

Local Railway Items from Area Papers - 1928

05/01/1928 *Ottawa Citizen* *Alexandria*

TO USE ELECTRIC CAR ON LINE TO MONTREAL
Important Innovation on C. N. Railway Next Week.

When the electric cars start running next week on the Canadian National between here and Montreal on the old Grand Trunk line, it will be the first time battery cars have ever been employed on that 116.3 miles of track. Ever since the late J. R. Booth laid down the old Canada Atlantic tracks, nothing but steam train have ever passed up and down that much travelled stretch of territory. The "battery" electric car has gone up the main line of the C.N.R. has seen service to Napanee, and has operated on the Montreal river route, but never before has such a contraption piled that line.

The cars are designed to do local work, leaving the steam train to carry the fast through traffic. In each case, the time of the steam trains will be cut down about half an hour.

12/01/1928 *Ottawa Citizen* *Vankleek* *Dalkeith*

WOMAN KILLED OR DIES UPON TRACK AT VANKLEEK HILL
Engine and Several Cars Pass Over Body. Engineer Saw Motionless Object Lying Between Rails.
IDENTITY IS UNKNOWN WAS LIGHTLY CLAD

Nothing on Person to Indicate Name. Inquest to Be Held January 30th.

VANKLEEK HILL, Jan. 12. Vankleek Hill has a mystery on its hands, for no one has as yet been able to identify the body of a woman, hit by a train on the Canadian National Railway tracks yesterday evening. The fatality occurred about a mile and a half south of the town, near where the Dalkeith road crosses the tracks. There is a curve north of the road which would tend to impair the vision. But the case is further complicated by the statement of Dr. Kirby, the coroner, that inasmuch as little blood was found near the body, death might have struck the woman before the train did. Or she might have been in a dying condition when the locomotive reached her.

As nearly as the accident can be reconstructed, the unknown woman was walking along the tracks. Through fatigue, cold, or some similar paralyzing force, she was obliged to lie down between the rails. Engineer Simpson states that he rounded the curve with his long and heavy mixed train when he saw what seemed like a branch across the track. Coming nearer, he saw that the supposed branch was a body. He jammed on the brakes and brought the long train to as quick a stop as possible, but by that time the locomotive and some of the cars had passed over the body. Fireman Ernest Howard, Hawkesbury, could contribute nothing further to the engineer's version:

Inquest on Jan. 30.

The body was badly mangled and Dr. Kirby empanelled a jury to view the remains, before holding inquest in Hawkesbury on Jan. 30.

The woman is described by the coroner as being, very fleshy, weighing perhaps 165 pounds. She had dark hair which was just turning grey, and had a full face, with brown eyes. She was scantily clad and there was nothing about her person to identify her.

It is said by several persons in Vankleek Hill that they believe she got off the Canadian Pacific train yesterday morning and took the bus up to the Hill. Then in the afternoon, the C.N.R. station agent thinks he sold the deceased a ticket for Dalkeith. Then, too, others believe answering to that description got on the train. Why she should get off at Dalkeith, the next station along the line, and walk back toward Vankleek Hill is a question that must remain unanswered for the present. Since Dalkeith is seven miles from Vankleek Hill, the woman would have about, five and a half miles to walk before she was hit. It is admitted this theory lacks plausibility but is the only one thus far advanced.

Constable Rock Labelle, assisted by Chief Godfrey Cooper. Vankleek Hill, is working on the case.

30/01/1928 *Ottawa Citizen* *Ottawa Electric*

Injured as truck and streetcar collide.

Melville Harris, 214 Nepean street, had two teeth knocked out and his leg bruised when the Standard Bread Company's truck which he was driving was struck head on by a Gladstone avenue street car near Bronson avenue. The front of the truck was considerably damaged but the street car fared better. Mr. Harris was proceeding west on Gladstone avenue and when about one hundred yards from Bronson avenue the truck skidded to the south street railway track. Before he could get to his own side, his truck was hit head on by the street car which was travelling east. Mr. Harris declined medical assistance.

31/01/1928 *Ottawa Citizen* *Alexandria* *Limoges*

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Tribute to bravery

President Cosgrave said he wished to associate himself with the remarks of premier King in his message of sympathy to the bereaved. In a fine passage President Cosgrave then paid tribute to those in the accident. "I have witnessed some stirring incidents," he said, "but never finer examples of bravery and coolness."

There was not the least bit of panic, and one man lying with a broken leg, kept inquiring: Are the guests all right? The country that produces men like that is bound to be all right."

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31/01/1928 *Reading Eagle* *Alexandria* *Limoges*

Welcomed as the representative of the youngest of the British Dominions, William T. Cosgrave, head of the Irish Free State, faced a light program today, his last at Canada's capital.

Seemingly none the worse for the derailment of his train yesterday, in which one man was killed, Mr. Cosgrave had only a luncheon engagement ahead of him before he entrained for New York via Montreal. During the morning hours a drive around the city was the only event on his schedule.

President Cosgrave aided in the work of rescue when his train jumped a switch at Limogese [sic] about 23 miles from Ottawa, while making 55 miles an hour.

He aided in extricating the injured from the overturned engine and cars and sent a telegram of condolence to the family of J.A. Boyd, railroad foreman of Montreal, who died at the throttle of the Presidential train. His private car left the rails, but did not overturn, and no member of his party was injured.

Following an enthusiastic welcome at the station, Mr. Cosgrave was taken to the Parliament House where Premier MacKenzie King called attention to his presence in the gallery as members cheered.

In the evening he was guest at a dinner given by Premier King. Tribute was paid at the dinner to President Cosgrave's coolness at the time of the accident and his work in aiding the injured and calming the fright of the other passengers.

Not work of plotters

Although the Royal Canadian mounted police and railway inspectors were convinced today that the derailment of President Cosgrave's train yesterday was purely accidental, the guard about the head of the Irish Free State was increased.

Railway officials said that investigation of the wreck, which cost the life of a railway foreman, had definitely put to rest rumors that it was caused by plotters against the Irish president.

http://news.google.com/newspapers?nid=1955&dat=19280131&id=zp8hAAAAIBAJ&sjid=_pkFAAAAIBAJ&pg=3092,5771838

Sleigh runner caused wreck.

C.N.R. officials establish cause of special train derailment after searching probe

Mr. A.E. Warren, general manager, Central region, Canadian National Railways and engineering and other officers at noon today definitely established the cause of the derailment of the special train carrying President W.T. Cosgrave to Ottawa.

A searching investigation was carried out immediately following upon the accident and continued throughout the night. Evidence was given that two horses drawing a heavy log sleigh had run away from the loading siding at Limoges a few minutes before the arrival of the special train.

One of the runners of the sleigh jammed in and wedged over the switch point at the east end of Limoges yard, some distance from the station. The horses were later brought to a standstill and returned to their driver,

The incident attracted no special attention in the rural community, and it was not known that the runner of the sleigh had turned the switch forcing the points open by the force of its impact, but as a result, when President Cosgrave's special train came along a few minutes later, it went through the switch on to the passing track, and by reason of the sharp turn became derailed. The sleigh and the switch were examined by experts this morning and it was established by the paint marks on the switch and the marks on the runner of the sleigh, along with evidence given by local witnesses, that this had been without doubt the cause of the accident.

Unforgettable scenes as Pres. Cosgrave stands beside dying engineer

After he and members of his party have miraculous escape in wreck of special train at Limoges, near Ottawa, Irish Free State Chief Executive plays gallant and leading part in rescue work.

Wreck due to locomotive traveling at high speed splitting switch. One observer thinks rail broken. Dr. Stoness of Vars makes epic trip on hand car. One dead nine injured.

President William T. Cosgrave of the Irish Free State, when he returns to Ireland will carry with him a vivid remembrance of the thrilling experience which befell him, when the special C.N.R. train on which he and his party, with railway officials and newspapermen, were travelling from Montreal to this city yesterday, was wrecked at a point just east of Limoges, formerly South Indian station, at 12.05 noon.

That President Cosgrave and all members of the party escaped unscathed, in view of the terrific smash which occurred when the train, travelling at fifty-five miles an hour, became derailed, is considered by railroad authorities to be little short of miraculous.

Indeed, grave fears had been entertained as to their safety when the news reached the capital of the wreck, specifically when word went around that a special train with nurses and doctors aboard had been despatched to the scene.

The wreck, stated by C.N.R. officials to have been due to the locomotive splitting a switch, and crashing into some boxcars on a siding, then demolishing a granary near the track before turning over in the adjacent field, brought death to one of the train crew, and injuries to nine others, one of them seriously.

The dead man, Pilot Engineer A. Boyd of Montreal, who was at the throttle of the big locomotive speeding at fifty-five miles an hour to the Capital was crushed to death in the wreck of the engine, and thrown from the cab when the locomotive overturned.

Three teams of horses killed when granary demolished by locomotive.

The most seriously injured of the train crew, was brakeman Frank Lafleur, who when the ?? came was sent flying to the ?? of the car and his right leg was broken when it became wedged ? a seat.

Engineer R.G. Day and Fireman Legault escaped with injuries to their heads and the others, dining car employees, H. Sadler, H. McIntosh, ? A. McLaurin and B. ? were only slightly injured by being thrown about when the dining car fell over on its side. All of the injured were from Montreal.

Three teams of horses standing at the granary near the station were killed outright when the engine demolished it.

President Cosgrave and the members of his suite escaped unhurt, although they were badly shaken, and thrown to the floor of their car when the crash came, and their escape is ?almost miraculous.

Entire train derailed.

The train which was composed of heavy locomotive and four coaches derailed entirely. the engine and tender were torn apart and the dining car turned over in the ditch. The other cars remained upright, although that containing President Cosgrave and his party came near to ? the fate of the dining car and was badly smashed.

Locomotive uncoupled

That there was not greater loss of life and that the distinguished visitor and members of his party escaped ? death or at least serious injury, is attributed to the fact that when the locomotive jumped the switch and crashed into the box cars on the siding, it became uncoupled from the train and continued on its mad ? alone to crash into the granary.

President Cosgrave apparently realised the crisis through which he had ?, by the statement he made when he and the members of his ? had recovered somewhat from the shock, "God in His Mercy has ? the rest of us."

? about the president of the Irish State government when the ? crash came which betokened something untoward had happened to declare that he displayed the ? sang froid, and with Dr. J.J. ?, of Chicago, his personal physician, helped render first aid.

The distinguished statesman was very distressed upon hearing of the tragic death of engineer Boyd, and had a telegram of condolence at once dispatched to his widow in Montreal.

Rumors Disposed

Sinister rumors were at first abroad to the effect that the wreck was an attempt on the life of the distinguished visitor, but an immediate investigation by C.N.R. officials on the spot, and by officers of the R.C.M.P. despatched to the scene on a special train, disposed of these.

Mr. J.P. Hanratty, of the C.N.R. Natural Resources department aboard the wrecked train, stated that the cause of the wreck had been undetermined, but that there was absolutely no ground for any assumption that the switch which figured in the disaster had been tampered with.

"The cause of the wreck is one of the mysteries of railroading," said Mr. Hanratty. "The regular motor train due at Limoges at 11.16 had passed this switch less than an hour before we came to it, and there had been no movement at that point prior to our arrival. It is certain, however, that the wreck of the train was due to an accident, the cause of which only a technical investigation will reveal."

The late pilot engineer of the train, Mr. A. Boyd was one of the most experienced engineers in the employ of the company.

Threw on Emergency

According to Engineer R.G. Day, who was in the cab of the locomotive with his fireman Mr. A. Legault, just prior to the engine taking the siding, he saw Engineer Boyd throw on the emergency brakes, thus indicating that he had either seen something on the track ahead or else realized there was something wrong. Immediately the engine took the siding and he remembered nothing more until he and his fireman were crawling from the wrecked locomotive.

As soon as word of the wreck reached the city, a special train with Doctors McKinnon and Gardner, and railway and R.C.M.P. officials was made ready and left within ten minutes, making a quick run to the scene of the accident. There the injured were given first aid, especially brakeman Lafleur who was suffering intensely and the return trip was made to Ottawa where a huge crowd had gathered, attracted by the news of the accident to the presidential train, and who gave President Cosgrave and those who accompanied him a great welcome.

The special train bearing the distinguished visitors to the Capital was travelling at a speed of fifty-five miles an hour when the accident occurred.

When the train plunged into the open switch the engine rolled over on its left side and crashed into a line of standing box cars. The coupler between tender and diner gave way and the dining car rolled over three times on the right side of the rails. President Cosgrave's private car came next and wobbled dangerously, but did not overturn. Behind this was the press car which remained on the rails.

President Renders Aid.

Immediately after the crash, President Cosgrave, who had been chatting in his coach, looked to the safety of his sister-in-law and her husband who were in the dining car. Learning that they were safe, the Irish statesman plodded through snow drifts almost waist deep, going from place to place visiting the injured and inquiring as to their hurts. The president then took an active part in the direction of the rescue work and offered his valuable advice.

A Touching Scene

As Pilot Engineer Boyd was breathing his last Abbee V.M. Pillion of South Indian arrived just in time to recite prayers in unison with another clergyman. During the reciting of the prayers the president and his minister stood with bared heads. After Boyd had passed away President Cosgrave gave the priest a photograph of himself and inscribed upon it: "In Memory of your devoted services to the dying in the regrettable accident at Limoges."

Doctor on Hand-car

As the rescue work was going on a black bobbing speck appeared on the tracks coming toward the wreck. The approach was watched eagerly and the speck turned out to be Dr. F. Stoness of Vars, who, on learning of the smash, leaped to a hand car, and desparately pumped his way to the scene to render any assistance possible. Dr. Stoness came a distance of eight miles, braving the cold wind, and was well nigh exhausted when he pulled up at the wreck.

"We were lucky", said Conductor Albert Johnston, when he stepped into the check room at Union station after the special train sent from Ottawa arrived back in the Capital. The conductor received only a slight cut on one of his hands.

-- more eyewitness accounts of the wreck.

A wrecking gang succeeded in getting the right of way clear by ten o'clock last evening so that traffic to and from Ottawa and Montreal was not nterfered to any extent.

-- more eyewitness accounts of the wreck.

07/02/1928

Ottawa Citizen

Renfrew

Parkdale avenue

AUTO CARRIED FOR 500 FEET ON RAIL TRACK

Romeo J. St. Denis, 425 Clarence Street, Critically Injured in Smash at Parkdale Ave. Crossing.

