

Local Railway Items from Area Papers - 1927

04/01/1927 Ottawa Journal

Renfrew

Ottawa Car

A gas electric car, the product of the Ottawa Car Manufacturing Company Limited. For the use of the Temiskaming and Northern Ontario Railway between Cobalt and Kirkland Lake, proved most successful in operation on its trial trip between Ottawa and Renfrew when an average speed of 45 miles per hour was maintained. the maximum being 62 miles per hour.

On the trial run the car left Union Station, Ottawa. At 10.15 o'clock making the trip to Renfrew and returning at 4.20 o'clock.

The new departure in modern railway cars has a combination passenger, baggage and smoking compartment 73 feet long and nine feet 11 3-4 inches wide with a seating capacity of 77 persons.

Control by Levers.

The interior finish of the car is of solid mahogany with cream ceiling. It has 16 windows on each side with double sash for winter conditions. One side of the car has cross seats to hold three passengers, the seats on the other side being built to accommodate two passengers.

The power plant consists of one Brill Westinghouse 250 hp at 1,100 revolutions per minute which is directly connected with a railway type self-ventilated direct current generator giving a voltage of about 600. The current from the generator passes to two electric motors, Westinghouse type No. 557-A5 which draw thw car. These motors are mounted on the axles of the front truck, each being of 140 h.p. capacity.

The control is by manual operation of a throttle lever at each end of the car. The weight of the gas electric car is 103,000 pounds while it is operated by a crew of two men compared with a minimum crew of five on a steam train.

Officials on Trip

The following officials were in the train during its trial trip:

F.M. Donegan, superintendent, Algoma Eastern Railway; O.N. Barefoot, C.P.R.; E.J. Feasy, Engineer, C.N.R.; W.J. Warnick, Superintendent, Toronto, Hamilton and Buffalo Railway; P.H. Fox, assistant superintendent, C.N.R.; S.B. Clements, chief engineer, Temiskaming and Northern Ontario Railway; W.J. Beatty, foreign sales manager, W.J. Brill company; W.M. Swinwood, engineer C.N.R.; L.G. Turner, engineer C.N.R.; W.H. McIntyre, vice-president and general manager, Ottawa Car Manufacturing Company; L.D. Byce, superintendent of works, Ottawa Car Manufacturing Company; F.S. Beattie, superintendent car department, Ottawa Car Manufacturing Company and J.R. Allan, sales department, Ottawa Car Manufacturing Company.

Lieut-Col. L.T. Martin of the T. and N.O. Railway Commission and Mrs. Martin were passengers on the car for the return trip from Renfrew to Ottawa.

While the car was in Renfrew the following prominent residents, after being given a full explanation as to the car's operating, were taken for a short run: T.M. Costello, Councillor Macdonald, T.F. Barnett, ? Dean, Col. Irving, C. Dewey, W. Cram, F.M. Devine, W.O. Nicol, C.E. Fairweather, E.R. Layles, Charles Dean and George Gorman.

05/01/1927 Ottawa Journal

Ottawa Electric

Accident involving OER car 691.

21/01/1927 Morrisburg Leader

Kingston (CN)

Cornwall

Six cars of an Eastbound freight train on the Canadian National Railways were wrecked about three miles west of Cornwall at 4 o'clock Sunday morning. The accident is supposed to have been caused by a broken journal. Both the East and West tracks were blocked and the wrecking crew was summoned from Brockville and had the East track clear for traffic at 11 a.m., and the West track was ready by evening. Passengers on the early morning trains going East to Montreal and other points were taken care of by officials of the company and were well pleased with the manner in which they were looked after, suffering no inconvenience beyond the delay occasioned. The wrecked cars contained dressed meats. The damage to rolling stock was not great. None of the train crew was injured.

24/01/1927 Ottawa Journal

Ottawa Electric

Accident involving OER cars 651 and 825.

03/02/1927 Ottawa Citizen

Maniwaki

The Future Gatineau Valley

"The Gatineau Valley is being Flooded." Such is the headline which will some day soon appear in Canadian and American daily papers, and the news will be read with a tinge of sadness by many who, now grown to manhood and womanhood, roamed through the picturesque valley as children and know its every nook and cranny.

But a certain great English poet has said, "The old order changeth yielding place to new." Yes, the Eton Chutes will no longer command admiration as the swirling waters toss the sawlogs about and hurl them on the rocks below with a booming sound which --

But the old order changeth yielding place to new. The new railway location will skirt the shore of the lake which the dam will create and consequently avoid many of the dangerous old grades. Fewer curves and longer tangents will permit of greater speed with safety and the near future may see an electrically operated car service. The motor highway is located further up the slope and commands a more extensive view of the valley, as well as avoiding the deep gulleys crossed by the railway. A number of dangerous railway crossings have been done away with as the highway and railway retain their relative positions and motoring is accordingly rendered safer.

neither will the railway trains be compelled to crawl along at snail pace over a portion of submerged track.

The new railway stations will form the nuclei of future summer resorts and the sites for cottages will cluster around them on on the highway. The children will select new haunts to spend their happy childhood hours and in a short while the old Gatineau Valey will be forgotten. May the new gatineau bring with it a generous portion of comfort , health and happiness. - A.W. Grant, B.A.

HUSBAND SEES FAST CN TRAIN KILL HIS WIFE

Mrs. F. H. Morrison, of Carp, Loses Life While Walking to Village Station

Struck by a CN. train before her husband's eyes when she was unable to get from the track because of high snow drifts, Mrs. Margaret Hanlon Morrison, aged 67, wife of F. H. Morrison, for more than 30 years C.N.R. station agent. at Carp. was instantly killed on Saturday afternoon at two o'clock.

The accident occurred while she was walking on the track about 100 feet from the station where her husband was on duty. Mr. Morrison was one of the first to reach her after the train passed, but although she was carried into the station immediately, life was found to be extinct by Dr. A. B. Hyndman. her neck having been broken.

Walked Along Track.

The train was a C.N.R. through extra, proceeding west from Ottawa and due at Carp at 2.10 o'clock. Although not required to stop at Carp it was proceeding slowly at the time the accident occurred. The engine and caboose were going towards Smiths Falls to get a load of freight. W. R. Marsh was the conductor in charge.

As far as is known. Mrs. Morrison was going to the station to see her husband. Instead of following the road from the town to the station, as she usually did on such visits, she left it at a crossing a short distance west of the station and started walking east to the station on the track.

Although familiar with the regular train schedules, she apparently did not know that the extra was due. and did not notice it approaching her until it was about half way to the station. She attempted to step to the side of the track, but found that she was blocked by high snow. She got as far from the track as she could, and waited for the train, to pass. The train, meanwhile travelling at reduced speed, whirled past the station, the engineer at the same time noticing her at the side of the track. Immediately, seeing that there was not room for the train to pass without striking her, the engineer threw on the emergency brakes, but too late to stop the train in time.

Thrown 15 Feet.

The engine caught the elderly woman and threw her 15 feet over the snow at the side of the track.

Mr. Morrison, who had been expecting his wife to arrive by the road as usual, was on the station platform as the train passed through. Just as it passed he caught a glimpse of the woman on the track and in the moment of uninterrupted, vision recognised her as his wife. The train thundered past, and blotted her from his sight. Fearful for her safety he ran down the track after the train and the still figure lying on the right of way, just as some section hands also arrived, at the scene.

With the assistance of the section hands, Mr. Morrison carried her to the station, and Dr. Hyndman found that death had been instantaneous, her neck having been fractured. Her body was practically uninjured in any other way.

Dr. Hyndman, who is coroner for Carp, has decided that an inquest is necessary, and it will be held this evening.

The tragic death, of Mrs. Morrison came as a great blow to hundreds of friends in the town and district. She was born in Carp and lived her entire life there, and was much beloved by all who knew her. She was a member of St. Paul's United Church, and the funeral was held this afternoon from the family residence to the church. Burial was made in Huntley Cemetery.

Mrs. Morrison is survived by her husband and one daughter, Mrs. (Dr.) E. S. Johnston.

07/02/1927 *Ottawa Citizen**Renfrew**Carp***WOMAN IS KILLED INSTANTLY WHEN STRUCK BY TRAIN**

Mrs. F. S. Morrison, Wife of Carp Station Agent, Was Walking on Track, Returning From Shopping Trip.

CREW FROM OTTAWA WAS IN CHARGE OF THE TRAIN

Husband Witnesses Woman Walking to Death, But No Time to Warn Her.

Struck by a C.N.R. locomotive, while walking on the railway tracks at Carp on Saturday afternoon, Mrs. Morrison, wife of F. S. Morrison, station agent, was instantly killed. She was 67 years of age.

Mrs. Morrison had been out on a shopping trip in the village and was returning to her home at the station about 3.10 p.m. when she was struck by a light engine and van travelling from Ottawa to Madawaska. Conductor W. R. Marsh, of Ottawa, was in charge of the train, and Engineer L. J. Turner, also of Ottawa, was in charge of the engine.

The accident happened only a few yards east of the highway crossing where an electric bell was ringing to warn of the approach of the train. It was only about a hundred yards to the west of the station, at which the train had not stopped. Mrs. Morrison was slightly hard of hearing, it is stated, and apparently did not hear the warning of the approach of the train. She was walking towards it and her attention was evidently otherwise attracted for she gave no sign of having noticed the train.

Husband Sees Accident.

Her husband, who was at the station, saw her go to her death not knowing that the woman was his own wife, and being powerless to warn her of approaching danger. He saw the woman walking on the tracks about a hundred yards away and also noticed the approach of the train. After the train had passed he noticed that the woman he had seen had disappeared. He did not see her getting struck for the train was between him and the woman.

After striking the unfortunate woman the train was brought to a stop. She was picked up by a member of the crew and was found to be dead. She was carried to the station, and Mr. Morrison received a dreadful shock when he saw that the unfortunate woman was his wife.

Dr. A. B. Hyndman was called, and found Mrs. Morrison to be beyond medical aid. In the capacity of coroner he viewed the remains and inquired into the circumstances of the accident. He decided to hold an inquest and a jury was empanelled, and after the usual formalities the hearing was adjourned until this evening at the town hall.

The late Mrs. Morrison had been a life-long resident of Carp and vicinity. She was born near Carp. During her many years of residence in the village she had won a wide circle of friends, among whom there is deep mourning following her sudden and untimely passing. She was active in the women's organizations of the United Church.

To the travelling public and in railway circles she was quite well known, especially to those who use the Ottawa, Madawaska or Pembroke C.N.R. line. Her husband for the last thirty years had been station agent at Carp, formerly with the Grand Trunk and latterly with the C.N.R.

Besides her husband she is survived by one daughter, Mrs. (Dr.) F. J. Johnson, of Carp; two brothers, Nicholas Hanlan, of Arnprior, and Michael Hanlan, of Gravelford, Sask.; and one sister, Mrs. James Mitchell, of Detroit, Mich.

The funeral was held this afternoon from her late residence to St. Paul's United church, where a service took place at two o'clock. Interment was made in the Third Line cemetery, Huntley.

07/02/1927 *Ottawa Citizen**Renfrew**Arnprior***Pembroke Local Engine Derailed**

C.N.R. Ottawa-Bound train in mishap. Engineer makes quick stop. No one is injured

Arnprior Feb. 7 The Canadian National Pembroke local No. 88, due in Ottawa at 11.35 a.m. was derailed here this morning

The rest is missing because of a torn page.

NO ONE TO BLAME FATALITY AT CARP

A verdict of accidental death was returned by the coroner's jury which last night at Carp investigated the death of Mrs. F.H. Morrison, aged 67, wife of the C.N.R. station agent at Carp. Mrs. Morrison was killed on Saturday by a Canadian National train when she was caught on the track with high banks of snow on either side, and was unable to escape from the path of the train. The jury exonerated the train crew of all responsibility in connection with the accident. Dr. A.B. Hyndman, of Carp, presided as the coroner,

08/02/1927 *Ottawa Citizen**Chalk River**Carleton Place*

GIRL PLUNGES OFF BRIDGE TO RIVER TO ESCAPE TRAIN

Miss Annie Pretty in Thrilling Episode at Carleton Place.

Saved From Icy Stream By Allan Swayne.

SISTER RUNS TO SAFETY IN FRONT OF LOCOMOTIVE

Same Train Few Seconds Later Strikes James Angus, Retired Station Agent S

CARLETON PLACE. Feb. 7. Two Sisters, Annie and Ethel Pretty, miraculously escaped being run down by a C.P.R. passenger train, while crossing the railway bridge over the Mississippi river, here this evening. The former, jumping from the bridge, was saved from drowning only through the prompt action of Allan Swayne, who, noticing her danger, plunged into the icy waters and assisted her to shore.

It was the Pembroke-Ottawa local, due to arrive in the Capital at 6.15 o'clock, that nearly ran down the two girls, and a few minutes later struck James Angus, aged 70 years, retired station agent at Merrickville, just as it was pulling into the Carleton Place station. Mr. Angus fortunately escaped serious injury. He was conveyed to the Civic Hospital at Ottawa.

Barely Escaped

Annie Pretty, aged about 13 years, and Elhel, aged 12, walking the railway tracks, were about the center of the bridge spanning the Mississippi river when they noticed the passenger train speeding towards them. The younger of the two undertook to outrun the train, and succeeded in gaining the end of the bridge and clearing the tracks just as the speeding train flew by.

The other plunged into the icy waters of the Mississippi about fifteen feet below, and was floating steadily to almost certain death over a cataract only few yards away, when Swayne, risking his own life, plunged into the water and helped her to shore. There, rescued and rescuer were assisted from the water by willing hands, and everything possible was done for them. Both were attended by Dr. Downing, who found them to be suffering from shock and cold.

Like Scene in "Movies."

The episode resembled a thrilling moving picture escapade more than reality. The two girls were walking across the bridge chatting good-humoredly and then, in an instant, there was a scream, as they became aware of their danger.

Annie wore a heavy fur coat, and this possibly would have handicapped her had she decided to run with her sister. This, however, helped to keep her afloat on the river until her rescuer succeeded in reaching her.

The girls' escape from being run down by the train and the plunge into the water was witnessed by workers in the upper floors of the Bates and Innes, woollen mills, which are located alongside the river. An alarm was spread through the building, and reached Swayne as he stood in the plant office, preparing to go home after having completed his day's work.

Carried Towards Falls

Without hesitating a moment Swayne slipped out of his coat, trousers and boots, rushed from the building and on to the river bank and plunged in. The suddenness of his plunge chilled him to the marrow, but on he went, swimming and struggling through the slush which covered the open water.

