it around, throwing out all the occupants. It happened so suddenly that he saw none of them leaving the car. He said that he noticed the driver of the auto calmly sitting at the wheel watching the road ahead as if nothing was about to happen as his auto crossed the railway track right in front of the train. Continuing his evidence, Mr. Fontaine told of picking up the victims of the smash and assisting to carry them to his father's home-close by. and also of summoning medical aid.

The engineer of the train, Mr. R.C.Sargent, 138 Marlborough avenue, Ottawa, along with his fireman, told of seeing both the auto that was struck by the train as well as the team of horses led by Mr. Fontaine. The auto appeared to be slowing up, so they did not take much notice of it, but devoted their attention to the man leading the team of horses, which were quite close to the crossing. They didn't see the car again until it was struck by the train.

Other witnesses said that they had heard the train whistle for the crossing. It was also shown that for about a third of a mile before the crossing the road runs side by side with the railway and that there is a clear view of approaching trains.

Coroner Kirby along with Crown Attorney F. W. Thistlewaite of Vankleek Hill decided that it was necessary to have evidence from one of the occupants of the car before returning a verdict. The driver of the car, Mr. Daniel Gauron, who was the least injured, is still a patient in the Montreal General Hospital, so it was decided to await his evidence.

LONG ADJOURNMENT INQUEST NECESSARY

Inquiry into Aylmer Line Deaths Waits Recovery of Motorman.

After hearing over half a dozen witnesses, several of whom were participants in the fatal motor car smash which occurred on the Hull Electric Railway line, near the Rivermead Golf Club, on the night of September 6. the coroner's jury inquiring into the death of James Brown, aged 16 years, of Stony Point, Que., last night adjourned the inquiry until November 18.

The long adjournment was necessitated through injuries sustained by Domonic Presseau, motorman 30, Roux street, Hull, who was in charge of car No. 44, the front end of which telescoped the rear of car No. 6. in charge of Ernest Raymond, which had come to a standstill on the line from Hull to Deschenes after the trolley had come off the wire.

Both cars were of the one-man type. Presseau is still confined to the hospital suffering from a compound fracture of his left leg.

Dr. P. B. Belanger, 41 Spruce street, who attended Brown, told of his death in a local hospital a short time after he had been admitted to the institution. The f doctor said Brown had died from shock and loss of blood occasioned by his right leg being torn off a short distance below the knee. He had been a passenger on car No. 44, on which other caddies from Lachine were returning to the Rivermead Golf Club.

Reginald Cooper, aged 17 years, of 446 Notre Dame street, Quebec, testified Brown was seated about the middle of the car when the smash came, and had been thrown toward the front end of it.

Bid Not Hear Brakes.

Andrew McPherson, 221A Ninth avenue, Lachine, had been sitting at the back of the car. He testified he had not noticed any light on the car ahead, which was the one telescoped by the car on which he was riding. He had not known there was a car stopped on the track ahead and bid not heard the emergency brakes being applied on car No. 44 prior to the accident. Presseau, he said, had been crushed by the controller, and Brown was found lying near the front of the car.

Robert McPherson, also of Lachine, gave similar evidence. Jack Muirhead, 140 College, avenue. St. Henri, Montreal and Aldege Bellehumeur, 14 Helena street, Hull, also told of their experiences as passengers.

Trolley Came Off.

Ernest Raymond, motorman on car No. 6, said he had left Ottawa at 10.38 p.m. to proceed to Deschenes barns to put his car away for the night. When near the Rivermead Golf Club he said his trolley had come off and he had gone back through his car, which was carrying no passengers, to try and put the trolley on the wire. He testified this could be effected through a window at the rear of the car.

While attempting to get the trolley on the wire he said he had seen car No. 44 about 900 or 1,000 feet away. He said he was afraid he would be caught if a collision occurred and left his car and ran back about 30 feet in an attempt to warn the motorman on car No. 44 that his car was ahead on the track. In this he was not successful and the two cars crashed.

He testified positively that he had had his red lamp lighted and in its proper place at the right hand corner of the back of his car when the smash occurred. Car No. 44, he said, was running between 10 and 15 miles per hour when it had hit his car. He did not hear any emergency brakes being applied. He had escaped from his car by a window as the other car came down on him.