Slim Hopes Are Held for his recovery Eye-Witness Thinks He, Was Trying 'to Get Across Track Ahead of Oncoming Train.

Mr. Romeo J. St. Denis, 425 Clarence street, manager and part owner of the Capital Brass Works, 630 Parkdale avenue, was critically injured about eleven thirty o'clock this morning when a combined truck and roadster Chevrolet car which he was driving was struck by the incoming C.N.Ry Pembroke train at the Parkdale avenue level crossing.

When the locomotive, travelling at about twenty-five miles an hour, struck the automobile it was carried fully six hundred feet along the track before the engine was brought to a stop.

The train crew found Mr. St. Denis on the pilot of the engine, covered with debris of the wrecked car, and he was carried on board the train arid given first aid by Dr. M. J. Malojney, M.P, of Eganville, who was a passenger on the train, and was brought on to the Central Station.

There he was placed in Hulse Bros, ambulance and rushed to the Civic Hospital, where Drs. F. W. McKinnon and W. C. McCarthy, who are in attendance, hold out but slim hopes for his recovery.

Last Rites of Church.

When picked up, Mr. St. Denis was in an unconscious condition and at the hospital he was found in have sustained a compound fracture of the right leg, a bad scalp wound, and is believed to be suffering from internal hemmorrhage. So serious was his condition that the last rites of the church were administered to him.

How the accident happened is not quite clear, but the engineer of the train, Mr. Harry Brown, 19 Echo Drive, stated that when they were some distance from the crossing, where the wigwag signal was operating, and while the locomotive bell was sounding its warning, his fireman, Mr. D. Milligan, shouted to him that an auto was approaching the crossing from the north side. He applied the brakes, but too late to avoid hitting the automobile, which was squarely on the tracks when the engine arrived .at the crossing, and which was carried some distance before the train was brought to a stop.

Story of Eye-Witness.

Mr. St. Denis was travelling south in his car en route to the Capital Brass Works, which are located about sixty feet south of the CNR. tracks, and according to a teamster, Mr. R. B. Kelly, Grant street, whom Mr. St. Denis had passed, travelling at a fair rate of speed, the driver of the car was apparently trying to get across the tracks before the train arrived. He does not think the car stalled in any way.

How Mr. St. Denis escaped instant death in view of the wreck of his car which was smashed almost to kindling wood, is a wonder to the railway authorities, as is also the fact that his unconscious body was found on the pilot of the engine. It is surmised that when Mr. St. Denis awoke to his danger, and saw the oncoming locomotive upon him, he must have tried to jump from his car and landed on the pilot of the engine, as there was no trace of blood on the wreckage of the auto, when examined afterwards.

Fireman Milligan, of the C.N.R., stated that when he saw the automobile it was on the south side of the tracks and was travelling fast for the crossing apparently in an endeavor to get across before the train arrived, and he shouted a warning to his engineer who at once applied the emergency brakes, but he was too late to avoid the accident.

He said the engineer had whistled for the crossing and that the bell was ringing as they approached it.

The conductor in charge of the train was Mr. J. Marsh, 65 Aylmer avenue, and he assisted in carrying the badly injured man on to the train, and with Dr. J. M. Maloney, MP., rendered what first aid was possible.

Mr. J. Robinson, partner of Mr. St. Denis in the Capital Brass Works, stated he was at a loss to explain how the accident occurred, as there is a clear view of approaching trains at the Parkdale avenue crossing, and Mr. St. Denis had been travelling this route for some years and knew the times at which trains could be expected. He staled that after the locomotive hit the Chevrolet, it was carried in a mass of splintered wreckage fully five hundred feet down the track, before the train came to a standstill.

Four Trainmen Hurt In Crash At Waltham

Engine with snow-plow hits a standing passenger train as brakes fail to take hold

Men from Ottawa and Aylmer suffer injuries.

One Train Crew Jumps To Safety

Four railroad men were injured when a Canadian Pacific Railway snow-plow crashed into the engine of a waiting passenger train at the Waltham terminal of the Pontiac line, 80 miles west of Ottawa, at 6 a.m. today.

The accident is believed by railway officials here to have been caused by faulty brakes on the snow-plow engine. The injured were brought to Ottawa this afternoon after receiving medical treatment at the scene of the crash.

The injured are:

Engineer Joseph Rowe, Ottawa.

Brakeman Frank G. Cope, Ottawa.

Plow Foreman H. Metcalfe, Aylmer, Quebec.

Plowman W. McConnell, Aylmer, Quebec.

Couldn't stop engine.

The snow-plow, running extra, had just completed its work and was being hauled into the terminal. The passenger train due to leave Waltham at 6.20 a.m., had been made up and placed on the main line near the station. Railway officials here, according to information received immediately following the accident, are of the opinion that the engineer of the snow-plow was handicapped by faulty brakes and could not bring his engine to a stop before clearing the engine of the passenger train.

Had the snow plow engine been running at full speed, some of the crew likely would have been killed. The crew on the passenger engine saw the snow-plow approaching and, realizing a collision was inevitable, jumped to safety. Only slight material damage resulted from the crash.

The injuries.

The most seriously injured of the snow-plow crew was engineer Rowe. According to medical reports received from the scene of the accident, he suffered abdominal injuries and a severe shaking.

Plow Foreman Metcalfe had his ribs slightly bruised, while Plowman McConnell sustained several cuts from flying glass. Brakeman Cope, reports stated, had his left hip slightly bruised.

Engineer Rowe resides at 144 Irving Avenue and Brakeman Cope at 1171 Gladstone Avenue. News of the injuries was conveyed to the relatives by The Journal shortly after the accident.

Medical assistance was given at Waltham after Dr. Wood, of Westmeath had been dispatched to the scene.

No passengers.

The passenger train struck by the snow-plow was number 542, due to arrive in Ottawa at 9.40 a.m. from Waltham. Fortunately the train had to just been made up at the terminal and railway officials here informed The Journal there were no passengers on board at the time of the collision. The accident happened 20 minutes before the passenger train was scheduled to leave Waltham for Ottawa.

A relief train was sent from Ottawa, but the service was delayed several hours.

21/02/1928 *Ottawa Citizen**Waltham**Waltham*

FOUR HURT AS TRAIN WAS HIT BY SNOW PLOW

Two Ottawa Employes of C.P.R. and Two from Aylmer Being Brought to Hospital Following Smash at Waltham.

PASSENGER TRAIN CREW ESCAPED BY JUMPING

No Persons Aboard Train and Railway Authorities Think Brakes Failed to Act.

Four were injured, one seriously and the other slightly, in a wreck on the C.P.R. which occurred at 6 o'clock this morning, when the C.P.R. snow plow, attached to an engine, slid into a standing passenger train head-on, in the C.P.R. yards at Waltham, at the end of the steel on the Pontiac line.

The injured are: Ensineer Joseph Rowe, 144 Irving avenue, internal injuries; Plow Foreman Herbert Metcalfe, Aylmer, Que., injured side: Brakeman Frank Cope, 38 Spadina avenue, bruised shoulder and cuts Plowman Walter McConnell, Aylmer, Que., cut about the face and hands,

The injured were attended by Dr. Woods of Westmeath, and will be brought into hospital here this afternoon by the Waltham train, which should have been in around noon and is expected at about 3.30 or 4 o'clock.

The accident happened when C.P.R.. extra plow. with Engineer Row at. the throttle of the locomotive, was making its way into the terminal yards at Waltham with the temperature at about 25 below zero.

The engineer had applied the brakes in order to lessen the speed of the plow which had been travelling at about twenty miles an hour, but due to either a fault or the intense cold, they did not get a grip on the big drivers of the engine, which with slightly lessened speed slid head-on into the engine of the passenger train which was getting up steam preparatory to leaving for Ottawa in about twenty minutes.

Saved By Jumping.

The engineer James McCleary, and his fireman, of the passenger train, seeing that a collision was imminent, jumped from their engine and escaped unhurt.

When the crash came Engineer Rowe on the locomotive of the plow was thrown heavily and was carried from the cab of his engine in a semiconscious condition by his fireman, and upon examination by Dr. Woods who was telephoned for, was found to be suffering from interial injuries.

The others injured were riding on the plow, and sustained their injuries when they were thrown against the machinery as the engines met.

There were no passengers aboard the standing train, the locomotive of which had a drawbar broken, while the plow was only slightly damaged. That the crews of the two engines escaped serious injury was due to the fact that the passenger train was stationary and the .plow was travelling at a considerably reduced speed as it made its way into the yards.

A wrecking crew was at once despatched to the scene of the accident and the work of clearing the track was soon under way, and it is expected the line will be clear in order to permit the overdue Waltham train to reach this city by about four o'clock this afternoon.

May Be the Cause.

Mr. J. Harry Hughes, superintendent of the C.P.R., stated than an official inquiry would be held into the cause of the collision, but that from information at hand he believed it had been due to the brakes on the plow locomotive having failed to act.

23/02/1928 *Ottawa Citizen**Chalk River**Pembroke*

Railway Engineer Rings Fire Alarm - Notices blaze in Pembroke Factory;Loss \$17,000.

Early this morning fire broke out in the factory owned by Alex. barr. on Victoria street, and damage to the extent od \$17,000 resulted. the origin of the fire is unknown. About two o'clock this morning when the C.P.R. train was going through Pembroke, the engineer noticed a very dense smoke arising across the bridge which spans the muskrat River. He thought that probably the bridge was on fire and stopped the train and walked ahead. When he returned to the station he turned in the alarm.

The carriage factory was badly wrecked and the main loss was in the finished work, besides a number of sleighs and wagons which belonged to local concerns and had been left in for repair or painting. The blacksmith shop, which is in connection with this building, is cement and was undamaged. The loss is largely covered by insurance.

FREIGHT DERAILED WEST OF ARNPRIOR.

Arnprior Ont.. Feb. 24. While proceeding eastward about three miles west of Arnprior five cars of a Canadian National Railway way freight left the rails about five o'clock this afternoon and tied up traffic for some time. While the derailed car were badly smashed, the roadbed was only slightly damaged and will be cleared and repaired tonight. Passengers for points west of Arnprior on the Ottawa-Pembroke Local, train No. 87 were delayed here about an hour and were then transferred at the scene of the accident to an improvised train made up of cars from the west bound way freight and proceeded to their destination. The cause of the accident is unknown but is thought to have been due to a broken arch bar.

08/03/1928 *Ottawa Citizen**Chalk River**Arnprior*

Left handcar on railroad tracks

Youth gets prison terms, magistrate says possibly many lives endangered

two years less one day in the Ontario Reformatory was the sentence imposed by Magistrate David Craig in Arnprior police court yesterday on Maurice Brien, aged 19 years, of Montreal, who pleaded guilty to a charge of obstructing the free use of a railway by riding a handcar on its tracks between Renfrew and Arnprior. Fred Lacelle, aged 18 years of no fixed address, a companion of Brien's, was sentenced to three months on a like charge.

The charges were brought by an investigator of the Canadian Pacific Railway, who was assisted in making the arrests by Chief Constable Roger, of Arnprior. When the accused youths were arraigned and had pleaded guilty, it was represented to the court that on Tuesday night or early Wednesday morning they had broken into a section house at Renfrew and had stolen a C.P.R. handcar, which they had "pumped" some 18 miles to Arnprior, where they abandoned it on the right of way, just after daylight.

The court was also informed that the officers had learned that the pair were trying to beat their way from Sudbury to Montreal and on the night previous they had stolen another handcar and had ridden it from Pembroke to Renfrew, where they had abandoned it.

Magistrate Craig pointed out that they had not only broken the law in stealing the handcars, but that they had endangered the lives of passengers on railway trains in the event of a collision occurring.

The heavier sentence was imposed on Brien on account of his previous record, and owing to the fact that he had only been released from the Ontario Industrial farm on March 1.

13/03/1928 *Ottawa Citizen**Prescott*

Passenger Recovers Gem Lost on Train.

Tribute to Honesty and Efficiency of C.P.R. men.

The honesty and efficiency of railway employees was shown in a striking way when a diamond which had fallen to the floor of one of the cars on the C.P.R. train coming into Ottawa from Smiths Falls was found by a trainman the day after it was lost.

A woman passenger had embarked with a valuable diamond ring and on reaching her destination here found that the stone had dropped out of the setting. The people with whom she was staying promptly got in touch with the railway officials and the search began.

The vacuum cleaner failed to locate it although the exact place where he lady had been sitting had been described. Next day, however, a trainman decided to search with a flashlight on the floor under the seats. In the beam of his light he finally detected a gleaming object which he discovered to be the stone sought. The grateful lady received her gem the same day.

29/03/1928 *Ottawa Citizen**Montreal and Ottawa**Blackburn*

Struck by Train Instantly Killed

Jacob Goruk Meets Death While Walking on C.P.R. Tracks Near Blackburn.

While walking along the C.P.R. Montreal-Ottawa tracks shortly before noon yesterday Jacob Goruk, aged about fifty years, of no permanent address was struck by a train and instantly killed. The body as brought to Ottawa during the afternoon and last night an inquest, was opened at Wooburn's funeral parlors, 12 James street, by Dr. J. E. Craig.

The accident happened about two miles east of Blackburn station, and was witnessed by Mr. F. Kthler, farmer of Blackburn. The unfortunate man was walking in the direction of Ottawa and apparently did not hear the approach of a train speeding in the same direction.

He is believed to have been killed by train No. 503 which arrived in Ottawa at 12.20 p.m. The engineer on train No. 503 which arrived here at 1130 p.m. told of seeing the man walking the track and of him stepping to the side to allow the train to pass. The engineer on 503 did not see the man at all.

Positive identification was made last night by the pastor of the Greek Orthodox church on Gladstone avenue, who had met the unfortunate man on different occasions. He said that Goruk had roomed at 492 Arlington avenue last fall and that John Goruk, 411 Sherman avenue, Hamilton, is a son. Among the man's belongings were several letters from this son as well as receipts for money orders sent to his native land.

Only the opening formalities occupied last night's session of the inquest. The taking of evidence was adjourned until Friday night at the court house.

07/04/1928 *Ottawa Citizen**Montreal and Ottawa**Hurdman*

C. P. R. Bridge Damaged.

Damage which might have proved very serious was caused to the Canadian Pacific Railway bridge west of Hurdman's Bridge when a large cake of ice crashed into one of the cement piers. The pier was swung about 18 inches at an angle and as a result one section of the bridge was slightly displaced and the tracks were twisted to a considerable degree. Sectionmen who saw the crash stated that there was not a large flow of ice at the time and the huge cake which struck the bridge was more conspicuous than others that were drifting down with the fast current.

