

# Local Railway Items from Ottawa 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 the 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. Barnet, ? 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.

**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 sppn 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.

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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.

**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.

**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.

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

Derailement 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 Pagan 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 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 Limited 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 through by tickets 20 for \$3, from Ottawa to Aylmer.

The Hull Electric Company through Mr. Gale has offered a fare of twenty cents straight through, 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.

**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.

**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 on 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.

**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.

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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.

**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.

**18/07/1927**    **Ottawa Journal**                      **Smiths Falls**                      **Fallowfield**

Derailement near Fallowfield station.

**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**

Wreck at Vars. Passenger train side swiped a freight.

**PASSENGER TRAIN SIDESWIPE 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.

02/08/1927 *Ottawa Journal**Montreal and Ottawa**Ottawa*

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

05/08/1927 *Ottawa Citizen**Brockville**Brockville***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.

<https://news.google.com/newspapers?nid=2194&dat=19270805&id=jxovAAAAIBAJ&sjid=qNkFAAAAIBAJ&pg=4623,1400369&hl=en>

05/08/1927 *Ottawa Citizen**Alexandria**Union Station***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.

05/08/1927 *Ottawa Citizen**Carleton Place*

Royal Visitors said "Au Revoir" to Ottawa today

Royal Train Pulled out at Eight o'Clock for Brockville

Premier Baldwin and Party also leave,

<https://news.google.com/newspapers?nid=2194&dat=19270805&id=jxovAAAAIBAJ&sjid=qNkFAAAAIBAJ&pg=4623,1400369&hl=en>

08/08/1927 *Ottawa Journal**Toronto*

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

6120 is mentioned although the train crew are photographed against 6106

**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. Jolm 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.

Alter 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.

**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.

**26/09/1927 Ottawa Journal**

**Ottawa Electric**

**Rockcliffe**

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."

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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 ca 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 year, 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.

26/09/1927 *Ottawa Journal**Ottawa Electric**Rockcliffe*

\$200,000 fire at O.E.R. Car sheds near Rideau Hall

Picture, all that remains of 25 summer type street cars and other equipment in the large barn of the Ottawa Electric Company at Rockcliffe, near Rideau Hall, after the fire which swept the sheds late yesterday afternoon. 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 were served by five tracks, and the extent of the damage, estimated at \$200,000, but covered by insurance.

Additional piece about this.

27/09/1927 *Ottawa Journal**Ottawa Electric**Rockcliffe*

Residents feel that car sheds are an eyesore. More.

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.

10/10/1927 *Ottawa Journal**Hull Electric*

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.

**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.

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

Rockcliffe barns are being rebuilt - more.

**01/11/1927 Ottawa Journal L'Orignal**

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, stoppign at all stations.

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

**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.

**01/12/1927 Ottawa Journal Ottawa Electric**

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 employa 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.

**13/12/1927 Ottawa Journal Hull Electric**

Hull Tram Car hits Quyon bus at Eddy yards.

At junction of Aylmer Road and street railway tracks. Bus struck broadside.

More details.

**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 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.

*27/12/1927 Ottawa Journal Canadian Pacific*

Death of H.B. Spencer. Full obituary.