The inquest was watched by Mr. B. Claxton on behalf of the Brown family, while Messrs. A. S. Bourinot and Mr. H. H. Hough represented the Hull Electric Railway Co. Mr. J. A. Ritchie, K.C., conducted the examination of witness, Dr. T. J. Scobie presided.

IS FATALLY INJURED AT LEVEL CROSSING

Edgar Jones Was Driving Horses When Wagon Struck By Train.

SMITHS FALLS. Sept. 18 Struck by the C.P.R. Montreal-Toronto fast train No. 19 while driving a team of horses with a load of corn over a level crossing on the farm of A. H. Fulton, three miles from Chesterville about 11.80 o'clock this morning, Edgar Jones, of Maple Ridge, Ont., received injuries which a short time after resulted in his death. The train struck the load broadside, hurling Jones to the ground. He was picked up in an unconscious condition alongside of the track and rushed to Smiths Falls, but passed away shortly after he was admitted to hospital. The team of horses were killed outright.

An Inquest was opened into the unfortunate man's death, and after the usual routine it was adjourned until Wednesday next.

The jury consists of: Geo. G. Graham, "foreman;" Chris. Crozier, Frank Pat, Jack Bradley, W. S. Bell, O. C. Abbott, A. J. MacDonald, E. Lockwood, E. Jones. T. Martin, of Montreal, was engineer on the train.

Jones, who was 33 years of age, came from England and has been here four years, during which time he has worked for Fulton.

Also reported in the Journal same date

MAKING PROGRESS TOWARD RECOVERY

The inquest into the death of Mrs. Arthur Gauron, of Ville St. Pierre, Que., who was one of two persons fatally injured when a motor car in which five passengers were riding was struck by the Ottawa -Montreal C.N.R. train, near Rockland, on September 7, has been postponed until October 19, pending the recovery of surviving victims of the accident.

TRANSPORTATION TO BE REVOLUTIONIZED BY NEW INVENTION

"Oil Electric" Train Makes Run From Montreal on C.N.R. At Phenomenally Low Fuel Cost Three Cents Mile.

Through the courtesy of high officials of the Canadian National Railways, a number of prominent citizens, including Mayor J. P. Balharrie. Magistrate Charles Hopewell, and Mr. C. A. Bowman, together with engineering experts and newspaper men, were privileged on Saturday afternoon to make a tour of inspection of a new type of passenger car and locomotive, which arrived from Montreal at 1.12 o'clock at the Union Station.

The new railway conveyance for passengers, which will undoubtedly revolutionize traffic costs and conditions on short hauls over the C.N.R., is known as the "Oil Electric Articulated Car," is the very latest invention in railway circles, and can make the trip to Montreal in less time and at about 700 per cent less cost than the ordinary locomotive and train.

Its most interesting feature is the engine, which is of the Diesel type found in modern airplanes and airships, but with its weight reduced considerably, and its motive power increased.

The "train," which consisted of two cars, in one of which is situated the engine room, which resembles the cockpit of an airplane on a larger scale, is up to date in every respect, with comfortable seating accommodation, roomy, and modern equipment.

Run From Montreal.

The train made its run from Montreal, to Ottawa in two hours and 55 minutes, which includes three stops en route, one at Alexandria, where about 150 curious people, gathered to give it the once over, and at Coteau where photos were taken. The trip was uneventful, the engine giving perfect satisfaction en route, and the average speed was 53 to 55 miles an hour, and the cost per mile figured out at three cents per mile, something wonderful in transportation costs.

The engine was able to develop full speed within two seconds from a cold start, and the vibration, although marked in the engine room was not particularly noticeable in the passenger car, which carried important C.N.R. officials and newspaper men. Among them were: Messrs. C. G. Brooks, chief of motive power; R. J. Needham, electrical mechanical engineer. Central Region; R. G. Gage, system electrical engineer, to whom are given credit for the production of the new type of engine; Walter S. Thompson, well known and popular publicity director; G. E. Smart, chief of car equipment; Major R. L. Fairbairn, manager passenger service bureau; W. H. Clegg, chief inspector of air brakes; R. H. Phair, road foreman of engines, and T. H. Sands, inspector of Board of Railway Commissioners. The engineer of the car was Mr. A. E. Pownall, and the conductor, Mr. A. McCready.