After striking the bridge pier the large cake drifted on and smashed into two telegraph poles about the center of the flooded area and cut them completely off at the base, leaving them hang by the river.

Walking on the ties across the bridge, the result of the crash was quite noticeable, as just above the pier that was struck, the ties are separated to such an extent that a medium sized man would have no difficulty in dropping through to the river.

Trains Re-Routed.

The crash occurred between 2.30 and three o'clock yesterday afternoon, and railway authorities deemed it advisable to re-route incoming trains over another track. A test train was also sent out over the bridge to ascertain to what extent the structure had been damaged. The rails were relaid temporarily until proper repairs are made.

Gas Plant Surrounded.

Mr. F. Elcock, superintendent of the Ottawa Gas Company, reported at midnight that the flood waters which surrounded the big gas plant at the foot of Lees avenue, had not affected the operation of the plant so far as the manufacture and distribution of gas was concerned

07/04/1928 *Ottawa Citizen**Montreal and Ottawa**Hurdman*

WATERS RECEDE AS RIVER SEEKS NORMAL ROUTE Trains Again Using Hurdman's Bridge As Repairs Are Rushed. **SOME RESIDENTS VERY INDIGNANT** Say Civic Authorities Slow In Taking Action With Jams. The Rideau river on its worst rampage for two years reached its peak about midnight, and at nine o'clock this morning; had receded between eight inches and a foot, according to a survey made by The Journal at Hurdman's Bridge, Billings' Bridge and Ottawa South. It was believed the worst was over. One of the seven piers of the C.P.R. bridge at Hurdman's, which was shifted about 18 inches by the force of an ice floe which struck the pier during the afternoon, was being repaired, and passenger trains were being run over the bridge, although at a very slow rate. Extra Precautions. Superintendent J. H. Hughes, of the C.P.R., stated that the staff of engineers and workers now engaged on the repair work of the pier would have everything in good order today. Extra precaution is being taken in the crossing of trains over this bridge, although officials have no misgivings as to its safety. It is felt by officials that the young men who yesterday promptly notified the C.P.R. officials of the crash which they witnessed are deserving of a suitable reward. Their action, it is felt, may have averted serious trouble.

Smiths Falls. Engineers Body Only recovered, 2 are missing

Believed fireman and brakeman of C.P.R. freight are killed when a fall of rock causes derailment.

Though three men are believed to have been killed when the engine and a number of cars of a Canadian Pacific Railway freight train were derailed in a rock cut 30 miles west of here last night, so far only the body of Engineer M.M. Catherine has been recovered from the wreckage. Brakeman D.R. Wood, who with the engineer was from Smiths Falls, and Fireman M. MacKenzie, of Havelock are missing.

The derailment was caused by a fall of rock from about 30 feet up on the north side of the cutting according to the railway officials.

Fourteen cars altogether left the rails.

Catherine was 40 years of age, MacKenzie 26 years old and Woods 33 years old. Mrs. Catherine, mother of the engineer, is in critical condition following the shock of her son's death.

The body of Catherine when recovered was severely burned by the steam from the boiler, which had burst. The engine throttle was shoved in, indicating he had seen the danger and had ineffectually tried to stop the engine.

The rock which fell and caused the accident is thought to have been loosened by spring freshets. A huge pile of rock had blocked the track of the locomotive.

Recover one body and two of crew are still missing

Freight train wrecked by rocks which had fallen on tracks 30 miles from Smiths Falls.

Montreal, April 30. - the following statement was issued here today by the Canadian Pacific Railway in connection with the wreck which occurred at Bolingbroke, Ont., last night:

"At about 9.55 p.m. Standard time last night, a freight extra while passing through a rock cut between Bolingbrook and Crow Lake, about 30 miles west of Smiths Falls, came in contact with a quantity of rock which had fallen on the track from the north side of the line, from a height of about 30 feet, derailing the engine and a number of cars.

Only one body recovered.

"The head and crew of Engineer M. M. Catarine, and Brakeman D. R. Woods, Smiths Falls, and Fireman M. Mackenzie, of Havelock, Ont., are believed killed, although the body of engineer Catarine is the only one which has yet been located."

Two men missing.

Smiths Falls, Ont., April 30. - Three men are believed to have been killed when the engine and a number of cars of a Canadian Pacific Railway freight train were derailed in a rock cut, 30 miles west of here last night, so far only the body of engineer M. M. Catarine has been recovered from the wreckage. Brakeman R. Wood, who with the engineer was from Smiths Falls, and fireman M. MacKenzie, of Havelock are missing.

The derailment was caused by a fall of rock from about 30 feet up on the north side of the cutting, according to railway officials.

Fourteen cars all together left the rails. Catarine was 40 years of age, Mackenzie 26 years old, and Wood 33 years old. Mrs. Catarine, mother of the engineer, is in a critical condition following the shock of her son's death.

The body of Catarine when recovered was severely burnt by the steam from the boiler head, which had burst. The engine throttle was shoved in, indicating he had seen the danger and had ineffectually tried to stop the engine.

The rock which fell and caused the accident is thought to have been loosened by Spring freshets.

Failed to see obstruction.

Perth, April 30. - caused by a rockslide and an accumulation of rock on the tracks, a Canadian Pacific freight train was derailed last night at mileage 31, between Bolingbrook and Crow Lake, near here. The exact spot is known as Sucker Lake and is one of the most dangerous spots on the road. An "S" curve at the point where the accident occurred in which three members of the crew lost their lives, renders it almost impossible for a train crew to see any obstructions.

An hour before the wreck happened the watchman on duty at mileage 31 walked over the track and found everything in order. The line was clear then and no sign of an approaching rockslide. There are several upgrades around mileage 31 and of necessity the train was getting up speed to negotiate them. Once around the curve the engine crashed head-on into the pile of rock, several tons of which came tumbling down onto the tracks.

Inquest in Death of Three C.P.R. Trainmen

SHARBOT LAKE, Ont., May 3. An inquest to be held here this afternoon into the deaths of M. Catherine, engineer; M. Mackenzie, fireman, and D. R. Wood, brakeman, in the derailment of a westbound Canadian Pacific freight train on Sunday evening at Bolingbroke. The wreck was caused probably by a fall of rock onto the tracks from the side of a rock cut. The throttle of the engine had been shoved in, indicating that the engineer had attempted to bring his train to a standstill.

Dr. Suddaby, of Sharbot Lake, is the coroner. T. J. Rigney, crown attorney of Kingston, is attending the inquest.

Train derailed, delayed an hour

Word was received in Ottawa at an early hour this morning that the C.P.R. passenger train No. 33, which left Ottawa at 19.15 last night for Toronto, was derailed at Havelock, some miles distant from Smiths Falls. There was no loss of life and no injury of any kind to the passengers or train crew.

The accident is believed to have been caused by a split rail and caused the engine and two baggage cars to leave the track. The line was reported cleared an hour after the accident.

Passengers are carried by boat over rail track

Ottawa travellers have a unique experience when Pontiac line is under water.

The train service on the C.P.R. between Ottawa and Waltham at the end of the Pontiac line has been seriously disorganized due to the fact that the Coulonge river has overflowed its banks about a mile east of Fort Coulonge, and the tracks are covered to a depth of nearly two feet in low lying locations.

It was noticed by the C.P.R. trainmen yesterday that the river was rising rapidly, in fact the tracks were covered with water then, but not sufficiently to prevent the locomotive and train proceeding cautiously through the newly created lake.

This morning, however, when the early morning train from Ottawa reached a point about two miles from the village of Fort Coulonge, it was seen by the trainmen that the river had risen considerably overnight.

The engineer on the locomotive at first tried to steam over the waterlogged tracks, but when it was seen the water was too deep it was backed to dry land again and word was sent into Ottawa.

Here arrangements were made for a train to be made up at Waltham which was despatched to the scene of the wash-out, and passengers from Ottawa had the unique experience of being transhipped over the flood from the river in boats to the other train.

The Ottawa train then started back for this city and, while it should have been here for 9.40, it is not in yet, but it is expected to get in this afternoon at two-thirty. While the river is in flood, a jigger train service will be maintained by the C.P.R.

Residents of Fort Coulonge state that the river is higher now than it has been at this time of the year for many years back, but so far it has not done any serious damage to property along its banks nor to the village.

Long Concrete Wall Finished by Railways

2900 Feet Long and Sixteen and Half Feet High.

The plans recently outlined in parliament by Premier King for the creation of a large central park area in the Capital include a contribution which is being made by the two big railway systems of the country. In the center of this new area stands the Central Station and the Canadian Pacific and the Canadian National railways are carrying out improvements to that structure which will play a material part in giving visitors to the city a favorable impression on their entrance. Part of the Improvements planned by the Dominion government and the Federal District Commission relates to the Rideau canal and the eastern wall of this canal is a part of the Central Station. A reconstruction of this wall has recently been completed by the two railways and will form part of the permanent improvements of this area. The reconstruction included the erection of a concrete wall twenty-nine hundred feet long and sixteen and a half feet high. The wall is seven and a half inches wide at the top and has a base width of four feet. About six thousand cubic yards of concrete were used in its construction and much of the work was carried out in zero weather during the past winter. Night work was carried on in order to ensure the wall being ready to let water into the canal at the regular time in spring. The project also necessitated the excavation of about eight thousand cubic yards, thirty per cent of which was under water. The concrete wall from Sparks street to the train shed was raised and further improvements were made to the wall of the train shed itself. In the carrying out of this work it was necessary to change the main tracks within the station temporarily and to use the first track next to the canal for handling pile drivers and other work equipment while the operation was in progress.

These improvements to the canal wall and Central Station will bring this part of the center of the city into harmony with the government plans for the creation of a Confederation Memorial Park and the continuation of the Federal District driveway. When the Russell Hotel, warehouses, and other buildings, which it is intended to demolish have been removed the result will give visitors to Ottawa a favorable opportunity to observe the beautiful driveways on the canal and will provide an unobstructed view between Laurier avenue bridge and the station of the main tower and east block of the parliament buildings.

15/05/1928 *Ottawa Citizen*

Maniwaki

Inspect Development Work Along Gatineau

Party of Senators Taken on Special Train

The Gatineau Power Company was host to a party comprising the members of the Senate and others, who were taken on a special train over the C.P.R. yesterday morning on an inspection trip of the plants of the company on the Gatineau River.

The party headed by the vice-president of the Canadian Hydro-Electric Corporation, the holding company for the Gatineau Power Company, Gatineau Electric Light Company and St. John River Power Company, Mr. G. Gordon Gale left on the special train from Ottawa at 10 a.m. stopping off at Chelsea for a visit to the big plant there, and from there were taken on a construction train to the plant at Farmers, and then the special train to the greatest development of all at Pagan Falls.

There the visitors were dined, and afterwards taken over the mammoth development in course of construction which is destined eventually to generate 175,000 h.p.

The senators were very much impressed with the magnitude of the undertaking and expressed surprise at the economic development of the whole of the Gatineau river and the expedition with which the plants have been brought into being.

Accompanying Mr. Gordon Gale were Brig. General J.B. White D.S. ? Vice-president of the Canadian International Paper Company, Major James Brace, president of the Fraser Brace Engineering Company which had brought the big power plants into being(?) and members of staff of (?) companies.

Central Canada Railway Was Suspicious As to the City's Intentions Re Broad Street

Willing to Sell Land, to Widen the Street, But Thought City Wanted Land to Give Bytown and Prescott Railway Access to the Chaudiere. An Illuminated Letter from President Abbott of the C.C.R.R.

Broad street wasn't always as wide as it is today. When the Canada Central Railway came into Ottawa about 1868 the council became seized of a desire to make Broad street a street worthy of the growing dignity of the city, after the acquiring of its second railway. 1 (Bytown and Prescott Railway came in 1854.)

The city apparently tried all through 1872 to acquire land from the Canada Central Railway, of which J. J. C. Abbott (later premier) was president, but failed.

The city then planned to go to the legislature to secure an act to force the hands of the railway company.

At this Juncture Mr. Abbott wrote the mayor (Jan. 23, 1873). As Mr. Abbott's letter contains a good deal of interesting information it is reproduced as part of the O.T.S. historical record.

* * *

C.C.R.C. VIEW.

Mr. Abbott wrote from Montreal: "Sir, I understand that the corporation of the city of Ottawa have presented, or are about presenting, a petition to the legislature of Ontario for the purpose of obtaining power to acquire from the Canada Central Railway Company, the land necessary for widening Broad street. And in respect of that proceeding I am instructed to say that this company has always acted in harmony with the city corporation, and has always shown a disposition to meet its wishes. This assertion has received very recent confirmation by the conveyance to the city, at cost price, of a valuable portion of the company's station ground at Ottawa for the waterworks. And the company are prepared to follow a similar course, and entertain the same feeling with regard to the improvement of Broad street. The company have frequently stated informally, and on more than one occasion officially, that they were willing to part with the land requisite for the purpose of this improvement on the most reasonable terms as to price, that could be desired, and without excluding other conditions that might be proposed, they would be, and are willing to convey to the corporation for that purpose a like width to the present street from off their station ground, either at a price which they will name themselves, and which will be exceedingly low, or at a price to be fixed by arbitration.

A Suspicion.

"In fact, as to the cost of the required land, they undertake to say there will be no difficulty whatever between them and the corporation. But hitherto, the company has had reason to believe that those who pressed for the widening of this street had in view accommodation to the Prescott and Ottawa Railway Company, at least as much as the advantage of the city, or similar offers heretofore made by the company, would have been accepted. It appears to them that if the widening of the street alone is desired in the interest of the public, it will not be served by permitting the track of a railway to run along it, and that in reality, even if the width of the street were doubled, the accommodation to the public would not be increased, but perhaps diminished if a railway train ran along a portion of it.

Company Ready.

"As, however, the company do not believe it possible that the corporation of the city of Ottawa could lend itself to any attempt to deprive the company of its property in the interest of another railway company, on the pretence of improved street accommodation, I am now directed to repeat the proposition formerly made, to the effect that the company are prepared to facilitate, in very reasonable way, the acquisition by the city of the requisite ground for the widening of Broad street, upon such terms as to price as cannot fail to be perfectly satisfactory to the city, but subject to the condition that no railway track shall be laid down along that street.

