

Local Railway Items from Area Papers - 1932

07/01/1932 Ottawa Citizen Renfrew

Ottawa Coal Shoveller Winner Of Contest With Freight Train

William McDermott, of 13 Champagne Avenue, Fortunate Man to be in Good Physical Condition After Slipping in Path of Oncoming Cars. When William McDermott, 39 years old, of 15 Champagne avenue, got a job shovelling coal this morning, he didn't think he'd have to wrestle with a freight train before he got to his place of work.

McDermott won the bout, coming out of his unusual experience without a scratch.

About 10 o'clock this morning, McDermott, who has been unemployed for some time, applied to the branch office of J. J. Heney and Son. Catherine street, for a job. The foreman there ordered him to shovel coal into the bin of the Canada Bread Co., about 150 feet from the Heney office, direct from the coal freight car.

Shovel in hand and all set to work, McDermott commenced walking alongside the Canadian National Railway tracks near the Bronson avenue crossing, unmindful of the approaching engine and freight cars coming in the onnosite direction.

He had gone about fifty feet when he slipped and fell into the path of the freight train. The shovel wss thrown from his hand.

Fortunately McDermott retained his presence of mind and when he was struck, grabbed hold of the couplers at the rear of the freight car and was carried about 100 feet before the engine came to a halt.

His encounter with the freight concluded McDermott calmly, as it nothing extraordinary had happened, walked to where his shovel was lying along the tracks and then once more wended his way towards the Canada Bread Co. this time observing if any locomotives were approaching.

Very fortunately the train was proceeding at about five miles an hour only when it struck him or McDermott might not have been able to tell The Citizen about his thrilling entanglement with the coupler about an hour after his experience.

This afternoon McDermott is still shovelling coal.

22/01/1932 Ottawa Citizen Montreal and Ottawa Alfred

Train Delayed By Break In Wheel of Locomotive

The Imperial Limited, crack Montreal-Vancouver Canadian Pacific Railway train was delayed more than three hours at Alfred, Ont., last night when one of the front guide wheels of the engine broke. Neither the engine nor any of the coacha was derailed and the train was brought to a stop without any of the passengers being aware of the cause.

The news of the breakdown was wired to Ottawa and another engine sent from here to the scene to bring the train to the Capital. The train which was due to atrive here at 9.16 last night did not pull into the station until 12.20 this morning. It left Montreal at 7.35 p.m.

25/01/1932 Ottawa Citizen Montreal and Ottawa Hull Beemer

W. Desmaris Hurt As Auto Skidded Into Path of Train

Fortunately C.P.R. Electric Coach Not Travelling Fast Over Hull Crossing. Wilfrid Desmarais. 355 St Andrew street, Ottawa, suffered dislocations of his hips and received serious cuts about his head when the automobile he was driving skidded into the path of the C.P.R. Ottawa-Maniwaki electric train at the Montclair Boulevard crossing, near the Beemer Station, at 9.15 this morning.

The exact extent of Mr. Desmarais' injuries will not be known until the results of the X-ray to be taken this afternoon are disclosed. He is now at the Sacred Heart Hospital, where he is reported to be resting- comfortably.

Fortunately, at the point where the accident occurred the train does not proceed at a very high speed. Mr. Desmarais was proceeding towards Hull from Wrightville. He noticed the approaching train and when he applied the brakes of his automobile the vehicle swung on to the tracks, where it was struck by the train and pushed about 100 feet.

Engineer Michael Kelly, 185 Bayswater avenue, and Conductor H. Bell, 253 Bronson avenue, after the train was brought to a stop, rushed to Mr. Desmarais' aid. Beauchamp's ambulance was called and he was taken to the hospital, where his injuries were attended to by Dr. E. Perras, Hull. The car was damaged considerably.

02/02/1932 Ottawa Citizen Carleton Place Britannia

Horse sense fails to function: animal killed at crossing.

Apparently even animals think they can beat a train to a crossing. A stray horse was instantly killed and the wagon it was pulling demolished at the March road crossing near Britannia, at 9 10 o'clock this morning in an argument over the right-of-way with the C.P.R. Trans-Canada train. The owner of the horse and wagon is not known. The crack C.P.R. train, which is due in Ottawa from the West at 9.15 o'clock, was delayed by the accident, arriving at 9.39 o'clock. The engineer was H. Matthews and the conductor E. Bradford, both of Ottawa.

02/02/1932 Ottawa Citizen Carleton Place Britannia

Horse Sense Fails to Function; Animal Killed at Crossing

Apparently even animals think they can beat a train to a crossing. A stray horse was instantly killed and the wagon it was pulling demolished at the March road crossing, near Britannia, at 9.10 o'clock this morning in an argument over the right-of-way with the C.P.R. Trans-Canada train. The owner of the horse and wagon is not known. The crack C.P.R. train, which is due in Ottawa from the west at 9.15 o'clock, was delayed by the accident, arriving at 9.39 o'clock The engineer was H. Matthews and the conductor E. Bradford, both of Ottawa.

15/02/1932 Ottawa Citizen Chalk River Renfrew

3 accused of assault on Renfrew constable

Sequel to disturbance at railway depot.

Three Renfrew boys will appear in police court tomorrow morning charged with assaulting Constable Dan Henderson of the town police force on Friday night.

Definite details in connection with the affair, which centered about the Canadian Pacific Railway depot were lacking but it is understood that the boys named Comba, Stewart and White, are alleged to have had a hand in battling with the officer. The latter still possesses black eyes as a result of the fight.

It is alleged that Henderson was about to threaten the young Comba with his club and the three boys turned on the constable.

18/02/1932 Ottawa Citizen Alexandria Ottawa Union

Hearing in Collision

To fix the responsibility and apportionment of the payment for damages arising out of the collision between a C.N.R. and a C.P.R. train in the Ottawa yards, on the night of Friday, December 11, last, the Board of Railway Commissioners is hearing representations of counsel for both railways at a sitting today. Revision of railway regulations may result from the hearing. Hon. Justice C. P. Fullerton, chief commissioner, said this morning. It is expected that the hearing will take at least two day. The sittings am private.

Rail Collision Hearing

Sittings of the Board of Railway Commissioners in the enquiry into the collision between a C.N.R. and a C.P. R. train near the Ottawa depot on the evening of December 11 last have been adjourned until Tuesday morning. The Railway Commission is acting in the case as a board of arbitration between the two railway companies. The taking of evidence has already occupied two days and it is expected that the hearing will be at least two days longer.

11/03/1932 *Globe and Mail**Guelph Prison Farm**Guelph*

Accident fatal at Reformatory

James Fitzgerald dies after accident while at work on artificial Lake

(Special dispatch to the Globe.)

Guelph, March 10. One hour after he was injured while at work, James Fitzgerald, 26 years old, of Kingston, and inmate of the Ontario Reformatory, died in some Joseph's hospital today. Fitzgerald was working with a gang of prisoners on the artificial Lake project at the "farm", and was assisting and shoving a train of dump cars filled with earth on a light Railway, when the pin came out of one of the cars, allowing it to dump and rolling Fitzgerald against an embankment, injuring him internally. Another inmate who was with him narrowly escaped death. Fitzgerald was serving an indeterminate sentence of from 2 to 24 months, and was classed by institution officials as a model prisoner.

14/03/1932 *Ottawa Citizen**Renfrew**Arnprior*

Trainman seriously injured at Arnprior

Falls from box car under moving train.

William White, 56, of Smiths Falls, a C.N.R. trainman, was seriously injured here yesterday when he fell from the top of a box car and under the wheels of a moving train. His left hand was so badly crushed that it had to be amputated and it was also found that his skull was fractured. After first aid by Dr. J.H. Box of Arnprior, he was rushed to the Victoria Hospital at Renfrew, where late tonight it was stated that his condition was critical.