The party returned to Montreal at four o'clock in the afternoon, on the new train.

The engine, which proved a source of very great interest and curiosity to many leading engineering experts of the city is manufactured by the William Beardmore Company, Glasgow, and London, England, and is similar to that in airplanes of an eight cylinder 4 stroke cycle, solid injection Diesel type. It

develops 340 h.p. at 650 r.p.m. and weighs 5,450 pounds or 16 pounds per horse power as compared with 40 to 70 pounds per h.p. found in other types of Diesel engines. The engine is one which depends on high cylinder compression, approximately 450 pounds to the square inch to secure the temperature of combustion of fuel, instead of the electric spark used in the gasoline engine. Fuel oil is sprayed into the cylinders at a pressure of about 8,000 pounds per square inch. The engine is water-cooled, lubricating oil is forced into it at 60 pounds pressure, and it is connected with a specially designed direct current 309 k.w., 600-volt generator, mounted on a common deplate. The generator excitation is caused by 272-ampere hour, 300-volt ironclad Exide Storage battery, carried in battery boxes beneath the floor of the rear half of the car.

There are four driving motors of the railway type. 100 h.p., 800-volt. mounted two each on the front and rear trucks.

The motorman acts exactly as does a street railway motorman, with similar equipment, and the car can be run either forward or backwards through control switches.

In the case of a breakdown through engine trouble, the car can be driven a limited distance, so as to clear the main line, with storage batteries. The electrical equipment is that of the Westinghouse Company, of Hamilton, and Pittsburgh. The car can attain a maximum speed of sixty miles an hour on the level and the fuel consumption is three and a half miles per Imperial gallon, or a fuel cost of about three cents per mile, whereas ordinary railway passenger traffic costs from 20 to 27 cents per mile.

The new type train will be placed on the Ottawa-Montreal run in the near future.

Cecil Command of Ferguson Falls was struck by a C.P.R. freight train while crossing the track in his car at Welsh's crossing on the Franktown road and was so badly injured that he died in the C.P.R. station a little later. Richard Stafford of Kanark, who was in the car with Command, was also badly injured but will recover.

Train hits a Auto Arnprior Lady Hurt

Mrs. Wm. Bahm's leg, arm and hand severely fractured.

Arnprior, September 17th - Mrs. William Bahm received injuries Saturday morning when the car in which she and her son were driving was struck by the morning C. P. R. local at a crossing about a mile west of Arnprior. The place where the accident took place is commonly known as Mulcahy's crossing and due to a sharp turn in the road and the high rock cut it is almost impossible to see a train approaching from the West.

Mr. Bahm, who was driving the car, escaped injuries except for a shaking up but the car was completely demolished.

Mrs. Bahm received a fractured left leg, a fractured right forearm and hand, and also was severely bruised, and suffering from shock. She was placed on board the train and taken to the Ottawa Civic Hospital, where she is being attended by Dr. H. B. Moffatt. While very painful, her condition is not considered serious.

The inquest into the death of Mrs Arthur Gauron, of Ville St. Pierre, Que., who was one of two persons fatally injured when a motor car in which five passengers were riding was struck by the Ottawa - Montreal C. N. R. train, near Rockland, on September 7th, has been postponed until October 19th, pending the recovery of surviving victims of the accident. Dr. H. H. Kirby, coroner of Hawkesbury District, stated that Mr. and Mrs. A. Auclair, of Lachine, Que., were progressing favorably. Mrs. Auclair is being attended by Dr. M. Powers, of Rockland and during the week-end recovered into a semi-conscious condition. Her husband, who is in hospital in Hawkesbury, has improved during the past week, but Dr. Kirby stated yesterday that he was in no means out of danger.