"The company desire me further to say, that this condition is not prompted by any feeling of hostility to the Prescott and Ottawa Road. The company are themselves desirous that a street which bounds their station grounds on one side should be improved and made convenient for the public, and thereby free access can be obtained to their city frontage. They also regard it as probable that they may extend their line to some point in the neighborhood of the new bridge now being built across the gully. It is quite plain that both these objects would be impeded, if not defeated, by the running of a railway track down Broad street, as that would undoubtedly be laid alongside the company's frontage, rendering free access to it from the street, and the passage of cars with passengers across it further into the interior of the city, dangerous and inconvenient, if not practically impossible.

"And, I would remark, that the company's station ground being somewhat triangular in shape, having its longest frontage in the river, it is already shut out on one side by the waterworks canal, the ground for which the company ceded to the city for a nominal price. And that the company would regard it as especially ungracious treatment if the city corporation should now endeavor, in the interest of another railway company, still further to restrict their station ground, and to impede their only remaining access to the city."

Clipping location on The Ottawa Citizen page 2

22/05/1928 *Ottawa Citizen*

Belleville

Bolingbroke

Large gangs of men are now at work eliminating the two causes of recent wrecks on the Canadian Pacific Railway line between Smiths Falls and Toronto.

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The stretch near Bolingbroke which was the scene of another serious wreck, has also been improved. The track at this stage is cut through rock and men are now employed in cutting this away so that there will be no further danger of loose boulders sliding down onto the track and derailing trains.

23/06/1928 *Ottawa Citizen*

Renfrew

Carp

Has leg fractured.

Jumping from the C.N.R. Ottawa-Pembroke passenger train before it had come to a stop at Carp station yesterday afternoon, George Martin, relieving section foreman for the C.N.R., fell and suffered a fracture of the right leg above the knee. He was placed on a train and brought to Ottawa, and was met at the parkdale avenue crossing by Hulse Bros ambulance, and from there conveyed to the Civic Hospital, where he is under the care of Dr. F.W. McKinnon.

06/07/1928 *Ottawa Journal*

Kingston (CN)

Cardinal

Freight Wreck Causes Big Rush On the Chateau

Eight cars of Westbound C.N. Train Derailed Near Cardinal - Olympic Team Delayed Here

The derailment of eight cars of a westbound Canadian National freight train near Cardinal station late last night, blocking both tracks of the main line, caused an interruption to main line traffic, it being necessary to route four passenger trains via Coteau Junction, Ottawa and Napanee pending the re-opening of the line early this morning after several hours' work by a wrecking crew from Montreal.

After one freight car had broken in two, several others piled up in the wreck effectively blocking all main line traffic.

As a result of the derailment some 600 passengers of the four trains were guests of the Chateau Laurier unwittingly. All the trains were from three to five hours late, so that the passengers were taken to the Chateau on their arrival in Ottawa and given their breakfasts free. Joseph Van Wyck, the manager of the hotel, said the sudden influx of guests did not cause any inconvenience.

Among passengers of the delayed trains were the members of the Canadian Olympic team who were scheduled to arrive in Montreal to be guests at a big dinner tonight.

Two trains from Montreal to Toronto were delayed, along with two from Toronto to Montreal. These trains arrived in Ottawa at 6.35 and the last car left at 8.35. Before noon the main line was clear.

The derailment caused the four trains to be brought to the Capital. They were hauled by the big 6,000 class engines, the biggest of their kind in Canada. It was the first time that these huge engines pulled into Union Station here.

Derailement Causes a Tie-Up On CNR

Brockville , Ont.- July 6 The derailment of eight cars of a westbound CN freight train near Cardinal station late last night blocking both tracks of the main line caused an interruption to the main line traffic it being necessary to route through passenger trains via Coteau Junction, Ottawa and Napanee pending the re-opening of the line early this morning after several hours work by the wrecking crew from Montreal. After one freight car had broken in two, several others piled up in the wreck effectively blocking all main line traffic.

10/07/1928

Ottawa Citizen

Waltham

Aylmer

Narrow escape when train hits rear of wagon

Aylmer grocery man stopped vehicle on C.P.R. tracks before seeing engine bearing down.

Stopping his delivery wagon on the C.P.R. crossing, Albert Street, Aylmer, yesterday morning about 9.30 o'clock, Antonio Mondoux narrowly escaped death when the train, which was rounding the corner, touched the rear of his wagon with the cowcatcher before coming to a stop. Mr. Mondoux was delivering groceries to the home of Mrs. S Gravelle, Abert street, when suddenly his horse started off at agallop. Pursuing the fleeing steed, Mr. Mondoux soon caught up with it, swung himself over the rear of the wagon and puled the horse to a stop.

Flushed and excited by the heat of the chase, he did not notice until too late that he had stopped his horse right across the C.P.R.tracks and that a train which had left the station about 600 yards around the bend was bearing down upon him. However, due to the vigilance of Robert Carpenter, the engineer, the train was brought to a stop just as it touched the express wagon and no damage was done to the horse, conveyance , or the driver.

13/07/1928

Ottawa Citizen

Chalk River

Snedden

Rev. Father Lewis J. Connolly, beloved rector of St. Declan's Roman Catholic church, Brightside, Ont., was instantly killed about 10.15 o'clock last night when his car stalled on the C.P.R.tracks five miles west of here, and was hit by a special train carrying members of the Orange Order who were returning from a Twelfth of July celebration at Pembroke. The accident occurred just one mile west of Snedden Station, and is one of the saddest that has happened in this vicinity for many months.

13/07/1928

Ottawa Journal

Chalk River

Snedden

With picture

Rev. Father Louis James Connolly, parish priest of Brightside, and well known in Ottawa where he had served in the Civil Service and as curate of St. Brigid's Church, instantly killed last night near Snedden by a backing C.P.R. train when his coupe became stalled on track.

No Fatality If Engine Was Not Run Backwards

Opinion Expressed in Verdict of Jury Inquiring Into Death of Rev. Father Lewis J. Connolly.

ALMONTE, Ont, July 19. The story of last Thursday's fatal auto accident at Timmins Crossing near Snedden, in which Rev. Father Lewis J. Connolly, parish priest of Brighside, Ont, and formerly of Ottawa, was instantly killed, was fully told tonight at the inquest which was held in the Almonte Town Hall, and presided over by Coroner A. A. Metcalfe, M.D. of Almonte.

In the evidence it was shown that as an auto driven by the late Rev. Father L. J. Connolly ran on to Timmins Crossing near Snedden and that a C.P.R. engine travelling backwards and pulling a string of empty passenger cars struck it broadside. On account of darkness none of the witnesses were able to describe really how the accident happened. The train crew told of taking the train loaded with passengers from Smiths Falls to Pakenham and of being on their way back to Carleton Place when the accident occurred.

The Verdict

The jury after lengthy deliberation returned a verdict of accidental death. The verdict read:

"We find that Rev. Lewis J. Connolly met his death by being accidentally struck by an east-bound C.P.R. train at the town line crossing between Pakenham and Ramsay. We are of the opinion that this accident would not have happened had the engine been travelling front foremost."

Owing to the popularity of the late Rev. Father Connolly in Almonte and vicinity great interest was taken in tonight's proceedings and a large number of the crowd which jammed the chamber for the inquest waited for about an hour to hear the jury's verdict which was not returned until close on to midnight. The jury consisted of: Michael Ryan, foreman; Orville Arthurs, Andrew McPhail, Robert Stewart, James Barker, Sheffield Graham, Ephrian Cody, Albert Naismith, and P. Sutherland. C. H. McKimm, of Smiths Falls, represented the crown; W. L. Scott, K.C., from Ottawa, the C.P.R., and W. P. Stafford, K.C., of Almonte, represented the estate of the late Rev. Father Connolly.

Conductor Testifies.

Clarence Hunter, conductor on the train, was the first witness. He, told of feeling the brakes applied. The next thing he smelt gasoline and came to the conclusion the train had struck an auto. He told of finding the body of Father Connolly in the ditch alongside the track. The engine of the auto was under the engine of the train and part of the car was about 60 feet distant in the ditch and part of it was on the tender of the engine. In answer to a question, Conductor Hunter said the train was travelling twenty miles an hour.

Engineer's Evidence.

Michael Doyle, engineer, said that the engine was backing up, pulling the train. He said that he thought he saw lights of a car approaching the crossing. They were travelling slowly and it seemed as if the car was coming to a stop, but it did not. He said he had sounded the whistle for the crossing. "I shut off the engine," he said, "threw on the emergency brakes and kept the whistle wide open just as the train struck the car. The rear of the car was not yet on the crossing."

He said that he took a torch and went to look at the car and found the car floor open wide, no one was within; there was only a hat. He looked about and found Father Connolly lying on his face in the ditch. The engine of the auto was under the train between the engine and the tender and the remainder of the car was about 60 feet distant.

Rear End Brakeman.

William H. Oates, trainman, said he went from Smiths Falls with special train for Pakenham, and was rear end brakeman. "Returning to Smiths Falls," he said, "I was sitting in the third car from the engine when I heard the shrieking of the whistle then the brakes. The train stopped, I got off one side, Conductor Hunter off the other. He came around to my side and we found Father Connolly lying in the ditch. We went towards the engine end found part of the car hanging on the tender, pulled it off and rolled it clear off the track. I remained with the body when the train continued to Carleton Place. The first ones to arrive after the train had left were Rev. Father Harris and Canon Cavanagh. An engine and baggage car came back from Carleton Place. The remains were placed in the car and brought to Almonte. The coaches of our train were all in darkness except the one in which Conductor Hunter and I were."

Evidence given by Leslie Ritchie, fireman on the train, was similar to that given by previous witnesses. He gave the opinion that the ill-fated auto stalled on the tracks, as it appeared to him to have come to a sudden stop. Trainman Wm. Horton said he had heard the whistle for the crossing and also that the train was brought to a stop before it had gone over the crossing.

Farmers Testify.

Mr. C. Young, farmer, said: "About 9.30 p.m. I was sitting in front of the stable at Mr. Timmin's home and saw the auto first about 300 yards from the crossing. It wasn't long before a train came along."

He said he didn't see the accident but went to the scene when he noticed the train had stopped.

Hilliard Bullock, farmer, of Snedden, said he was at Mr. Timmin's place, he heard the train whistle and saw a motor car's lights travelling along a road further back and parallel with the railway. He saw the car turn onto the road leading over the tracks at Timmin's crossing. When he saw the train approaching the car was on a small hill about 400 feet from the crossing and the train was about 800 feet from the crossing. He said he noticed the auto slowed down as if it was going to stop and then started off again as it approached the crossing. Just before the crash he heard the brakes on the train being applied. As it was dark he did not see the actual collision.

James Timmins, farmer, told of noticing Father Connolly's auto slowed down a little as it approached the crossing. He also told of hearing the train whistle and said that he thought the car had time to get over the crossing with safety before the train. Asked about the speed, he said the auto was travelling about fifteen miles per hour and the train about twenty miles.

Russell Barr, farm laborer, residing about a quarter of a mile away front the crossing, said he noticed the engine was going backwards and heard it blow for Timmin's crossing. He did not see the accident. W.S. Saddler, farmer, was with Barr and corroborated his evidence.

Ottawa's first railway station will soon be gone. Situated on McTaggart street between Sussex and Dalhousie, the old structure built many years ago is now being demolished by the Canadian Pacific Railway which used the building as a freight office up to last year when a new office was erected in the Sussex Street yards.

The one-time station, one of the city's oldest landmarks, was built by the old Ottawa and Prescott Railway and was known as the St. Lawrence and Ottawa station.

Two meet death when motor struck by freight train

Mr. and Mrs. H. Trudel of Perkin's Mills, Que., Instantly Killed at 11.30 Today Heliers trudel and wife, of perkin,s Mills, Que., werekilled at 11.30 this morning when their car was struck by a C.P.R. freight train at East Templeton, Que.

Man and Wife Killed in Auto Train Crash

Ottawa July 23. Hilaire Trudel and his wife of Perkins Mills Quebec were almost instantly killed Saturday when a motor car in which they were returning from the Ottawa market was struck by a C.P. freight train at St. Rose de Lima. Mrs. Trudel was decapitated and her body carried for more then 100 yards under the wheels of the locomotive. Her husband is believed to have choked to death under the wreckage before he could be extricated.

25/07/1928

Ottawa Citizen

Chalk River

Sand Point

Train Carrying Men And Horses To Petawawa Camp Hits Freight In Head-On Collision Train Carrying Soldiers Was Fifteen Minutes Ahead of Schedule and Freight Had Received Clearance at Arnprior. Trains Met on Tangent Between Two Curves. Two Other Men Taken to Renfrew Hospital. Seven Horses Killed Outright and Five Others Had To Be Destroyed.

Corporal Vincent J. Cullinan, Royal Canadian Dragoons, St. Johns, Que, aged 23 years, and Trooper Thos. Gordon, of the same unit, aged 23 years, a Great War veteran, were killed and Trooper James Doherty, Royal Canadian Dragoons, and Trooper Joseph Lamarche of that unit were more or less seriously injured when the troop train carrying 250 members of the permanent force at St. Johns, Que, to Petawawa Camp was struck head-on at Sand Point station by a CPR freight train travelling to Smiths Falls at five o'clock, railway time, this morning. Corporal Cullinan was a native of San Francisco. Cal., while Trooper Gordon was a Scotsman by birth. The troop train left St. Johns last night and passed through Ottawa early this morning on its way to Petawawa. On board were a squadron of the Royal Canadian Dragoons, the Royal Canadian Regiment, and the 22nd Regiment, all stationed at St. Johns. The troop train was proceeding west and was just passing Sand Point station when the freight train approached slowly from the opposite direction.

The trains met on a tangent between two curves. These curves are both left curves, away from the river, and are half a mile apart. The trains met in the middle of the tangent or about a quarter of a mile from each curve.

Troop Train Ahead of Schedule.

The troop train got its clearance at Arnprior. It was then fifteen minutes ahead of schedule and went ahead on the clearance. Arnprior tried to raise the operator at Braeslde but was unable to do so and there is no operator at Sand Point. The freight train had plenty of time to get to its destination if the troop train had been on schedule.

