

Local Railway Items from Area Papers - 1933

06/01/1933 *Eganville Leader*

Tramway

Dominion Rock Products

Lime Kiln Plant Resumes Operations

The decision of Dominion Rock Products Limited, with headquarters at Montreal, to resume operations at its lime plant near Eganville, is viewed as the first ray of light in 1933 to dispel the gloom of depression in this locality.

This lime kiln plant is of the most modern type and represents an investment of a sum in the neighbourhood of \$75,000.

The three steel kilns are the product of the McGann Manufacturing Co., of York, Pa., and were erected by the company. A steel trestle three hundred feet long and fifty feet high, connecting the kilns with the limestone quarried, was erected by the Dominion Bridge Company of Montreal. The future of this enterprise is very bright. The location offers several special advantages. The company has its own railway siding, the Bonnechere river flows by the property and the company is the owner of the water power at the Fourth Chute which has a capacity of 1200 horsepower, and it is the intention to develop this when additional kilns are installed.

The product of the kilns will be a very high calcium lime and lime hydrate which is used by the pulp and paper trades, mining industry, building trades, etc.

Mr. Robinson, the new manager, has had many years' experience owing to his connection with several of the largest plants on the continent. Under his supervision the preparatory work commenced on Monday. Mr. Greg. A. George, of Montreal, is President of Dominion Rock Products, and Mr. W. B. George of Eganville, Secretary-Treasurer.

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09/01/1933 *Ottawa Citizen*

Lachute

Calumet

Citizen had the same wording as the Journal with the following addition:

Railway's Statement

Montreal Jan 8.

Five passengers were taken to Hawkesbury, Ont., hospital today with minor injuries received when three coaches of a Canadian Pacific Railway train running between Ottawa and Montreal were derailed three miles west of Calumet, Que., the railway announced.

The passengers, the injuries of none of whom were serious were Emile Gascon, Verdun, Que., Mr. and Mrs. Lucien Thomas, Montreal; Mrs. Denise Jette, St. Hyacinthe, Que., and Miss Claire Huneault, Calumet, Que.

Other passengers suffered only superficial bruises and scratches the announcement stated.

The accident occurred at 4.15 this afternoon and was caused by a broken rail.

Remarkable Escape

That it is most remarkable no one was seriously injured or killed in the accident. The Citizen learned in inquiries over long distance telephone last night.

Informants told the reporter that the three passenger cars were almost demolished as they rolled down the embankment, crashing over large boulders, stumps and trees before they came to a stop at the bottom of the embankment.

Not From Ottawa

First reports, mostly rumors, to reach the city had the list of injured as high as 21 and it was feared that many of those might be Ottawans. Local C.P.R. officials however, announced that the train that figured in the accident was not from Ottawa but ran daily from Montebello and Montreal.

Passengers Interviewed

Interviewed in hospitals at Hawkesbury, injured passengers related their experiences. They said that their first intimation of the accident was when they noticed the cars jolting and rocking slightly before they toppled down the embankment. One mother, Mrs. Emile Gascon of Montreal, was accompanied by her six small children and bravely endeavored to see to the safety of all of them before herself.

It was reported that one of the younger children, a mere infant, was hurled through one of the broken windows as the car rolled down the embankment, and escaped serious injury. Two of the six children suffered minor injuries and are with their mother in a Hawkesbury hospital. Fears were expressed that Mrs. Gascon may be suffering from a fractured hip, and an X-ray examination was made to ascertain the extent of her injuries.

Hawkesbury Men Hurt

Two young men from Hawkesbury, Oscar and Wilfred Cayen, are among the injured. The muscles of one of the legs of one of these men were torn, and the other man suffered bruises and lacerations.

Most of the accident victims were conveyed across the Ottawa river over the new bridge from the scene of the wreck to Hawkesbury hospitals in private motorcars, and the most seriously hurt were moved to Calumet station after receiving first aid and were transported to Hawkesbury in Berthiaume's ambulance.

Repairs quickly made

No serious delay in traffic apart from the train figuring in the derailment resulted from the accident. The train from Montreal to Ottawa over the North Shore line arrived in the city last night only half an hour late, repairs to the broken rails having been quickly made.

12 Are Injured in Train Wreck Near Calumet

Three passenger Cars Roll Down 75-Foot Embankment

Victims Taken to Hawkesbury

Hawkesbury Jan. 8. Three passenger cars of a Canadian Pacific Railway train rolled down a 75-foot embankment between Calumet, Que., and Pointe aux Chenes this afternoon, causing minor injuries to 12 persons who were brought to the Hawkesbury hospitals for treatment.

Heading for Montreal, the Montebello train ran into a broken rail just before reaching a railway bridge over the Rouge River.