Eddar E. Jones, aged thirty-seven, a native of England, was struck by a fast express West of Chesterville last week and was almost instantly killed. The man was driving a team and the horses were also killed and the waggon smashed beyond recognition. The man died on the train on the way to Smith's Falls Hospital. Jones had been in Canada for four years. His parents and a sister reside in Upper Redbrook, North Monmouth, Eng. The body was interred in Maple Ridge cemetery

RETURNED VERDICT ACCIDENTAL DEATH

Crew of Train Exonerated from Blame for Crossing! Fatality.

A verdict of accidental death was returned at the inquest conducted in the town hall at Rockland, last evening, by Coroner Dr. H. H. Kirby, of Rockland, into the death of Mrs. Daniel Gauron, Ville St. Pierre, Que., and three-month-old Jean Auclair, of Lachine, which occurred after an auto in which they had been riding on September 7th was struck by a C.N.R. train at the Rockland level crossing.

The jury exonerated from all blame the engineer of the train, Mr. R. C. Sargent, 138 Marlborough avenue, this city, and added a rider recommending that adequate traffic signals be placed at the Rockland and similar level crossings. Copies of the verdict will be forwarded to the Board of Railway Commissioners for Canada and the Ontario provincial department of highways.

Most of the evidence had been taken on September 14th, and the only witness heard last evening was Mr. Daniel Gauron, driver of the automobile, who was unable to supply any details as to what had happened, informing the coroner that his mind had been practically a blank since it occurred.

He stated he had not been aware a train was approaching the crossing until it was right on top of them, and then there was a crash and he knew nothing more until several hours after, when he realized what had occurred.

In the verdict the jury found that while there had not been any criminal negligence on the part of anyone, the jurors were of the opinion that Mr. Daniel Gauron, driver of the automobile, had not exercised sufficient precaution when approaching the level crossing.

26/10/1925 *Ottawa Citizen**Kingston (CN)**Kingston*

CONDUCTOR KILLED BY FALL OFF TRAIN

KINGSTON, Oct. 26. John Doyle, conductor on the Canadian National Railway and a resident of this city, was killed at Kingston Junction shortly before midnight last night, when he fell off a train. He had been engaged on the railway for many years and was widely known. He is survived by his wife and family. Coroner Dr. R. J. Gardiner will open an inquest tonight.

02/11/1925 *Ottawa Citizen**Alexandria**Maxville*

SEVEN PERSONS HURT WHEN AUTO IS HIT BY TRAIN

Stanley and Wellington Allen, of Cassburn, and Their Families Victims of Level Crossing Smash At Maxville Sunday Morning.

Contrary to expectations of Sunday evening, four people hurt in a collision between motor car and the C.N.R. Montreal-Ottawa train Sunday morning, are now rallying and doctors are confident of their ultimate recovery. Three others who were not so seriously injured, are making good progress.

The seven were injured at a level crossing close to Maxville, Ont. when the car in which they were all riding was struck by the train, thrown some distance from the track and set on fire by escaping gasoline.

Those injured, all residents of Cassburn, Ont. are as follow:

BADLY INJURED.

Mr. and Mrs. Stanley Allen, husband and wife, both suffering from grave internal injuries.

Mrs. Wellington Allen, sister-in law of Mr. Stanley Allen, internal injuries and seriously burned.

Louise Allen, three months old daughter, of Mr. and Mrs. Wellington Allen, shock.

SERIOUSLY INJURED.

Mr. Wellington Allen, broken left leg, dislocated right shoulder and other slighter injuries.

SLIGHTLY INJURED.

Harold and Deane Allen, seven year-old sons respectively of Mr. Stanley Allen and Mr. Wellington Allen.

Auto Takes Fire.

The accident occurred on Sunday morning, when the C.N.R. train from Montreal, due to arrive in Ottawa at 11.55 o'clock, crashed into an automobile carrying seven passengers, all residents of the village of Cassburn Ont., at the crossing just east of Maxville station.

The automobile, a Ford sedan which was thrown some distance from the railway track by the force of the collision, caught fire, and some of its occupants were badly burned, before they were extricated from the wrecked car by persons who witnessed the accident, and rushed to their assistance.

In the meantime the train had pulled up a short distance from the scene of the accident, and aided by the train crew the injured, who were in a desperate plight, were taken on board an ambulance given first aid by Dr. W. D. McDiarmid, of Maxville, and then rushed in to Ottawa where they arrived at noon.