As the girl, floating near midstream, was slowly being carried towards the falls, Swayne's fellow workers and others who had gathered on the bank held their breaths as Swayne matched his skill at swimming with the swiftly running current.

Final paragraph is torn but no railway items.

11/02/1927 *Morrisburg Leader**Renfrew**Carp*

Woman Killed By Train

Struck by a C.N.R. train before her husband's eyes when she was unable to get from the track because of high snow drifts, Mrs. Margaret Morrison, aged 67, wife of F.H. Morrison, for more than 30 years C.N.R. station agent at Carp, was instantly killed on Saturday afternoon at two o'clock at Carp.

The accident occurred while she was walking along the track about 100 feet from the station where her husband was on duty. Mr. Morrison was one of the first to reach her after the train had passed. But although she was carried into the station immediately, life was found to be extinct, her neck having been broken.

SKIING PARTY IN BUS HAS NARROW ESCAPE ON TRACK

Brakes Refused to Work Motor Coach Ran Into C. P. R. Train at Aylmer Road Crossing.

Several members of the Clifside Ski Club had a most miraculous escape from being hurled to death last night, when a United Coach Line bus ran into the C.P.R. Soo train at the Aylmer road crossing between Hull and Val Tetreau. No one was injured, and the large bus too escaped without serious damage.

The cause of the accident is attributed to the brakes of the bus failing to operate. The remarkable escape of its occupants is due to the slow speed which it was travelling, together with the train having reached the crossing first. The bus was driven by William MacElroy, 139 Henderson avenue, whom Mr. Bretislav Pliski, president and manager of the bus line, declared as one of his most trusted drivers.

Saw Danger Signal.

Still feeling the result of his experience, Mr. MacElroy related his story of the collision. He said that he was travelling in the direction of Hull on his way to Ottawa, with number of members of the Clifside club, when as he came near the railway crossing he noticed the approach of the train and the brakes of the bus failed to work.

He said that he noticed the wig wag signal at the crossing swinging its warning, and throwing the motor into neutral applied the brakes to bring the bus to a stop until the train passed. With the bus "out of gear" and the brakes failing to operate, the bus and the train both neared the crossing. It was realized afterwards that it was just a matter of seconds which would get there first.

MacElroy said that as the bus was just a few feet back from the crossing the locomotive flew past, and the coaches followed. He said that he could have swung the bus into the ditch and avoided the collision, but he thought that the bus was going to stop. However, it rolled on. He said that it wasn't travelling more than two miles an hour just before the impact. MacElroy said that he could hardly feel the impact of the bus striking the cars, and as the front of the bus was swung around to the side of the road it just seemed like a skid.

Not Aware of Danger.

The driver said that the passengers in the bus were not aware of the danger they were in until it was past, and then, as they scrambled out, men and women alike hugged him and shook his hands in delight at their escape. He said that there was no panic whatever among the passengers.

The coaches of the train caught the bumper on the front of the bus, tearing it off, and also one of the head lights. One side of the radiator was torn away, and one of the heavy mudguards was partly torn off, and one of the front springs was broken and twisted so that it interfered with the steering gear. Had the bus been a smaller and lighter car, or had it been travelling faster, the collision would have undoubtedly resulted much more seriously.

Confidence In Driver.

Mr. Pliski last night was unable to state the cause of the brakes of the bus failing to operate. He thought that it might have been caused by snow getting into them or a dampness causing frost to form on them. He said that he intended to test them himself to ascertain the cause of them failing to operate. He expressed great confidence in Mr. MacElroy as a driver, saying that he had been in his employ for three years, and that never before had he had an accident. The bus is one of the large ones used in the Ottawa-Prescott service during the summer months.

Mr. Pliski said that the bus was on a special trip from the Clifside Ski Club house, bringing club members in to the city. He said that a bus had been previously ordered and cancelled and then ordered again.

Mr. David Kirby, president of the Clifside Ski Club, was unaware of the accident when approached by The Citizen. He said that during the evening about 75 or 80 club members had been out on the weekly moonlight hike of the club, which ended up at the club house on Slater's hill, on the Aylmer road, short distance west of Luna Park. He had come into the city in his car a short time before the accident and had heard nothing of it.

21/02/1927

Ottawa Journal

Montreal and Ottawa

Chaudiere bridge

At an expenditure of about \$750,000, the new bridge for the Canadian Pacific Railway has been constructed over the Ottawa River in the past eight months, and is now in full service, carrying the heaviest equipment. In that time, the old bridge between Ottawa West and Hull West was taken down span by span, the new and heavier structure replaced it between trains, and in the whole complicated process so exact were the plans and the adjustments that in only four instances were trains delayed. In no case was the delay longer than 20 minutes.

The old Prince of Wales bridge was constructed in 1880. It was adapted to the light equipment of that date, and when modern locomotives were developed the old structure was not sufficiently sturdy to bear their weight with the desired margin of safety. As a result traffic hauled by heavy locomotives running between Union Station and Ottawa West had to be operated by way of Hurdman, a distance of 10 miles rather than by direct route through Hull, over the bridge, which would have saved six miles, and these was a general slowing up of Canadian Pacific traffic in the terminal area.

Work on the new bridge was commenced last July. It uses the piers of the old bridge and follows the same route, but it is of heavier construction throughout and will bear the weightiest equipment. From the Ottawa shore to Lemieux Island, a distance of 900 feet, there are six spans, and from the island to Hull, 1,250 feet, the structure is divided into seven spans. A single line of tracks is provided and there is no accommodation for motor traffic or pedestrians.

For some days heavy locomotives have been using the bridge, which now is complete except for some minor details.

25/02/1927

Morrisingburg Leader

Kingston (CN)

Brockville

BROCKVILLE MAN IS CRUSHED TO DEATH IN C.N.R. YARDS

Arthur Kennedy Branley, well known and esteemed young resident of Brockville passed away at the General Hospital, between 9 and 10 o'clock

Wednesday morning from shock of injuries sustained in the Manitoba yards of the Canadian national Railways about three hours previousl. He was

engaged in moving some freight cars with J.A. Woodstock, and when about to make a coupling on a moving car he slipped on the roadbed, which was icy after a light rain, and went under the wheels. His right arm and right leg were severed close to the body and he was internally injured.

04/03/1927

Ottawa Journal

Alexandria

Vars

FREIGHT TRAIN BLOCKED TRACK

The C.N.R. line between Ottawa and Montreal was blocked at Vars this morning, owing to the derailment of a freight train, and the Transcontinental was routed via Hawkesbury to Montreal, after being held in Ottawa for some time.

From what can be learned of the occurrence at Vars, It appears that at about 6 a.m. one of the cars of an east-bound freight train jumped the tracks, several other cars being derailed and blocking the line.

A wrecking crew was on the scene within a few hours and it is expected the line will be cleared this afternoon.

09/03/1927

Ottawa Journal

Ottawa Electric

Accident involving OER car 824.

14/03/1927

Ottawa Journal

Maniwaki

Low

The collapse of a clay bank near Low, about 35 miles from Ottawa, caused a delay in traffic on the C.P.R. Maniwaki branch this morning, when the track was buried under six feet of clay over a distance of some 60 feet. More.

LINE LIKELY OPEN BY THIS EVENING

Catineau Railway Tracks Blocked By Landslide. Passengers Being Transferred.

Rapid thaw and somewhat heavy rains up the Gatineau resulted in a landslide on the C.P.R. tracks one mile north of Low station yesterday morning. The line is in a cutting at this point and for a distance of about 70 feet the loose earth piled up on the tracks to a depth of about 10 feet, completely blocking the line.

The slide was discovered by the section foreman who was walking the track about 8 a.m., the men having had special instructions to watch for possible slides in view of the rapid thaw. A gang of about 60 men, most of them from Ottawa and some of them engaged locally, worked all day yesterday and part of the night on the removal of the earth from the tracks, and Mr. J. H. Hughes, C.P.R. divisional superintendent, who is on the ground until the line is clear, stated last night to The Citizen that it is expected to have the line clear by this evening, and that traffic will be normal then.

The Gatineau train due here last night at 6 p.m. did not arrive until 8.50 pm. A special train was sent from Ottawa to bring the passengers from north of Low, the train from Maniwaki travelling south to as near the block as considered safe, at which point the passengers were transhipped. Similar arrangements will obtain today until the line is completely cleared. Mr. Hughes stated last night that there is no particular inconvenience to passengers, beyond having to walk the short distance between the two trains on either side of the block.

Mr Hughes explained that the delay in getting the line cleared is due to the fact that on the east side of the track the bank, from which the slide came, rises to about 100 feet above the track and the loose blue clay continued to slip as the obstruction was being removed. On the west side of the track there is only a slight embankment.

16/03/1927 *Ottawa Citizen**Maniwaki**Tenaga*

SECOND LANDSLIDE TIES UP TRAFFIC

But C.P.R. Hopeful of Getting Maniwaki, Line Cleared in Few Hours

A second landslide, due to the recent unexpected heavy thaw, occurred a short distance south of Tenaga station on the C.P.R., Ottawa to Maniwaki line this morning, which has completely tied up traffic both north and south. The morning train bound for Maniwaki is held at Chelsea, while the down train is at Wakefield. A gang of upwards of fifty men, was rushed to the scene from Ottawa and is engaged in clearing the tracks.

The landslide which was discovered around ten o'clock, shortly before which hour it is believed it occurred, piled tons of earth from an overhanging bank on to the tracks, completely burying them. It was discovered by track walkers who are patrolling the sections where cuttings occur, and was at once reported to headquarters of the C.P.R. at Ottawa.

Officials believe that the line will be cleared within a short time, and it has not been found necessary to transfer passengers. The slide occurred at almost identically the same place as the one last year about this time. The last slide occurred on Monday morning near Low station, and it was of such a nature that traffic could not get through until Tuesday evening, and passengers had to be transferred.

The Maniwaki train, due in here this morning at 10.50, is now three hours late, and may not get in until three o'clock this afternoon.

Hearing of the predicament of the passengers on the Maniwaki bound train, which is stalled at Chelsea, the officers of the Fraser Brace Engineering company, enrolled a "rations" crew which took hot coffee etc. to the station, which was supplied to the passengers and train crew.

Some of those on board the train took advantage of the enforced wait at Chelsea to make a sightseeing trip over the big power development of the Gatineau Power company.

17/03/1927 *Ottawa Citizen**Maniwaki**Tenaga*

GATINEAU LINE AGAIN CLEAR AFTER LANDSLIDE

The C. P. R. line to Maniwaki is clear again, after a second landslide within a few days following on the heavy thaw. The train due last night at Union Station from Mani-waki at 6 p.m. did not arrive until 11.15 p.m. Its arrival was the first indication that the line had been opened again after being blocked all day yesterday at Tenaga, just north of Chelsea. The block was discovered yesterday morning by a section foreman walking the track about 10 o'clock, and a gang of men was sent from Ottawa to clear the debris. Both morning trains today to and from Maniwaki will leave as usual.

22/03/1927 *Ottawa Citizen**Maniwaki**Cascades*

GATINEAU LINE IS BLOCKED BY TRAIN OFF AT CASCADES Derailment of Freight Holds Up Passenger Service. Hull Coroner Unable to Answer Call to Baskatong. The C. P. R. Gatineau line was blocked again yesterday, for the third time within the last week or so, this time through the derailment of part of a north-bound freight train, near Cascades. No one was injured, but passengers on trains both to and from the city had to wait several hours before they were able to proceed to their destinations. The derailment occurred about a quarter of a mile south of the Cascades station, on the new section of the line built around the newly formed lake at Kirk's Ferry. Proceeding along a high grade, four box cars and a coal car dropped onto the ties along which they ran for several yards. Quite a bit of the roadbed as torn up. The mishap was due to soft track caused by frost coming out of the roadbed on the south end of the new diversion, where ballasting was done late last fall. Fortunately, however, all five derailed cars remained upright and did not swerve to any great extent to either side, for at the point of the derailment the tracks are elevated about twenty feet, with steep embankments dropping down at either side, and the bottom of the river at one side and more water at the other. The derailment occurred about 3.45 p.m., so that both up and down passenger trains were tied up as a result. The train, which left Ottawa early last evening, was held up at Chelsea, and the train from Maniwaki to Ottawa at Wakefield. Men were at work until a late hour clearing the line, but late last night it was stated that only three of the five cars had been placed back on the rails. Coroner Jos. Isabelle, Mix of Hull, who received a call from Rev. Fr. Richard, parish priest at Baskatong, to inquire into the death of an unnamed young woman, was not able to proceed to Maniwaki yesterday afternoon on account of the derailment. The train from Maniwaki which was due to arrive in Ottawa at six o'clock last evening, pulled into Union station at 3.20 o'clock this morning, the road having been cleared about an hour before.

28/03/1927 *Ottawa Citizen**Maniwaki**Ironside*

GATINEAU LINE TIE-UP WHEN ENGINE DERAILED

The engine of a special freight train returning from Chelsea last night left the track at Ironside about 5 p.m., causing the Gatineau line to be blocked for some hours. Mr. J. H. Hughes, divisional superintendent of the C.P.R., rather than have the passengers on the Gatineau train for Ottawa last night held up, sent a special from here as far as the block and transferred the passengers, who arrived in the Capital at 9.19 p.m., only three-quarters of an hour later than the scheduled time of the ordinary train. Nobody was hurt and Mr. Hughes stated to The Citizen that the line is now open for traffic as usual.

06/04/1927 *Ottawa Journal**Ottawa Electric*

Derailment to OER car 652 with picture.

10/04/1927 *Ottawa Citizen**Maniwaki*

May electrify Maniwaki line.

Operation of C.P.R. branch would then be more profitable.

Although neither the Gatineau Power Company nor the Canadian Pacific Railway Company will confirm it, there is stated to be a very strong possibility, with the very large quantity of power which will soon be available, of the future electrification of the Ottawa to Maniwaki branch of the C.P.R.

It has been stated upon many occasions that the line is not a profitable one, due to the limited freight carried yearly, and that with plenty of power available, its operation by electrical energy would prove less costly than by steam operation as at present.

The Gatineau Power Company operates a power plant at Maniwaki now, which in the near future will be developed into a 100,000 h.p. project, and there will be a surplus from the Paugan Falls, Chelsea and Farmers Rapids plants, which could be used for railway purposes.

It is expected that within a year or so, the Gatineau Power Company will develop its power plant at Deschenes from which is derived the power for the operation of the street railways in Hull and the lighting services for that city.