Cars are Wrecked

While the locomotive, tender and baggage car of the train remained on the track, the three passenger cars, containing 17 persons, rolled down the bank and were wrecked on trees and rocks. The cars were reported as having turned over two or three times in the fall.

All 17 passengers were shaken up and more or less bruised, 12 of them being brought here for observation.

Mother and Six Children

Six children of Mrs. Emile Gascon, 32, of Verdun, Montreal, and their mother, were among those brought to the hospital here. They were suffering from shock and general bruises but their condition was regarded as favorable. Others included Miss Denise Jette, 16, St. Hyacinthe, Que., broken arm and bruises; Mr. and Mrs. Lucien Thomas, Montreal, shock; Josephat Jette, St. Hyacinthe, Que., and Alphonse Gibeault, Hawkesbury.

Doctors stated all injuries were superficial and not more than five of the injured were expected to stay in the hospital over night.

Railway officials are investigating the derailment

Crashed Down Embankment

Passengers on the train declared it was incredible that no one was killed or critically injured, in view of the fact that three of the passenger cars crashed down the embankment and were battered by large boulders. Among the injured occupants of the cars was Mrs. Emile Gascon, of Montreal, who went through terrifying experiences in attempting to protect her six small children travelling with her.

One of the children was hurled through a window in the wreck but escaped serious injury, while another and two more sustained hurts requiring hospital attention. Two Hawkesbury men, Oscar and Wilfred Cayen, were also taken to hospital, one suffering from severely wrenched leg muscles, and the other from multiple cuts and bruises. The injured were conveyed from the scene of the accident to Hawkesbury hospital over the new Interprovincial bridge there in private motor-cars, while some of the more seriously hurt were transported to Calumet station. Repairs to the line were speedily made by wrecking crews.

18/01/1933 *Brockville Recorder*

Kingston (CN)

Brockville

The Technology Review, published in Boston, states that the fastest haul on the North American continent is the Canadian National Railways' 'International Limited', flying between Montreal and Toronto and passing here at an average speed of 55.6 miles per hour. Next is the New York Central's '20th Century Limited' making 53.4 miles per hour between New York and Chicago.

26/01/1933 *Arnprior Chronicle*

Chalk River

Arnprior

Previous to dealing with the matter of wage reductions, council - authorized the signing of an agreement to provide water to the pump stand at the C.P.R. station for the next five years. [table of rates followed]

24/02/1933 *Ottawa Citizen*

Canada Atlantic

Canada Atlantic employees were a very happy family.

Mr. J.H. MacLeod, superintendent of buildings at the city hall, likes the O.T.S. (Old Time Stuff) "ninety-three" series as it reminds him of the year he entered railway work on the old Canada Atlantic Railway.

When he was a small boy. "Mac", as he is familiarly known, lived at Casselman. When he was about 13 (after the death of his mother) "Mac" began playing "hookey" from school. His father, who was a stern old Scotch Presbyterian, said: "You'll either settle down and go to school or you'll go to work." "Mac" elected to go to work.

He went to the C.A.R. gravel pit at Moose creek and found himself a job as a water boy and timekeeper. And then stern life opened up for him.

Had experiences.

He hadn't been long on the job before he witnesses one of the accidents peculiar to hand coupling. The late Andy Leamy of Ottawa, while coupling two gravel cars, had two fingers of his right hand jammed. He was taken to the doctor at Moose Creek. The fingers had to come off. The wrist had to be held by someone. A big husky railroader volunteered but almost fainted when the amputation started. There was no anaesthetic.

Young "Mac" grabbed Leamy's hand and held it firm. He says now that it was more a case of inexperience than bravery.

The late W. (Fox) Hughes was conductor of the train.

A Fatal Accident

The lad had not been long on the job when he witnessed a more serious accident - a fatal accident. The victim was Rory Grant of Moose Creek, a fine young fellow of 24 or 25. At that time the railroads used hopper cars on construction work. The gravel was dropped between the rails and then placed where needed. Young Grant was standing on the track of a siding inside of one of these hopper cars making repairs to some chains. Unaware of his presence there, a gravel train backed down on the car where young Grant was, to pick it up. Grant was rolled over and fatally injured. He lived for a while.

A Happy Family

"Mac" MaLeod spent 23 years on the Canada Atlantic Railway, as brakeman, baggageman and in other capacities. About 1915 he met with an accident to one of his legs. For the past 13 years he has been at the city hall.

Mr. Macleod recalls with pleasure his days on the C.A.R. He speaks of the employes and officials of the road as a "big happy family". The late Morley Donaldson, the superintendent, was more like a father than a boss.

Out of Depot Harbour.

In 1898 Mr. MacLeod had the experience of braking on a train which pulled the first corn and wheat out of depot Harbor.