Owing to the heavy freight and the grade at this point, the east-bound train was unable to stop although the brakes were applied at once. When the collision occurred, both trains were moving slowly with the brakes on. The impact shoved the coal tender of the troop train against the first car into the air and this car telescoped the second car.

Men In Charge of Horses.

The first five cars following the engine in the troop train were loaded with horses and the men killed were in charge of the animals.

The first and second cars were completely wrecked but the engines did not leave the tracks. Corporal Cullinan was killed outright and Trooper Gordon died half an hour later. Trooper Doherty was thrown out the car door and landed in the ditch. A car fell on top of him but lay across the edges of the ditch and consequently his injuries are not as serious as might be expected. Seven horses were killed at once and five others had to be shot owing to the injuries they had suffered.

The two injured men were at once conveyed to the Victoria Hospital In Renfrew, where they are reported to be resting easy. The bodies of the men fatally injured were taken to the United church In Sand Point and afterwards transferred to Arnprior.

Express Wreck Recalled.

The accident occurred about one mile from where the Soo express was wrecked 24 years ago, when fifteen persons were killed in the disastrous accident. The small fatality list in the present accident is largely due to the fact that the soldiers on board, 250 in number, were sleeping in the rear coaches.

Traffic is tied up but a large wrecking crew is working on the scene and expects to have the track cleared some time this afternoon. The wrecking crew, which is from Smiths Falls, is in charge of Superintendent F. M. Rutter and Roadmaster Hall. The dead horses are being buried in a ditch alongside the track. The troop train was in charge of Alexander Hamilton, engineer, and Alexander Fraser, conductor. William Kenny, engineer, and John Robertson, conductor, were in charge of the freight train. There were nineteen cars altogether in the troop train.

Both the men killed were in the second car.

Inquest Opened.

Dr. Jamieson, coroner, of Sand Point, opened an inquest this morning and adjourned the hearing until Friday. The bodies of the dead troopers are in the undertaking parlors of J. C. Little in Arnprior

OFFICIAL STATEMENT.

MONTREAL, Que., July 25. The Canadian Pacific Railway have issued the following statement regarding an accident on the line between Ottawa and Petawawa camp.

"At 4.58 a.m., date, military special en route to Petawawa with squadron "A" Royal Canadian Dragoons, and "D" Company of the Royal Canadian Regiment, St. Johns, Quebec, and the Royal 22nd Regiment, of Quebec City, met a freight train near Sand Point, about 55 miles west of Ottawa.

"There were two fatalities on the military special, Corporal Cullinan and Trooper Gordon, both of the Royal Canadian Dragoons. Troopers Mayhew, Lamarche, Doherty, Legere, and Herbert were injured.

"The cause of the occurrence has not been determined."

TWO IN HOSPITAL.

RENFREW, Ont July 25. Three troopers of the Royal Canadian Dragoons, St. Johns barracks, Que., were brought to the Victoria Hospital here this morning with injuries received at the wreck of the troop train at Sand Point, Ont. James Doherty and Joseph Lamarche are severely hurt but their condition is not considered critical. Trooper A. Mayhew, from the same corps, has a scalp wound but did not have to remain in the hospital. The troopers were grooms in the horse cars, which were upset when the troop train collided with a freight. Mayhew was able to leave the hospital in a few hours but the others will remain here.

18 COACHES ON TRAIN.

SMITHS FALLS, July 25. The troop train which collided head-on with a freight at Sand Point was made up of ten coaches of soldiers and eight coaches of equipment.

25/07/1928

Ottawa Citizen

Lachute

Templeton

Man and Wife Killed in Auto Train Crash

Ottawa July 23. Hilaire Trudel and his wife of Perkins Mills Quebec were almost instantly killed Saturday when a motor car in which they were returning from the Ottawa market was struck by a C.P. freight train at St. Rose de Lima. Mrs. Trudel was decapitated and her body carried for more than 100 yards under the wheels of the locomotive. Her husband is believed to have choked to death under the wreckage before he could be extricated.

25/07/1928

Ottawa Journal

Chalk River

Sand Point

Hold an Inquest into Train Wreck

Jury Views Bodies of Victims - Hearing Adjourned until Friday (27/07)

A preliminary inquest into the fatal wreck at Sand Point was held this morning. The bodies of the dead soldiers were viewed, the jury sworn in, and the inquest adjourned until Friday afternoon at four o'clock at Sand Point.

A Jamieson, coroner of Arnprior, presided.

The provincial police are now investigating the wreck

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Ottawa Citizen

Chalk River

Sand Point

The Transportation Safety Board of Canada is sending investigators to an area of eastern Ontario near Morrisburg, Ont. after a train collided with equipment Tuesday morning.

A westbound Canadian National Railway train collided with "track equipment" just after midnight on Tuesday, the agency said in a news release.

Nobody was injured and the train did not derail.

CN said one of its trains brushed up against a piece of equipment on a nearby track and came to a stop, but was moving again by 1 a.m.

Leaving Behind Two Dead and Three Seriously Hurt, Troops Proceed to Petawawa Camp
C.P.R. Line Cleared Yesterday After Head-on Collision Early in Morning Between Troop and Freight Trains At Sand Point, Ontario.
Trains Going Slowly Or Toll Likely Heavy

Inquest and Official Inquiries Opened. Stories Of Remarkable Escapes And Graphic Incidents.

Leaving two of their comrades dead in Arnprior, and three seriously injured in the Victoria Hospital, Renfrew, as the result of a head-on collision between the troop train and a freight train on the C.P. Rly. about quarter of a mile west of the Sand Point station, members of A Squadron of the Royal Canadian Dragoons, D Company of the Roy Canadian Regiment, both of St Johns, Que., late yesterday afternoon completed their trip to Petawawa camp.

With them on the train were members of the Royal 22nd Regiment, of Quebec City, which had joined the St. Johns Corps at Montreal on Tuesday night, but none of the members of the 22nd were injured. The accident happened at five o'clock, standard time, yesterday morning, and the men who were killed or injured were in two cars, looking after the horses, which were placed next to the engine and in front of the other cars carrying equipment and the coaches for the men. The Dead and Injured.

The dead are: Trooper Thomas Gordon, of St. Johns, Que., and Lance Corporal Vincent J. Cullinan, of San Francisco, Calif. Those in the hospital at Renfrew are: Troopers James Doherty, Joseph Lamarche, both of St. Johns, and Trooper Mayhew. Others who were slightly injured are: Troopers Legers and Herbert Troopers Lamarche, Doherty and Mayhew, of the Royal Canadian Dragoons, were reported last night to be resting fairly comfortably at the Renfrew Hospital. The extent and gravity of their injuries are not yet fully known. Doherty is suffering from wounds in his neck and shoulders and X-ray pictures have been taken. The extent of Maynew's and Lamarche's hurts has not been definitely ascertained, either. The condition of the men is announced as "uncertain" and the full extent and seriousness of their wounds will not be known till later on today.

The late Trooper Thomas Gordon came to Canada from Musselborough, near Edinburgh, Scotland, and a sister resides in Montreal. He was a veteran of the Great War and had been prominent in soccer football, having played with a Montreal team in addition to being possibly the best player in the regimental team. Had Remarkable Escape.

Trooper Gordon was killed outright and Corporal Cullnan died about fifteen minutes after he had been taken from the wreckage. Trooper Doherty had a most remarkable escape. He was in the first car and was thrown through the door of the first car into a ditch beside the road. As this car settled down, Doherty was pinned under it, but the ditch saved him from being crushed to death. His comrades, who came to his rescue, thought he had been killed, but with spades and crow bars, the earth was removed from around him, and part of the debris was pried off and he was pulled out. He regained consciousness immediately after being rescued. The other injured men were not covered with heavy wreckage, but at first it was feared that other men had been buried in the debris or had been killed by the horses which were wild with fright.

Church as Hospital.

The crash of the impact awoke people living in the district and at once calls were sent for doctors. They came from Sand Point and Arnprior and the injured men were given immediate attention. The United Church, just a short distance from the scene of the wreck, was converted into a temporary morgue and hospital. When the more seriously injured of the men had been given first aid, they were taken to the Victoria Hospital in Renfrew.

Inquest Opened.

Dr. Jamieson, coroner, of Arnprior, was notified, and after assisting the other medical men in attending the injured, opened an inquest which was adjourned until Friday. The bodies of the two men were then taken to J. C. Little's undertaking establishment in Arnprior, where they are kept pending orders from the military authorities.

On the troop train were 250 men and 70 horses. Seven of the horses were killed outright and five or six others were so badly injured that they were shot. After there was certainty that all the injured had been attended and the injured horses put out of their misery, the people of Sand Point looked after the comforts of the men. Breakfast was served from tables in the school yard and every house was opened to attend to the wants of the men.

Clearing the Line

Wrecking crews were summoned from Chalk River and Smiths Fall and were soon on hand working energetically to reopen the line to traffic. The large derrick on the wrecking train was used to remove smashed cars from the tracks and lift the heavier parts of the debris and remove the dead horses. They were then taken a short distance along the track where deep trenches were dug and they were buried. Among the horses killed were: Roy Candra, owned by Capt. James Wood, which had taken so many prizes at the Royal Winter Fair, Toronto, last year; Rose Marie, a very valuable horse, owned by Capt. Berteau, and another privately owned horse, the property of Major Timmins. Demistrom, owned by Major Timmins, a horse which is a veteran of the Great War, was in one of the wrecked cars but came out uninjured.

P. M. Rutter, district superintendent of the C.P. Rly. from Smiths Falls, was in charge of the wrecking crew. The tracks were ready for trains about two o'clock in the afternoon standard time. The freight were taken back to Castelford by the wrecking crew from Chalk The local for Pembroke, was held up owing to the wreck but after about an hour and half's delay, the passengers and baggage were transferred and continued on their way on another train which was made up west of the wreck.

Proceed to Petawawa.

The troop train was in charge of Lt.-col. J. P. Archambault, D.S.O. officer commanding the Royal 22nd Regiment. After the tracks had been cleared, the troop train was backed to Arnprior, where the military men had meals in the various hotels and restaurants. The horses which had come out of the wrecked cars and those which had been unloaded from the other cars owing to their excitement had been fed and were again entrained. Shortly after four o'clock, standard time, the troop train proceeded to Petawawa.

The crew on the troop train was composed of A. C. Fraser, conductor; W. Kenny, engineer; J. Shouldice, fireman; W. Feathersont and J. Chane, breakmen. That of the freight train were: J. A. Robinson, conductor; Alex Hamilton, engineer; W. Stanzel, fireman, and T. Tamm and J. C. Poulin, breakmen. The crews of both trains were from Smiths Falls.

Ruah to the Scene.

From the headquarters staff in Ottawa. Col. T. V. Anderson, Col. H. C. Greer and Col. Dr. C. H. Dickson rushed to the scene of the accident by motor car immediately after the accident had been reported. Capt. W. H. P. Elkins, camp commander at Petawawa, also rushed by automobile to Sand Point, accompanied by a camp medical officer. Provincial officers, C.P. Rly. constables and the police in the district were also on hand to maintain order and to render any possible assistance. From as far west as Petawawa and as far east as Ottawa, hundreds went to the scene of the accident by motor cars.

Question of Responsibility.

Until the inquest is resumed by Dr. Jamieson, of Arnprior, coroner, on Friday morning, and a full investigation is made by railway officials and military authorities, it will be impossible definitely to place the responsibility for the wreck. Naturally officials would give no statement for publication pending the official inquiries. Opinions vary as to which train was at a point where it should not have been.

The troop train stopped at Carleton Place and at Arnprior was given a clear track although it is said to have been ten or fifteen minutes ahead of its schedule time. There are also well defined reports that after the train had left Arnprior an effort was made to raise someone at Sand Point or Braeside to have it stopped, but there is no night man on duty at Sand Point and the station man at Braeside could not be reached by wire. Another view expressed is that the freight train should have waited at Castelford, about six miles west of Sand Point, for the troop train to pass, but against this view is stated the fact that the freight train was travelling on its schedule time and would have been safely into Sand Point if the troop train had not been ahead of its schedule.

Rounding the Curve.

Just after rounding the curve west of Sand Point station, the engineer on the troop train noticed the headlights of the approaching train as it rounded another curve about a quarter of a mile distant. For an instant he thought it was the headlights of an automobile, then he realized that another train was approaching on the same track. At the same time the engineer of the freight train also realized that a mistake had been made and both engineers applied brakes and sounded whistles. The troop train had come to a stop just as the freight train crashed into it. The freight train was unusually heavy, and in addition from the time of rounding the curve until almost to the point of the collision, the track is down-grade so that it was impossible to bring it to a stop as quickly as was possible with the troop train. A matter of seconds before the impact, the engine crews of both trains jumped to safety.

Had either train been travelling at any great speed, the death toll and rolling stock damage would have much greater. As the engine of the troop train was forced back by the force of the impact of the freight train, the first car behind the tender was raised off the tracks and was hurled practically on top of the second car. These were the only cars which left the track, the third car having only the end crushed in and other cars of the troop train suffered no damage Completely Demolished.

The car next to the tender fell partly on the tracks but mainly over the roadway which runs close to the track. The second car was hurled to the side nearer the river and away from the road. This second car was completely demolished and the dead and injured men and horses had to be taken out of what was a pile of debris. How one man escaped with his life from this car is a miracle.

Corporal Homerston and Quartermaster Sergeant Morris were the first of the men from the troop train to reach the demolished cars. Corp. Homerston, with the vain hope that the men in the car might be alive, but stunned, pluckily entered among the kicking horses in an effort to reach them. Meanwhile other men were busy with axes chopping the roof of the car as it lay on its side on the road. So soon as a hole was large enough, the horses which weren't killed plunged frantically through the opening,

Engines Stay on Tracks.

Both engines remained upright on the tracks with their front guards interlocked. Two lengths of rail were torn loose on the south side of the track from where the freight engine struck the other to the point where it stopped. The freight cars were not damaged and the men in the coaches of the troop train felt very little effect of the impact. Those who were awake, felt the jerk as the brakes were applied and, then, what seemed a minute or two later, there was a jolt worse than when cars come together for coupling with a little more force than was intended. This is explained by the fact that the first two cars were the ordinary wooden kind, one of them up-ending and the other crumbling by the force of the collision.

The point where the accident happened is just about a mile east of the curve where, 24 hours years ago, the Soo train was in collision with a freight train and about twenty men, including members of the train crews, were killed.

INJURED TROOPER'S STORY.