13/04/1927 *Ottawa Journal*

Ottawa Electric

Ottawa Car

Twenty new double truck cars have been ordered by the Ottawa Electric Railway from the Ottawa Car Manufacturing Company... Will be similar to the 800 class cars adopted as standard in Ottawa in 1924 with the addition of what is known as the "treadle" at the rear end. Full article.

13/04/1927 *Ottawa Citizen*

Hull Electric

Aylmer

Aylmer must decide on bus line service.

Question before meeting of town council tonight,

The question as to whether the Gatineau Bus Lines Limites of the Hull Electric Railway Company will be accorded a franchise to carry passengers in motor busses within the limits of the town of Aylmer, Que., will be decided this evening at the meeting of the town council.

The gatineau Bus Lines Company has been awarded the franchise by the Quebec Public Utilities Commission to maintain motor bus service from Hull as far as Aylmer, but the town council is divided in opinion as to permitting that company the franchise for the town.

The company has offered a fare of twenty cents straight r by tickets 20 for \$3, from Ottawa to Aylmer.

The Hull Electric Company through Mr. Gale has offered a fare of twenty cents straight, with no tickets, and some of the councillors are of the opinion that the company awarded the franchise should agree to lower its domestic lighting rates. There will be no verbal agreements this time, but a contract will have to be entered into in writing by either company.

23/04/1927 *Ottawa Journal*

Alexandria

South Indian

WRECK BLOCKS ROUTE OF THE CITY FATHERS

Have To Switch To C. P. R. For Trip To Montreal.

City rathers and members of the Ottawa delegation who left for Montreal to visit the filtration plant there were compelled to switch from the C.N.R. to the C. P. R., owing to a tie-up on the C.N.R. line when two freight cars left the rails just west of South Indian.

The accident occurred this morning at 7.35, when a freight train of 45 cars from Montreal was just pulling out of South Indian. It was travelling very slowly and a short distance west of the station two cars went off the track when an axle broke.

No one was injured and a tie-up occurred which was not cleared for several hours, delaying New York Central and Canadian National trains due in Ottawa during the morning and early afternoon.

30/04/1927 *Ottawa Journal*

Ottawa Electric

Accidents to O.E.R. cars 669, 832 and 826.

12/05/1927 *Ottawa Journal*

Carleton Place

"The York", Canadian Pacific fast noon-day train for Toronto, leaving Ottawa 1.30 p.m. now runs daily. First class coaches, parlour cars and dining facilities. This additional service provides three trains between Ottawa and Toronto in Sundays.

14/05/1927 *Ottawa Journal*

Hull Electric

Aylmer

An eastbound Hull Electric streetcar was struck by a light C.P.R. engine at the corner of Notre Dame and Front streets, Aylmer, this morning at 8 o'clock. Fortunately the streetcar and engine were both travelling at a slow rate and passengers escaped with only a shaking up.

20/05/1927 *Montreal Gazette*

Montreal and Ottawa

Rigaud

One killed one injured as train hit motor truck

Merchants were caught on level crossing near the Rigaud station

Hurled Sixty Yards

Driver of truck, brought to Montreal by Ottawa train, reported in critical condition

Motortruck wrecked.

The locomotive, slowing down to stop at the station, hit the truck in the middle. The vehicle was smashed to bits and the occupants were hurled to one side. Legault, struck on the temple, was picked up dead, but Therien, who was still living, was given the last rites of the church by a priest before being taken on to the train.

Dr. Omer Faubert, of Rigaud was called and accompanied the injured man to Montreal. Engineer Pumple reported that he was unaware that any vehicle was making the crossing until he felt the shock of the collision.

Coroner McMahon will hold an inquest today at Rigaud.

Ovila Legault, 60-year-old merchant of Ste. Justine de Newton, was instantly killed at 8.30 o'clock last night when a C.P.R. train struck an autotruck on a level crossing near Rigaud station. The driver of the truck, Adrien Therrien, aged 40, a butter and egg merchant of Ste. Justine, suffered fractured hips and internal injuries. The impact of the collision hurled the victims sixty yards.

Therrien was placed on board the train, bound from Ottawa to Montreal, and on arrival here was removed to the Notre Dame Hospital where his condition is reported critical.

Yesterday, Therrien, to whom the truck belonged, went with Legault to Pointe Fortune to buy butter. He was passing through Rigaud on his way home when the accident occurred. On both west corners of the railroad crossing there are buildings blocking view of the tracks, and although there is an automatic alarm bell, which was reported to have been ringing at the time of the accident, it is believed that Therrien, unaware of the times of the trains out of Rigaud, and possibly not hearing the alarm bell above the noise of his own motor, drove to cross the tracks without knowing that there was any danger.

FATAL ACCIDENT AT ALEXANDRIA [sic]

Driver is Killed and Companion Injured When Car Struck by Train.

ALEXANDRIA, Ont., May 22. A fatal accident occurred last evening at Dalhousie Station when a Ford car driven by Sam Maville was struck by a C.P.R. eastbound freight at the level crossing there. The car was hurled several feet and the freight, which was well under control, was promptly stopped. An examination of the wreckage revealed that the driver, Sam Maville, was dead and his companion, Miss E. Mc-teod, was unconscious, and in a serious condition. Leaving the cars standing on the track the engine and cabooses were made up into a special train and the injured girl was rushed to the general hospital. Montreal, where up to a late hour today she was reported as still unconscious.

The accident was witnessed by several persons and how Maville did not notice the approaching train cannot be understood. He had just crossed the track going north when for some unknown reason he turned around and started south again driving directly in front of the freight. It was quite dark, the accident happening at 9.20 p.m. and for this reason the headlight of the train was visible for several hundred feet and the whistle had blown for the crossing as usual. Dalhousie is just about the boundary between the two provinces and as the accident happened in Quebec, Coroner McMahon, of Montreal, was notified. Permission was given for the removal of the body to the home of the boy's father. R. Maville, in the fifth concession of Lancaster. An inquest will in all probability be held on Monday.

23/05/1927 *Ottawa Journal**Prescott**Ottawa, Broad Street*

Twenty-nine of the 53 bells for Canada's carillon arrived in Ottawa from Montreal this morning, and shortly after one o'clock the second largest, weighing about eight tons, was placed into position to be hoisted from the ground into the Victory Tower.

--

The largest bell, which weighs 10 tons, will be brought from the Broad Street station as soon as the eight ton bell is hoisted to its place. More.

03/06/1927 *Ottawa Citizen**Montreal and Ottawa**Majors Hill park*

CAUGHT BOY THROWING STONES AT A TRAIN

Juvenile Severely Warned for Serious Offence.

The seriousness of throwing stones at moving railway trains was brought home to a fourteen-year-old boy in the juvenile court on Thursday afternoon when it was pointed out that the offence could be punished by life imprisonment.

For some time past the C. P. Railway trainmen have been annoyed and endangered by stones thrown on the top of trains as they passed below the bluff of Major Hill Park. A special officer was put on duty and he saw the accused, who was with a companion, take a good sized stone and drop it over the railing at the summer house and onto an engine of a passenger train. Mr. Lee Kelley, who represented the railway company, said a stone thrown at a moving train was liable to kill either trainmen or passengers and for that reason the criminal code provided life imprisonment as the maximum penalty.

The boy admitted having thrown the stone but said he had merely tried to hit the engine and had not realized that he was liable to hit any person. As it was his first offence, Judge J. F. McKinley allowed him to go after strongly warning him as to his future behavior.

07/06/1927 *Ottawa Citizen**Beachburg**Bells Corners*

FREIGHT CARS OFF TRACK

Three box cars of C.N.R. freight train left the tracks near Bell's Corners Sunday evening, when the front trucks of one of the cars bounced from the rails to the roadbed. No one was hurt in the accident, but considerable damage resulted to the contents of the cars and the roadbed and track.

07/06/1927 *Ottawa Journal**Beachburg**Bells Corners*

Freight Cars Go Into Ditch C.N.R. Main Line

Traffic East of Bells Corners Tied Up, and Road Bed Severely Damaged.

Flour, bran and rolled oats were scattered around a considerable area when three cars of an eastbound freight train left the rails a half mile east of Bell's Corners on the C.N.R. main line at 10 o'clock Sunday night. Traffic on the line was tied up for several hours, but the damage done to the rails was repaired early yesterday morning, and regular service along the line restored during the day.

No one was injured when the cars, which were near the rear of the train, left the track, plunged into a ditch, and overturned, but one of the cars was badly smashed.

Go Down Embankment

The train was travelling at a moderate speed, it is said, when a wheel or truck on the eighth car from the end of the train broke, and the car and the two following were thrown from the tracks, plunged down a five foot embankment, capsizing as they did so, and coming to a rest some distance from the rails. One car, containing flour and bran was completely wrecked. The other two cars, one a refrigerator car full of meat and the other with a load of rolled oats, upset, and came to a rest upside down in the bottom of the ditch. The roadbed was torn up for some distance, but the five last cars of the train did not leave the bed.

Repair work was commenced immediately, but the tracks were still tied up early Monday morning, and the eastbound transcontinental was brought into the city over the old Grand Trunk line by way of Carp, it is understood, from residents of the Bell's Corners vicinity. No report of the accident could be obtained from the railway officials.

Set Cars Afire

Two of the cars were set afire last night by railway men, as it was found to be impossible to salvage the contents of the cars in the position in which they were, it is said. A large number of residents of the vicinity visited the scene of the derailment during the day, and were present when the cars were burned.

11/06/1927 *Ottawa Journal**Hull Electric**Aylmer*

A direct sequel to the storm was the derailment of a Hull Electric street car at Aylmer at 5.45 o'clock last night. The car was proceeding west to Queen's Park with a number of passengers when, at the corner of Elgin and Dentin streets, Aylmer, the front truck ran off the track, and a wrecking crew was engaged for an hour replacing it.

The derailment was traced to sand and gravel which had been washed onto the track by the heavy rain during the storm, and which came from embankments near track. The street car was in charge of Motorman Pete Lewis, of Hull, and Charles Bencher, Aylmer, conductor. The Hull Electric employes arranged a stub-service to Queen's Park from the scene of the derailment, and passengers to that point suffered only from exposure to the rain while transferring to the special car while the wrecked tram was being replaced on the rails.

27/06/1927 *Ottawa Journal**Hammond**Rockland*

Fire destroys Rockland mill.

28/06/1927 *Ottawa Journal**Ottawa Electric*

Accident to O.E.R. car 688.

09/07/1927 *Ottawa Journal**Alexandria**Ottawa East*

C.N.R. will close down the Ottawa East shops. 61 jobs lost. Goes into effect on Jul 15. Full article. Veterans going to Stratford, Montreal and Brockville.

HAD A TRAIN RIDE LIKE A MOVIE THRILLER

Expected to meet death but escaped.

Kingston, Ont., July 11th. - forced to endure a drive of 12 miles, when every minute he expected to be thrown to the ground and probably instantly killed, W. C. Hodgins, young Kingston, barrister, had a most remarkable experience Saturday.

Mr. Hodgins had to catch a train to go to Napanee, and on arriving at the outer station he found the train was just pulling out. He made a run for it, and succeeded in grabbing hold. The train was fast gathering speed, and Mr. Hodgins discovered that the door was closed, and he could not get inside. There he was left standing, with only a few inches of space on which to place his feet, and his body pressed close to the closed-door, while the train speeded along on its Journey, the crew entirely oblivious of the fact that a would-be passenger was hanging on for dear life outside.

Mr. Hodgins was able to use one hand to pound on the door, but the sound could not be heard within, and he was forced to cling to his perilous position until the train stopped at Ernestown.

18/07/1927 *Ottawa Journal*

Smiths Falls

Fallowfield

DERAILED TRUCK CAUSES DELAY OF SIX HOURS .

Passengers on C.N.R. Train Have Long Wait Near Fallowfield Station.

A derailed truck of the engine tender on the Canadian National passenger train, due in Ottawa from Toronto at 9.40 o'clock Saturday night, caused a tie up of nearly six hours near Fallowfield a short distance southwest of Ottawa.. The derailment itself was a matter of minor importance, but when the trucks, jammed between the rails it was found impossible to get them back to the track without assistance of a repair crew from Ottawa. Many passengers for Ottawa were greatly delayed in reaching their destination.

The train was travelling at moderate speed when one of the heavy steel trucks of the tender jumped the track. The train was brought to a stop, and no further trucks left the track. Little damage was done to the roadbed.

Truck Binds to Rails.

Ordinarily a matter of a few minutes, the work of replacing the truck on the track assumed larger proportions when it was found that the heavy equipment had binded on the rails, and could not be budged. All efforts to replace the trucks with the equipment carried with the train for such an emergency were futile, and finally word was sent to Ottawa and a heavy steam crane was rushed to the scene.

In City Around Three.

It was a matter of a few minutes only to replace the truck with it. However, many hours had been lost in the meantime, and the train did not reach the city, until nearly three o'clock in the morning.

18/07/1927 *Ottawa Citizen*

Smiths Falls

Fallowfield Road

DELAYED NEAR OTTAWA

The tender of the engine hauling No. 6, C.N.R. passenger train from Toronto to Ottawa Saturday evening, became derailed between Fallowfield and Merivale, when one set of trucks left the track about 10 miles from Ottawa. Passengers were transferred from No. 6 to No. 7, which was pressed into service before its regular run from here to Toronto, and which returned from the scene of the derailment around 2 o'clock Sunday morning. It immediately after started back for Toronto, rerouted over the C.P.R.. via Smiths Falls. The train that figured in the derailment, did not arrive here until 7 o'clock yesterday morning. No one was hurt in the accident.

29/07/1927 *Ottawa Journal*

Royal tour

Tentative schedule for the royal tour.

Train will arrive in Ottawa on Tuesday at 11 a.m.

The tentative schedule of the C.P.R. itinerary for the Princes is as follows. The Royal train is scheduled to leave this city (Montreal) at 8.10 standard time Tuesday morning next for Ottawa where it will arrive at 11 a.m. The Royal party will stay at the capital for three days and on August 5 will entrain for Brockville. At this city they will go by private yacht to Kingston. The same night they will leave for Toronto arriving August 6 staying there two days. They will leave August 8 to go west making a short stop-over at Mactier and arrive at Fort William the same day.