A Heavy Load

A very heavy load (18 full cars) was taken on that occasion - so heavy that they had to "double" most of the 133 miles from Depot harbor to Madawaska. That run occupied 23 hours and 50 minutes. The late Jerry Lynn was conductor of the train and Morris Weston was engineer. Mr. Weston is now running on C.N.R. passenger trains between Ottawa and Montreal. The fireman was Dan Powers, who is now somewhere out west. Joe Le? who is now running out of Kenora was the other brakeman.

Royal Scot Will Form An Exhibit At Chicago Fair

Famous British Passenger Train Will Be Shipped Complete via C. P. R. Freighter.

MONTREAL. March 16. The Royal Scot, outstanding British railroad passenger train, and the pride of the London, Midland and Scottish Railway, will form one of the most interesting exhibits at Chicago's Century of Progress World Fair, when that great exhibition opens on June 1 next.

With characteristic British enterprise, officials of the London, Midland and Scottish Railway have arranged to ship a Royal Scot complete, and the train will be unloaded from one of the Canadian Pacific "Beaver" line freighters in Montreal about May 1.

The engine and eight cars comprising the train will be on view in Windsor Station prior to commencing a Canadian tour under her own power. This tour will provide Canadians in Ontario and Quebec centers with an opportunity to visit and inspect the train, and to see at first hand the last word in British engine and coach construction. On her way to Chicago the Royal Scot will travel over Canadian Pacific lines, and will return via Canadian National lines.

While the primary reason for the visit is to take part in the Chicago World's Fair, arrangements have been made in full co-operation with the principal railroad systems of Canada and the United States for the train to make extensive tours of the North American continent both before and after the exhibition. At each of the cities and towns visited, the Royal Scot will be thrown open to public view and special invitations to inspect her will be extended to city dignitaries and prominent citizens.

This will be the first occasion on which a complete British train has visited America. Just 40 years ago, in 1893, the London and North Western Railway, now a constituent part of the L.M.S. Railway, sent an engine named "Queen Empress" and two coaches to the World's Columbia Exposition held in Chicago that year. The Royal Scot follows up that visit as a resplendent ambassador of British railways of 1933.

Has Long History.

The Royal Scot, while affording visual evidence of the striking progress and development made in 40 years of British train construction, has a history that goes much further back than that. In 1848 the first train for Scotland left Euston Station at 10 a.m. by the famous West Coast route. On June 1, 1862, the departure time of 10 a.m. for the morning express from Euston to Glasgow and Edinburgh was standardized, and since then the "Ten O'clock," later known as the Royal Scot, has left Euston at that hour without a break. In nearly 71 years of unbroken service, the northbound and southbound Royal Scot expresses have covered between them 17 000.000 miles.

The engine selected for the tour of this continent is No. 6100 "Royal Scot" precursor of a class of 70 engines of the same type, and representing the most powerful type of passenger express engine working on the L.M.S. system. Named in many cases after famous British fighting regiments, these locomotives have, since their introduction in 1927, had charge of the most important Anglo-Scottish express services as well as the very tightly-scheduled express on inter-city runs and on boat trains.

Hold Many Records.

Royal Scot engines hold more than one speed and endurance record. In April, 1928, Engine No 6113 "Cameronian" set up a world's record run by making the journey of 401 1-2 miles between Euston and Glasgow without a stop of any kind. This type of engine also hauls two expresses, the 9 45 a.m. "Mancunian" from Manchester to Euston and the 5.25 p.m. express Liverpool to Euston, that each claim daily honors for faster runs of over 150 miles' duration than any other European expresses.

The vehicles composing the train itself will be representative of the standard of British workmanship famous the world over. There will be eight vehicles in all, namely a third class corridor brake, third class vestibule coach, electric kitchen car, first class corridor, vestibule coach, lounge car, third class sleeping car, first class sleeping car, first class corridor brake.

The coaches will in every way be the standard equipment of L.M.S. Anglo-Scottish services.

18/04/1933 *Ottawa Citizen**Montreal and Ottawa**Royal Scot*

Come to Ottawa Early Next Month

Residents To Have Chance To Inspect Royal Scot Here on May 2nd.

Known as the fastest long-distance train in the world, the Royal Scot, of the London, Midland and Scottish Railway, is to visit Ottawa before going on exhibition at Chicago in June at the Century of Progress Exhibition. The scheduled time for its appearance in Ottawa is at present Tuesday, May 2nd, to be on exhibition here from 9 a.m. to 9 30 p.m.

The complete train is to be shipped from Tilbury docks on the C.P.R. liner S.S. Beaverdale. It will consist of a locomotive and tender, 3rd class brake coach (similar in arrangement to our day coaches); 1st class corridor vestibule coach, electric kitchen car, lounge car (similar to our club cars), 3rd class sleeper, 1st class sleeper and 1st class corridor brake coach.