Fleet of Ambulances.

Conductor Edward Eaman, in charge of the train, telegraphed to Ottawa, and when the train arrived the motor ambulances of Hulse Brothers, George Burney & Son George H. Rogers, McEvoy Bros, and A. E. Veitch, were on hand, with nurses and doctors, and the injured were rushed to the Civic Hospital.

There they were received by Dr. Jones, staff doctor at the hospital, and were attended to by Dr. F. V. McKinnon. Not one of the passengers in the ill-fated motor car were able to give any explanation as to how the accident occurred, as when they were picked up Mrs. Stanley Allen and Mrs. Wellington Allen were in an unconscious condition, and their husbands were too badly injured to be questioned.

Upon examination at the hospital, Dr. McKinnon discovered that both Mr. and Mrs. Stanley Allen, who were the worst hurt, were suffering from internal injuries in addition to severe lacerations to their heads and bodies, while Mrs. Allen had sustained severe burns, when the automobile caught fire; Mrs. Wellington Allen, had both of her legs badly burned and was suffering from shock, while her husband, Mr. Wellington Allen had his left leg broken, and his right shoulder dislocated: their three-months-old baby daughter, Louise, which was thrown clear of the car when the crash came, is not expected to live. The other two passengers in the car, Masters Deane Allen, seven-year-old son of Mr. and Mrs. Wellington Allen, and Harold, the same age, son of Mr. and Mrs. Stanley Allen, while badly shaken up and suffering from bruises and cuts, are expected to recover, unless complications set in.

Says Bell Ringing.

The train was in charge of conductor E. Eamon, and the engineer was Mr. R. Dickenson, both of Montreal. The latter in his report of the accident stated that the crossing bell was ringing, and that he did not see the automobile until it was on the tracks almost in front of the engine, when he applied the emergency and brought the train to a standstill, a few hundred feet distant.

03/11/1925 *Ottawa Citizen**Alexandria**Maxville*

Baby Louise Allen Dies From Injuries

Infant Daughter of Mr. and Mrs. W. Allen, Cassburn, Ont. Parents in Hospital.

One death has resulted from the automobile accident at Maxwell, on Sunday morning, when a Ford sedan in which seven people were riding, was struck by the C.N.R. train from Montreal and all were more or less injured. Baby Louise Allen, three months old daughter of Mr. and Mrs. Wellington Allen, of Cassburn, Ont., died at the Civic Hospital this morning as the result of injuries she received. It was thought at first that she might survive, but during the night she sank rapidly death coming at 3 a.m.

Caused by Defect in Engine Whistle

Continuous Blasts Aroused Much Curiosity in the City Early Last Evening.

A defect in the valve of the whistle on a locomotive drawing a C.N.R. freight train caused prolonged blowing of the whistle just as the train arrived in Ottawa last evening and aroused much curiosity, many inquiries coming to the newspapers and railway officials.

The train, No. 408 from Belleville, made its scheduled run to the Capital on time, but a short distance outside the defect arose in the whistle valve. Many thought the noise was from a mill where the owner was celebrating Armistice Day in unannounced manner. The engine was taken to the shops for adjustment, but to get there had to make almost a complete circle of the south of the city, where the residents were treated to the unusual continuing blasts from the whistle. When the Bank street yard was reached the whistling was stopped.

Officials of the C.N.R. said the occurrence was not uncommon, but had not happened in Ottawa for some time.

18/11/1925

*Ottawa Citizen**Renfrew**Carp*

Automobile Struck by Freight Engine

Quick Action on Part of Ephraim Scharfe

Train Crews Averts Fatality.

Quick action on the part of Mr. Ephraim Scharfe, of Carp, probably saved him from serious injury when the automobile in which he was driving was struck by a C.N.R. freight train at a railway crossing at Carp on Tuesday afternoon.