From there they will pass through Kenora and on to Winnipeg where they will stop for 20 minutes before proceeding to Brandon, Broadview and Moose Jaw. August 18 they pass through Medicine Hat and Calgary en route to Banff which they will reach the same day. After a two day stay in Banff the Princes will go on to the E.P.Ranch in High River and the Prime Minister will return east, passing through Medicine Hat, Moosejaw, Regina, Broadview, Brandon, Winnipeg, Fort William, Chalk River, Ottawa, ?, Megantic, St. John, Charlottetown, Halifax and North Sydney where he will arrive August 13 to board the Canadian Pacific steamer Empress of Scotland for the return voyage to England.

01/08/1927 *Ottawa Journal*

Alexandria

Vars

C.N. passenger train smashes into a freight

Engineer and fireman injured by jumping before crash at the house.

Ottawa-Montreal train sideswipes the other

Montreal August one - railway authorities are conducting an investigation into the wreck at Vars this morning when the fast passenger train, No. 2., sideswiped a freight train.

P. Lalonde, engineer, and W. Little, the firemen of the fast Canadian National Ottawa - Montreal train, which left the capital this morning at 5:25, standard time, were forced to jump when their engine crashed into the side of an Ottawa bound freight train at Vars this morning shortly before 6 o'clock

Heavy fog is believed to have prevented the passenger train crew, both Montreal men, from observing that the Ottawa bound freight, which was pulling onto a siding, had not cleared.

Caused Bad Smash.

Brakes with jammed on quickly as the engineer saw the freight looming up in front of him, but not until the passenger train had sideswiped the freight, about seven cars from the engine, crashing the side of two, and throwing one off the track, while several other cars of the freight telescoped.

The baggage and express car of the fast train was thrown off the track but remained standing. Passengers although feeling the impact suffered no injuries and were quickly returned to Ottawa.

A wrecking train left Ottawa for the scene, 17 miles away shortly after the occurrence but C.N.R. officials here were unable to furnish information about the wreck, referring all enquiries to Montreal.

Montreal reported that "there were positively no passengers injured." Local authorities stated they were unable to furnish the names of the fireman or engineer.

Dr. J.F. Stoness, of Vars, however, told The Journal that he had treated both men, but that neither had suffered anything more serious than a few cuts and slight injuries received when the engineer struck his head against a rail and the fireman somersaulted two or three times as the two jumped.

The freight train was bound for Ottawa and had just turned onto the siding at Vars from the main line to allow the morning fast train to speed by to Montreal. The engine and about six freight cars had succeeded in making the siding when the engine of the passenger train crashed into a coal car, smashing the side of it and the front of the engine and practically lifting the engine on to the car.

Rails about the switch were torn up and traffic on this line was badly demoralized for the greater part of the day, although at the time of going to press crews were reported working to clear the line. In the meantime passengers are being rerouted. According to the information from Vars passengers on the early morning trains were transferred at Vars as the Montreal and Ottawa trains pulled up as closely as possible to the scene of the wreck.

PASSENGER TRAIN SIDESWIPES FREIGHT AT VARS

Crash into coal car throws huge engine off line

Engineer P. Lalonde of Montreal slightly injured at Vars station this morning in jump to save himself.

Saw crash was coming after rounding curve

Passengers on well-filled C.N.R. train escape with severe shaking up. A wreck, fortunately unattended with serious injury to passengers or either of the train crews, occurred at Vars station, about six o'clock this morning, when the Montreal bound train No. 2, which left this city at 5.25, sideswiped a freight train bound from the Metropolis to Ottawa, the engine being derailed, and the engineer, Mr. P. Lalonde, of Montreal, was slightly injured.

The freight was pulling into the siding at Vars station, and six of its long string of cars were still on the main line when the Ottawa passenger train bore down on it, and with a crash the engine hurtled into a big gondola coal car, climbed it and was derailed. The baggage coach and passenger coaches remained on the track.

Engineer P. Lalonde of Montreal, at the throttle, saw that a collision was impending--he rounded the curve at that point--and after applying the emergency jumped with his fireman.

Engineer Lalonde in jumping landed heavily, striking his head on a rail, and cutting it badly. He received medical attention and was brought back to Ottawa with the passengers, reaching here at 9.20.

His fireman, Mr. W. Little, also of Montreal, sustained a few bruises, and the passengers in the train, which was well filled, beyond a bad fright and a severe shaking up escaped unscathed.

(Continued on Page 2, Col. 2)

Page 2.

CRASH INTO COAL CAR THROWS HUGE ENGINE OFF LINE

(Continued from Page One)

Trains Re-routed

Trains en-route to Montreal this morning following the accident were re-routed via Rockland and No. 47 from New York and Montreal is held up at the Montreal end of the wreck, the debris from which a wrecking crew and apparatus from Montreal is now engaged in removing.

It is expected by C.N.R. officials that the line will be open again

some time this afternoon.

Due To Heavy Fog

While there is no official statement at present owing to the fact that the wreck occurred on the Montreal division, it is stated that the accident was due to a heavy fog which prevailed early this morning, and the engineer of the freight train failing to get his train clear of the main line.

Fortunately, Engineer Lalonde was in time to see the freight cars on the track ahead of him, a sufficient distance away to permit of his applying the emergency brakes before he and his fireman jumped, and the momentum of the train, which had been travelling at a moderate speed, owing to the fog, was considerably lessened when the crash came.

Immediately, the big locomotive struck the gondola of the freight train into which it climbed and was derailed, two other freight cars were thrown over on their sides, and in the passenger train frightened passengers ran hurriedly for the doors.

Passengers Calmed.

The train crew, with porters, two of whom were thrown heavily on their faces at the impact, but escaped with bruises, assisted in calming the passengers, two or three of whom received severe bruises, when thrown forward by the shock, and one lady, a resident of Montreal, name unknown, collapsed, but recovered later.

The only other person injured as far as can be learned was Mr. A.P. Maloney, conductor of the freight train, who was thrown through the glass in his van, and was cut about the hands, as he shot them out to protect himself.

It is stated unofficially that when the accident occurred, the engineer of the freight train, which had also been delayed by the fog, was in the act of drawing his train into the siding when it was struck by the oncoming passenger engine.

LINE WAS CLEAR FOR AFTERNOON TRAFFIC

The wreckage following yesterday mornings collision at Vars station. when the engine pulling C.N.R. train No. 2 bound to Montreal from Ottawa, sideswiped a freight train which was pulling on to a siding, was cleared away yesterday afternoon so that the line was again open for the late afternoon traffic. The train which pulled out from Union station at 5 p.m. got through on time, and the evening train from Montreal reached here on time at 7.30 o'clock.

Engineer P. Lalonde, of Montreal who was at the throttle on the passenger train, saw that a collision was unavoidable when he noticed that all the freight train was not clear of the main line, applied the emergency brakes and jumped along with his fireman, W. Little, also of Montreal. Engineer Lalonde struck his head against a rail cutting it badly. Conductor A. P. Maloney of the freight crew was cut about the hands when he was thrown through the glass of his van.

The train crew, with porters, two of whom were thrown heavily on their faces at the impact, but escaped with bruises, assisted in calming the passengers, two or three of whom received severe bruises, when thrown forward by the shock, and one lady, a resident of Montreal, name unknown, collapsed, but recovered later.

The freight was pulling into the siding at Vars station, and six of its long string of cars were still on the main line when the Ottawa passenger train bore down on it, and with a crash the engine hurtled into a big gondola coal car, climbed it and was derailed. The baggage coach and passenger coaches remained on the track.

Prince of Wales and Prince George arrive by C.P.R. special royal train.

Brockville Out to Greet Royal Visitors Today

Crowds along the way also eager to get glimpse of the two princes.

The Prince of Wales and Prince George arrived at Brockville at 10.45 a.m. a couple of hours ahead of Premier Baldwin, and left almost immediately for golf at the Country Club.

At Smiths Falls and other points along the route from Ottawa, crowds were gathered to see the Royal Train go by. Rain fell as the train arrived here but in a few moments the sun shone again and the royal brothers appeared in grey flannels, ready for the links. They drove away, preceded by motorcycle riders. More.

ROYAL VISITORS SAID "AU REVOIR" TO OTTAWA TODAY

Royal Train - Pulled Out at Eight o'Clock for Brockville. Premier Baldwin and Party Also Leave.

DISTINGUISHED GUESTS MAKE FINE IMPRESSION

Both Princes Spent Enjoyable Two Hours at Laurier House Prior to Country Club Reception.

Their Royal Highnesses the Prince of Wales and Prince. George, with the royal party, bade farewell to Ottawa at 8 o'clock this morning when the special train to which they had retired shortly before four o'clock, at the conclusion of the Country Club reception and dance, pulled out for Brockville.

At eleven o'clock the special containing Premier Stanley Baldwin and his party left for Brockville. To Premier Baldwin's train was attached Premier Mackenzie King's private car, the Dominion premier accompanying the distinguished guests to Brockville. Quite a number of citizens and officials saw the two premiers off, but there was no official leave taking.

Both Princes spent a very enjoyable two hours at Laurier House last evening, and expressed to Premier King their thorough appreciation of his reception and entertainment. "It has been one of the most pleasant evenings I have ever enjoyed," stated the Prince of Wales, previous to his departure for the Country Club.

The final day of the royal visit to the Capital was in contrast to the first, and to Wednesday, which was also a somewhat busy day for Princes and for premier Baldwin. Yesterday was largely devotee to open air relaxation on the links and to social entertainment, the evening being occupied with the dinner at Laurier House and the Country Club dance and reception which did not conclude until an early hour this morning.

That the Prince and Premier Baldwin made a most gratifying impression on all Ottawans and on the thousands of visitors who saw the royal party during the past few days was evidenced by the eagerness with which the royal program was followed and the crowds which gathered along the streets to and from the various sites of official function or private entertainments.

Small crowd when princes board train

At 3.40 o'clock this morning the Prince of Wales, Prince George and their party, returning from the Country Club party, boarded their train which was run in on track 6 at Union Station. About fifty persons were at the station, mostly police, station attendants and taxi drivers.

From shortly after midnight on through the early hours of the morning, Deputy Chief Joseph Gilhooly of the city police, in company with a squad of men, remained around the station entrance awaiting the Princes' party. R.C.M.P. and railway police officers too were there, but the combined forces, capable of handling quite a large crowd, found little to do but be among the onlookers.

Royal train ran into Toronto over C.N.R.

6120 is mentioned although the train crew are photographed against 6106

TRAIN STRIKES AUTO BUT DRIVER ESCAPES

Quick Jump Saves Hiram Olive When Car Stalls.

Hiram Olive, Pacific street, Westboro, narrowly escaped injury when his automobile stalled Saturday noon on the C.P.R. tracks at Westboro in the path of a westbound Toronto passenger train. Mr. Olive, who was the only occupant of the automobile, had time to leave the car before it was struck. The rear end of the automobile was damaged.

Mr. Olive, who is employed by J.W. Bean, Westboro butcher, had obtained Saturday afternoon off, and was driving home about 12.40 o'clock. As he was crossing the railway his engine stalled.

He endeavored to start the engine again but had no time to do so before the train approached at high speed. Mr. Olive leaped from his car and ran to safety. The automobile, which was almost clear of the track, was struck near the rear by the engine as it went by, and the rear wheels and back of the automobile were broken.

JUST ESCAPED AS TRAIN SWEEP BY

Dangerous Practice by Children Walking Tracks and Crossing Holland Avenue Railway Bridge.

The dangers attendant upon children walking on steam railway tracks was emphasized this morning when six children, not one of them over twelve years of age, gave those who saw them a few anxious moments, and themselves a bad fright, when they scrambled down a C.N.R. embankment a few seconds ahead of a fast westbound passenger train about 8.45 o'clock.

The children, who apparently were aware a train was due in their direction from the manner in which they kept looking back, were walking the tracks in the vicinity of the Holland avenue bridge.

They had just embarked on the bridge when the long drawn out whistle of the locomotive sounding for the Bayswater avenue crossing was heard, and then they ran helter skelter across the structure, for they had to, there being no other way of getting off the track, and reaching the west end of it. had just tumbled down the steep embankment when the train, covering much ground in a short space of time, swept by. If any of the children had fallen while running across the bridge, it is doubtful whether they would have been able to get clear before the train was upon them.

Despite the notices which are prominently displayed that trespassers on the tracks will be prosecuted, many walk them and most of those who are offenders are young children, especially in berry picking time, as rasperry bushes are to be found in abundance on the embankments on each side.

OTTAWA-WALTHAM TRAIN IS DELAYED NEAR CITY

The C.P.R. Ottawa-Waltham passenger local, which left Ottawa shortly before five o'clock last evening, was delayed for an hour near the Chaudiere Golf Club through the breaking of a "U" bolt, part of the attachment connecting one of the trucks to the body of the mail car.

The break was noticed by mail clerk and engineer on the train, which was brought to a stop. Not one wheel left the tracks but the break might have caused a derailment had it not been noticed in time. The train was held up while the disabled car was run in on a siding and another car brought from the city to replace it, and its contents of mail and baggage transferred.

THIEVES WRECK COMBINATIONS ON THE TWO SAFES

Unsuccessful Effort to Break into Strong Boxes at Freight Office of New York Central Railway.

ATTEMPT ON MANAGER'S OFFICE ALSO FAILURE

Amateur Yeggmen Apparently Made Nerve Effort at Robbery.

Nervy but apparently amateur yeggmen some time last night tried unsuccessfully to break into two safes in the freight offices of the New York Central Railway Company at the Junction of Nicholas street and Henderson avenue.

All they succeeded in accomplishing was the wreck of the combinations on both safes, the dials being broken, so that it was impossible to open the safes this morning until mechanics from the firm of Thornton and Truman got to work.

An attempt was made to get into the private office of Mr. D. J. Bourgeau, the general manager of the company, but this was also unsuccessful.

Add thieves

The safebreakers, at least one of them, hurt himself, as a first aid kit, always kept by the company in the office, was opened, and its contents strewn all along the counter, while there were bloodstains on it and on the washboard in the lavatory.

Imprints of these finger prints have been taken, and will be used to compare with any suspects who may be gathered in from time to time by Inspector Joliat's men.

The attempt to rifle the safes, which are situated one on each floor of the freight offices, was discovered this morning when one of the trainmen, Mr. Crandall, entered the office and saw the knob of the combination dial lying on the floor near the safe downstairs, The alarm was given and another clerk, Mr. Stuart Shore, on running upstairs found the safe on that floor in a similar condition.

The police were notified and Detectives Downey and Fox, who responded, after examining the damaged safes, which were still locked, expressed the opinion that the same individuals suspected of having entered the Like of the Woods Milling Company's office were responsible for the present attempt on the New York Central offices.