The S.S. Beaverdale is due to arrive in Montreal the week of April 22nd. Upon arrival of the boat, the train will be assembled in the C.P.R. shops at Montreal, after which it will be placed on exhibition at the Windsor station on May 1st. It will leave Montreal on Tuesday, May 2 at 6 a.m. for Ottawa. The train will be slowed down at Ste. Anne de Bellevue, Vaudreuil, Hudson, Rigaud and Vankleek Hill to give the residents of those places a chance to see the famous train.

From Ottawa it will proceed to Toronto, Hamilton and Buffalo, leaving the latter city on May 5th to carry out rather an extensive itinerary in the United States before going to Chicago for the exhibition.

On its trip through parts of Canada the train will be in charge of an English driver, stoker, mechanic and conductor in addition to a C.P.R. pilot crew..

26/04/1933 *Ottawa Citizen**New York Central*

Northfield man is killed in trying to board freight.

Believed to have lost his hold on a New York Central freight train which he attempted to board two miles south of Ottawa at 8.30 this morning, McDonald Fraser, aged about 30 years, son of Mr. and Mrs. A.D. Fraser, Northfield, Ont., received a fractured skull and a fractured leg and died later from his injuries. He was taken to the Ottawa General Hospital, Water street, where the end came shortly before 2 o'clock.

Dr. R.M. Cairne, coroner, will open an inquest into the accident at the hospital at 6 o'clock today.

A gang of section men witnessed the accident and after picking up the injured man and placing him on a flat car, called the city and county police. Constable Fred Syms of the city force and Constable John Brown, Carleton county force, investigated. The injured man was brought into hospital by a city police car and attended by Dr. R.P. McLaughlin.

Fraser was believed to have been on his way home as the train goes through Northfield. Last Friday he expressed \$50 worth of baggage to Rouyn, and it is thought he intended going to that place to work after he had visited his parents. An envelope containing blank sheets of writing paper and addressed to Mr. and Mrs. A.D. Fraser, Northfield was found in the injured man's pocket.

The section men who saw the accident were Joseph Berube, 151, Augusta street, Ottawa; Robert Wainwright, 121 Main street, Ottawa East; Elborne Campbell, Hawthorne, Ont.; John Whitehorne, 85 Concord street, Ottawa East; Edward Berube, Ramsayville, Ont. and Russell Monohan, Edwards, Ont.

26/04/1933 *Ottawa Citizen**Renfrew*

Children playing on the railroad tracks and trespassing on railway property at the Ottawa terminus have become an absolute menace according to B.B. Harris, special investigator for the C.N.R. The game of jumping on the trains for short rides in the vicinity of Ottawa has always been a worry to the railway police, but lately it has become prevalent, especially on the cross town tracks, that there has been increasing danger of serious accident.

On more than one occasion children have also committed serious crimes against the Criminal Code, such as stealing and tampering with seals on cars. More than once trains have been forced to stop for little tots on the tracks.

As yet there has been no serious accident but the constant danger that some child will be killed has led Mr. Harris to request that parents living near the tracks take measures to see that their children do not trespass on railway property,

Royal Scot attracts many to Union depot.

Famous British train arrives in Ottawa on start of tour in Canada and the United States.

The pride of British railroad engineers and world-famous for its record performances, the Royal Scot train arrived in Ottawa at 10.15 o'clock this morning and is on display at Union station until 9 o'clock tonight. The crack British train is en route to Chicago, having arrived here today from Montreal. It also will visit Toronto and Hamilton.

The Royal Scot left Westmount station at 7.05 a.m. Between mileage 81 and 82, close to Westmount, William Gilbertson, the driver, opened up the throttle of the speedy train and attained a speed of 72.5 miles per hour.

The train stopped at several stations en route between Montreal and Ottawa so that residents of these places might have an opportunity of seeing it. While it was stopped at Vaudreuil, a Pointe Claire school teacher who was inspecting it, was struck by a C.N.R. train and was killed.

Hundreds of people inspected the train in Ottawa during this morning and early afternoon. Large crowds were on hand at all six stations at which the train stopped between Montreal and Ottawa. A mass of enthusiastic humanity, which even exceeded the hopeful expectations of the officials of the C.P.R. and London Midland and Scottish Railway, of which the train is a flier de luxe between London and Edinburgh, went through the cars of the train to see a typical example of the way in which Englishmen travel.

Ornate decorations.

The contrast in size and color with the typical Canadian train was obvious at the station at Ottawa. Both the engine and the decorations of the coaches are much more ornate than on the Canadian trains. The red and gold of the Royal Scot showed up vividly against the deep black of the Canadian trains in the Union station yards.

A C.P.R. pilot who knew the road between Montreal and Ottawa was on hand to guide the British train crew. A number of C.P.R. and L.M.S. officials also accompanied the train on its journey from Montreal.