Exactly how the accident happened is unknown. Mr. White was on top of one of the cars while shunting was being done in the local yard.

22/03/1932 *Ottawa Citizen**New York Central*

Sent as lumber on notepaper fictitious firm.

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False billing of a car to obtain shipment of beer to the United States.

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load of beer being shipped by boat or train to Cornwall and being ferried across the river, the charge for the ferry being one dollar per case.

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all was loaded in a railway car in broad daylight, and was covered with lumber. the car was billed as lumber from a fictitious firm for which stationery was printed and to a fictitious firm in New York

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Tell How Letter Diverted Beer Car To Montreal Yard
Instruction to Railroad Given on Fake Letter Head - Low Case Ends Today

How officials of the New York Central Railroad, acting on instructions in a letter on stationery printed in the name of a firm which a witness swore did not exist, diverted a freight car, supposed to contain lumber, but which customs officials said was laden with beer, from its rout to the United States was told in a Police Court yesterday afternoon at the hearing of a charge of false billing laid against Harry Low, of Windsor.

"Harry Low told me he sent a letter to G.C. Hamilton, freight and passenger traffic agent for the New York Central at Ottawa, on the letterhead of the Fraser and Smith Lumber Company, telling him to divert the freight car at Finch and head it for Mile End Station, Montreal," swore George M. Downey, of Cornwall, who gave important evidence the first day of the hearing.

Mr. Downey, detailing his story, asserted that Mr. Low told him, after he had warned the Windsor man to have the car stopped as it was dangerous to "run" it across the border at that time, that since the railroad would not divert the car without written instructions, he had sent a letter to Mr. Hamilton on the Fraser and Smith letterhead by special messenger.

Evidence of other witnesses showed that freight car No. 199390 was diverted at Finch and subsequently reached Montreal West sorting yards, where it was examined by customs and railway investigators, who said they found 570 dozen bottles of beer hidden under a quantity of lumber. The car was placed under seizure and the beer held in bond at Mile End, they testified.

The name of David Mirsky, of Ottawa, charged with aiding and assisting Mr. Low, and whose hearing will follow this one, was heard twice in court yesterday.

Evidence of Augustus Dunne, freight biller at the Canadian Pacific Railway Broad street station, that he recognized the voice of David Mirsky as that of a man he was talking with over the telephone in regard to way bills, was ruled out by Magistrate Glenn E. Strike upon the protest of Royden A. Hughes, counsel for the defence.

Morris Zagerman, Wellington street lumber dealer, testified that in September about \$100 worth of lumber was taken from his Bayview road yard in trucks and was charged to the Pure Spring Company. Asked who guaranteed payment, Mr. Zagerman said he telephoned Mr. Mirsky, who satisfied him the lumber would be paid for.

Detailed evidence of how car No. 199390 was loaded with two loads of beer, one from Cornwall and the other from Hull, totalling 570 dozen bottles, and how the car eventually was seized in Montreal and the contents were discovered, was given at the morning session.

Twenty-six witnesses have now been heard and about half a dozen have still to be called. The case will probably conclude today. Crown Attorney J.A. Ritchie, K.C., is prosecuting the case, which was instituted through charges laid by James E. Knox, special customs excise officer, and Royden A. Hughes is defending.

Miss Stella Kates, clerk in the Broad street freight office, testifying in the afternoon, said she made out a transfer order, or switching ticket, for a man she did not know but who had shipping bills. He had no customs papers, she said, because they would be sent to the New York Central Railroad.

Charles W. Allen, car service clerk, said that after a biller told him he did not know who the shipper, the Fraser and Smith Lumber Company, was, he broke the seal, but afterwards had the car re-sealed by Mr. Weary.

"What was in the car, so far as you could see?" asked Mr. Ritchie.

"Lumber."

Evidence was then given by G.C. Hamilton, freight and passenger traffic agent for the New York Central Railroad, Ottawa. He remembered a man calling his office regarding the shipment of a car load of lumber to New York.

"What did you do?"

"I wired the New York head office to see if they could make delivery down there."

"And what did they reply?"

Could Not Find Address.

"That they could not, because they could not find the address given."

"Did you know the man who called?"

"No."

"Would you know him again if you saw him?"

"I hardly think so. He was only in the office a few minutes."

Mr Hamilton produced a document he said was delivered to him by a messenger. As a result of the receipt of this document, he ordered car No. 199390 diverted at Finch. The document was a letter from Fraser and Smith, Limited, requesting the railroad to divert C.P. car No. 199390, destined for Mark and Son, Company, New York, and head it for Mile End Station, Montreal.

Mr. Hughes protested strongly against the submission of the letter as an exhibit, saying that it was sufficient for the witness to testify that as a result of certain information he had received, he had ordered the car diverted. Magistrate Strike overruled the objection and the letter was filed. Mr. Hughes then objected to the fying of a copy of a telegram to the N.Y.C.R.R. agent at Finch instructing him to divert car No. 199390. The Magistrate allowed entry of the copy.

Charles Jack, joint agent for the C.P.R. and N.Y.C.R.R. at Finch, said that on September 12 he received a telegram directing him to divert car No. 199390 and head it for Mile End station. The car was diverted according to instructions, he said.

George M. Downey, who testified the first day of the hearing, asked if he had written the letter to Mr. Hamilton, said he had never seen it before, "Harry Low told me he had sent a letter by messenger to the New York Central Railroad agent at Ottawa, telling him to divert the car at Finch," he said.

When was that?"

"The day he came down from Ottawa."

"After you advised him to have the car stopped?"

"Yes."

Mr Hughes asked that the magistrate note his objection to the evidence, pointing out that Mr. Downey had been in court all day and had heard the evidence of Mr. Hamilton.

Wanted Written Directions.

Cross-examined by Mr. Hughes, Mr. Downey said he had some communications with the New York Central at Ottawa and they would not divert the car without written direction from the Fraser and Smith Lumber Company.

Harry Low told me he wrote the letter to Mr. Hamilton himself, signed it, and had a messenger agency deliver it," he concluded.

Daniel Joseph Bergeron, 661 Cumberland street, freight agent for the N.Y.C.R.R. here, called next, described the receipt of car No. 199390 from the C.P.R. for routing over N.Y.C. lines.

James E. Knox, who laid the charge against Mr. Low; J.C. McCann, customs excise agent, and R.W. Haff, chemist for the Department of National Defence, gave evidence of the analysis of two bottles of beer taken from a case found in car No. 199390.

Mr. Ritchie called Morris Zagerman, lumber and supply merchant, 534 Wellington street, to the stand.

Do you know the Pure Spring Company?

"Yes."

"Have you ever had any lumber dealings with that firm?"

"Not exactly."

"What do you mean by that?"

"Last September, a clerk called me from my Bayview road yard that a man was trying to buy some lumber of a certain length. As a result of the conversation I had with this clerk, I billed the Pure Spring Company for a certain amount of lumber."

"About how much?"

"About \$100 worth."

"What became of the lumber?"

"Some trucks came to the yard and took the lumber away."

"By whom was it taken?"

"I don't know. I wasn't there."

"Do you know it was paid for?"

"Yes. Our records show it was."

"Who did you see in regard to the guarantee of payment?"

"I called Mr. Mirsky and he satisfied me the lumber would be paid for."

Mr. Zagerman was asked to have his bookkeeper attend the morning session with the firm's books to show the records of the transaction.