Skeleton Key Used.

Mr. Bourgeau stated the offices were locked at six o'clock last evening as usual, and all doors all windows were in the same condition this morning. so it is surmised entrance to the building was via a skeleton key on the lock of the main door.

If the yeggmen had succeeded in getting into the safe their efforts would have been rewarded by a few dollars, as Mr. Bourgeau states his cashier is instructed to make bank remittances as regularly as possible, and very little cash is kept in the office.

25/08/1927 *Ottawa Journal*

Ottawa Electric

Chaudiere

BOLT DERAILS CARS CAUSING TIE-UP

More than a score of passengers on a southbound Hull-St. Patrick street car received a scare about 11 o'clock last night, when the front truck left the rails just as the car had cleared the railway crossing into the J. R. Booth, Ltd., mills, south of the Chaudiere bridge. The derailment was caused by a large bolt which was lying on the rail. The rear truck of the car remained on the tracks, the car swinging around at right angles to the road, completely blocking all traffic in both directions. It was 45 minutes before the wrecking crew succeeded in getting the car back on the track and automobile and other vehicular traffic was resumed.

25/08/1927 *Ottawa Journal*

Alexandria

Ottawa Union

SPECIAL TRAINS WITH "EX" VISITORS Two special trains bearing Exhibition visitors arrived at Union Station today. A New York Central train from Tupper Lake, NY - containing 12 cars, brought many United States citizens from New York state. Ten cars filled to capacity made up the Canadian Pacific special from Lachute, Que.

27/08/1927 *Ottawa Citizen*

Alexandria

Vars

GRAVELY INJURED WHEN STRUCK BY TRAIN NEAR VARS

Suffering From Nervous Breakdown, Helen Leroux. Aged 20 Years, Runs on Tracks in Front of Train.

FRIENDS PURSUE IN VAIN EFFORT TO RESCUE HER

Engineer Unable to Stop Train in Time, and Girl Hit by Locomotive.

Suffering from grave injuries received when she ran in front of a Montreal-Ottawa freight train near Vars station yesterday afternoon. Helen Leroux, aged 20 years, daughter of Mr. and Mrs. Adelard Leroux, of Vars, is a patient at the Ottawa General hospital, Water street. In addition to severe shock she is suffering from a compound fracture of the right leg, a fractured left arm and a deep wound on the forehead. Dr. F. P. Quinn, who is attending her, says she will recover.

Miss Leroux for some time had been working as a maid in the city and suffered a nervous breakdown and on Wednesday her father came to the city and she accompanied him home. Since her arrival there she became mentally affected at times. She was under a doctor's care while members of the family kept a constant watch over her.

Ran to Meet Train.

The Leroux home is situated close to the C.N R tracks, a short distance from the village station and yesterday afternoon for a moment. Miss Leroux escaped the vigilance of her parents and dashed out on to the railway tracks and ran right into the path of the oncoming freight. She had scarcely left the house when she was noticed and her parents and a neighbor ran madly after her in a futile attempt to drag her out of the path of the approaching train.

The engine crew noticed the girl running along between the rails towards them, apparently not taking any heed of the train's approach, and the other people running a short distance behind. The engineer applied the brakes, bringing the train to a stop, but not before the front of the locomotive had struck the girl and hurled her into the ditch alongside the tracks.

Her unconscious form was picked up and placed on an improvised stretcher and taken aboard the van of the train, and, accompanied by her parents, she was brought to the city. McEvoy Bros, ambulance was called and met the train in the Bank street yards, from where the girl was conveyed to the hospital.

01/09/1927 *Ottawa Journal*

Ottawa

Royal train leaves Ottawa for Montreal today at 5 p.m.

07/09/1927 *Ottawa Journal*

Quebec

Royal train came to rest in Quebec today. Journey home on Empress of Scotland.

08/09/1927 *Cornwall Freeholder*

New York Central

Cornwall

Board of Trade Meeting

Level Crossing at New York Central Railway Tracks:

Mr. John A. Chisholm said that he had heard that the road leading up the West Front to the New York Central Railway station would be paved. He thought that the O&NY railway crossing on the West Front Road was not only out of date but dangerous and that sooner or later a subway would have to be built and that it would be better, if this were so, to build a subway before costly permanent road was laid down.

After discussion, it was moved by Mr. Chisholm, seconded by H.W. Snetsinger that the President appoint a committee to look into the matter and urge that a suitable subway be constructed underneath the New York Central Railway tracks where they cross the Provincial Highway west of Cornwall.

The President (Arthur Chevrier) appointed the following committee to look into the matter: John A. Chisholm, H.W. Snetsinger, H. Phillips and G.E.

Brennan.

SMIRLE AVE. RESIDENT HAS NARROW ESCAPE

J. A. Bowser, 96 Smirle avenue, had a narrow escape late yesterday afternoon when he attempted to drive his motor car across the main line level crossing of the C.N.R. on Carling avenue. The fender and rear of the car were dinged, but apart from this the car was not damaged to any extent. Mr. Bowser was practically over the crossing when the rear of his car was caught by the front of the engine hauling a freight train: The train was not proceeding at a rapid rate, which probably accounts for Mr. Bowser's fortunate escape.

09/09/1927 *Ottawa Journal**Kingston (CN)**Lansdowne*

TRAIN DERAILED BY A SPLIT RAIL

BELLEVILLE. Ont.. Sent. - Believed to have been caused by a split rail, Canadian National Railway train No. 17, which left Montreal for Toronto at 11 o'clock last night, was derailed near Lansdowne, east of this city, early this morning. Three Pullman coaches and a business car belonging to a foreign railroad, left the rails, but remained upright. None of the passengers or train crew was injured.

The engine, tender and the front cars all passed the danger point safely. Pullman coaches at a nearby point were requisitioned and the passengers in the derailed cars transferred to these to complete the journey to Toronto..

09/09/1927 *Ottawa Citizen**Kingston (CN)**Lansdowne*

C.N.R. Train Derailed Owing to Split Rail

Belleville. Sept 9.

Believed to have been caused by a split rail, Canadian National Railways train No. 17, which left Montreal for Toronto at 11 o'clock last night, was derailed near Lansdowne, east of this city, early this morning. Three Pullman coaches and a business car belonging to a foreign railroad left the rails but remained upright. None of the passengers or train crew was injured.

The engine, tender and the front cars all passed the danger point safely. Pullman coaches at a nearby point were requisitioned and the passengers in the derailed cars transferred to these to continue the journey to Toronto.

20/09/1927 *Ottawa Journal**Ottawa Electric*

Accident to O.E.R. car 835.

24/09/1927 *Ottawa Citizen**Kingston (CN)**Cornwall*

KILLED TRYING TO JUMP FREIGHT TRAIN

Arthur Powney, of Cornwall, Fell Under Wheels

CORNWALL, Ont, Sept. 23. A young life was cut short here this evening when Arthur Powney, aged nineteen years, son of Arthur Powney, of Fifth street west, died in the general hospital from the effects of injuries received when he failed to connect with a freight train on the Canadian National Railways, and missed his hold and was run over by the wheels.

The boy had been out bicycle riding, but took his wheel home, telling his mother he was going to Mornsbury on the bus, but went to a bush west of the town along the line of the railway and told two boys named Lalonde and Berow, he was going to jump a train and go West.

Later the boys found his body on the track and had Bert Jardine's ambulance telephoned for. Young Powney was still conscious and talked with the ambulance attendants on the way to the hospital, giving them his name and address. A couple of hours later he passed away.

Dr. C. A. Stewart, coroner, was notified and will hold an inquest.

SECTION O.E.R. CAR BARNS AND ALL EMERGENCY ROLLING STOCK AT ROCKCLIFFE ARE DESTROYED

With Damage Estimated at Around \$200,000, Fire Is One of Biggest Ottawa Has Experienced in Years. Twenty-five Cars and Other Equipment Destroyed. Loss Covered by Insurance.

WOODS IN RIDEAU HALL GROUNDS ALSO IN DANGER OF TAKING FIRE

Firemen's Quick Dash With Hose Stream Up Pine Hill Probably Kept Conflagration From Sweeping Rockcliffe Park. Handi capped by Difficulty in Getting Water as Scene Outside City Limits. Origin of Fire Not Known, but Rigid Inquiry to Be Conducted by O.E.R. Company.

One of the biggest fires which has occurred in Ottawa in recent years broke out at about 5.20 o'clock yesterday afternoon in the Rockcliffe sheds of the Ottawa Electric Railway Company and caused a loss which is estimated at about \$200,000 by Mr. J. M. Ahearn, assistant manager and purchasing agent of the O.E.R., who appraised the damage last night.

Fanned by a brisk wind which blew from the west, the showers of sparks which arose from the blaze threatened that section of Rockcliffe Park woods behind the sheds, which is known as Pine Hill. Once, in fact, the bush did catch and the firemen had to run three hundred feet of hose in amongst the trees and up a steep hill before they could extinguish it. Had the direction of the breeze been slightly different the trees on the grounds of Rideau Hall would also have been endangered.

Starting from an unknown source near the front door of the west section of the building, the conflagration soon assumed large proportions and swept through the entire section of the building, destroying 25 emergency cars, a bonding car, and a track grinder.

In this part of the building, which was soon reduced to a raging mass of flames, were stored those cars which are used to carry unusually heavy traffic caused by the advent of some big event. Everyone of them was in perfect working order, ready for instant use, and their loss is quite a blow to the company, for although they are fully covered by insurance, their immediate working value is nil.

Blazing Roof Collapses and Woods Catch Fire From Shower of Embers

The first alarm came in by phone to station No. 6 on Sussex street, at 6.20, and within a few minutes the whole section of the building was beyond hope of saving. The rest of the building was saved by the thick brick wall which intervenes between it and the section destroyed, and by the efforts of the firemen who speedily torn down all wooden connection along which the flames might spread to the adjoining parts of the structure.

With the big front doors open the burning section of the building resembled a huge furnace. A gusty wind blowing from across the river drove through the opening into the building and forced the flames along before it. Then when the roof fell in the draft blew showers of sparks into the air over the rear of the building and into the tall evergreen trees which densely cover the hill immediately behind the sheds.

For a time, even before it actually caught, it looked as if the bush might go up too, as thousands of glowing sparks were landing in the trees. Occasionally a branch would catch and blaze up a little as the huge crowd which had gathered watched anxiously, fearing that before the end of the evening the beautiful park would have become a prey to the ravaging flames which the wind would have swept right across the hill.

It did catch finally; about three hundred feet from the border of the lumber, and firemen had to scramble up the side of the hill with a long length of hose before they brought the new blaze under control and finally extinguished it.

Water Hard to Get.

All hope of saving the stricken part the building was removed at once, not only had the conflagration got a tremendous start before the fire department could reach the scene, but water was not to be obtained without the greatest difficulty.

Chief Burnett pointed out to The Citizen that the scene of the fire was outside the city limits, and that there are few hydrants in the neighborhood. He said that the department did not hesitate to go to the fire even though it was outside the city limits, and, he added, even had it hesitated, would have been called later to protect the Rideau Hall property which is within the city limits.

From Rideau Hall

Hose lines had to be run from the front and back gates of Rideau Hall down to the scene of the fire, and before one of the big pumps was put on the hydrant end of the lines the pressure was very poor.

Firemen worked from the roof of the building overlooking the blazing section and poured what water they could on to the flames. But it seemed to do very little good until the fire began to burn itself out. Towards the end when it was smouldering, a great mass of embers and hot iron with the steel frame of the roof and the skeletons of the cars silhouetted against the glowing red, sharp gusts of wind swept the length the building and sent shower of sparks flying over the trees behind.

Crowd Runs to Safety

It was just as the flames were beginning to die down. The coping around the outer edge of the roof, or what had been the roof, fell to the ground. Starting near the front of the building it peeled off and landed with a roar in the dry grass behind the structure. The grass immediately caught fire and blazed up along the side of the loop which runs around the structure, while the overhead wires which was supported on iron posts embedded in the coping fell away and sagged towards the ground, causing spectators who had ventured close to scamper away to safety.

Thousands of Spectators

Other Spectators, part of the great crowd of many thousands which had been attracted by the dense columns of black smoke which arose from the burning shed and by the red glare which, reflected from the clouds of smoke, could be seen from all over lower town and many other parts of the city, besides points up the Gattineau, passed behind the building in order to see what was happening on the other side. Occasionally they would get around without difficulty while at others showers of sparks would begin to fall on them as they ran meagrely somewhat apprehensive of being singed.

In all four streams of water were used by the firemen and a total of 7,200 feet of hose was run out through which the water was forced by two of the big gasoline pumps.

All Emergency Cars.

Mr. Ahearn told The Citizen that the loss of rolling stock suffered in this fire is somewhat of a blow to the company for it consisted of all the emergency cars which could be brought out at a moment's notice, and, though they are covered by insurance, there must necessarily be a delay before they can be replaced. He added that it was most fortunate that the flames had not spread to the adjoining section of the building, as this will be used as housing space for the new rolling stock which the company will put in operation later this fall.

The Rockcliffe sheds, Mr. Ahearn explained, had been more or less in use for some time except as a storage place for these emergency cars. With the coming of the new rolling stock, however, they will be reopened and will be as active as any other of the barns in the city.

The fire will probably mean the final passing of the old open car in Ottawa, as they are no longer built. They were to be seen at exhibition time and at other times when the rush of

traffic was extraheavy and necessitated the use of a large number of extras. Previous to this they were run chiefly on the Hull-St. Patrick line during the summer months before the advent of the new St. Patrick street bridge and the big double truck cars on that line. Many of the cars destroyed were of the open type.

OER soon to rebuild barn destroyed by fire.

Picture.

Caption: All the remains of 25 summer type streetcars and other equipment in the large barns of the Ottawa Electric Railway Company at Rockcliffe, near Rideau Hall, after the fire which swept the sheds late yesterday. To the left of the picture are two other sections of the car barns, housing trams which escaped the flames. This view, taken from the front, shows the depth of the barns, which are served by five tracks, and the extent of the damage, estimated at approximately \$200,000, but covered by insurance.

Take inventory of cars burned without delay.

Company did not lose all of its summer cars in Sunday blaze.

Types that were lost were coming obsolete.

Reconstruction of the fire devastated car barns of the company at Rockcliffe will probably be commenced at an early date, it was announced this afternoon by Major Burpee, vice president and general manager of the OER.

Major Burpee, who was not in the city yesterday when the fire occurred, obtained full details of the occurrence between his regular duties this morning, but stated at noon that no complete inventory of the loss has been made.