Among the visitors to Union station to see a breath of railway England was His Excellency the Governor general who greeted members of the train crew and inspected the train. He was attended by Capt. C.G.B. Tryon, A.D.C.

The Royal Scot will leave for Toronto tonight at 9 o'clock daylight saving time.

The C.P.R. officials who travelled with the train from Montreal to Ottawa were H.W. Broadie, overseas passenger manager and J.K. Savage, general superintendent.

The Governor General, the Prime Minister and cabinet were received by John A. McGill general passenger agent of the C.P.R. Ottawa at the station. Both the vice-regal party and Premier Bennett and his ministers evinced a keen interest in The Royal Scot.

The conductor of the train was W.A. Riddle, of the C.P.R. Ottawa and the pilot was W.J. Creighton, also of Ottawa.

Other C.P.R. officials who travelled on the train between Montreal and Ottawa were CA. Wheeler, master mechanic, Montreal; A. Piers, assistant superintendent of motive power, Montreal; H.B. Bowen, chief of the motor car and power department, Montreal and family; H. Smith, divisional master mechanic, Smiths Falls; R.V. Carleton, divisional master mechanic, Montreal, O.G. Teipert, district electrician, Montreal; J.W. Hughes, electrical engineer of Eastern lines, Montreal; R.Thomas chief airbrake inspector; W.H. Bevins, Westinghouse air-brake representative; M.Hay, locomotive foreman, Smiths Falls; W.H. Tully assistant superintendent, Smiths Falls; W. Garland, assistant superintendent, Ottawa.

Upholding a tradition

"The train with a tradition" is the slogan applied to The Royal Scot. For over 70 years a train has left Euston station, London, for Scotland at the present departure time of 10 a.m., although not always under her present name. She celebrated her 70th birthday as the "ten o'clock" on June 1, 1932. The north-bound and the south-bound Royal Scot have covered between them 17,000,000. (miles)

Railroads were very young when the first service between England and Scotland was started. The union of the two countries by rail was one of the early objects of railroad engineers. The first train to make a through journey from London to Glasgow left Euston station at 10 a.m. on February 15, 1848. the overall speed made by the train which is now The Royal Scot was 32.9 miles per hour. She now makes the trip of 400 miles in overall speed of 52.4 miles per hour. The time for the journey has been cut down from 12 hours and ten minutes in 1848 to seven hours and 40 minutes in 1932,

One feature which attracts the attention of travelers from Canada and the United states when comparing British trains with their own is that, although the rail gauge is the same, there is a noticeable difference in height and width, while the locomotives of the North American continent are considerably larger than those employed in Britain.

-- much more Reason for Small Engines etc.

Famous British Train Creates Great Interest

Royal Scot Inspected By 12,000 Ottawans Before 7.30 p.m. and Probably A Many More Later.

Seldom, if ever, was such interest shown in an exhibition in Ottawa as that accorded the Royal Scot, world famous train. Even before its arrival at 10.15 o'clock yesterday morning people were on hand to greet it and when the crack flier of the London. Midland and Scottish Railway pulled out of Union Station at 10.30 o'clock (daylight saving time) last night for Toronto the station was crowded to capacity.

A count of the mass of humanity which poured through the station gates up to 7:30 p.m. shows that over 12,000 Ottawans had taken advantage of the opportunity to see an example of the accommodation given to the British railway travelling public. It is estimated that many people more came to see the train before its departure.

So great was the press of the crowd at certain periods that many people left without inspecting the interior of the eight coaches rather than wait an indefinite time in line. Others patiently took their place in the long queue and were rewarded by seeing one of the most luxuriously appointed railway trains ever to visit the capital.

Exhibition of speed

On its first inter-city run on this continent, between Montreal and Ottawa. The Royal Scot gave an exhibition of the speed for which it is famous, attaining a maximum speed between mileage 81 and 82 of 72.5 miles per hour. It stopped at six stations on route for inspection by residents and was greeted everywhere by crowds. While it was stopped at Vaudreuil a Pointe-Claire school teacher on her way across the tracks to inspect the train, was struck by a C.N.R. train and killed. Ottawa gave the train crew and L.M.S. and C.P.R. officials a hearty send-off as the train pulled out of the station on her way to Toronto, Hamilton, Buffalo and other points in the United States. John A. McGill, city passenger agent of the C.P.R. officially said goodbye to the passengers and crew..

You have heard of pictures without words. Here is a story without names, but it is a certified story and is told by a former pioneer employe of the old Gatineau Valley Railway. Railwaymen - and others - will appreciate it.

When the road was being constructed there used to be inspections by Mr. H.J. Beemer and the general staff. The road had plenty of money at the start and the inspection train always had plenty of both liquid and other refreshments.