(Special to The Citizen.) RENFREW. July 25. Hundreds of interested spectators continued to pour into the little village of Sand Point till late tonight. There was not much left for them to see, how ever, as most of the debris had been cleared away. The tracks at least were clear, the trains were again running on schedule, and the soldiers were gone.

All day long khaki-clad lads paraded between Sand Point and Arnprior. At noon today, Commanding Officer Lt.-Col. J. P. V. Archambault, D.S.O., M.C., led his men into Arnprior, where they had dinner, the first real feed for twenty-four hours. They went back to Sand Point in the afternoon and entrained to proceed on their journey to Petawawa Camp, which was so tragically interrupted at five o'clock this morning, exactly twelve hours after the mishap.

Several of the fifteen horses which died as a result of the wreck were outstanding animals. Amongst the best known were the two horses, Rose Marie and Roy Candra, owned by Captain James Wood. It was a rather peculiar, yet sad, incident that occurred this evening. A large grave had been dug near the wrecked train and here the horses were buried. Tonight a bill had blown off the bill board near by which read "Rose Marie." The picture of this name was showing in the nearby town and this simple inscribed lithograph served as a passing monument to the famous Canadian charger.

The Citizen correspondent visited the three injured troopers in Victoria Hospital tonight. The matron said that she had three very sick men, especially Joseph Lamarene, who was suffering a great deal. But surprisingly happy were the troopers. All seemed most thankful that their lives were spared. James Doherty, one of the lesser injured, had a lot to say about the accident and had a lot of questions to ask. "I was sleeping in the first car with Corporal Cullinan," he said. "I was wakened by my pet dog licking my face. I felt the train coming to a halt as though the brakes were being applied suddenly. I heard some screaming and looked out to see some of the trainmen jumping. Then came a crash. It was a sort of sinking feeling. Slow motion effect, not the sudd sensation one would expect. I don't remember much more except that I knew the horses broke loose. The side of the car fell in and I was pinned underneath. Someone, whom I am told was Quartermaster Morris, dug me out. and what a relief it was. It seemed as though tons were upon me. If I had been there another minute longer I am sure I would have died."

Each of the other troopers, Mayhew and Lamarene, had similar stories.

The C.P.R. inquiries will be held in Smiths Falls tomorrow.

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Resumes Traffic Following Wreck

Service at Sand Point back to normal after hard work.

Traffic over the main line of the Canadian Pacific Railway at Sand Point, Ont., where a troop train was wrecked in collision with a freight early yesterday morning, is now back to normal. Extra crews working far into the night to restore service, cleared away the debris and wreckage. Two badly demolished freight cars were burned beside the tracks, and the engines of both trains lifted back onto the tracks, and rushed to Smiths Falls for repairs.

A relief train arrived early last evening and the remainder of the horses were loaded into new box cars, and the troops proceeded to Petawawa.

During the morning, passengers were transferred from different trains at either side of the wreck, and traffic movement was maintained in this way with a minimum of discomfort to travelers. The Trans-Canada was routed on the Canadian National Railways line by way of Pembroke.

27/07/1928 Ottawa Journal Chalk River Sand Point

Adjourn Inquest Into Train Wreck

At request of Canadian Pacific Railway authorities the inquest into the death of the two soldiers who were killed on the Sand Point troop train wreck Wednesday, has been adjourned until Monday afternoon at four o'clock standard time at Sand Point.

The injured members of the Royal Dragoons' Regiment are doing fairly well in hospital at Renfrew, and an early recovery is expected.

At the inquest, both train crews will be summoned as witnesses as well as the agents from Renfrew, Carleton Place and Smiths Falls. Dr. J.A. Jamieson, coroner from Arnprior, will preside.

Jury Find Troop Train Ran Ahead Of Its Schedule
Orders were misconstrued By Conductor and Engineer,
They Testify at Inquest in Train Wreck.

Freight Crew, Operators, Dispatchers, Exonerated

Telephone With Emergency Signal Be Installed at Sand Point, is Recommended

The collision on the C. P. Rly. line just west of Sand Point between a freight train and a west bound troop train going to Petawawa, in the early morning of Wednesday, July 25, resulting in the death of Corporal Vincent J. Cullinan and Trooper Thomas Gordon, was due to the conductor and engineer of the troop train misconstruing orders and running ahead of the schedule set for the train.

This was the finding of the coroner's jury which investigated the deaths at the inquest conducted by Dr. Archibald Jamieson, of Arnprior, at Sand Point yesterday afternoon. The verdict exonerated the crew of the freight train and also the train dispatchers and operators but recommended that a telephone, with an emergency signal, be installed at the Sand Point station to enable a train to be stopped there at night when a station man is not on duty. It was also pointed out that if the two horse cars which were smashed in the wreck had been of modern steel construction there would have been no casualties.

Alex. Fraser, conductor on the troop train, said he conscientiously believed he was right in being where he was with his train at the time of the accident but since then he sees the difference. W. Kenny, engineer, won the sympathy of all in the room when he frankly admitted he had misconstrued the order. "I have read it many, many, many times since then and I quite well understand it now," he told the jury with a voice choking with emotion.

How Order Misconstrued.

The troop train was running as the second section of train No. 17, a regular passenger train, and on the night of July 24th, orders had been telegraphed giving a complete schedule from Ottawa West to Petawawa, leaving Ottawa at 1 a.m. and reaching Arnprior at 2.58. The troop train was an hour late in getting ready to leave Ottawa and so an order was sent with instructions to run one hour and ten minutes behind the schedule previously telegraphed. At Carleton Place, the train was behind its schedule and a new order was sent to run two hours behind the schedule first telegraphed. The mistake by the engineer and conductor on the troop train was interpreting this last order to mean that they were to run their train two hours behind the time sheet or time table for the regular passenger train. No. 17, of which it was a second section so far as running rights were concerned. At the time of the wreck, the troop train was considerably behind the time as they understood it but was ahead of the time set by the order. Had the troop train been five minutes later, the freight train would have been cleared in the siding at Sand Point.

H. B. Johnson, crown attorney, of Pembroke, conducted the investigation with the coroner, the Canadian Pacific Railway Company was represented by W. H. Williams, KC, of Pembroke, the engineers by D. Campbell, of Winnipeg, and the conductor and trainmen of the troop train by W. H. Stafford, KC, of Almonte.

E. V. McNeil, provincial police officer, was also present. Considerable interest was taken in the inquest by railway men and others and there was a large attendance of spectators, including many women.

The Train Dispatcher. James Carmichael, of Kemptville, train dispatcher at Smiths Falls, told of telegraphing the schedule for the troop train and the subsequent orders. The first amending order was to run one hour and ten minutes behind the schedule set in the first order and the second amending order was to annul the previous order and to run two hours behind the schedule in the first order. The troop train, under its orders, was due at Arnprior at 4.58 but arrived at 4.46, twelve minutes ahead of time. Witness said he did not know the train was ahead of time until after it had left Arnprior. He had then tried to stop it at Braeside but the train had passed that point. He had next called Sand Point but the train was just passing the station as the station agent came downstairs. If the troop train had been running on its schedule, the freight train would have had time to get into the siding at Sand Point. There were no orders for the trains to cross at Sand Point but the freight train had the running orders for the troop train and it was up to it to clear the troop train. The freight train at Sand Point had twelve minutes, based on the troop train's schedule, to make the siding when all the time required was five minutes.

A juror asked witness if he did not think it advisable for the railway to have a night man between Arnprior and Renfrew but the crown attorney interposed that this was a question for a man higher up to answer.

Had No Orders.

John Culhane, operator at Carleton Place, told of giving the orders to the troop train at that point. John Stavenow, operator at Arnprior, said he had no order regarding the troop train although he knew it was coming. He did not know it was ahead of schedule until he had reported its passing to Smiths Falls and had then learned that it was twelve minutes ahead of schedule.

To Mr. Stafford, counsel for the troop train crew, witness said he had waved to the crew that it was O.K. as the train passed through.

"And as far as you were concerned or knew then, the train was all right to pass through?" asked Mr. Campbell, counsel for the engineers. Witness replied: "Yes."

J. Warren Morphy, operator at Renfrew, said he had given the conductor of the freight train a copy of the order instructing the troop train to run two hours behind the schedule which had been set in the first order.

John A. Roblnaon, conductor on the freight train which was running from Chalk River to Smiths Falls, told of getting the orders which had been given to the troop train. If the troop train had been running on schedule the freight train would have had lots of time to make the siding at Sand Point. The troop train was due there at 5.10 but the accident happened at 4.55. "Five minutes would have put us in the siding from where we were hit," said the conductor. He was in the cupola of the van when he noticed the headlight of the other train just as both trains rounded curves in the road. He knew the emergency brakes were applied and thought the freight train would be stopped in time to avoid a collision and so he and the brakes man stood on the step of the van and both stepped off together after the engines hit.

The conductor said he had consulted with his engineer at Renfrew and both had considered they had ample time to make Sand Point where they figured on crossing the troop train. He had no instructions to cross the troop train at any particular point, this being left to the judgment of the conductor and engineer. To Mr. Williams he said it was his duty to look out for the troop train which was what is known as a first class train. To a juror he said the troop train might not have known anything about the freight train but the troop train should not have run ahead of the ordered schedule.

This evidence was corroborated by Alex. Hamilton, engineer on the freight train. He said he had made a service brake application to slow down for a stop at Sand Point to go into the siding. Just as he rounded the curve he saw the headlight of a train in front and at once applied the emergency brake. The train had slowed down to three or four miles an hour when he jumped just before the collision. He was not injured except for a slight abrasion on the nose as the result of falling. The train had 36 cars and was on a down grade.

Saw Headlight

"My mate, the engineer, spoke of something coming, I saw the headlight of an engine in front, looked at my watch, and I got off," said W. Stanzel, fireman on the freight train.

J. Lorn Pullan, front end brakeman on the freight train, said he was sitting in the engine and heard both the engineer and fireman say "there's a headlight" The engineer applied the emergency brake, and witness said he and the engineer got off about four car lengths from where the engines hit.

The orders received at Ottawa West and at Carleton Place were produced by Alexander Fraser, conductor on the troop train. The troop train had left Carleton Place at 4.10 and Arnprior at 4.48. He said he did not know he was ahead of schedule at Arnprior. After he had received the second amending order at Carleton Place, to run two hours late, he said he thought he was the second section of No. 17, without any attachment. "I must have misconstrued the order," said the conductor. "I thought I was running two hours behind the time bill for the first section. I was three hours and twenty-five minutes behind its schedule at Carleton Place and knew there was no chance of making up the hour and twenty-five minutes and thus getting down to the two hours set by the order. On reading the order now, I find out differently. At the time I believed I was the second section of No. 17 with orders to keep two hours behind it"

Not Modern Construction.

To Mr. Stafford, Mr. Fraser said he had been with the company since June, 1904, and had no black mark against him. The horse cars which were demolished, he said, were C.N. Rly. palace horse cars, with wooden underframes. They were not modern construction. "If they had been the modern type, there would have been no fatalities." The troop train, he said, "made passenger a train stop, slid right in without a jar." He had been sitting at a table in a car and had not noticed the freight train.

The last order received had read: "Order No. 8 annulled. Second No. 17. engine 600, run two hours late Carleton Place to Petawawa on schedule in train order

No. 55 of July 24. No. 17 running two sections." Mr. Williams pointed out that the wording of this order was exactly the same as the wording of the previous order to run one hour and ten minutes later than the schedule.

"I must have overlooked part of the order," admitted the witness. "I thought the annulment of No. 6 order put the schedule out of business and that I was to run two hours behind the time table for No. 17."

"Who was responsible for the collision?" asked Mr. Williams.

"The jury will decide that," interposed Mr. Stafford, who objected to the question.

"Was the freight train in a proper place according to orders?" asked Mr. Williams, and a reply in the affirmative was given.

"Were you in the position you should have been according to orders?" was the next question by Mr. Williams.

"Under my construction of the order at that time, I was," replied Mr. Fraser. "Since then I see the difference."

Protection Given.

When W. Kenny, engineer, was called, Mr. Campbell, counsel, asked for protection under the Canada Evidence Act and this was assured. Engineer Kenny said he had read the orders and had mistaken them to mean that the troop train was to run two hours behind the schedule for regular 17's time instead of behind the schedule in the first order received at Ottawa West. When asked by the Crown Attorney to read the order and say what he thought it meant, Mr. Kenny, replied: "I have read it many, many many times since and I quite well understand it now. The bottom of the order makes it quite plain."

Mr. Kenny said he had remarked to his mate, the fireman, that he did not know why his orders were "to run two hours late when he was three hours and twenty-five minutes late at Carleton Place. He said he had slowed up at Arnprior expecting to get an order with more time, possibly to run two hours and flftv minutes late, but the board was clear and he ran on.

The engineer said he had seen the headlight of the freight train as each engine rounded curves and had applied the emergency brakes. His train came to a stop and he "sat on her and tried to reverse, but couldn't". He then stepped off the engine just when the other engine was about two feet away. "I made a mistake in reading the bottom part of the order," repeated Mr. Kenny. In reply to a question, he also expressed the opinion that if the horse cars had been of modern steel construction, no one would have been hurt.

The Verdict

Other members of the crew of the troop train were present, but the jury did not think it necessary to hear them. There was no summing up of the evidence or pleas by counsel and after half an hour's deliberation, the following verdict was returned.

"We find no cause or fault against the crew of the freight train or of the despatchers or operators, but find that the engineer and conductor of the troop train misconstrued their orders.. We are also of the opinion that had the horse cars been of modern, steel type. instead of wooden cars, there would have been no casualties. We would further suggest that the C. P. Rly. install a telephone with emergency bells and proper equipment for the stopping of trains at night at the Sand Point station."

The Jury was composed of John R, McDonald, foreman; James Young, John Chatterton, W, Carmichael, W. McNeil, R. Thomlison, Geo. Murray, H. Couiton, H. Lynn, J.McPherson and D. Carmichael.

11/08/1928 Ottawa Citizen Canada Central Pembroke

Great Day for Pembroke when First Canada Central Train Come.

It was a great day for Pembroke when the first train on the old Canada Central Railway steamed joyously into town on October 3, 1876. The Canada Central (now part of the great C.P.R. system) was to Pembroke what the Bytown and Prescott was to Ottawa in the fifties.