29/03/1932 Ottawa Citizen New York Central

Big Snow Drifts

Members of the crew of the N Y. Central train from Moira, N.Y, to Ottawa reported snow drifts up to fifteen feet high in the district around Tupper Lake, N.Y.. this morning. The train arrived in the Capital on time, although covered with ice and snow.

31/03/1932 Ottawa Journal Waltham Fort Coulonge

Ottawa Engineer Averts A Serious Accident

FORT COULONGE, Que., March 31. What might have been a serious accident waa averted by the vigilance of W. Burgess, Bayswater avenue, Ottawa, engineer on the Ottawa-Wattham train this morning, when he brought his train to a stop just on the verge of a washout 30 feet long by 20 feet deep, at Mile 64. two miles east of here, at seven o'clock. For an hour this morning a heavy rain fell. A wrecking crew was despatched, and it was thought likely the damage would be repaired by two o clock this afternoon.

David Mirsky Refuses Plea Case Goes On
Charged With Aiding Harry Low in Illegal Shipment
Witnesses Didn't Know The Accused

Mentions of a mysterious "Mr. Bell," so far unidentified, who took a prominent part in the shipping of a truckload of beer from Cornwall to Ottawa and the subsequent loading of 570 dozen bottles of beer and some lumber into a freight car here, was made several times by witnesses this morning at the hearing of David Mirsky, manager of the Pure Spring Company, Limited, on a charge of aiding Harry Low, of Windsor, falsely to bill the freight car, which was intended for the United States.

The defence refused to enter a plea when the charge was read, on the technical objection that no charge existed, contending that the case was not properly adjourned from week to week and therefore was nullified. Magistrate Glenn E. Strike entered a plea of not guilty, and the hearing proceeded.

Low is at liberty on \$3,000 bail, awaiting hearing of his appeal from a sentence of six months' imprisonment at hard labor imposed by Magistrate Strike on the charge of falsely billing the car.

Didn't Know Mirsky.

George M. Downey, of Cornwall, who said he attended to the Cornwall end of a bootlegging business, swore the false records attached to the car were made out in the office of the Pure Spring Company, to which he, Low, Charles F. Gannon, the truck driver, and the mysterious Bell, were admitted by a person he was told was Mirsky's son. He declared he did not know the accused.

Most of the session was spent hearing witnesses repeat the story of the shipment of the beer from Montreal to Ottawa via Cornwall and Hull and the loading of it into a freight car for smuggling into New York state. Twelve witnesses were called by Crown Attorney J.A. Ritchie, K.C., and cross-examined by Royden Hughes, for the defence, assisted by

Concluded on Page 12, Col. 7.

David Mirsky

Continued from Page One.

Dr. Gordon Henderson. The case continued this afternoon.

Telephone Calls.

F.D. Laurie, manager of the Ottawa office of the Bell Telephone Company, was called first to the stand. He produced a slip showing a record of telephone calls from Sherwood 2881 to Cornwall between September 1 and 15. On September 11, the record showed, there was a call from Sherwood 2881 to Cornwall 590.

George M. Downey, of Cornwall, who called himself Harry Low's "right bower" at the latter's hearing last week, was next called to the stand and examined by the Crown Attorney.

"Do you know the accused, David Mirsky?" asked Mr. Ritchie.

"No, I do not."

Downey described meeting Harry Low in Ottawa on September 5 and loading beer into a freight car in the Broad street yard. Lumber, which he helped take from Zagerman's lumber yard, was piled into the car around the beer.

"Who took part in these transactions besides yourself?"

"Low, Gannon and a fellow named Bell."

Downey said that after the car was loaded, the bills were made out in the office of the Pure Spring Company. He was taken there by Harry Low, he said. The persons present were Low, Bell and himself.

"Who admitted you to the office?"

"Mirsky's son."

Downey identified a bill of lading which he said was made out that night, signed by George Harrison for the Fraser & Smith Lumber Company, a fictitious firm, according to his evidence. Bell signed the name Harrison, he asserted.

The piece of envelope on which was written the number of the freight car, and which he later gave to Thorold Gillard, of Cornwall, together with \$300 to bribe a United States customs officer, was part of one belonging to the Pure Spring Company he obtained in the company's office that night, Downey testified.

What is your telephone number in Cornwall?

"590."

Downey said Low telephoned him at that number from Ottawa on September 11, after he had called his chief at Low's father's home in the Capital. As a result of that telephone call on September 11, freight car No. 199390 was diverted, the witness said.

Cross-examined by Royden Hughes, Downey said he saw no one in the Pure Spring office except the person he was told was Mirsky's son.

Truck Driver Called.

Charles F. Gannon, of Cornwall, the truck driver who transported the 110 cases of beer from Cornwall to Ottawa, brought two truck loads of beer from Hull to Ottawa and helped load the beer and lumber into the freight car, was was the next witness.

The 150 cases of beer shipped from Montreal to Cornwall were driven by him to a farm 12 miles west of Cornwall on No. 2 highway, he testified.

"How did you know where to go?" asked Mr. Ritchie.

"They were at the gate."

"Who was at the gate?"

"Mr. Bell."

The driver said that while he was driving the beer to Ottawa, Downey and Bell passed him in an automobile. He met them and Harry Low at the Exhibition Grounds, Bank street. Downey and Bell were with him when the freight car was loaded with the Cornwall beer. When he drove to Hull to get the beer there, Bell accompanied him on the truck, while Low and Downey drove in an automobile.

The four of them also went to a lumber yard, where they got three loads of lumber, which they loaded into the freight car with the beer.

Thomas Brule, of Lemieux-Brule, Limited, Hull, agent for the Frontenac Breweries Limited, Montreal, followed Gannon to the stand. He delivered 175 cases of ale to Harry Low on September 5, Mr. Brule said.

Evidence About Car.

A.M. Acheson, C.P.R. freight agent at the Broad street yard, described the switching of car No. 199390 from the Canadian Pacific to the New York Central tracks. Miss Stella Cates, clerk in the freight office, said she made out the switching way-bill.

A car-sealer, H.G. Weary, said he placed seals numbered 75-978 and 76-043 on car No. 199390.

His superior, Charles W. Allen, car service clerk, said that because the railway did not know the shippers, he examined the car, which apparently contained lumber.

Vane Silmsner, freight agent for the Canada Steamship Lines at Cornwall, said he delivered to Charles F. Gannon 150 cases purporting to be milk products, which had been shipped to Cornwall from Montreal.

G.C. Hamilton, freight and passenger agent for the New York Central Railroad in Ottawa, identified a letter sent to him on stationery of the Fraser and Smith Lumber Company, asking him to divert C.P.R. car No. 199390, en route to New York, to Mile End station, Montreal. On his instructions, the car was diverted at Finch.

Daniel J. Bergeron, N.Y.C. freight agent here, identified the bill of lading and other forms connected with the switching of the car from the C.P.R.

to the N.Y.C.

Charles Jack, joint agent for the two railways at Finch, said he diverted the car according to instructions from Mr. Hamilton in Ottawa.

03/05/1932 Ottawa Citizen Alexandria Alexandria

Crushed Beneath Wheels of Train Near Alexandria

Nova Scotia Man Fatally Injured. Had Joined native Sons Lodge in Ottawa, Letters Reveal.

ALEXANDRIA, Ont. May 2 When he fell off a Canadian National freight train and under the wheels here late tonight, Alex A. Cameron of Stellarton, N.S., suffered amputation of both his legs above the knees and died before medical aid reached him. The freight had stopped here for water, and it was while testing the wheels of the cars that the conductor found the man beside the track with both his legs off.