The train was backing from a siding to the main line as Mr. Scharfe approached the crossing. Apparently thinking that he could cross before the train, he proceeded to the crossing and was about to go over it when he became aware of his danger. The train was about, to strike the front of the auto, but Mr. Scharfe swung his car along the tracks and away from the engine, with the result that the auto was struck squarely in the rear and pushed some 200 feet along the tracks. When the train was brought to a stop, Mr. Scharfe was rushed to Dr. W. O. Robertson, Carp. His injuries were not serious but he was cut by flying glass from the windshield. The body of the car was torn completely from the chassis.

Members of the train crew claimed that both the engine bell and the siding bell were ringing, and were unable to account for the accident. Although a member of the crew standing on the rear of the train signalled the engineer when he saw what was about to happen, it was too late, and the smash followed.

Dr. W. G. Robertson stated to The Citizen that Mr. Scharfe is not seriously injured and is resting well.

01/12/1925

*Renfrew Mercury**Renfrew*

December 1925

The first visit of a gasoline propelled railway car to Renfrew took place on Wednesday when a new type No. 55 built by the Ottawa Car Company, Limited, was given a very successful run from Ottawa to Renfrew over the Canadian National system.

The gentlemen who were the first passengers on this specially-built car were: J.A. O'Brien, Lt. Col. L.T. Martin, Commissioner of T&N.O. Ry; G.M. Bell, M.J. O'Brien Ltd., J.Epinault, Central Supt Canada and Gulf Terminal Ry; W.C. Moore, Master Mechanic, Ottawa, Div CNR; J.E. Adams, Supervisor of Unit Cars, CNR; O.R. Barefoot, Mechanical Dept., CPR; T.J. Palmer, Music Editor Ottawa Citizen, Dr. B.G. Connolly, Managing Director, Capital Trust; W.H. McIntyre, Vice-Pres and General Manager, F.D. Beattle, Supt Car dept., I.D. Bya, Supt f Works, J.R. Allan, Sales dept, all of the Ottawa Car Manufacturing Co. Ltd. Mr. Donnogan, Mechanical Dept, Algoma Eastern Ry.

The company arrives about noon and after luncheon at Hotel Renfrew. A number of Renfrew people had an opportunity of inspecting the car. It is a Brill patent type, capable of seating comfortably 38 persons and also has a baggage compartment. The construction is all steel and is fully equipped with regulation railway systems of lighting, signaling, etc. In fact the construction is explained by experts is in advance of some of the first-class passenger coaches now in use.

The engine is a marvel of smoothness, is 68 horsepower and starts and stops with precision and without a jar. The car has the newest in Westinghouse air brakes, in fact the whole make-up of type 55 of the Ottawa Car Co. is designed for the purpose of providing safety, comfort and fair speed. This new car gives opportunity for bringing together the smaller communities and it may be that next spring Wilno, Golden Lake, Killaloe, Barry's Bay and other near-by places will be brought in closer touch with Renfrew and other towns through the operation of these gasoline propelled cars on the railways.

Renfrew Mercury 23 December 1925 - depending upon the actual date of publication the trip could have been taken on Nov. 25, Dec 2, 9, 16 or 23. 1925

04/12/1925

*Eastern Ontario Review**Montreal and Ottawa**Vankleek Hill*

A seventeen-year-old lad named Afia Onslow was caught pilfering the till at the C.P.R. station here last Monday morning. He had made his entrance through the ticket window, and in spilling the cash on the floor, Mr. Armstrong hearing the noise came out of the house and caught the boy, handing him over to the authorities

07/12/1925

*Montreal Gazette**Kingston (CN)**Coteau*

TRIPLE COLLISION

Freight Trains Derailed at Coteau Station

Three C.N.R. freight trains crashed, into each other just west of the Coteau station at 4 o'clock yesterday morning, and as a result passenger trains from Toronto to Montreal were delayed four hours. Two employees suffered slight bruises in the wreck.

The wreck occurred through the derailment of the engine of a west bound train. Before warnings could be given, a second train crashed into the first one and some of the wreckage protruded over the eastbound track. Before it could be cleared or signals set, a freight train eastbound crashed into the double wreckage. Regular trains coming to Montreal were held up as a consequence and arrangements were made by the company officials to give breakfast to the passengers of the trains at the Cornwall station lunch room. Finally one track was cleared and the trains were sent over this. Yesterday afternoon all, the wreckage had been remove.