To Pembroke the coming of the Canada Central engine meant the end of stage coaches, the end of the water route via Muskrat Lake, and it meant a quick journey to Ottawa.

It was no wonder , therefore, that the whole town turned out to see the first train enter the town.

Everybody was Happy.

On that third day of October there was a big celebration in Pembroke. Mr.Fortier, the local historian tells us. Four kegs of beer were parked near the place of entrance and the people who liked beer were free to help themselves. The day was practically a general holiday. There were sports and other forms of amusement.

At night there was a public banquet at the Copeland House at which all the leading citizens and the Canada Central officials sat down to a sumptuous repast. At this banquet all the speakers told of the great future ahead of Pembroke.

Gave \$75,000 Bonus

Pembroke town gave \$75,000 bonus to the Canada Central Company in order to get the road, and John Supple, a local land owner, gave twenty thousand dollars worth of property, a station site and yard. Mr. Supple had the honor of turning the first sod of the road in 1875. The picture herewith depicts the arrival of the first train on October 3, 1876.

Stage to Renfrew

For ten years prior to 1876 the Canada Central had been built into Renfrew. During those ten years many Pembroke people went into Renfrew by stage and took the train there, rather than go by the slower water route via Cobden, etc.

Now Pembroke has both the Canadian Pacific and the Canadian National Railways.

14/08/1928 Ottawa Journal Kingston (CN) Aultsville

Crashed into freight train on the siding

Crack International Limited figures in accident at Aultsville

Passengers all escaped injury

5 O'clock despatch

Brockville Ont. August 14th. The International Limited, crack Canadian National Train, en route from Montreal to Chicago, was derailed at noon today at Aultsville Station when, it is asserted in reports from that place, it struck an open crossover switch and piled into the middle of a freight train standing on the east bound track,.

Cars attached to the freight train were, in turn, thrown against a string of boarding cars which was stationed on a siding, the result being that both tracks of the main line with blocked.

Details of the wreck of available here are still fragmentary, but all reports agree that no person on the train met with injury.

Official Statement

Montreal, Que., Aug. 14

The following statement was given out by Canadian National Railway headquarters here today:

"Train No. 15, the International Limited, which left Montreal for Chicago at 10 a.m. today, side-swiped a freight train at a crossover switch at Aultsville at 11:45 a.m. Complete information was lacking, but apparently the freight was taking a siding and had not quite cleared the main track when hit.

Routed through Ottawa.

The locomotive and baggage car of train number 15 and four carst of the freight were derailed. No person was injured. Passengers were transferred around the derailment and trains detoured via Napanee and Ottawa. Wrecking Crews were ordered out and the track will be clear late this afternoon or early this evening.

TRAM [sic] HITS OPEN SWITCH

No injuries reported - both tracks are blocked.

Brockville, August 14th. - the International Limited, crack Canadian National Train, en route from Montreal to Chicago, was derailed at noon today at Aultsville Station, when, it is asserted in reports from that place, it struck an open cross-over switch and piled into the middle of a freight train standing on the eastbound track. Cars attached to the freight train where, in turn, thrown against a string of boarding cars which was stationed on a siding, the result being that both tracks of the main line with blocked.

Details of the wreck available here are still fragmentary, but all reports agree that no person on either train met with injury.

24/08/1928 *Eganville Leader**Tramway**Dominion Rock Products*

Injured At Rock Quarry

Mr. Thomas Donohue, employed by Dominion Rock Products at the limestone quarries a few miles east of Eganville, was painfully injured in an accident which befell him on Monday morning while at work. He was on the elevated track between the kilns and quarry, and a loaded car hitting the loosened end of a plank caused such a jolt that Mr. Donohue was pitched forward and over the track. Falling on the debris of rock he was severely cut about the face and head, and, in addition, suffered extreme shock. Fellow employees went to his aid at once, and with all possible speed he was conveyed to Dr. Galligan's surgery here. A short time after, the Doctor had Mr. Donohue seated in his car, and, motoring to Pembroke, had him enter the General Hospital for further examination and treatment.

30/08/1928 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

Will Be Sentenced for Dangerous Act

Court Severely Lectures Men Who Placed Plank Across Railway Track.

"So far as you are concerned you are just as guilty as if the train had gone into the river and one or two hundred people had been killed," said Magistrate Hopewell in police court, to Thomas Sherrin, aged 28, and George Henderson, aged 26, both of no fixed address, who were found guilty of placing obstruction upon a railway track. A plank had been placed on the Hull Electric Railway track.

Evidence showed that the two men had placed a plank on the Canadian Pacific Railway tracks on the Interprovincial bridge and were interrupted by railway employes when they were trying to place a larger plank, four inches thick and fifteen feet long.

Lee A. Kelley, counsel for the C. P. Rly., pointed out that the Trans-Canada train passed over that bridge shortly after the men had been caught placing planks. On account of shadows cast by the bridge structure, Mr. Kelley said, an engineer might not notice a plank on the track. The plank, he said, was quite sufficient to derail the engine and the train might have broken through the side of the bridge.

The accused gave no evidence but said they were drunk and did not know what they were doing.

"To begin with, the fact that you were intoxicated is no excuse what-ever," said Magistrate Hopewell. Both were found guilty and were remanded until Tuesday for sentence.

30/08/1928 *Ottawa Citizen**Prescott**Heron Road*

Narrow Escape As Train Hits Grader

H. E. Turnbull, Working on Heron Road, Jumps from Machine as Engine Smashes It.

H. E. Turnbun, working on road grading on the Heron road, had a miraculous, escape from death when the road grader on which he was working was struck by the C.P.R. Montreal express as it loomed around a curve a short, distance from the crossing on which the grader was standing.

The work was being done by Mr. Turnbull and E. M. Soper working for the Adams Company for the township of Gloucester. Grading had been carried out during the day and the machine had been disconnected from the caterpillar tractor which had been drawing it.

At the time the accident occurred the grader was standing on the crossing when the train appeared around the curve without warning. Mr. Turn-bull had barely time to jump to safety before the pilot of the engine hurled the machine to one side, breaking several of the parts but not completely smashing it.

06/09/1928 *Ottawa Citizen**Waltham**Fort Coulonge*

Four Young Men Injured As Auto Runs Into Train

At Least One is Reported to Be in a Critical Condition. Car Strikes C.P.R.. Locomotive at Crossing.

PEMBROKE, Ont, Sept. 5. Three severely injured men are patients in the Pembroke General hospital, and another is at Fort Coulonge, and one at least is in a critical condition. These men, two of whom live on Calumet Island, and one in Montreal, were in Fort Coulonge on Tuesday and leaving the village on their return they failed to see or hear the C.P.R.. freight train which was running through the village. The car went into the engine of the train and was smashed beyond recognition. The men were attended by Dr. Gauthler of Fort Coulonge, and were brought to Pembroke today.

A brother of Lemair in speaking of the accident says that the houses on either side of the street where the accident occurred almost meet the track and that there is not a clear vision of oncoming trains. He, however, attributes the accident to the fact that the boys were in a hurry

08/09/1928 *Ottawa Journal**Ottawa Electric*

Car is derailed when axle breaks

A broken axle caused the derailment of an Ottawa Electric Railway street car on Beechwood avenue near Marier road yesterday afternoon. The breaking of the axle caused the front trucks to become detached from the car and then rolled a few feet to the side walk. Only one passenger was being carried at the time and she was unhurt. Traffic was tied up for two hours on the main line, although an auxilliary service was provided

26/09/1928 *Ottawa Citizen**Vankleek**McGill street*

Jury Recommends More Protection at Crossing

Hawkesbury Sept 25. a verdict of accidental death with a rider that the railway commission insist on better protection at the crossing, was returned by the jury last night at the inquest into the death of John Miller, who was killed, when his auto was struck by a C.N.R. train at the McGill Street crossing in the town. Coroner H. H. Kirby, M.D., presided, and the- crown was represented by Crown Attorney Thistlewaite.

Evidence presented by the engineer on the train and also by an eye witness was to the effect that the deceased's car stopped about fifteen feet from the crossing and then ran right on to the crossine directly in front of the train as if the engine of the car stalled when the unfortunate driver evidently attempted to get across ahead of the train. It was stated that he electric bell and wig-wag signal were both in operation.

06/10/1928 *Ottawa Citizen**Hull Electric**Ottawa*

Flag Train When Hull Car Off At Crossing

Hull Electric Railway service as disorganized for a short time last evening by the derailment of a Wrightville car in charge of Operator Thomas Hayes. As the car was rounding the loop at the Ottawa terminus it left the rails. On account of the derailment it was found necessary to flag the Montreal-Ottawa north shore train. The train was held up for about five minutes until the derailed street car was got clear of the railway line.

An unknown man killed on track

Brockville, Ont., Oct. 8. - an inquest opened by Dr. C. A. McPherson, coroner, Prescott, on the body of an unknown man who was struck and killed on Saturday by the westbound International Limited, of the Canadian National Railways, near Maitland station, was adjourned until Thursday when the evidence of members of the train crew will be given.

The train was travelling at a speed of 60 miles an hour when the man was observed beside the track. Engineer W. H. Wheatley, Montreal, sounded warning blasts of the whistle, but the men stepped directly in front of the train and was struck and thrown into the ditch, every bone in his arms and legs being broken. There were no papers on the body by which he might be identified, and burial is to be made by the township of Augusta. The man was from 35 to 40 years of age, had black hair and several days growth of beard.

08/10/1928 *Ottawa Journal**Carleton Place**Woodroffe Avenue*

Woman Driver Is Struck By Train

Mrs. Margaret Mason Has Very Narrow Escape From Death.

Mrs. Margaret Mason, 126 Albert street, had a marvellous escape from death when her automobile was smashed to matchwood by a Canadian Pacific Railway freight train at the Woodroffe crossing Saturday afternoon.

She was returning to Ottawa from her summer home alone in her car and failed to notice the approach of the freight train, The automobile was struck in the centre and dragged 50 feet along the tracks. Mrs. Mason was unable to extricate herself from the wreckage until helped out by the train crew.

At first her injuries appeared not serious, but on examination it was found necessary to take her to the Civic Hospital for treatment.

10/10/1928 *Ottawa Citizen**Montreal and Ottawa**Ottawa Union*

Imperial Limited in Slight Derailment ,

Passengers Unaware That Anything Had Gone Wrong.

The Imperial Limited over the Canadian Pacific Railway, en route from Vancouver to Montreal, was considerably delayed at 5.20 o'clock this morning, when the big locomotive drawing the long train became derailed partly, when entering the city yards.

The train fortunately was only travelling about eight miles an hour on its approach to the station, when the engineer, Mr. P. Kelly, noticed the engine swerving and brought the train to a stop within an engine's length. It was then discovered that the driving wheels of the engine had left the tracks, presumably due to a broken rail, and that the mail and express cars had also been derailed.

So slight was the jar subsequent to the derailment that the passengers were unaware that anything untoward had happened. The C.P.R. wrecking crew was soon on the job and by 8.10 the engine had been replaced, the tracks renewed and the "all clear" signal given.

10/10/1928 *Ottawa Journal**Montreal and Ottawa**Ottawa Union*

C.P.R. MAINLINE TRAFFIC UPSET BY DERAILMENT

One Hundred Feet of Track Torn Up At Ottawa Station.

PASSENGERS FELT ONLY SLIGHT JAR

The engine and two cars of the crowded C. P. R. Transcontinental train from Winnipeg were derailed at 5.05 this morning immediately under Connaught Place at Union Station. More than 100 feet of track were torn up and for more than three hours the main line was put out of commission.

There were no casualties, perhaps owing to the fact that the Western train was going only eight miles an hour when the accident occurred.

The derailment took place just in front of a switch, almost immediately under the eastern exit of Connaught Place, and the engine and cars left the track on the station side of the line.

Are Probing Cause

The tracks at this point are about 30 feet from the Rideau Canal, from which they are protected by a cement wall. The through mail and baggage cars were derailed, but the diner, which was the next car to the baggage carrier, remained on the track.

No cause has been assigned for the accident, but an investigation is proceeding under the direction of District Superintendent J. K. Hughes of the C. P. R. For three hours all C.P.R. trains had to be rerouted on the line via Hurdman's Bridge. The first train to pass the repaired track was the early morning Gatineau train at 8.05. Up to noon workmen were still engaged in repairing the tracks

Little Excitement

H.Z. Hudson, of Winnipeg, who was a passenger on the train, told The Journal there was only a slight jar which [sic] the engine and cars left the track Mr. Hudson, who is stopping over in Ottawa for a few days, said many of the passengers thought the train had pulled up at the train platform, and there was no excitement.

C.P.R. officials almost immediately made arrangements for the re-routing of passengers to Montreal and eastern points.

U. X. Hadsoa, of Wlaalpeg, who was a passenger on the train, told The Journal there was only a slight jar which the engine and cars left the tracks. Mr. Hadsoa, who is stopping over in Ottawa for a few days, said many of the passengers thought the train had pulled up at the train platform, and there was no excitement. C.P.R. officials almost immediately made arrangements for the re-routing of passengers to Montreal and eastern points.

12/10/1928 *Ottawa Citizen**Belleville**Perth*

Meets Death at Level Crossing Near Perth John Patterson, of Christie Lake, Struck By Train. PERTH, Ont., Oct. 11. John Patterson, well-known farmer residing a short distance from the C.P.R. station at Christie Lake, was instantly killed at the level crossing of the C.P.R., near the House of Industry, at about 10 o'clock last night. He had driven to Perth with his horse and buggy. It was raining when he started from town on his way home. At the House of Industry crossing an eastbound freight train struck the buggy and Mr. Patterson was carried with the buggy for about sixty-five yards along the track and pitched across a deep ditch. His skull was fractured and he was otherwise injured both about the head and back and his right leg was also fractured above the knee. As he was using an umbrella at the time of the accident it is thought that he failed to see the train approaching. He was hard of hearing. The engine crew apparently thought they had struck something for they reported so at Smiths Falls when the train arrived there. Wm. Sanderson, operator at Perth, was notified and he in turn telephoned to R.J. Duffy superintendent of the House of Industry, requesting him to take a look along the track to ascertain if an accident had happened. Mr. Duffy investigated and found Mr. Patterson's body. He notified the authorities in Perth. Coroner Dr. A. W. Dwyer motored to the scene of the accident and had the body removed to town. Mr. Patterson's horse was found in a farmyard on the third line of Bathurst this morning uninjured and still bearing the harness. The deceased was 75 years of age and unmarried.