He was carried to the station and Dr. E. Charbonneau called, but the man was dead when the doctor arrived. An inquest will be opened here tomorrow morning by Dr. Pollock of Avonmore, coroner for the district.

09/05/1932 Ottawa Journal Renfrew Arnprior

Two Men and Boy Injured in Crash

C.N.R. Electric Train Hits Team and Wagon near Arnprior.

Ontario, May 8 - another level crossing accident occurred here Saturday evening at the C.N.R. crossing on Highway 17, about a mile east of town. A team of horses and wagon, owned by Peter Goodwin, of Arnprior, were proceeding towards the town when the evening local, due in Arnprior at 5.58 p.m., crashed into them.

William McCrea, who was driving, was thrown clear of the train, but sustained fractures of both arms, as well as cuts about the head, while Goodwin received injuries to his shoulder and his young son suffered from concussion, but is not seriously hurt.

Both horses were instantly killed and were dragged about 700 feet before the train was brought to a stop. The wagon was also badly smashed.

The train, which is an oil-electric express, according to some members of the train crew, narrowly escaped being de-railed, due to one of the horses becoming caught beneath the front trucks.

Goodwin claims he did not see or hear the train until it was within 10 feet of him and he had no chance whatever to avoid being hit.

Dr. Cranston attended the injured men and they were conveyed to their homes as soon as they had received medical aid.

11/05/1932 Ottawa Citizen Carleton Place 05/01/1932

Milk driver has narrow escape at Westboro crossing

Archie Glasner thought section men waving "Good Morning" to him as they sought to give warning.

Archibald J. Glasner, 2 Fourth avenue Westboro, driver for the Ottawa Dairy, Limited, had a miraculous escape from death at 7.45 o'clock this morning, when his milk wagon was struck by a C.P.R. train at the Victoria avenue crossing in Westboro, completely demolishing the wagon and its contents and strewing them along the track for a distance of approximately 600 feet. Only one wheel of the wagon and an empty milk bottle were intact following the crash. In addition to the wagon being demolished, six pieces of glass in the station were broken by the flying milk bottles and pieces of wood from the wagon. Approximately \$30 worth of milk, cream and butter were destroyed by the crash.

The station platform, covered with broken glass, splinters of wood from the wagon and the track for a distance of 600 feet were strewn with pieces of wagon and the twisted metal milk holders from the wagon.

According to Mr. Glasner he was delivering milk on Victoria street and after finishing his round there started towards Pacific street to cross the track. Before approaching the crossing Mr. Glasner looked east along the track to see if there was a train coming and not seeing any started towards the crossing. He did not see the approaching train from the west as there is a slight bend in the track, which would block his view.

Upon nearing the crossing Mr. Glasner saw the section men, who were near the crossing, waving and they shouted to him, but thinking they were just waving a "good morning," started to cross the tracks. He did not hear what they were saying owing to the noise the wagon was making.

Jumped to safety

Just as he drove his wagon onto the crossing he heard a shrill blast from a whistle and upon looking up saw the approaching train. Knowing that the horses were safely across the track and there was no time left for the wagon to get across, Mr. Glasner jumped and ran for the station platform.

Almost simultaneously the train, which was estimated as travelling at about 40 miles an hour, struck the back portion of the milk wagon and the impact was so great that it freed the horses from the wagon and scattered the latter along the station platform and track. The tongue of the wagon was broken off about the middle and the horses continued down the street for a short distance. Except for slight cuts the horses were not hurt. The train was stopped at the Main street crossing and backed to the scene of the accident, but the crew, after learning that no one was injured, gave the order for the train to proceed into Ottawa, where it was due at 8.13 o'clock.

Mr. Glasner is considering that he had a lucky escape, as after jumping from the wagon and running onto the station platform, noticed the approaching train and the position of the wagon, and just had time to dash into shelter as the train whizzed by, throwing the wreckage onto the platform where he was standing.

When seen by the Citizen following the accident, Mr. Glasner said that his escape was remarkable and the second which he had within a short time. His first escape was when his horses ran away and did considerable damage to the wagon. The wagon which was smashed to atoms, had just been repaired and today was the first day it had been out following the overhauling. Mr. Glasner has been driving the wagon for the past fourteen years.

Following the accident, the section men, T. Gibson, foreman, of Royal avenue, Westboro, J.J. Graham, 7 Center street, Westboro, T.I. Gibson, Woodroffe and N. Covolozuk, 44 William street, Westboro, were engaged for a considerable time in picking up the wreckage and cleaning off the station platform.

17/05/1932 Ottawa Journal Beachburg Pembroke

Caught in switch narrowly escapes oncoming train

Thrown from motor when hit by boxcar Pembroke man is but little injured.

Pembroke, Ont., May 16 - another level crossing fatality was narrowly averted at the C.N.R. Mary Street crossing here shortly after six o'clock this evening, when Edward Barrett, returning home from work in his car, was struck on the crossing and had a narrow escape from Death.

Way freight engine No. 2631, in charge of Engineer George E. Pumple, 642 Somerset Street, Ottawa, and Fireman Farrar Vickers, also of Ottawa, was shunting in the yard, and as Barrett approach the crossing four cars will being shunted northward towards the bridge.

It is believed Barrett mistook a signal given by Brakeman Swinwood, of 105 Concord Street, Ottawa, and thought he could make the crossing ahead of the train. The box car hit the automobile broadside and Barrett was thrown out, landing on the track at a switch, his left knee being caught firmly in the "frog."

The engineer brought the train to a halt in a distance of 18 feet, and the motor car, pushed ahead, was within five feet of Barrett when the train was stopped.

It was necessary to force the switch open to release the injured man, who suffered some very severe cuts to his left leg, as well as other minor cuts and bruises. He was hurried to the General Hospital, where his injuries were given attention, and he is now fairly comfortable.

The motor car was completely wrecked.

Fire damages old H.E. Power House

Hull firemen headed by Deputy Chief Emile Bond and residents of Deschenes village fought for more than four hours last evening a fire which occurred in the old power house owned by the Hull Electric Company. The building was situated on the shore of Deschenes Lake and only last Sunday part of the dam was destroyed by fire. Fireman Ovila Raymond received a bad cut on the right hand. Damage will amount to about \$3,000. The power house had not been in operation for the past four years. It was formerly used to supply power for the Hull Electric street railway system and the old nickel plant at Deschenes, and other plants in the district. The Hull firemen journeyed to the scene of the fire last evening at the request of Mayor Israel Gravelle. A fire pump, under the charge of Deputy Chief Bond, and four firemen were sent. Hull firemen returned at ten o'clock. The cause of the fire is unknown.

30/05/1932 *Ottawa Citizen**Canada Atlantic*

Veteran Railway Engineer is Dead

Passing of Herbert Alonzo Pangborn Occurs in his 89th Year

Herbert Alonzo Pangborn, well known railroader, grandson of Ziba Pangborn, who was engineer on the first steamboat run on Canada in 1808 and son of George Washington Pangborn, the first Canadian locomotive engineer, died Saturday at his home at Rockland, Ont. Mr. Pangborn, who had been an active railroader for 55 years was in his 89th year.

Member of a family whose history is inextricably woven into the early history of steam transportation in Canada, Mr. Pangborn was born at St. Johns, Quebec, on June 19, 1843. At that time his father had been running the "Dorchester", the first locomotive in Canada, on the Champlain and St. Lawrence Railroad, running from Laprairie to St. Johns, a distance of 14 miles, for about six years. While he was a young lad, Mr. Pangborn often rode in the "cab" with his father and when he was still in his teens he began his railroad career. At the age of 17 he was a qualified engineer. In U.S. Civil War

In 1858 Mr. Pangborn worked on the construction of the first Victoria bridge spanning the St. Lawrence. In 1860 he became a full-fledged engineer with the Ogdensburg and Lake Champlain Railroad. he had been firing on that road when his engineer was taken off in 1862. Mr.