"We are having a complete inventory of the contents of the car barns made for the adjusters of the insurance companies, whom we expect here shortly to go over the place," the general manager said. Major Burpee said the building and its contents were insured by practically every company on the fire underwriters association list.

"We will naturally recondition the building which is needed for our stock," he stated.

Asked whether the destruction of so many summer type cars at the barns would mean the end of such vehicles in Ottawa, Major Burpee expressed the opinion that not all the summer cars were in the section burned. He believed there would be other such vehicles in the other two sections which escaped the flames.

"Of course that type of car is becoming obsolete," he stated. "We are asked - all transportation companies are - not to construct any more trams which have not a definite front entrance and exit."

Continued on page seven.

Page seven (excerpts only).

27 OER street cars and part of barn burn in \$200,000 fire.

causing damage estimated at \$200,000 and apparently started by clandestine smokers, fire wiped out one of the three sections on the car barns of the OER on Princess Louise Avenue, within a short distance of Government House, Rockcliffe, at 5.30 o'clock on Sunday afternoon. The loss is covered by insurance.

Twenty-five summer streetcars, all ready for emergency service, a rail bonding car and a rail welding car, with the barn itself were destroyed while firemen from seven city stations aided by OER employees fought to save the other two units of the shops and to prevent the flames from spreading.

The fire gutted a familiar landmark at the western entrance to Rockcliffe Park, seriously depleting the rolling stock of the OER and threatening to destroy shops being prepared for an early opening having been closed for two years, to accommodate increasing street railway equipment.

So fiercely did the flames ravage the buildings, fanned by a strong wind from the river, that the interior soon resembled a raging furnace. The collapse of the roof sent showers of burning embers into the dense growth of evergreen trees on Pine Hill, behind the sheds and only the energetic work of the firemen in running 100 feet of hose up the steep hill saved these trees and others on Rideau Hall grounds from destruction. Had the flames got a start in these trees, it is felt that the entire park might have been fire swept.

Only an hour before a passer-by saw flames shooting from the roof of the nearest unit to Princess Louise Avenue, a watchman of the OER had been sent on an inspection tour of the premises. He smelled smoke in the barns. He made a thorough search, suspecting that someone had entered and was smoking on the premises. Although he went through every car in the three units he failed to locate the culprit or culprits. About four o'clock the watchman locked up the building and went away.

J.M. Ahearn visited the scene.

Cars were all conditioned for emergency use. Ready for motormen to step on to them and take them out. Of the summer type and were by no means out of date. Building could not be reconstructed for \$25,000. 210 feet long by 60 feet wide, had five tracks. The centre unit, the next to that which was destroyed was cut off from the south wing by a two-foot brick wall. This alone saved the centre which was closed two years ago, but was not being reopened to take care of the increased rolling stock of the company. The barns were constructed about 15 years ago.

Ahearn had his suspicions. Electrical power had been turned off. Reason to believe that persons gained entry to the building for various reasons, and had even gone to the extent of digging under the doors on occasion. The company has clues to the identity of at least one such visitor.

Owing to the location of the fire there were reports that Rideau Hall was in danger. By 6 o'clock there was a large crowd present. Police were quickly at the scene and a cordon was formed around the place to keep children and others away from the zone in which the wind scattered sparks.

The roof of the burning section of the car sheds and its double doors were the first to burn despite the efforts of the firemen to confine flames to the interior. By six o'clock the roof had entirely gone and spectators were able from the front to look into the blazing interior of the long sheds where the street railway company's rolling stock was, even then, only masses of twisted iron and charred framework.

Only stout walls saved the whole shed of three sections.

Much more in a similar vein.

On Saturday, Emile Rozon, a water boy for a construction gang on the C.N.R. at Lancaster, was struck by a train and had his right leg severed below the knee and his skull fractured and died a couple of hours after reaching the Hotel Dieu Hospital here. He was not quite seventeen years of age and was a son of Paul Rozon, of St. Lazare, Que., to which place the body was taken today for interment after being prepared at Bert Jardine's undertaking establishment. Rozon leaves his parents, five brothers and five sisters. He was the oldest of the children.

RESIDENTS FEEL THAT CAR SHEDS ARE AN EYESORE

Rockcliffe People Consider Time Opportune To Shift Them. Following Fire.

THINK NATURAL BEAUTY OF PARK IS MARRIED

A suggestion that the Ottawa Electric Railway car barn be moved from Rockcliffe Park and situated in some section where they would not be such an "eyesore," was received today by The Journal from various prominent residents of Rockcliffe Park district.

The consensus appeared to be that now was the psychological time, following the destruction by fire on Sunday afternoon of one of the three large car sheds, for steps to be taken toward this end.

Gives Three Reasons.

A prominent Rockcliffe resident said to The Journal that removal of the car barns was desirable for three particular reasons: First, their detrimental effect upon the beauty of Rockcliffe Park: second, their proximity to Rideau Hall Grounds, and thirdly, the fire risk because of them.

Rockcliffe Park, he pointed out, was civic property, not Government property, as was generally understood. Rockcliffe, village, of course, a quite distinct from the park. The park was acquired by the city many years ago. The Ottawa Electric Company, however, own the site [sic] of the car sheds, and also the light of way, having acquired them from the Keefer estate many years ago.

The presence of the car barns certainly did not enhance the beauty of the park entrance, he said. It was a pity, he felt, that the natural beauty should be so marred. He had long thought upon the desirability of removal of the sheds, but now, he felt, was the time for action, before the Ottawa Electric Railway Company went to further expenditure in rebuilding the barn destroyed by fire.

Was a Danger.

Some experience, he thought, should have been derived from the fire on Sunday afternoon, as to the fire risk resulting from the car barns. The danger of a forest fire of no small proportions was most marked, he said, and had the fire once gained a firm hold in trees beside the barn, it likely would have swept through the greater part of the park, fanned by the strong wind which was blowing. He was high in his praises of the work done by the Ottawa Fire Department in halting the advance of the flames, and protecting the trees.

The situation called for immediate action, he felt. By a comparatively small outlay at the present time, the city could obliterate the detrimental effect upon scenic beauty, and the fire hazard. Hesitation of a few weeks, or months, would necessarily make the outlay heavier, should the barns be rebuilt. The iron was hot, and residents of the neighborhood felt that now was the time to strike.

28/09/1927 *Ottawa Journal**Chalk River**Chalk River*

CUT HIS THROAT WHILE ON TRAIN

PEMBROKE. Ont., Sept. 28. John Wutaluoma, 34 years old, a Finn, in Canada one year, while travelling on the C.P.R. No.13 from Vancouver to Montreal cut his throat with a jack-knife in the train between Mattawa and Chalk River shortly after 10 o'clock today. He was taken to the Cottage Hospital here and may not recover.

28/09/1927 *Ottawa Citizen**Ottawa Electric**Rockcliffe*

HAVE NO COMMENT" ON CAR BARN PROPOSAL

O.E.R. Has Heavy Investment Involved at Rockcliffe

The suggestion that the Rockcliffe car barns, which were partially destroyed by fire a few days ago, be removed altogether from the entrance to the park, was received without comment by officials of the street railway company today. Manager Fred Burpee stated that the matter was not under consideration, although he supposed that if parties interested in the acquisition of other people's property were to make a reasonable offer it might be taken under advisement. The company had a very heavy investment in the Rockcliffe barns, however.

Another gentleman connected with street railway activities was of opinion that the entrance of the park would undoubtedly be improved if the barns were removed. "The move is bound to come sometime in the future," he stated, "although whether this is an opportune time or not I cannot say. The location of the barns suits the railway's needs admirably, and the question is whether the purchase price would provide enough funds to buy an equally suitable site within the city limits. Then there is another matter that is perhaps not considered. This is the fact that the company pays township taxes on its Rockcliffe property. If it moved the barns into the city it would be forced to pay municipal taxes. All these are matters to be taken into consideration, and while the company may be in full sympathy with all efforts to beautify the city and Rockcliffe Park it must be borne in mind that it owes a first duty to its shareholder."

The question of the removal of the Rockcliffe barns is not a new one. It has been brought to the attention of the company on many occasions and a large number of visitors and residents have commented on the location of the barns so close to the entrance to the park. The site was acquired by the company many years ago from the Keefer estate and the barns were in operation before this park was taken over by the city.

30/09/1927 *Morrisburg Leader**Kingston (CN)**Cornwall*

An attempt to steal a ride on a freight train cost 19-year-old Arthur Powney his life at Cornwall on Sept. 23rd. Waiting in a bush by the side of the railway tracks, the youth dashed out as the freight raged by, and attempted to take hold of an iron step. He misjudged the distance, however, and fell under the wheels of the train. Two hours later he died.

Arthur Powney had his legs severed when he tried to board a freight train and died in the General Hospital.

30/09/1927 *Morrisburg Leader**Kingston (CN)**Lancaster*

Emile Rozon, a water boy for a construction gang on the C.N.R. at Lancaster, was struck by a train and had his right leg severed below the knee and his skull fractured and died a couple of hours after reaching the Hotel Dieu Hospital. He was not quite seventeen years of age and was a son of Paul Rozon of St. Lazare, Que.

08/10/1927 *Ottawa Citizen**Canada Atlantic**Limoges*

Great Fire of Thirty Years Ago Recalled

Old residents of South Indian and vicinity yesterday vividly recalled October 7, of thirty years ago, when fire swept along the line of the then Canada Atlantic Railway for a radius of 12 or 15 miles, spreading desolation and ruin through the three villages of Casselman, South Indian and Cheney Station. Scarcely a building was left standing to indicate where the villages stood.

Four people lost their lives in the fire, members of a family by the name of Lavielle, who were trapped by the flames. Several well known residents of the city recall their experiences of that fateful afternoon and evening of Tuesday, October 7, '97.

Mr. Alex Munro, 88 Gilmour street, was at that time station agent for the old Canada Atlantic Railway at South Indian, and recalled the gathering up of his books in his office and fleeing with other village folks to a large open field to the south of the village. Mrs. H. Perrier, 840 Bank street, was a neighbor of the unfortunate family that lost their lives.

According to Mr. Munro the first building to catch fire in South Indian was the Roman Catholic church, after which the flames spread through all the remaining buildings until nothing was left. The origin of the conflagration was attributed to the burning of brush by farmers about three miles from the village. On account of a strong wind the fire got beyond their control and spread over the countryside leaving ruin and desolation in its wake.

Mr. Ernest Church, of Strathcona avenue, too, has reason to remember this fire. He was in partnership with N.K. Meredith, now of Vankleek Hill, and kept a general store at South Indian. Mr. and Mrs. Church were then married only a short time and had a comfortable little home just built and furnished. They went to Chelsea to visit friends and during their absence their home as well as the store and all their belongings was burned.

Heavy work car turned loose on Hull belt line.

Started by mischievous boys who boarded it unseen by its crew, a heavy work car on the Hull Electric Railway Company's belt line careered a block and a half out of control along St. Redempteur street, Hull at noon today and stopped when it crashed into and overturned a city steam roller at work near the track. No one was injured.

Alfred Meach, superintendent for the Hull Electric, said the work car was stored away on tracks off the Hull Belt line. Boys were seen to board the car while workmen were not looking. They broke open a locker where control levers were kept and untied the trolley pole and fitted it to the overhead wired. They then turned the control switch on one notch and the car cruised without anyone in charge, down the side tracks and out onto Levis street.

Workmen jumped

On the street, a steam roller, in charge of a Hull civic employe, was working so close to the tracks that the front of the work car came in contact with it and turned it over. The man in charge of the steam roller, seeing the car close upon him, jumped and escaped death or injury.

The shock slowed down the work car, and other workmen near raced to it and pulled the trolley off the wires. The car was thus brought to a standstill before any real damage was done.

Superintendent Meach said it was lucky the young blackguards who started the car had turned the control lever only one notch. Had the car travelled at a high rate of speed serious consequences might have followed on the passenger lines of the Hull belt.

15/10/1927 *Ottawa Journal**Lachute**Masson*

FREIGHT TRAIN HITS TRUCK AT CROSSING

Papineauville Driver Suffer Painful Injuries.

Doris Legault, aged 25 years, of Papineauville, is in hospital at Buckingham suffering from injuries received yesterday morning when the truck he was driving was struck by a C.P.R. Ottawa-Montreal freight train at the level crossing at Masson. His condition is not serious.

Mr. Legault was driving the truck, which contained a load of gravel and owned by M. Belanger, also of Papineauville. Apparently the young man did not see or hear the approaching train, although the crossing is quite clear of all obstructions. Fortunately the train was travelling slowly and Mr. Legault was thrown clear of the engine. The train was in charge of Conductor John Thoburn.

Upon being admitted to the hospital at Buckingham, Mr. Legault was placed under the care of Dr. W. J. Costello, who found him to be suffering from a lacerated wound running from the temple to mid-forehead and a deep incised wound to his right arm. No bones were broken.

18/10/1927 *Ottawa Journal**Kingston (CN)**Summerstown*

Is another victim of level crossing

Train crashes into motor car on tracks.

Cornwall, Oct. 17 - James Brennan, 22, a son of Robert Brennan, of Summerstown, met an untimely death at Summerstown station when he was instantly killed by the fast express which runs between Toronto and Montreal on the Canadian National Railway.

Brennan and John Montroy had been to Williamstown in Montroy's car and after they rounded a turn in the road before crossing the tracks, Montroy stopped the car, as a freight train had been cut at the crossing to allow traffic to pass. They remarked to one another that the crossing was clear and Montroy drove ahead. When they got on the track the fast express was almost on them and while the brakes were at once put on, there was not sufficient time in which to stop the auto, and it ran into the side of the engine. Brennan was killed outright. His right arm was severed from the body his neck broken and there was a bad gash in the back of his head and a hole under his jaw-bone. Montroy miraculously escaped with scarcely a scratch, but the auto was badly damaged.

The train was stopped, but as nothing could be done, it proceeded on its way. Word was sent to Cornwall and Bert Jardine's ambulance went to the scene and conveyed the remains of the unfortunate man to Cornwall to be prepared for burial. Dr. C. A. Stewart, corner of Cornwall, was notified and will hold an inquest. This is the second member of the family to meet an untimely death on the railroad, as in May, 1916, Joseph Brennan, a brother of the present victim was killed by the Moccasin train about a mile and a half west of where this accident occurred, at a point known as Grant Crossing, while walking across the tracks.