Many of the passengers, on the Toronto trains were coming to Montreal to take trains for eastern points, where they were to take ships for overseas, and some of them missed the connection.

07/12/1925

*Windsor Star**Kingston (CN)**Coteau*

3 TRAINS CRASH MONTREAL, Dec. 7 Three Canadian National Railway freight trains crashed into each other just west of the Coteau station early this morning, and the passenger trains from Toronto to Montreal were de-layed nine hours. Two employes suffered slight bruises.

07/12/1925

*Ottawa Citizen**Havelock**Bathurst*

INSTANTLY KILLED ON RAILWAY TRACK

H. J. Pratt Struck By Train Near Bathurst. (Special to The Citizen.)

PERTH, Ont., Dec. 6. Mr. Herbert John Pratt, aged 27 years, of Sherbrooke township, was instantly killed on Saturday morning by being struck by a C.P.R. train near Bathurst station. The young man was returning from a dance at Wemyss and took a short cut home down the track. It is presumed Mr. Pratt did not hear the train coming behind him, it striking him on the back of the head. The engineer on the train did not see him, he being picked up by some of the sectionmen who came along on a handcar between seven and eight o'clock. He is survived by his parents and two brothers.

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FREIGHT TRAINS IN CRASH NEAR COTEAU MONTREAL.

Dec. 6. Three Canadian National Railway freight trains crashed into each other just west of the Coteau station early this morning and the passenger trains from Toronto to Montreal were delayed nine hours. Two employes suffered slight bruises.

Railway Clerk Takes Own Life

A despatch from Brockville says:

When Mr. C. Dunn, city ticket agent of the Canadian National Railways, turned the key in the door of the office on Friday morning he was startled to hear the report of a shot and on investigation he discovered Edward J. Nute, aged 25, a clerk in the office lying in a dying condition upon an old coat spread on the floor in the rear section.

Nute had a revolver in his hand. There was a wound in the rear of his right temple and he died almost immediately. Nute had been in the employ of the Canadian National Railways for many years. He left no explanation. He had been absent from Brockville since Saturday night and returned early Friday morning. Coroner Dr. W.E. Harding investigated and decided an inquest was unnecessary.

Find man's death was an accident

Was struck by train while returning from dance.

Perth, December 10th - the adjourned inquest into the death of H. Pratt, of Sherbrooke Township, who was found near the C. P. R. tracks west of Bathurst station on the morning of December 5, was held before Coroner Dwyer in the council chamber here tonight. A great deal of interest in the case was manifested owing to the popularity of the deceased as well as to the mystery of how he came to his death.

County Crown attorney McKim looked after the interests of the crown, while Messrs. Mansell and Thornton represented the C.P.R..

Edward Dowdall, section Foreman, testified to the finding of the body about 800 feet west of the public Crossing at Bathurst at 8.30 a.m., December 5. The witness had traced the deceased's foot-steps from the crossing to the place where the body had been found and it was apparent that the deceased was in full possession of his faculties by the fact that the footprints were very even over a considerable distance. His opinion was that Pratt had to been struck by some part of a train going east between 3 and 5. 0 a.m. Several witnesses were called who were at the dance in the Orange Hall at Wemyss, from which the deceased was returning when he met his death, who all testified that to the best of their knowledge Pratt was sober when he left the hall somewhere about 2.30 a. m.

The jury returned a verdict that the deceased had met his death by being struck by a C.P.R. train going east on the morning of December 5, and that his death was accidental.

Triple Wreck at Coteau Station

Fireman William Miller had his right hip injured, and passengers hastening home for Christmas missed the train that was due to take them to the seaboard, due to a double collision which took place west of Coteau at 4 o'clock (Sunday morning (13 December)

The trouble began when a freight westbound had its engine derailed. [sic]. A second train crashed into the first before warnings could be given of what had taken place. The wreckage protruded over the eastbound track, and before the latter cleared and signals set, an eastbound freight crashed into the double wreckage.

The state of the track was such that the train coming from Toronto to Montreal was delayed four hours. Passengers were provided with breakfast at Cornwall - Montreal Star