One day early in 1892 during an inspection somebody purloined a bottle of Scotch whiskey [sic] from the chef's cupboard, The chef investigated after he noticed that some of the train crew seemed to be as happy as the high officials. Train crews were not permitted, of course, to be jovial in working hours. Later an inquiry was set afoot by the high officials. Suspicion seemed to center on one of the lower train hands. He was haled [sic] to the head office in Ottawa and put through the third degree. He vigorously denied all complicity.

But wouldn't tell

The officer who was investigating said, "Now, Blank, you know who took the bottle." "If I did, I wouldn't tell," said the loyal Blank.

"Well, Blank," said the officer, "we will say that the inquiry is officially ended and you are absolved. I know, however, that you know something about the theft. If I promise to keep the matter between ourselves, will you tell me who did take the bottle? I am curious to know."

"In that event," said Blank, "I will tell you. But my name must not be brought into it. I would lose my job for telling."

The investigating officer promised the strictest secrecy.

Terrible!

"Well," said Blank, going close and whispering. "It was - - who took it." He named one of the high officials, who had a reputation for liking his glass overwell.

The official looked shocked. "Surely not," he said.

Blank nodded his head sagely several times and smiled confidently. "I saw him."

A secret surely.

"Oh, well," said the official, "in that event we must certainly keep the matter a secret."

Blank went back to his job. He winked his other eye to "the boys" when he met them. When they asked about the inquiry he said he was pledged to secrecy.

03/07/1933 *Ottawa Citizen* *Pontiac & Pacific Junction*

Bryson. Dominion Day, 1933 will go down as the most memorable day in the history of Pontiac county for the notorious "bonus bonds" issued in connection with the building of the Pontiac Pacific Railway, now the Waltham branch of the C.P.R. which have been a sort of milestone around the necks of people for the past 52 years, were publicly cremated as a monster celebration held in this, the former county town. Several thousands of persons were present when "finis" was written to the financial episode dating back over half a century. In addition to the burning of the bonds there was a program of sports and speeches.

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History of the bonds

Dr. H.T. Hurdman, secretary-treasurer of the county, was the first speaker. He outlined the history of the "bonus bonds", issued in September 1881, to subsidize the then Pontiac Pacific Railway. he outlined the hectic life of the bonds from their issue, when they amounted to \$100,000, through the various holders law courts, etc., until 1893, when they were purchased by the late John Bryson and the late Alexander Fraser and held by them for one year, during which time the necessary legislation was passed by the Quebec legislature enabling the county council to consolidate its debt and issue new bonds for \$214,650, dated January 18, 1894 to mature in 1934.

From the issue of these bonds, continued Dr.Hurdman, interest payments were promptly met and a sinking fund created to retire the bonds at maturity. The fund was handled by the Bank of Ottawa, the bank agreeing to pay interest at the rate of 4 per cent compounded semi-annually. In 1919 the then mayor of Shawville, the late John A. Cowan, suggested that the funds then in the bank be invested in Victory Bonds bearing 5 1/2 per cent, and the warden, W.R. McDonald, and the secretary-treasurer were instructed to make the necessary arrangements with the bank.

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After Dr. Hurdman's speech, the community choir sang O Canada and the Maple Leaf Forever. Then Dr. Hurdman, assisted by Warden McCann and ex-Warden McDonald proceeded to cremate the remains of Pontiac's 52 year-old "bugaboo". During the cremation the choir rendered Auld Lang Syne.

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Mr. McDonald said his only regret was that the northern communities, Chlpeau, Allumette Island, Chichester and Sheenboro, did not benefit from the payment, in that when the bonds were issued the railway was to have been built through these municipalities but was only completed to Waltham some 26 miles short of the promised terminal.

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14/08/1933 *Brockville Recorder* *Kingston (CN)* *Brockville*

One of the railway landmarks of this community - the old brick roundhouse of the Canadian National Railway at the head of Buell Street, is about to be demolished in view of the fact it has outlived its usefulness and is no longer suited to the needs of motive power in service on the railway. The roundhouse, with its covered turntable, dates from about 62 years ago and for many years was used for the accommodation of the small but powerful locomotives that hauled trains on the main line of the Grand Trunk.

19/08/1933 *Brockville Recorder* *Brockville loop* *Brockville*

A report that a discovery of gold had been made within the very limits of the town, on the spur line of the CPR, connecting the Union Station with the west end waterfront, spread rapidly throughout the community this morning. Alas, the report was without other foundation that the fact that trainmen engaged in lowering the track in mainline of the CNR west of Perth Street came across traces of iron pyrite, a common mineral which is widely found in the rocks of this section and which formed the basis of the chemical industry that formerly flourished here.

30/09/1933 *Ottawa Citizen* *Sussex Street*

Death of little boy is declared accidental

The death of Omer Clement eight years of age, of 6 1/2 Beechwood avenue, was accidental a coroner's jury declared at an inquest in the police station last night. The young boy was fatally injured when he tried to get a ride on a slowly moving train near Beechwood avenue on Saturday, September 23. When he tried to board a C.P.R. freight train, he missed the step of one of the cars and fell under the wheels of the train.