20/10/1927 *Cornwall Freeholder**New York Central**Cornwall*

The New York Central will have their newly made safety cars visiting the station here to promote the safe passage of driving automobiles at railway crossings next Monday of October 24. These cars are to travel up the railway to Ottawa and return to the United States next week. It would be of interest to Cornwall citizens to visit this demonstration with the progress of talks for the bridge crossing giving access to automobiles going so well.

20/10/1927 *Winchester Press**Kingston (CN)**Summerstown*

Fatal Accident

A fatal collision between an auto and train occurred at the Canadian National Railway crossing at Summerstown, east of Cornwall, which resulted in James Brennan, aged 22, losing his life. Brennan, with a friend, James Montroy, were returning to Summerstown from Williamstown, and halted the car at the crossing till a freight train had been uncoupled to allow traffic to go by. This being done the car started across and was hit by the eastbound Toronto-Montreal express.

Montroy endeavoured to stop his car but ran into the side of the engine. Brennan was instantly killed, his right arm being severed from the body, his neck broken, as well as injuries about the head. Montroy escaped without a scratch,

26/10/1927 *Ottawa Journal**Ottawa Electric**Rockcliffe*

ROCKCLIFFE BARNS ARE BEING REBUILT

New cars to be ready first of year.

Work on the rebuilding of the Rockcliffe car barns which were partly burned on September 25, will be completed within six weeks, according to J. M. Aherne, assistant general manager of the Ottawa Electric Railway Company last night.

Mr. Aherne said that the debris was cleared away by Friday night last and work on the reconstruction had started on Saturday. Within three weeks the roof will be in position and the remainder of the work finished by December 1. Few changes will be necessary in the barns, except to build up from three to four feet of brick wall joining Princess avenue. No structural changes are contemplated, Mr. Aherne said.

Owing to the increase in business enjoyed by the railway within the last two years, Mr. Aherne stated that it had been found necessary to reopen the shops at the Rockcliffe barns. They were closed when the Champagne shops were opened, but are again in operation. The contractors for the work are John Sutherland and Sons, of Ottawa.

Mr. Aherne said that the 20 new "treadle" type street cars which are being built by the Ottawa Car Manufacturing Company will probably be ready for use by the beginning of next year. They are nearing completion and will be placed in service as soon as possible, he said.

Oil electric train running to Ottawa

New type of engine put in service by Canadian National

Replacing a train drawn by a steam locomotive, an oil electric unit was placed in service today by Canadian National Railways on the run between Montreal and Ottawa through the tunnel and via St. Eustache sur le Lac and Hawkesbury, a distance of 117 miles.

The unit is 15828, the newest design in the application of the Diesel type engine using crude oil and generating electricity for motive power. The type has been developed by engineers of the Canadian National Railways the car itself being built in the company's shops in Montreal. The single unit placed in service today will draw a trailer.

The oil electric unit now becomes trains Nos. 635 and 636, the former leaves the tunnel terminal, Montreal at 10 a.m. daily except Sunday arriving at Ottawa at 1.55 p.m. Train No. 636 leaves Ottawa daily at 4.45 p.m. daily except Sunday arriving at the tunnel terminal, Montreal at 8.45 p.m. In both directions these trains serve all local traffic, stopping at all stations.

A unit of this type was recently exhibited at the Fair of the Iron Horse near Baltimore, and created such interest amongst railwaymen that it was sent on tour over various important lines before returning to Canada.

Also in the Citizen, same date

11/11/1927 *Ottawa Journal**Winchester**Chesterville*

Driver of car badly injured in the crash

Sedan is struck by a freight train at Chesterville Crossing.

Winchester, Ont., November 11th. - when the Chrysler sedan in which they were riding was struck by a westbound C.P.R. freight train at Chesterville crossing at 8 o'clock last night, Ward Johnston, the driver, was seriously injured and three passengers were less seriously hurt.

In addition to Mr. Johnson the injured are his wife, a daughter, Orlean and Miss Mabel Hummel, all of Chesterville. Mrs. Johnston is suffering chiefly from shock, as is her daughter, and Miss Hummel has a sprained wrist and slight internal injuries.

Failed to see train.

The party will motoring into Chesterville to attend a concert and at the crossing failed to see the freight train which was shunting from a spur leading from the Nestle Milk Company plant to the main line.

The sedan, which was demolished, was dragged 50 yards before the train was brought to a stop.

The Chesterville Station Agent, William Redfern, was first to the assistance and he at once notified Dr. William Brown and Dr. Jay Clayton who rendered first aid.

Have hopes he will recover.

It was first feared that Mr. Johnston was fatally injured. His condition now, while grave, leads the doctors to hold out hope for his recovery. He is at his home near Chesterville. The other accident victims, while suffering considerably, are in no danger.

Same wording in Morrisburg Leader of 18 November 1927.

18/11/1927 *Eganville Leader**Tramway**Dominion Rock Products*

Eganville Will Have Most Up-To-Date Lime Plant

Due to the business ability and mining and metallurgical experience of W. Basil George and the consulting mining engineers, Alderson, Mackay and Armstrong, the Dominion Rock Products, Limited was formed and after a campaign of diamond drilling, sampling, etc., the Company erected a set of lime kilns. The kilns are of the most modern type, and embody the latest improvements for the production of lime, and, when fully completed, will be the most up-to-date lime plant in Canada.

The location of the quarries and general layout, including the Company's own private railway siding, will make for a low cost of production. A steel trestle 30 long and 50 feet high was erected by the Dominion Bridge Company of Montreal. The steel kilns are product of the McGann Manufacturing Company of York, Pa., and were erected under their personal, experienced supervision.

The product of these kilns will be a very high calcium lime and lime hydrate which is used by the pulp and paper trade, mining industry, building trades, agricultural fertilizer, paint and varnish manufacturers, chemical manufacturers and many other industries.

Each kiln has a capacity of 12 tons of lime per day and requires about four cords of wood per tonne of lime. These kilns are also designed to use coal, but it is the intention of the Company to use wood, as long as the prices of each remain the same. The company will require considerable wood each year, which will give business to the farmers, and, as a result, will also benefit the merchants of the town.

The company also owns a water power at Fourth Chute.

18/11/1927 *Eganville Leader**Tramway**Dominion Rock Products*

Eganville Will Have Most Up-To-Date Lime Plant

Due to the business ability and mining and metallurgical experience of W. Basil George and the consulting mining engineers, Alderson, Mackay and Armstrong, the Dominion Rock Products, Limited was formed and after a campaign of diamond drilling, sampling, etc., the Company erected a set of lime kilns. The kilns are of the most modern type, and embody the latest improvements for the production of lime, and, when fully completed, will be the most up-to-date lime plant in Canada.

The location of the quarries and general layout, including the Company's own private railway siding, will make for a low cost of production. A steel trestle 30 long and 50 feet high was erected by the Dominion Bridge Company of Montreal. The steel kilns are product of the McGann Manufacturing Company of York Pa., and were erected under their personal, experienced supervision.

The product of these kilns will be a very high calcium lime and lime hydrate which is used by the pulp and paper trade mining industry, building trades, agricultural fertilizer, paint and varnish manufacturers, chemical manufacturers and many other industries.

Each kiln has a capacity of 12 tons of lime per day and requires about four cords of wood per tonne of lime. These kiln are also designed to use coal, but it is the intention of the Company to use wood, as long as the prices of each remain the same. The company will require considerable wood each year, which will give business to the farmers, and, as a result, will also benefit the merchants of the town.

The company also owns a water power at Fourth Chute.

25/11/1927 *Chronicle Telegraph, Queb Beachburg**Kathmore*

Pembroke Ont. Nov.25; Three men were injured, one critically in a head-on collision between a government forestry railway car and a section men's motor railway car on the Canadian National Railway near Kathmore, 30 miles west of here yesterday. A special train was dispatched from here and brought the injured men back to hospital. The injured are H. Jenks, Pembroke, forestry car mechanic in critical condition; George Calder, Kathmore, section man, seriously hurt; Norman Bennet, Kathmore section hand, injured about the head.

TRAIN HITS AUTO BUT LOCAL MAN ESCAPES INJURY

J. Rodger Binb Receive Only Minor B noses In Crash Near Huntington, Ont.

J. Rodger Sinks, 270 Second avenue, received slight cuts and bruises when the touring car in which he was driving was struck by a C.P.R. train near Hartington, Ont, shortly after two o'clock yesterday afternoon. Mr. Rinks was on his way to Kingston when the accident occurred. Hartington is 111 miles south west of Ottawa and 21 miles north of Kingston.

Speaking to The Journal last night. Mr. Binks stated that the accident occurred at a blind crossing.

Machine Side-Swiped.

His machine was side-swiped by the train and he was thrown out of the automobile luckily sustaining only a few bruises to his body and a few slight cuts to his hands and face.

"The roads are very bad on the highway." Mr. Binks said, "and the windshield of my car was misted with rain. I did not see the train until it was too late to avoid a smash."

The car was almost totally wrecked by the train which carried it some distance along the track. The train was held up until the wreck was cleared away. Mr. Binkld=s took the next train back to Ottawa.

Official test, new OER car, treadle type.

Equipped with every modern device, first of 20 makes trial run.

Replete with every modern device known in street car construction making for comfort and safety, the first of a fleet of 20 new cars to be operated by the Ottawa Electric Railway was given an official trip yesterday afternoon.

It is expected that most of the new cars will be in readiness to place on runs by December 12, starting with the Rlgin Bronson route.

Are treadle type.

The cars, known as the double truck treadle type, contain many new features heretofore unseen by local riders. They are of the pay-as-you-enter design with treadle steps for exit in the rear. Although the front entrance can be used as an exit, it is preferred that passengers use the rear exit. An electric sign, which illuminates when the car is halted immediately warns persons about to board the car that it is of the pay-as-you-enter type.

Seating accommodation has also been improved, the seats being covered with solid leather with a back rack which prevents over crowding. The car will seat 49 persons, 22 in the forward facing seats and 25 in the side seats. The car can be converted so as to employ a motorman and conductor if required.

Will not operate.

The steps, instead of being one solid piece, are made of leather strips designed in a grating effect. This is to prevent snow caking on the step. There is also a mirror in the operator's compartment which allows him to have the rear exit under observation at all times, and the car will not start when the treadle is being used.

In the operator's compartment the front window is of the swivel type, an invention of Mr. Cummerford, formerly a motorman employed by the Ottawa Electric Railway. This style of window ensures perfect vision in wet or snowy weather. The other windows in the car are absolutely weatherproof and have brass sills.

Automatic ventilation.

Ventilation throughout the car is automatically controlled, filters having been installed in the ceiling at regular intervals.

Motorman J. Miles piloted the car on its first official trip yesterday. Mr. Miles has been with the Ottawa Electric Railway for 21 years. Others on board were Major F.D. Burpee, vice-president and general manager; Allan J. Torbin, superintendent; Austin Bill, Frank B. Beatty, departmental superintendent, Ottawa Car Manufacturing Company; B.A. Baldwin, Master Mechanic, Ottawa Electric Railway and W. Hogg, Ottawa Car Manufacturing Company.

On another page there are also two pictures.

Instantly killed when hit by train

James Patterson was walking along railway tracks.

Prescott, December. 7. - struck by a westbound train as he was walking along the Canadian National Railway tracks a half-mile west of Prescott, James Patterson, aged 63 years, a well-known resident of the Prescott district for many years and a former railway sectionman, was instantly killed late Monday night or early Tuesday morning. Mr Patterson's terribly mangled body was discovered on the tracks early Tuesday morning by William Easter, a railways sectionman, who was making his patrol.

More

Hull Tram Car hits Quyon bus at Eddy yards.
Bus driver and one passenger have minor injuries from broken glass
Both vehicles damaged by force of collision

50 persons, of whom five were occupants of a Quyon bus of the Gatineau Bus Lines, and the others passengers on a Hull electric car bound from Aylmer to Ottawa, received a shaking up this morning at 8.30 when the streetcar hit the bus broadside on the east side of the junction of the Aylmer Road and the street railway tracks at the end of the Eddy Yards.

No one suffered serious injuries. Hector Fortin, 25 Hyacinthe Street, Hull, bus chauffeur, received a few minor scratches from flying glass, as did also a woman occupant of the bus who would not give her name.

Bus damaged.

Two front vestibule posts and three panes of glass were broken in the street car while the bus chassis was bent, the engine bracket broken on the left side smashed. Damage to the bus will amount to more than \$2,000.

This slippery condition of the road contributed largely to the accident as Hector Fortin, bus driver, reported he had started to apply his brakes 180 feet before the crossing as a precautionary measure. Skid marks show the bus of nearly four tons had gone about 60 feet on the slippery road when the brakes have been applied sharply as the street car was sighted.

George Guertin, Albert Street, Aylmer, was the motor man in the street car, and despite the fact that the three panes of glass in front of him were smashed he did not suffer any cuts or injuries.

Hull Electric Report. The report of the accident as given by A. Meech, superintendent of the Hull electric, was to the effect that the Aylmer car had approached the crossing slowly and the Moto man had sounded both his gong and whistle.

According to Mr. Meach, the motorman saw the bus as it started to skid on the slippery roadway and had immediately put the motor into reverse, fearing the bus could not stop. The bus had skidded to the east side of the track and been hit broadside by the front of the streetcar.

Fortin's report.

Mr. Fortin's report varies somewhat in details. He stated according to the Gatineau Bus Companies report, that he had been traveling towards Aylmer with three men and one woman as passengers. As he approached the crossing, where a high fence prevents a clear view of the street car tracks for any great distance, he started to apply the brakes 180 feet away as a precautionary measure.

Mr. Fortin reported that the motorman of the street car, when he saw him, was looking in the opposite direction to see what traffic was approaching from Aylmer. When the motor man saw the bus, Mr. Fortin stated he quickly reversed his motor. Neither could stop, however, in time to prevent the accident. Thrown 48 Feet.

The bus was in the center of the track when it was struck by the streetcar. The force of the impact threw the bus a distance of 48 feet against the railing to the east of the car tracks over the Brewery Creek.

The bus was struck broadside by the car at the center between the seats occupied by the chauffeur and the woman at the front and back on the left side. The woman was hurled across the bus into an opposite seat but she suffered no injuries except a few scratches from flying glass.

15/12/1927 *Ottawa Citizen* *Ottawa Electric*

Request made by Rosedale Municipal Association

It was decided to write to Major Burpee in regard to having the starting station at the end of Elgin Street moved to the corner of Main and Clegg.