Pangborn had to fire and run the engine as well for many months. In 1863 he went to Chicago and almost immediately got employment on a lake boat. During the Civil War in the United States, he was in steamboat service on the Mississippi river.

Following a short but adventurous career as in the Mississippi service, Mr. Pangborn returned to Chicago and was employed by the Pittsburgh, Fort Wayne and Chicago Railroad, running from Chicago to Pittsburgh. After two years he returned to Canada, married and went farming for a few years near Danville, Que. The lure of the West called him again and in 1870 he returned to Chicago and hired as an engineer on the C.R.I. and P. Railroad. Two years later he returned to Canada and went with the Grand Trunk Railroad operating out of Belleville.

His first run out of Belleville took place on July 1, 1872. Shortly afterwards he was transferred to Brockville and then to Richmond, Quebec. In 1880 Mr. Pangborn came to Ottawa and began with the Quebec, Ottawa and Occidental Railway [sic], which had been completed the year previous. In 1881, he was offered the position of locomotive foreman on the Canada Atlantic and accepted. He worked on the construction of the road and later was appointed mechanical superintendent. From 1896 until 1911 Mr. Pangborn was conductor on the short line running from Rockland to South Indian. In 1911 he went to Prince Rupert, B.C., to work in the mechanical department of the Grand Trunk Pacific but after one year returned to Ottawa and put in two more years of railroading. He retired in 1914 and took up residence at Rockland.

Mr. Pangborn was a member of Lodge No. 29, Order of Railway Conductors. His record over half a century is one of the cleanest of any railroad engineer's in the country.

Mr. Pangborn is survived by two daughters, the Misses Edith and Ethel Pangborn, at home and one son, Ernest Herbert Pangborn of Niagara Falls. E.H. Pangborn followed the traditional calling of the Pangborn family until a few years ago when he retired and his two sons, Daniel and Herbert, the fifth generation of the Pangborns in Canada, are following railroad careers.

02/06/1932 *Ottawa Citizen**Kingston (CN)**Kingston*

Queens Teacher has tragic death

Professor A. Brooker Klugh, of Queens University staff is dead tonight of injuries sustained this afternoon when a car in which he was a passenger was struck by a Canadian National Railways train at a crossing on Division street. Mrs Klugh escaped injury.

24/06/1932 *Ottawa Citizen**Maniwaki*

First train in 1904 caused a stir.

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It was a big event when the first train pulled into Maniwaki back in 1904. It was only wide-stacked engine with a flat car, a box car and a caboose - but it was a train.

Large crowds of Indians came to see their first train and they pressed close to the track to get a better view. The big Irish engineer could not resist the temptation to open the steam jets in the engine cylinders as the train approached the waiting crowd. He chuckled with glee as the Indians fled amid clouds of hissing steam.

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07/07/1932 *Winchester Press**Kingston (CN)**Morrisburg*

TRAIN DERAILED AT MORRISBURG

MANY CATTLE KILLED

A freight train of cattle and other merchandies was derailed just west of Morrisburg on Tuesday, and over 20 of the cattle were killed. The accident was caused by a broken rail. The passenger trains for Wednesday had to go via Brockville and Ottawa to and from Montreal until the wreck was cleared.

07/07/1932 *Ottawa Journal**Kingston (CN)**Morrisburg*

Hoboes Saved 'By "Dirty Look"

MORRISBURG. July 6 - Nine hoboes boarded a freight train in Western Ontario the first of the week, choosing a tank car to ride on. Nearing Brockville, they suspected the conductor of having an evil eye on them and at Brockville transferred to several cars rearwards. At 4.30 Tuesday afternoon, the tank car they had left was the centre of the largest freight train wreck in the district, ending up on top of a cattle car, killing 18 bovine and demolishing the car. The conductor probably had no idea that the dirty looks in the hoboes' direction saved their lives.

11/07/1932 *Ottawa Citizen**Carleton Place*

Railways stop giving rides to transients

Many juveniles have acquired wonderlust.

Railways are tightening up on the transportation of transients, and the police magistrate has been asked to cooperate. Dennis Beauregarde, 67 Armstrong Street, in police court this morning was charged with trespassing on the C.P. Rly.

Byron Howard, counsel for the C.P. Rly, said for some time the railways allowed men to ride free on freight trains as it was thought this might facilitate them and getting work. Now however, he said, the men should know that one place is as bad as another and they might as well stay where they are. The worst feature however is that many juveniles have the wanderlust and follow the example of adults and stealing rides on freight cars. The railways, said Mr. Howard, will not tolerate children riding on cars. In the case of Beauregarde there was a 12-year-old boy with him.

Beauregarde explained that he did not take the boy but the boy hopped on the train and went to Carleton Place. Beauregarde then took charge of the boy and brought him back to Ottawa. He was arrested as he came into the city. Beauregarde was remanded until Thursday.

Horses, Horses, At Connaught Park Course

General Rustle at Track on Aylmer Road When Train Load of Thoroughbreds Pull Into Connaught Park Siding. Arrangement Complete For Opening of Autumn Racing Session of Seven Day Saturday Afternoon. When Racing Will Start at 3 O'Clock

Early yesterday morning a special train that left Montreal the night before, was taken out to the Connaught Park siding and that started a rustle that was continued throughout the day on the Aylmer Road Course. Upwards of one hundred and fifty prancing thoroughbreds were led off the cars and into their box stalls to be all set for the opening of the Connaught Park Jockey Club's annual Autumn race meeting on Saturday afternoon.

This train load was the first of two coming from the Canadian Metropolis, the second being due you some time today. In addition to this, however, quite a number of horses are being brought over by van.

There were also other shipments from various points, one consignment from Saratoga and another from Fort Erie, but the big shipment from the latter place is not expected until later in the week.

15/08/1932 *Ottawa Citizen*

Prescott

R.W. Bottrell had notable career as railway engineer.

Started work behind throttle when only 19 years of age. Fast run recalled.

Richard W. Bottrell, who began his career with the Canadian Pacific Railway at the age of 19 years as an engineer, died this morning at the home of his son, George Bottrell, 21 Aylmer avenue, following an illness which lasted since April. Mr. Bottrell was 65 (should be 69) years of age.

Born in Quebec city, Mr. Bottrell had made Ottawa his home since 1868 and was one of this city's best known citizens. His record with the C.P.R. until his retirement in 1922 was an enviable one.

At 13 years of age in 1876 the future engineer became imbued with the spirit of adventure, and crossed the border into New York state, After filling various jobs of which he was capable at that time for about a year, he returned to Canada, finding a job as an apprentice in the Q.M.O and O. shops.

Mr. Bottrell returned to Ottawa taking a job running a donkey engine in the C.P.R. yards. At that time he was 15 years of age.

A year later the boy heard of an opening on the Q.M.O. and O. line between Hull and Aylmer, and landed a job as a full-fledged fireman. The engine was famous in the district as old No. 1, known as the "De Boucherville". The train made four trips between Hull and Aylmer daily. In 1881 the Q.M.O. and O. holdings were bought by the C.P.R. and Mr. Bottrell was promoted by his new employers to their Brockville and Ottawa line. His next job was firing on the lumbermen's mixed train between Ottawa and Mattawa. On this run he had many valuable and interesting experiences.

At the age of 19 in 1882, he was promoted to the position of fireman on the Ottawa-Pembroke passenger train. When not quite 20 he was given an engineer's job in yard service in Ottawa, which position he held for about a year.