The following witnesses gave evidence:

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07/10/1933 *Ottawa Citizen* *Renfrew*

Girl killed on railway tracks near her home.

Happy with a piece of candy while her mother left her for a moment to go into the house to answer the telephone, Betty Eleanor Milks, aged two years, clambered to the top of the Canadian National Railway's embankment at the rear of her home at 32 Edgar street, where she was struck and killed by the Pembroke-bound passenger train of the C.N.R. which left the Union Station in Ottawa at 3.45 o'clock on Saturday afternoon.

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Death was accidental and no blame attached to the Canadian National Railways or the engineer of the C.N.R. Ottawa-Pembroke train, was the verdict at the inquest last evening at the police station into the death of Betty Eleanor Milks, three-year old daughter of George E. Milks, 32 Edgar street.

The little girl was killed about four o'clock on Saturday afternoon when struck by the train on the C.N.R. tracks just back of her home near the Fairmont avenue crossing.

Coroner J.E. Craig, M.D., presided at the hearing of the evidence given by the engineer, W.G. Cooper, and other members of the train crew and the mother of the child.

17/11/1933 *Ottawa Citizen**Montreal and Ottawa**Hull, St. Redempteur street*

Two Accidents Occur at Same Level Crossing

Automobiles Struck By Trains Yesterday Afternoon and Last Night at St. Redempteur St., Hull

Occupants of two motor cars totalling seven persons narrowly escaped at least grave injuries in two accidents yesterday at the C. P. R. crossing on St.

Redempteur street, Hull. One of the accidents happened about 3.05 in the afternoon in which Alvin Struthers, 336 1-2 Kent street, Ottawa, suffered a fractured leg. The other accident happened in the evening shortly before 10.30 when the most seriously hurt was Emile Villeneuve, 227 Notre Dame street, Hull, who suffered a bruise on his head.

The only cause that the accidents can be attributed to is that the drivers of the motor cars did not notice the approaching trains though one of the accidents occurred in daylight. It was stated last night that the roadway at this point is not icy.

Both accidents happened practically in the same way but those figuring in the evening mishap suffered less than the others. On both occasions trailers were attached to the autos.

Mishap Last Night

Seraphin Labelle, 27, St. Etienne street, Hull, was the driver of the car that figured in the evening accident. He was accompanied by the car owner, Emile Villeneuve and Israel St. Jean, both of 227 Notre Dame street, Hull. The car ran into the pilot of the locomotive of train No. 7 westbound between Montreal and the Soo. The collision was more of a side-swipe of the train and fortunately was not accompanied by any serious results.

Afternoon Accident

In the afternoon accident the engine struck the auto in the driver's side and dragged it more than 300 feet. Only the driver, Alvin Struthers, 336 1-2 Kent street, Ottawa, was injured. He suffered a broken leg and possible internal injuries. The other passengers in the auto were Irwin Prentiss, 358 Somerset street, Ottawa, Arthur Thompson, Lascelles, Que., and B. A. Rice of Rupert, Que.

The train was pulling into Beemer station. Apparently the driver of the auto did not see the train in time to stop and as he tried to swerve onto the right of way the engine struck the car. It was dragged along the tracks for more than 300 feet but did not turn over. A trailer attached to the coupe was tossed into the ditch.

Dr. Lome Gardiner was called to Beemer station and gave medical aid.

Struthers was rushed to Civic Hospital in Beauchamp's ambulance. The train was in charge of Conductor H. Baxter. John L. McCoy, inspector for the C.P.R., is investigating the accident.

As a result of these two accidents it is expected that there will be a move for action to protect this crossing. While the west side of St. Redempteur street is fairly open, houses line the east side to within a short distance of the right of way. At present there is no signal or gates although there is a signal bell at the St.

Hyacinthe street crossing a short block east.

24/11/1933 *Ottawa Citizen**Montreal and Ottawa**Royal Scot*

"Royal Scot" Starts Homeward Trip Today

MONTREAL, Nov. 23-The world's most famous train, the Royal Scot, today was loaded on board the freighter Beaverdale for return to England which she left seven months ago.

The train has toured most of the United States and Canada, crossed the Rocky Mountains twice and been visited by an estimated 2,000,000 persons.

Tomorrow at dawn the Beaverdale will pull out for London.

24/11/1933 *Ottawa Citizen**New York Central*

New Cornwall-NY Bridge is inspected

Defer official opening ceremonies until April.