15/12/1927 *Ottawa Citizen* *Renfrew*

Ask for bridge for C.N. Railway track

Request made by Rosedale Municipal Association

At a meeting of the Rosedale Municipal Association held in the old town hall, Main street, last evening, it was decided that a committee send a letter to the board of control asking for a bridge over the C.N.R. tracks at the end of Concord street. If this bridge was built, it would open up a dead end street and take a lot of traffic off Greenfield avenue.

It was suggested that if the board of railway commissioners adopts the board of control's request for a new bridge over Somerset street, the material used in this bridge could be put to advantage on the one in Ottawa East, if it was decided that a bridge should be built.

16/12/1927 *Ottawa Citizen* *Kingston (CP)* *Kingston*

HAD NARROW ESCAPE IN COLLISION WITH TRAIN

KINGSTON, Ont., Dec. 15. Lewis Northcott, taxi driver, had a miraculous escape from instant death when his car struck a C.P.R. train running into the city, at the Montreal street crossing. How Northcott escaped is beyond conception. The front end of his car is a complete wreck and the frame is twisted and battered out of proportion. The fact that he was driving at a slow rate is responsible for the fact that he was not thrown under the train.

16/12/1927 *Ottawa Journal* *Ottawa Electric*

Sixteen new cars are put in service

Sixteen of the new treadle-type cars were placed in operation for the first time this morning by the Ottawa Electric Railway Company.

The cars were operated on the Bronson-Elgin route and company officials reported that they were entirely satisfied with the results. Although some passengers were rather confused as to the treadle step plan of exit, little or no delay followed the inception of the new service.

Several other cars of the same type are to be placed on other routes in the near future.

17/12/1927 *Ottawa Journal* *Ottawa Electric*

Accident involving car no 312.

DEATH OCCURS OF H.B. SPENCER IN 72ND YEAR
Former C.P.R. Divisional Superintendent Here Dies After Long Illness.

Henry Bush Spencer, former superintendent, here, of the Canadian Pacific Railway died at a local hospital on Sunday. Mr. Spencer, who was in his seventy-second year, had been in failing health for the last two years and his death was not unexpected.

In Mr. Spencer's death is removed another link with the early days of railroading in Canada, as for over half a century, he had been actively connected with railroad work in one form or another. Commencing life as a telegraph messenger boy, he had, by faithful services, energy, and well directed ability, won his way into one of the most responsible positions in the gift of the Canadian Pacific Railway.

Retired in 1925.

He retired from active service with the C.P.R. in January, 1925, having previously for some months availed himself of a lengthy leave of absence which the railway had proffered him as a testimony to his untiring devotion to the affairs of the company.

Henry Bush Spencer was born at Oxford, Ont. on June 6, 1856, son of the late Mr. and Mrs. Charles Spencer of that place. After serving for 2 years as a messenger boy for the Montreal Telegraph Company and express messenger for the Canadian Express Company, he became telegraph operator on the Grand Trunk Railway. This was in 1870. Later, he entered the services of the Canadian Central Railway, serving as baggage man and conductor on express trains. He also occupied the position of yardmaster for some time. In 1879, he became a train despatcher and in 1882 was made chief in that department.

One year later he was made a superintendent of the Canadian Pacific Railways with headquarters at Ottawa.

Among other outstanding enterprises which were carried on under Mr. Spencer's direction was the building of the Hull Electric Railway of which he became managing director. During the early years of the Hull Electric Railway, it was Mr. Spencer who guided the company through many knotty problems of organization and promotion. Besides securing agreements with the City of Hull favorable to the Hull Electric Railway, he piloted the company through numerous other tangles such as its fight with the Pontiac and Pacific Railway for the right of way over the Scott property in Hull.

Stuck to Key.

An interesting story is related of Mr. Spencer which occurred when he was a telegraph operator in Ottawa. This was when the famous Beecher scandal was being given considerable space in newspapers throughout the country.

Although the Toronto, Montreal and Buffalo offices had two operators relieving each other, Ottawa had only one. That operator was Mr. Spencer.

At 11.30 o'clock one night the wires opened with an unusually long story on the case. At 1.30 o'clock in the morning the operator at Quebec became so used up that he closed his wire, thinking he had got enough. He had "broken" so often that the operator at Buffalo would not repeat for him. At two a.m.

Montreal began to get tired out and the operators "caved in." London held out until 3.30 as the operator there could not stand the pace any longer. At this time Toronto called Ottawa and wanted to know how much longer the operator here was going to stay at his job. "All night," was Spencer's reply. A little later Buffalo called asking if Ottawa wanted anymore. Spencer ticked an answer in the affirmative and it was five o'clock in the morning before the last word of the report was received by him.

The copy he turned in was beautifully written and he was credited with having received the longest report ever turned in to the Ottawa office.

It was often said by Mr. Spencer's intimates that he owed his success in the railroad game entirely to his own energy and ability, that he was lifted into the responsible position of superintendent entirely through his own exertions.

Ardent Fishermen.

Mr. Spencer was a member of Builders Lodge, A.F. and A.M. and an Anglican. He was an ardent fisherman and spent much of his time in his summer cottage at Ellard, Que., on Blue Sea Lake. A lover of the out-of-doors, he was happiest when fishing and hunting and many of his friends in the Capital will have remembered enjoying the hospitality of his summer home at Ellard.

While he has been in failing health for the last two years, he had only been confined to the hospital since August.

He is survived by his wife and one son, H. Gordon Spencer, also of the Canadian Pacific Railway.

The funeral will be held at two o'clock Wednesday afternoon from George B. Burney's funeral parlors, 328 Somerset street west, to Beechwood cemetery.

OBITUARY

HARRY B. SPENCER WIDELY KNOWN AS RAILWAY WORKER

Former Superintendent at Ottawa Dead

(with picture)

Former Superintendent of C.P.R. in Ottawa Was Widely Known and Highly Respected.

PIONEER RAILWAYMAN IN OTTAWA VALLEY DISTRICT

Held Record for Taking Heaviest Report Ever Received Here by Operator.

Harry B. Spencer, aged 71, Sydenham Court apts., Charlotte street, for many years one of the best known railroaders in the Ottawa valley, died at 12.30 p.m. Christmas Day at the Civic Hospital following an illness that had confined him to his bed since September of this year. He is survived by his widow and one son, Gordon, assistant accountant at the C.P.R. offices here.

The deceased was born in Oxford Ont., June 6th, 1856 and was a member of the United church.

With the passing of Harry Spencer goes some of the early romance surrounding the pioneer days of the old Brockville, Ottawa Canada Central Railroad and C.P.R., in the Ottawa valley, with whom the late Mr. Spencer had been associated since 1870. He had filled every position in the railroad service from telegraph boy to superintendent and gave 54 years of his life to the work. He was retired from active service with the C.P.R. January 1, 1924, when his position as Ottawa district superintendent was replaced by J. Harry Hughes.

In September, 1924, C.P.R. officials gathered at his home to honor their confrere with the presentation of an illuminated address and the sum of \$1,000 and a silver cigar case.

The late Mr. Spencer received his education at Oxford and Ottawa. He was married three times. He first entered the services of the Montreal Telegraph Company and Canadian Express Company in 1868, and later was telegraph operator for the Grand Trunk Railway and Brockville, Ottawa Canada Central Railway. In 1882 he was made chief train despatcher for the same road and the following year was appointed assistant superintendent, and later superintendent of the Eastern (Ottawa) division of the C.P.R., which position he filled until retired in 1924. Mr. Spencer was also managing director of the Hull Electric Company.

Devotion To Duty.

Some idea of Mr. Spencer's devotion to duty, to which he ascribed his successful career, is probably best exemplified in a story carried about his work on one particular occasion when he was a telegraph operator at Ottawa. "Few of the thousands of persons who read the seven column telegraphic report of the Beecher scandal, published in Friday's Citizen, has the slightest idea of the vast amount of work which is involved," An old clipping of the Citizen, which Mr. Spencer highly valued, says. It continues to tell how the operators at Toronto, London, Montreal and Quebec commenced to work on "taking" the report over the wire and how one by one they gradually were forced to ask relief from the arduous task. Over ten thousand words comprise this report, and Mr. Spencer took every word of that report down in his own handwriting, remaining, without relief, at his desk from eleven o'clock in the evening until five o'clock in the morning. "When he was through, Mr Spencer could hardly close his hand, " says the report, "but he has the credit of taking in the heaviest report alone that ever was received by any man at the Ottawa office.

"Most Able Railroader. "

C.P.R. officials and railroaders at large share the same view in regard to the late Mr. Spencer. "He was one of the finest men we knew and a most able railroader. " several officials of the C.P.R. remarked to The Citizen when told of the passing of Mr. Spencer. Genuine regret on the death of a man whose history and family history are closely woven around the pioneer railroad life of the Ottawa Valley and elsewhere, is being expressed by all who knew him or knew of him. His Devotion to duty, his remarkable career, his pluck and endurance under the most severe and (illegible)rying times is cited to younger employees of railroads wherever he had worked. Down at the superintendent's office of the C.P.R. an unblemished record, from the first day Mr. Spencer entered the service to the day of his retirement, is kept and highly prized by his fellow workman. This record contains a splendid example of what devotion to duty will do towards progress. The first entry opposite the name H. B. Spencer is "Telegraph operator," the last, "Superintendent, Ottawa division." The funeral will be held from the undertaking parlors of Geo. Burney and Son, at 2 p.m. on Wednesday. Internment will be made at Beechwood cemetery.

Engine crashes into last car of C.N.R. Train

Second section hits first, which had stopped at Smiths Falls station.

A rear-end collision occurred at the Smiths Falls station on Sunday morning at 7:00, when Canadian National train number 8, due in the capital at 7.45 a. m., was struck by the second section of the train. A sleeping car on the rear of the first section was telescoped by the locomotive of the second section, while the baggage car on the second section was pushed over the tender of the train.

Word was received from Belleville early this morning. Superintendent McMillan, of the Belleville division has ordered an immediate investigation in order to find out who was responsible for the wreck.

Struck by chair.

While there was no one seriously hurt many people received painful injuries. Among these were three former Ottawa people in the second section, Mr. and Mrs. Albert Beament, of Cleveland, Ohio, who were returning to spend the Christmas season with the former's relatives at 68 1st Avenue and A.T. Bradfield, 222 1-2 George Street, Toronto, who was en route to visit his mother, Mrs. Bradfield, 361 Bank Street.

Mr. Beament received a painful bruise to his left arm when he was struck by a chair in the washroom on one of the Pullman cars, while his wife received numerous bruises, Mr. Bradfield sustained painful injuries to one of his legs.

Porter unconscious.

The story of the affair told by P. McKeown, C.N.R. agent at Smiths Falls, there were about 50 to 60 Ottawa people on the train which was struck. He stated that the second section of the train was running close behind the first section, and on coming around a curve as it entered Smiths Falls, travelling at about 15 miles an hour, it crashed into the first section which had stopped about 5 minutes for orders. The second section had slowed down or the crash might have been more serious. There was some panic but the conductors quickly passed through the the coaches to make a check-up of any injured passengers. The first section of the train carried seven sleeping coaches and most of the occupants were still in their berths when the crash occurred. Those in the rear sleepers were badly shaken up, while one of the coloured porters was struck on the head by a flying cuspidor which was hurled into in the air by the jolt and rendered unconscious for a few minutes.

Owing to the accident happening outside the Ottawa Division superintendent W. R. Kelly stated to The Journal he had no definite information about the mishap. He had been assured no one was seriously hurt. Smiths Falls comes into the jurisdiction of superintendent McMillan of the Belleville division. Running behind time.

Passengers on the second section were transferd to the first section, and after the end sleeper of the first section had been uncoupled the train proceeded to Ottawa arriving here 2 hours late.

Station Agent P McKeown of the C.N.R. at Smiths Falls, stated no blame could be attached to anyone for the accident, as far as he could tell, there being no misinterpretation of orders. The engineer of the second section was unable to see the first section until he rounded the curve near the station and it was then too late to avoid a smash. Both trains were running considerably behind time it was stated. The crews of both trains were composed of Toronto and Belleville men.

Is thrown violently.

"My wife and I left Toronto on the Montreal train," Albert Beament told The Journal, "at Napanee we transfered to the second section of the Toronto Ottawa train which was running considerably late. I was in the wash-room when the crash came and I was thrown violently to one side of the compartment. At the same time I was struck by a heavy chair which was in the washroom.

"My wife, who was in another part of the coach, received injuries to her arm and a sprained neck. Most of the passengers in our coach was thrown from their feet by the shock and the porter in the coach was knocked out for a moment or two."

Mr. Bradfield was feeling little the worse for his experience last night except that his injured leg caused him to limp quite perceptively. He is returning to Toronto tonight.

A statement received from Belleville early this morning was to the effect that there would be an immediate investigation into the matter. While both trains were running late and had time to make up, the second section which was a lighter train than the first may have been travelling too fast to give the first section time to get away from Smiths Falls.

TWO SECTIONS OF TORONTO-OTTAWA TRAIN IN CRASH

Two Men Slightly Hurt When Second Section Runs Into Rear of First Section at Smiths Falls.

NAPANEE, Ont., Dec. 25. Two men received slight injuries and traffic was held up for four hours when the second section of the Canadian National Express, No. 8, Toronto to Ottawa, ran into the rear of the first section at Smith Falls at 4.46 a.m. today.

A. G. Beeman, Cleveland, an employee of the Bell Telephone company, sustained injuries to his left elbow and A. T. Bradfield, 222 1-2 George street, Toronto, had his left knee slightly hurt.

Both trains were running behind time when the accident occurred, but the exact cause has not been determined.

Several cars on both trains were damaged. The engine of the second section had the pilot torn off and the baggage car of the first section partially telescoped on the tender of the engine.

The injured passengers were in the third pullman car from the rear of the first section of the train.

EMBRUN RESIDENT IS INNOCENT TRICK VICTIM

The frolicsome lads of Embrun played an innocent trick on one of their good burghers the other day. Having got too full of Christmas cheer to be responsible, he became noisy. The boys put a cap on his head, hid his hat, placed an Ottawa ticket in his hands, and put him on the N.Y.C. train. He arrived in the city on time, and being partially recovered from his bibulous state, started searching for his hat. Station officials looked after him, and sent him back home on the 4.25 p.m., where it is reported he has since regained his faculties and his hat.

Another gentleman of no fixed ideas, intentions, or destination, meandered into the station today. He was given a chair to moon in, and he sat there, gazing into space. The station attendants wound his watch and he will at least know the time when he comes to, which it is expected will be about sundown tonight.