Fast run recalled.

When the Soo branch of the C.P.R was finished in 1885, Engineer Bottrell was given a passenger train between the Soo and North Bay. In later years he had all the best runs on the C.P.R. including the Montreal-Ottawa short line. It was on the latter run that he made the trip between Vankleek Hill and Ottawa, 55 miles, in 46 minutes. One one occasion he left the old Union station at the Chaudiere for Montreal with 13 coaches on the Winnipeg -Montreal train. The train left the Chaudiere at 5.15 and arrived at Montreal at 7.38, two hours and 23 minutes later.

In 1904 he was sent as an Ottawa district representative to the Brotherhood of Locomotive Engineer's convention at Los Angeles. At that convention he was elected first grand assistant engineer and held the office for 6 years. Some years ago the B of LE awarded Mr. Bottrell a long service badge for his 44 years of membership with the order.

The veteran engineer was a member of St. Luke's Anglican church and the Oddfellows order. Surviving are one son, George; two daughters, Mrs. W.D. Davis, Windsor, Miss Lulu Bottrell, Sault Ste. Marie, Ont; two sisters, Mrs. J.W. Borrett, Toronto, and Mrs. Eric Carruthers, Ottawa, one brother, F.A. Bottrell, C.P.R. engineer at Moose Jaw; one grandson, John Franklin Bottrell, and his daughter-in-law Mrs. George Bottrell.

15/08/1932 *Ottawa Citizen*

Chalk River

Obituary for Richard W. Bottrell- extracts:

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15/08/1932 *Ottawa Citizen*

Aylmer branch

Aylmer

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22/08/1932 *Ottawa Citizen*

Renfrew

Railway crossing watchman injured, motorist is held.

Struck down by a motor car driven by Joseph Kenville, 165 Armstrong street, as it swerved to avoid a collision with a train at the C.N.R. crossing on Booth Street just north of Wellington. Michael Colabrese, crossing attendant, 148 Louisa street, lies in serious condition at the Ottawa Civic Hospital. Kenville is held under arrest on a charge of reckless driving. It is feared that Celabrese is suffering from a fractured skull.

According to police, an auto driven by Kenville, was proceeding southerly on Booth street approaching the crossing and a yard engine hauling a string of freight cars was about to go over the crossing. Colabrese in the course of his duty was standing near the center of the roadway holding up a "stop" sign as a warning to approaching motorists.

Failing to bring his car to a stop, Kenville swung to his right and struck Colabrese, hurling him to the pavement with considerable force. After this the auto still continued on, crossed the sidewalk and crashed into the crossing attendant's cabin inside the street line on the railway right of way, where it came to a stop.

Colabrese was picked up in an unconscious condition, apparently badly injured about the head. Hulse Bros. ambulance was called and in it he was conveyed to the hospital where he is under the care of Dr. F.W. McKinnon.

Hull Man Killed On Level Crossing At Wyman Today
Emile Manseau Tried to Leave Auto, But Was Too Late.

Driving his motor car in the path of a C.P.R. train which he apparently did not see approaching the station at Wyman, Que., Emile Manseau, 37 Leduc Street, Hull, 52 years of age, met instant death shortly after 9 o'clock this morning. Eyewitnesses to the tragedy say that to Mr. Manseau, once on the tracks, evidently became aware of his plight and attempted to leave the car. As he did so he stumbled out of the door and fell directly in the path of the train, which passed over him and crashed into the motor car.

The train, due at Wyman at 9.03 o'clock, was bound for Ottawa. It was immediately brought to a stop and the crew proceeded to remove the unfortunate man's body from beneath the train. It was badly mutilated. The car was thrown some distance along the right-of-way and is a total wreck. Mr. Manseau was a salesman for the Brading Breweries and his territory included the rural Quebec District.

No inquest was held

30/08/1932 *Ottawa Journal*

Waltham

Wyman

Emile Manceau is killed when train hits car
Brewery Salesman loses his life at Grade Crossing at Wyman.
Say that engineer did not see auto

Emile Manceau, 87 Leduc Street, Hull, traveler for Bradings Brewery, was instantly killed at eight o'clock (standard time) this morning when the automobile he was driving was struck by the C.P.R. Waltham to Ottawa passenger train at a grade crossing near the station at Wyman, Que., 36 miles from Ottawa.

When the engine, which was traveling 15 to 20 miles per hour, struck his car in the center, Mr. Manceau was thrown out, his body was found under the engine tender, badly mutilated.

Car Carried 150 feet.

The automobile was carried by the train about 150 feet before it was brought to a stop. The accident occurred as the train was arriving at Wyman station. The engine was in charge of T. Allen, 81 Preston Street, and Conductor W.A. Riddell, 77 Renfrew avenue. Mr. Manceau's car approached the crossing from the fireman's side of the engine, and was not seen until it was struck, it was stated.

Inquest is opened.

The body was placed in the care of W.F. Prichard, caretaker of the C.P.R. station at Wyman. Gauthier's ambulance from Hull was called and removed it to Hull early this afternoon.

The train was delayed 45 minutes by the accident.

An inquest was opened at 2.30 this afternoon at the Cobalt Hotel, Quyon.

15/09/1932 *Arnprior Chronicle*

Chalk River

Arnprior

From the C.P.R. came a request to change, from a two-inch to a four-inch, the pipe which taps the John street main to supply water to the railroad tank on that street. The same request had been presented to a previous council without results. On Thursday night, some councilors were favorably disposed toward the request; others were strongly opposed, hence the matter was referred to the waterworks committee who will bring in a report at a future meeting.

19/09/1932 *Ottawa Journal*

Ottawa Electric

Rockcliffe

Loss is \$30,000 as O.E.R. barn the scene of fire.

Many streetcars, mostly old stock are destroyed at Rockcliffe.

The north section of the Rockcliffe street car barn, together with a large amount of rolling stock of Ottawa Electric Railway Company was destroyed in a spectacular blaze which kept firemen from six city stations busy for an hour and a half yesterday afternoon.

Total damage is estimated at approximately \$30,000 although difficulty was experienced in placing an estimate in the streetcars destroyed owing to the depreciation in recent years.

Lost in the blaze were six of the latest type street cars (the 800) valued at \$12,000 each when new; one large green car of the same value, six pilot cars, several of the old type open passenger cars and other obsolete rolling stock.

Damage etc.

The fire, which was one of the most spectacular seen in Ottawa for some time past, was first noticed by a passerby who turned in an alarm at No. 6 Fire Hall on Sussex Street. Four stations responded to the alarm at 4.01 p.m. but at 4.12 o'clock Fire Chief S.B. Blackler sent for assistance and firemen from Stations 2 and 8 were despatched.

When firemen reached the barns the fire had secured a good hold and flames were shooting through the roof while thick black clouds of smoke were carried by a northerly wind over Rideau Hall grounds.

Firemen found considerable difficulty in that there were no hydrants nearby and lines of hose had to be laid from Rideau Gate at the corner of Sussex Street and from Maple Lane to the scene of the fire, distances of more than a quarter of a mile.

The north section of the barn was blazing furiously when firemen reached the scene and Chief Blackler and his men concentrated their efforts on saving the other two portions of the barn which contained streetcars of a more valuable nature.

Tackling the fire with three lines of hose, firemen soon had it under control and prevented it spreading to the interior of the centre portion although a section of roof was destroyed. As soon as tons of water were poured into the building dark heavy clouds of smoke came pouring out and could be seen for miles around.

Within a short space of time almost 3,000 people had congregated around Rockcliffe Park. At times flames shot high into the air, while sparks flew in all directions as steel framework fell with a clattering noise.