Special to The Citizen.) CORNWALL, Ont., Nov. 23. Following an inspection tour of the project this afternoon, R. D. Starbuck, executive vice-president of the New York Central Railway, and eight other officials of the company, said that they were confident that the new Cornwall and Northern New York international bridge across the St. Lawrence would be a success. The party went over the bridge and were well satisfied with work done so far. Construction is about 75 per cent complete and the bridge should be ready for traffic early in the new year. Official opening ceremonies will be deferred until April, when it is expected that Franklin Delano Roosevelt, President of the United States, and Hon. R.B. Bennett, Premier of Canada, will be present.

01/12/1933 *Ottawa Citizen**New York Central**Cornwall*

Derailment hurls Cornwall man to death from bridge

Worker drowns in St. Lawrence, One saves self

Joseph Meilleur, Cornwall, able to swim to shore but Adelard Tessier, stunned, is drowned

Another badly injured falling upon the ties

Section car was covering span between Cornwall and New York

Cornwall: One man is dead and another lies in a critical condition at Cornwall General Hospital as a result of derailment of a railway section motor car on the International bridge here this morning.

A triple investigation is being conducted by Ontario provincial police, the New York Central Railway and the Cornwall Northern New York International Bridge Corporation but the cause of the accident has not been determined yet.

The dead man is Adelard Tessier, 59, of Cornwall, who was drowned in the icy waters of the St. Lawrence river. Henry Scott, 54, of Newington, is in hospital with both legs and a wrist fractured and suffering from other injuries. Joseph Meilleur Sr, of 102 William street, Cornwall, is also in hospital, suffering from exposure and shock.

Leaped from rails

Tessier, Scott and Meilleur were members of a gang of 11 New York Central section workers from Cornwall travelling on the motor car from Cornwall to Roosevelt town, N.Y., where they were working today.

They were crossing the south channel span, between Cornwall Island and the New York State mainland, when the car leaped from the rails. Despite the fact that the machine was travelling slowly, the shock of derailment tossed Tessier and Meilleur from their seats over the side of the bridge. They plunged 40 feet to the water below and disappeared beneath the surface. Meilleur, a powerful swimmer, struck out for shore and battled the strong current for more than 10 minutes before he reached Cornwall Island, 200 feet away. Tessier, stunned by the fall and weighed down by heavy clothing, struggled but briefly before disappearing beneath the surface.

Search for body

A search for the body has not yet been successful. Scott did not go over the side of the bridge but fell between the ties in such a way that he suffered extensive injury. He was taken to Cornwall General hospital at once, where his condition is reported to be most critical. Meilleur is not believed to be in danger unless complications set in. The railway bridge is being converted into an international vehicular bridge and the span on which the accident happened is under construction.

16/12/1933 Toronto Star

Kingston (CN)

Rideau Station

Rail Station Razed

Foreman Jumps Through Window to Escape Flames

Kingston, Dec. 16. - Rideau station, about seven miles east of here on the Canadian National Railways, was destroyed by fire yesterday. The building was one-storey and contained a waiting room, baggage room and the living quarters of Freeman Murphy, section foreman. Fire broke out from an unknown cause and Murphy was forced to escape through a window.

18/12/1933 Montreal Gazette

Kingston (CN)

Rideau Station

Rideau Station Destroyed

Kingston, Ont., December 17

Rideau Station, seven miles east of here on the Canadian National Railways, was destroyed by fire yesterday. The one-storey building contained waiting-room, baggage-room and the living quarters of Freeman Murphy, section foreman. The fire broke out from an unknown cause and Murphy was forced to escape through a window. His wife and two children were at Lansdowne visiting relatives.

29/12/1933 Ottawa Citizen

Kingston (CN)

Brockville

Freight cars leave the rails at Brockville.

Traffic disrupted but no one injured.

CNR traffic east and west through Brockville was disrupted about 10 o'clock tonight by a derailment of two cars on an eastbound freight train about four miles east of Brockville. No one was injured in the derailment. There is a double track on this line and both were blocked by the derailed cars. It is expected that the road will be cleared in three or four hours. In the meantime, traffic is being rerouted via Ottawa and Smiths Falls.

30/12/1933 Ottawa Journal

Kingston (CN)

Maitland

Derailement Due To Cold Weather

East and West Bound Tracks of C.N.R. Near Brockville Blocked.

Special to The Journal.

BROCKVILLE. Ont Dec.29. The intensely cold weather, experienced in Brockville and district tonight is held to blame for the derailment of two freight cars on the CNR tracks, four miles east of this town, near Maitland. The cars left the tracks in such a way as to block both the east and west-bound tracks of the main Toronto-Montreal line. Wrecking crews summoned quickly to the scene soon had the west-bound track cleared, but traffic going to Montreal had to be diverted by way of Smiths Falls along the Canadian Pacific tracks to the metropolis.

The "pool" train from Toronto, normally due at Montreal at 10.30 o'clock last night is not expected to arrive at its destination until 3 am. tomorrow, having to be re-routed by way of Smith Falls.