Ex-Railway Hand Faces Grave Charge

Sequel to Narrow Escape of Switchman While Handling Important Trains.

Although he professed ignorance of any reason why he should be accused. Sam Gallo, 312 Cumberland street, in police court this morning was arraigned on three serious charges and was remanded until Tuesday by Magistrate William Joynt.

On October 17, while John J. Burke, a switchman employed by the Canadian National Railways, was operating a switch for outgoing passenger trains, a large rock was thrown from the Laurier avenue bridge and landed near him. The rock was wrapped in paper, tied with string and an elastic band. Had Mr. Burke been disabled the outgoing train would have gone through an open switch and would have been derailed. On October 3 another similar stone had been thrown from the bridge at the switchman when he was setting the switch for an outgoing Toronto train.

Breton B. Harris, special agent of the C.N. Rly., who investigated the case, laid a charge against Gallo who was a former employe of the railway. He was discharged, a year ago and Burke was doing the work he formerly performed. In addition to the stone throwing, the railway authorities during the last few weeks found that several switches had been opened. When arrested, Gallo had a switch key in his possession.

The first charge was for attempting to murder John James Burke by throwing or dropping a stone with the object of striking him. The second charge was less serious: throwing a stone with intent to injure John J. Burke, a person then being upon the Canadian National Railway. The third charge was for throwing a stone at John J. Burke, a switchman of the C.N. Rly., then in the exercise of his duty, with intent to injure or to endanger the safety of persons travelling or being upon the Canadian National Railway.

"Why did they charge me?" he asked the magistrate. "Who laid the charge, the company or someone else?"

He was given no information pending the hearing of his case. The stones were Nepean sandstone blocks such as used in pavements on the street railway right of way, and weighed eight or ten pounds.

30/10/1928

Ottawa Citizen

Alexandria

Ottawa Union

Alleged Stone Thrower Must Face Grave Charge.

In police court this morning, Sam Gallo, 312 Cumberland street, was committed for trial by Magistrate William Joynt on a charge of attempted murder. The case arises out of a large pavement block thrown from the Laurier avenue bridge on October 17. The stone landed near John James Burke, a Canadian National Railway switchman who was turning a switch. Burke and other witnesses were positive that Gallo, a former employe of the railway, was the man they saw on the bridge after the stone was thrown. The stone weight 8 1/2 pounds

Gallo had been on remand on three charges since Oct. 19. Evidence was taken in only one case, but Crown Attorney J. A. Ritchie said the other counts could be included in the indictment in the higher court.

08/11/1928

Ottawa Citizen

Winchester

Chesterville

Chesterville Man Is Instantly Killed

Angus Price Hit by Giant Locomotive Despite Foreman's Brave Effort to Save Him.

CHESTERVILLE, Nov. 8. Angus Price, a sectionman employed by the Canadian Pacific Railway, was instantly killed today at 8.30 when he was struck by the largest locomotive in the British Empire, the Canadian Pacific's new 3100 type, plying Montreal-Smiths Falls division. The victim was 63 years of age and leaves a widow and four children, all in Chesterville.

Mr. Price was at work surfacing the tracks near the station when the locomotive pulling a train of freight cars approached. Apparently Mr. Price did not see the train or hear the warning sounded by the whistle. Other sectionmen and townspeople heard the warning. Mr. D. Lemond, section foreman, bravely attempted to hurl the man from the tracks but could not reach Mr. Price before the engine. The train was in charge of Engineer Levi Young and Conductor O. C. Rabb.

Coroner Dr. McLaughlin of Chesterville and Dr. A. B. Clayton of Winchester were called. When picked up Mr. Price's leg was amputated above the ankle, and his body was badly injured. An inquest will be held Saturday afternoon at 1.50. Funeral arrangements have not been made.

08/11/1928

Ottawa Citizen

Winchester

Chesterville

Chesterville man killed instantly

Angus Price hit by giant locomotive despite foreman's brave effort to save him.

Chesterville. Angus Price, a sectionman employed by the Canadian Pacific Railway, was instantly killed today when he was struck by the largest locomotive in the British Empire, the Canadian Pacific's new 3100 type, plying on the Montreal-Smiths Falls division. The victim was 63 years of age and leaves a widow and four children, all in Chesterville.

Mr. Price was at work surfacing the tracks near the station when the locomotive pulling a train of freight cars approached. Apparently Mr. Price did not see the train or hear the warning sounded by the whistle. Other sectionmen and townspeople heard the warning. Mr. D. Lemond, section foreman, bravely attempted to hurl the man from the tracks but could not reach Mr. Price before the engine. The train was in charge of Engineer Levi Young and Conductor O. C. Rabb.

Coroner Dr. McLaughlin of Chesterville and Dr. A. B. Clayton of Winchester were called. When picked up Mr. Price's leg was amputated above the ankle and his whole body was badly injured. An inquest will be held Saturday afternoon at 1.30. Funeral arrangements have not been made.

13/11/1928

Ottawa Citizen

Winchester

Chesterville

Chesterville. Attach no blame for the death of Section Hand

The inquest into the death of Angus Price C.P.R. section man, who was killed on the C.P.R. tracks at 8.30 a.m. on Thursday, November 8, by engine No. 3100, on a westbound freight running between Montreal and Smiths Falls, was conducted by Coroner P. McLaughlin of Winchester, at the town hall here today. The jury selected were: F. McCloskey, foreman; M. Shaver, Geo. Barckley, Wesley Hamilton, Andrew Wilson, Isaac Garrow, W.H. Casselman, Jas Masterton, Wesley Fulton, Geo. Hunt, and James McAvoy, M. Marcellus.

Following is the verdict rendered by the jury: "We, your jurors, empanelled for the purpose of hearing the evidence and making a finding as to the cause of the death of the late Angus Price of Chesterville, submit as our verdict the following: That the late Angus Price came to his death while performing his regular duties as a section hand on the Canadian Pacific Railway tracks just east of the station at Chesterville, Ontario, about 8.30 a.m. on Thursday, November 8, 1928. That the evidence submitted indicates that every possible warning was given by the train crew and that the emergency brakes were applied at the first indication of danger and that they were one hundred per cent efficient; that everything that could have been done to save him was done by his fellow section men: that your jurors attach no blame to anyone: that there is nothing in the evidence to satisfactorily explain why the late Angus Price should not have heeded the warnings given him.

The funeral of the late Mr. Price was held on Friday afternoon at the United church, Chesterville, and was largely attended. The pastor, Rev. R.E. Newman, was assisted by Rev. Mr. Orak and Rev. B. Roberts. The choir was under the direction of organist, Mr. P.G. Hewitt, Mrs. George Merkley rendering a solo. Interment was made in the Maple Ridge cemetery.

A Scheme For a Narrow Gauge Railway Up the Lieve In 1873

Followed Refusal of People of Buckingham to Build a Macadamized Road from River to town.

Scheme Took Well With Nine [sic] Owners, But Did Not Come to Anything.

It was almost invariably the case in the early days that when somebody tried to get better roads in either town or country, there were those who rigorously opposed the proposed improvements on the ground of expense, or that, things were well enough as they were.

It will therefore not be surprising to learn that In the early seventies, when a move was made to build a macadamized road from Buckingham to Waddell's wharf on the Ottawa (now Masson). there was such vigorous opposition that the plan was abandoned. The four mile stretch of road, deep with mud and holes, remained as it was.

Railway Scheme.

In the year 1873, however, a Mr. Garrett, of Garrett and Roberts, came to the front with a plan to build a narrow gauge railway to connect the two points and to extend into the rich Lieves mining country.

The Citizen of March 1. 1873. thus referred to the proposal: "We recently referred to an enterprise which had been projected by Mr. Lemoyne and a few other public spirited gentlemen in Buckingham for constructing a macadamized road from that village to Wassell's wharf on the Ottawa river, a distance of four miles. The project fell through notwithstanding the liberal offers of its promoters, owing to the apathy of the Buckingham public. Instead of welcoming an enterprise, by which their property would have been greatly improved at a comparatively small cost to themselves, the villagers actually opposed it, and we regret to state it has been finally abandoned.

Promised Enterprise.

"Another enterprise of a larger character has been originated by a number of gentlemen connected with the important mining interests of the Riviere Aux Lieves. They have developed very rich mines of plumbago and phosphate of lime, and are extracting it in large quantities, but they find it more difficult to transport their freight over the four miles between Buckingham and the Ottawa river than the hundreds of miles it must be carried after it is conveyed to that point before it reaches the Eastern markets. Mr. Garrett, of the mining and lumbering firm of Garrett and Roberts, has suggested that a railroad might be constructed from the village to the wharf for the transportation of the immense quantities of minerals and lumber that must now be drawn in wagons over the worst of country roads before it can be shipped.

"The project has been well received by every mill and mine owner on the Lieves. An organization has been effected under the title of The Buckingham and Lieves Railroad and Navigation Company,' and an act of incorporation will be secured for it as soon as possible. The object of the company is to construct, a railroad from Buckingham wharf to the village and to place a line of steamers on the Lieves to connect the northern terminus of the road with the Little Rapids, twelve miles above the village. This will afford the lumbermen and the mine owners a cheap and rapid means of shipping their freight to the Ottawa river, and for procuring supplies, etc., for their mines and mills. Few of our readers are aware of the mineral richness of the country north of Buckingham."

* * *

Fifty years have elapsed since the above was written and there is not a railway to Buckingham yet. Before the proposed railway could come to anything the phosphate and plumbago markets had failed. Today there is not a railway from Masson to Buckingham, but there is as fine a roadway as anyone could wish to drive on.

Note: The CPR built a line from Masson to Buckingham.

08/12/1928

Ottawa Journal

Renfrew

Renfrew

Jury Finds Death Due To Accident

State Renfrew Woman Killed By Mischance At Level Crossing.

RENFREW, Ont., Dec. 7. That she had come to her death through mischance and through no fault of railway employee, was the verdict of the coroner's jury today at the inquest held in connection with the accidental death of Mrs. Louis Blaskovich of Barry's Bay at the Elisabeth street crossing of the C. N. R. in Renfrew on Dec. 5th. The train crew and other persons gave evidence, but no new light was thrown upon the situation.

Mrs. Blaskovich was struck by a shunting freight train and killed instantly without anyone witnessing the accident. Chief of Police Scott. Mrs. John Prince. P. M. Box and Dr. Colin W. McCormack were first heard followed by the train crew, who were all Ottawa men. Hector H. Legate, engineer; Herbert J. Kent, fireman; Reuben A. Reid and Samuel Moffatt, brakemen; Ernest A. Tyers, conductor.

County Crown Attorney was present from Pembroke. A Marchington of Montreal. C. N. R. counsel, watched proceedings in the interest of the railway. The jury deliberated for a few minutes only before bringing in a verdict.

24/12/1928

Ottawa Journal

Renfrew

Arnprior

Arnprior youth killed by train

Martin Wagenblass is thrown from sleigh in path of engine.

Arnprior, Ont., Dec. 23. - Martin Adam Wagenblass, youngest son of Mr. and Mrs. Adam Wagenblass of Arnprior was instantly killed here on Saturday afternoon. He was delivering some groceries with a horse and sleigh and when crossing the C. N. R. tracks at Hugh Street crossing was struck by the local train as it was nearing the station.

The horse and sleigh escaped injury but the unfortunate young boy was run over and smashed up. Apparently the horse got beyond control and young Wagenblass was thrown to the tracks before the oncoming train with no chance of escape. The body was taken to an undertaking parlour and then to his parents residence on Madagascar Street. Martin was a bright boy of 12 years and had been helping his brother, C. W. Wagenblass in his grocery business.

The funeral will be held Monday from his parents residence, to the Evangelical Church. Burial will be made in the Arnprior cemetery.

31/12/1928

Ottawa Journal

Kingston (CN)

Catarauqui

Report Nine Dead in Motor Crash Near Catarauqui

Kingston, Ont., Dec. 31. - A report reaching here at 2 p.m., stated that nine persons had been killed in an automobile accident near Catarauqui. Detailed information is not yet available.

C.N.R. Flyer Kills 8 at Level Crossing

Shocking Tragedy Occurs Three Miles East of Kingston as Crack Train Hits Automobile

Car Owned by Alex. Dupuis of Cornwall, Ont., is Wrecked at Cataraqui Early This Afternoon.

Former Casselman Lady Is Among the Victims

Name Rosa Alma Desrosiers Is Found in Roman Catholic Prayer Book.

KINGSTON, Ont., Dec. 31. Eight persons, two men, two women, two boys and two girls - met instant death at 1:30 p.m. today when the car in which they were riding was struck by an eastbound Canadian National Railway train at a crossing in Cataraqui, near here.

There were no survivors.

After considerable delay owing to the fact that the bodies were badly mutilated, the dead have been identified as Alexander Dupuis, Cornwall, Ont., formerly of Proctor, Vermont, on his way to Peterboro where he was taking up residence; Edgar Rivet, Cornwall; Mrs. Dupuis and Mrs. Rivet, and two boys and two girls, the children of Mrs. Dupuis.

The car was struck with terrific force and picked up on the fender of the speeding train. It was carried for half a mile along the track, its occupants being catapulted to the right of way. According to an eyewitness, the automobile was travelling about 15 miles an hour when the crash occurred. Engineer J. Whelan, in charge of the engine, stated that he did not see the car until it was on the tracks.

The scene at the accident was indescribable, the bodies of the victims being mutilated to such an extent that identification was not made until arms and limbs had been assembled and their belongings gathered together.

Coroner M. J. Morrison was rushed to the scene and announced that an inquest will be opened probably tonight.

On a pair of men's pyjamas picked up along the right of way was found the name "P. Johnson," while in a Roman Catholic prayer book was found the name of Rose Alma Desrosiers, Casselman, Ont. The name of Edgar Rivet, Cornwall, was also found in the same book.

The auto was struck fairly in the center as it mounted the crossing, which is a level one. The view on either side of the crossing is quite clear for considerable distance. It has been the scene of numerous accidents.

Thomas Burtch, who lives in the vicinity of the crossing, was apparently the only eye witness of the accident.

"I could see the train coming," said Mr. Burtch, "and I also saw the car. I noticed the driver of the car apparently put on the brakes and the car slowed down until it seemed to be going not more than 15 miles an hour when the crash came."

Engineer Whelan stated that he did not see the car until the moment of the crash.