Within an hour there was nothing left of the northerly section of the barn but smoldering ruins.

It was largely due to the efficient work of the firemen that the centre portion of the building was saved. In this building were six "800" cars, ten "jiggers" and other rolling stock.

A brick wall extending from the floor to the wooden roof also proved a great asset in keeping the flames back although fire on the roof spread to the centre section and was quickly quelled by a line of firemen.

Firemen were kept on guard in this section to keep the flames from getting a hold and their efforts being successful in preventing a much more serious fire with considerably greater loss.

At 5.30 the return was rung. Firemen were present from stations 2, 3, 4, 5, 6 and 8 while approximately 5,400 feet of hose was used.

No cause could be found etc.

Man Sleeps on Railway Tracks As Train Comes

C.P.R. Locomotive in Ottawa Suburban Area Is Stopped Just in Time to Save His Life.

George Joseph Ward, who gave his address as the Union Mission, will probably greatly appreciate the fact that he was arrested early this morning when the circumstances are outlined before the magistrate. Ward was found lying sound asleep across the rails of the C.P.R. line between Hurdman station and Ellwood. Engineer Ernest Ingram, 141 Spadina avenue, brought his locomotive to a stop barely in time to avoid running over the man. Ward was picked up by the engine crew, placed in the caboose and brought to the Ottawa station where he was handed over to Investigator McCoy, who placed him under arrest on a charge of trespassing on railway property. The engine was hauling a carload of hogs from the Broad street yard to Hurdman's when the man was noticed lying on the track about half a mile from Hurdman's Bridge.

Ward pleaded guilty of trespassing on railway property when he appeared in police court this morning. He was remanded one week for sentence.

21/09/1932 *Ottawa Citizen**Sussex Street**Hurdman*

Man sleeps on railway tracks as train comes.

CPR locomotive in Ottawa suburban area is stopped just in time to save his life.

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25/10/1932 *Ottawa Journal**Chalk River**Almonte*

Coroner's Jury Inquires Into Mishap at Welsh Crossing.

ALMONTE, Ont. Oct 24. A verdict of accidental death was returned at the coroner's inquest, held in the council chamber tonight, into the death of Thomas Burrows, of Montagu Township, who died in the Rosamond Memorial Hospital on October 7, following injuries received when the car in which he was travelling was struck by a Canadian Pacific Railway train.

Mr. Burrows was a passenger in the car driven by Russell MacDonald, also of Montague Township, when the automobile was hit by the north bound Ottawa-Brockville local at Welsh crossing, three and a half miles north of Smiths Falls.

Bell Was Ringing.

Marshall Bryan, engineer on the train, stated that the bell was ringing and the whistle had been blown for the crossing. He did not see the automobile approaching the crossing and thought a rod had snapped on the engine so he applied the brake. He did not know a car had been struck until the fireman told him. He stopped the train in seven or eight pole lengths and backed to the accident scene where the injured men were placed aboard the train and taken to Carleton Place and then on to Almonte.

Robert Knowles, fireman, was on the floor of the cab at the time of the accident and did not see the car approaching. Going over the crossing he thought something had fallen off the engine. He looked out and saw the wrecked car. He shouted to the engineer who stopped the train.

His Vision Blocked.

Russell MacDonald, driver of the car, stated that his vision was blocked by an embankment and shrubbery along the road and he did not see the train until he was on the crossing. MacDonald stated that in place of medical aid being summoned from Smiths Falls, he and Burrows were taken to Almonte and he thought it was about two hours before they were given medical help.

Theodora McFadden, conductor, testified that attempts were made to get a doctor in Carleton Place but none could be found so the injured men were taken on to the hospital at Almonte.

Chief E.D. Walsh, Mrs. Russell MacDonald, J. Aspinall, Robert McVeigh, O. Dunlop and Norman Burrows also gave evidence.

Dr. A.A. Metcalfe of Almonte presided over the inquest Messrs. M.D. Williams, lawyer and E. E Clapham, claims adjuster represented the Canadian Pacific while J. A. B. Dulmage of Smiths Falls, represented the Crown.

10/11/1932 *Winchester Press**New York Central**Cornwall*

Will Plank Bridge at Cornwall

Official announcement was made at Cornwall by Mayor Aaron Horowitz that the planking of the international bridges between Cornwall and Messena, N. Y., for vehicular traffic would be commenced on or about first of this year and be completed by June 1st of next year at the very latest. The announcement will be met with the approval of citizens not only of Cornwall and district, but of Massena, N. Y., and district for it is there that the influx of tourists will be most greatly felt. Just what the bridge will mean in actual returns is hard to say, but benefits from the increased number of tourists passing through this section will be great.

The international bridge is just west of Cornwall and there are three spans over which the Ottawa and New York railway trains at present cross the St. Lawrence. The three bridges will be planked in addition to approaches to the bridges and roads across the islands having to be built. This will give work to hundreds of men throughout the winter and will help to relieve unemployment in this city.

17/11/1932 *Winchester Press**Renfrew**Kinburn*

TRAIN KILLS 23 CATTLE

A herd of cattle belonging to J. Scissons, near Kinburn, Ont., seeking shelter from a snow storm, wandered through a gate on the Canadian national tracks and there huddled together. A train rushing west crashed into the herd and killed 23 of them. Railway men do not recall so great a number of cattle killed in one crash heretofore.

19/11/1932 *Ottawa Citizen**New York Central**Cornwall*

Vehicular Span Links Cornwall To Nyando. N.Y.

New Traffic Lane Between Northern New York and Ontario Expected to Be Opened Next Summer.

(Canadian Press) NEW YORK, Nov. 18. A new link between northern New York and Ontario will be opened next summer with the conversion of the New York Central Railroad bridge across the St. Lawrence river between Nyando, NY., and Cornwall, Ont. into a private vehicular and pedestrian toll bridge. it ws authoritatively said here today.

Negotiations for the conversion of the bridge have been proceeding quietly for almost two years. They seemed assured of success today when a spokesman for the railroad said the deal would be completed soon with formal leasing of the bridge to a new corporation known as the Cornwall-Northern New York International Bridge Corporation.

If the lease is signed and It was reported the document would be executed by Monday the corporation intends to build automobile and pedestrian walks at once and begin construction of approaches at both ends of the bridge. The tentative date for the opening of the structure to vehicular use is next June

The railroad will continue to run trains over the bridge. Under the terms of the lease which is for a period of 25 years and six months beginning last July, it would receive a minimum revenue guarantee from the corporation and a percentage of the income from toll receipts.

Midway between the international bridge at Montreal and the vehicular span at Buffalo, the Nyando Cornwall bridge is expected to attract much automobile traffic. Including the approaches, it will be nearly three and one-half miles long.

The pending lease already has been approved by officials of New York state and the province of Ontario, said Charles Paulding, vice-president of the New York Central Railroad.

Truck Wrecked But Driver Not Severely Hurt

Youth Hurlled 10 Feet With Milk Delivery Vehicle Struck By Train at Booth St. Crossing.

George Cassell, aged 18 years, of City View, escaped with a shaking up early Saturday evening, when a milk truck, the property of Knox Dairy, was hurled about forty feet when struck by a CNR passenger train at the Booth street crossing on the cross town tracks. After the truck landed on its side at the side of the roadway down the street from the crossing, Cassell scrambled out from a mass of wreckage and milk cans, and went to a nearby house.

Police Constable Frank Harris, who investigated the accident, reported that Cassell, who is employed only as a helper and who, police say, had no permit to drive a motor vehicle, was proceeding southerly along Booth street to another customer, having left William Knox, the owner and regular driver, about a block back where he was delivering milk. Cassell told Constable Harris that he did not hear the crossing bell ringing or see the train approach.

