

Local Railway Items from Area Papers - 1932

23/01/1932 *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.

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.

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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told 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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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. Covollozuk, 44 William street, Westboro, were engaged for a considerable time in picking up the wreckage and cleaning off the station platform.

25/05/1932 *Ottawa Citizen**Hull Electric**Deschenes*

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.

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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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 being asked to cooperate. Dennis Beaugarde, 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 Beaugarde there was a 12-year-old boy with him. Beaugarde explained that he did not take the boy but the boy hopped on the train and went to Carleton Place. Beaugarde then took charge of the boy and brought him back to Ottawa. He was arrested as he came into the city. Beaugarde was remanded until Thursday.

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.

Obituary for Richard W. Bottrell- extracts:

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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.

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.

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 dispatched.

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.

CPR 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 before the magistrate. Ward was found lying 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 train 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 yards 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 railroad property when he appeared in police court this morning. he was remanded one week for sentence.

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, N.Y., and Cornwall, Ont. into a private vehicular and pedestrian toll bridge. it was 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.

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.

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.

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.