Truck Struck Twice.

Just as the front of the truck drove onto the crossing a C.N.R. passenger train, eastbound from Golden Lake to Ottawa, crossed the street. The locomotive struck the front of the truck spinning it around and as the truck swung the side of the train struck it in the rear and shot it at an angle about forty feet back north along Booth street, where it overturned on its side.

Did Not Hear Bell

Joseph Wilkes, 250 Lebreton street, who was standing at the corner of Booth and Raymond streets at the time, witnessed the accident. He told police that, he did not hear the crossing bell ringing and his statement was substantiated by Mr and Mrs M.J. McGrath, 501 Booth street, who live alongside the crossing. They ran from their home on hearing the noise of the crash. The train was brought to a stop past the crossing and according to the police the warning bell commenced to ring as the train backed up.

A report of the accident was forwarded from the local C.N.R. superintendent's office to headquarters.

The yard limit on that line is near Bayswater avenue and trains both incoming and outgoing travel at a speed much lower than in the open country..

*28/11/1932 Ottawa Journal**Carleton Place**Cardinal*

Carleton Place child is fatally injured by train

Six-year-old boy loses his hold on slowly moving freight car and is run over.

Carleton Place, Ont., Nov. 27 - Robert Swinburne, aged six years, son of Mrs. Mary Swinburne, Mill Street, died last evening in a local hospital as a result of an accident Saturday afternoon, while attempting to climb on a slow-moving freight car on the C.P.R. tracks, close to Judson Street. The youngster apparently missed his hold and in falling his body was thrown across the track and the wheels went over it cutting off both legs close to the hips.

He was picked up and rushed to the nearby office of Dr. McEwen, where medical aid was administered. Accompanied by the doctor, he was removed on the full 4.35 train to Ottawa where he died shortly after arriving, his mother alone surviving.

According to report, a way freight from Ottawa, in charge of conductor Alex Sheppard, engineer O'Leary, and brakeman [sic] Stanley and Tappe, arrived about 1.25 o'clock in the afternoon. The engine was being used for switching in the yard, and four cars were attached at the time of the accident.

When the accident occurred two young companions, aged six and eight years, called to George and Orville Watters, who were working nearby, that Robert had been hurt. They immediately went to the child's age, and picking him up took him to Dr. McEwan's office.

Admitted to an Ottawa Hospital both legs were amputated by staff surgeons. Little Robert failed to rally, however and died from shock and loss of blood half an hour after reaching the place.

Informed of the tragedy, Dr. R.M. Cairns, coroner viewed the body, and opened a preliminary inquest at Woodburn's parlours at 9 o'clock Saturday evening. The formal inquest was fixed for Wednesday, November 30, at Police Court Chambers.

*01/12/1932 Ottawa Citizen**Carleton Place**Carleton Place*

Accidental death.

A verdict of accidental death with no blame attached to the train crew was returned last night in an inquest held at the police station into the death of Robert Swinburne, aged 6 years, who was fatally injured when run over by a freight train at Carleton Place on Saturday and who died at a local hospital. Coroner R.M. Cairns presided. Eight witnesses testified. Members of the train crew told of three children trying to climb onto the train which was moving slowly, and of calling to them to keep away. The unfortunate boy fell under the train.

*03/12/1932 L'Interrogation**Montreal and Ottawa**Rigaud*

October 6 1932: Cyrille Perron was apparently hit by a train while at the Rigaud station. This story is unclear. Was Perron pushed or placed onto the tracks to hide some crime ?

The accident occurred on October 6th 1932 and in February 1933, a detective returned to the scene of Perron's death. No engineer is mentioned in this accident. I tried to get information from the police and was told that the dossier was destroyed. So we'll never know for sure what happened to this man. (L'Interrogation, 3 décembre 1932 and L'Interrogation, 18 Février 1933)

Fake figure and red paint gave watchman a bad scare.

Here is a story of interest to railroad men - and others.

It concerns a practical joke played on a railway watchman near Fort Coulonge in the early days of the Pontiac and Pacific Junction Railway.

Believe us, the watchman did not think it a joke till long afterwards. The story is told by a man who had to do with the construction of the road.

The joke was played at the expense of Albert Lee, a watchman. One of the chief conspirators, as named by the O.T.S. informant, was the late William McFall, of respected memory who at the time was a foreman on the construction on the road. The names of the others on the plot are not remembered.

At the time of the story there wasn't a water tank at Fort Coulonge and the engines had to be taken to a creek several miles past Fort Coulonge where water was siphoned into the engines. The taking of the engines to the creek was the duty of the watchman, who was an ex-railroader. The watering was done after hours. Fort Coulonge was then the terminus of the line.

To Give Him a Scare

In a humorous mood, a number of the construction men and firemen decided to give the watchman a bit of a scare. They certainly succeeded and the joke was pulled off just as planned.

At a point not too far from Fort Coulonge the conspirators (it was quite dark) rigged up the figure of a man. Old clothes were stuffed with rags.

The figure was propped up with a stick in the center of a seldom traveled wagon road. Then the jokers spread red paint liberally around the spot where the figure stood.

To the figure was tied a long rope, so that when the train got near it (the figure, of course) could be dragged away and pulled over the right-of-way fence.

In due time the watchman came along with his engine. He approached the crossing slowly but his headlight did not fall on the figure until it was too late to stop. He shut off and reversed. Just as the figure was about to be hit, it was jerked away by the men in hiding.

As soon as the watchman could stop his engine he came back and, to his horror, saw the pool of apparent blood. He searched under the engine and tender but no man was found. He hunted along the right, but no man was in sight.

Failing to see any sign of the supposed victim, the watchman ran his engine into the village and reported the supposed tragedy. The watchman was so worked up that he wanted to call up headquarters in Aylmer. But those to whom he had reported advised first going back and looking for the body of the victim. A flat car was attached to the tender and a number of railroaders and others who were not in the secret went back. They all hunted far and wide for the body or traces of the body. They crossed the fence into the bush and farm land but all they found were bits of clothing which had been carefully torn up by the jokers.

Then one of the searchers examined the pool of blood a bit carefully and the odor of paint was detected. It wasn't long before the secret was out and of course the watchman came in for a lot of good natured joshing, which he took in good part. The "fatality" was not officially reported to Aylmer but news of it got there just the same. The names of the conspirators did not get out until long afterwards.

12/12/1932 *Ottawa Citizen**New York Central**Cornwall*

Cornwall Bridge Tariffs approved.

Said to be one of the highest schedules ever to have been filed in Canada, bridge tolls have been approved by the Board of Railway Commissioners for the international bridge over the St. Lawrence river from Cornwall, Ont. to Nyando, N.Y. The tariffs range from ten cents to \$15.

Originally constructed about 1900 as a railway bridge, alterations have lately been under way to make it a crossing for vehicles and pedestrians as well. In representations before Parliament, it was stated that the alterations would cost in the vicinity of \$150,000. It is expected that the bridge will be opened for traffic in the very near future.

14/12/1932 *Ottawa Citizen**Maniwaki**Alcove*

Train Delayed By Wheel Off Locomotive

When one of the pilot wheels of the engine of the Ottawa-Maniwaki C.P.R. train came off near Alcove, Que., last evening no one was injured and

the only inconvenience caused was that the train was delayed about four hours. The train leaves Ottawa at 4.25 p.m. and got into Alcove, Que., about 5.40. It was there that it was noticed that one of the pilot wheels was missing and a call was sent to Ottawa for a relief engine to take the train the remainder of the way to Maniwaki