

Local Railway Items from Area Papers - 1933

06/01/1933 Eganville Leader

Tramway

Dominion Rock Products

Lime Kiln Plant Resumes Operations

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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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07/01/1933 Ottawa Citizen

Carleton Place

Parkdale Avenue

Jury recommends warning signal at Railway Crossing

Find death of Marcelin Larose, truck driver, accidental. Brakes reported in good condition

A verdict of accidental death was brought in by a coroner's jury last night, at an inquest into the death of Marcelin Larose, 57 years, of 11 Emily Street, Eastview, who was fatally injured when the truck he was driving collided with a Canadian Pacific Railway passenger train at the Parkdale Avenue Crossing on December 31. Coroner Dr. R.M. Cairns presided over the inquest.

The jury recommended in its verdict that the C.P.R. place a warning signal at the crossing in question to safeguard the public in the future.

Thirteen witnesses were heard, including the crew of the train which figured in the accident. Engineer William J. Hodgees, 142 Spadina Avenue, stated that he had had no intimation of the approaching truck until his attention was called to it by the fireman, Reginald Manion. The air-brakes had already been applied in allowance for the stop at Ottawa West station, and when fireman Manion shouted that an automobile had been struck the emergency brakes were immediately applied.

May have skidded.

Manion stated that he first noticed the truck when the locomotive was a considerable distance from the crossing, but said that it appeared to be stopping. As the locomotive was within a few yards of the crossing, Manion said that he realized that the car could not stop, and he shouted to engineer Hodgees to bring the train to a halt. He said that it is quite possible that LaRose's truck had skidded over the icy ground.

Evidence as to the mechanical condition of the truck was given by Harry S. Kneen and Richard G. Stethem, officials of the Ottawa Sanitary Laundry, and whose employ Larose had been during the past 33 years. On the day previous to the accident the brakes had been checked by the company's mechanic and pronounced in good condition, they stated.

The truck was dragged approximately 250 feet following the collision. The train crew stated the locomotive was travelling not more than 18 or 20 miles per hour at the time.

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.

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.

How The Q.M.O.&O. Railway Stirred Up The North Shore
Ottawa Lady Who Was a Girl in the Seventies near Papineauville, Tells of the Excitement Which Coming of the Railway Caused - Engine Screech Broke the Dead Monotony of the Country Side.

This story told by Mrs. Emma Ringuette. 80 Fairmont avenue, takes us down to the vicinity of Papineauville. at the time in the seventies when the Quebec. Montreal. Ottawa, and Occidental Railway was being built from Montreal to Ottawa via the north shore of the Ottawa river.

Mrs Ringuette was a daughter of Simon Leblanc, who came from Oka in 1870 and settled on the shore of the Ottawa river between the present villages of Papineauville and Montebello. Mrs. Ringuette, who was Emma Leblanc. was about twelve years of age when the Q.M.O.&O. was built, and according to her. the building of the road caused no small excitement on the north shore.

Was truly Rural

When the QMO&O. was first talked of, about 1875, the country around Papineauville was truly rural. Traffic on the highway, which skirted the river, was almost purely local. The only excitement the people had was the daily watching of the new steamer "Peerless" on its way to Ottawa. The existence of the people was drab in the extreme. They ven [sic] welcomed the occasional peddlers who came.They brought news.

But one day three men came to Papineauville. from Montreal and, soon thereafter the countrywide was in a ferment. The north shore was to have a railway!

The men called on all the farmers and bargained with them for right of way across their farms. The countryside buzzed writh excitement. The stranger talked about how great an advantage to the people a railway would be and the farmers, anxious for progress, gave their right- of-way very cheaply.

Came Construction Gang

In due time came the construction gang. They put up at the hotel and the homes in Papineauville and daily worked westward. At last, in 1879, [sic] came the great day when men came onto the Simon Leblanc farm, graded the land and erected fences.

The Leblanc home lay between the highway and the river and faced the highway. The railroad was located about 40 feet north of the highway, or a little ever a hundred feet from the front door of the Leblanc home.

Screech of the Engine

And then a little later came the bigger day when rails began to be laid and the stillness of the country was broken by the screech of the construction engine.

Children who heard it ran into the house. Excited women ran to their doors. Men left their work and walked to the point at which the engine had arrived.

Simon Leblanc was a busy man those days He had made a contract with the Q.M.O.& O. for a large quantity of ties. Incidentally, it might be mentioned here that Mr. Leblanc lived till 18 years ago. He died at the age of 87.

It took about six months for the construction crew to finish their work in the Papineauville district and move on towards Ottawa.

First Passenger Train

Finally came the day in 1876 [sic] when the first passenger train went by from Montreal to Ottawa. To the lonesome farmers the train was a wonderful sight. They never tired looking at it

Brought Bits of News

Then the section men who passed twice daily proved a diversion. Often they passed to the farmers interesting bits of news from the outside world. The trains gave the people a travel-lust. They began to visit Ottawa. Altogether the Q M O&O, proved a boon for the north shore.

In closing this story it might be mentioned that a son of Simon Leblanc today lives at the homestead. Every day he sees the north shore trains go by and his interest in them does not wane.

Mrs. Ringuette lives with her daughter. Mrs. Anselme Boyer. 60 Fairmont avenue

16/01/1933 Ottawa Citizen L'Orignal Cyrville

Admits Stealing Auto That Fugured In Wreck

Thief Got Out After machine Stalled On track

Charged with theft of a motor car from Reeve John Innes of Gloucester township. Bernard Leavey, no fixed address, appeared before Magistrate Boucher in county police court this afternoon and was remanded a week.

According to County Chief McCarthy, Leavev has admitted the theft. The car was stolen eaily Friday morning from Mr. Innes' garage and found later completely demolished on the Canadian National right-of-way near Cyrville. Leavey, It is stated, told the police the car stalled on the tracks. He got out before the train approached.

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]

13/02/1933 X

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 "hokey" 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" MacLeod 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.

04/03/1933 *L'Interrogation*

Point Fortune

March 4, 1933: Pierre Meilleur was on his way to deliver wood at Dragon (just outside of Rigaud) and was crossing a level crossing of private property. He managed to get his horses liberated and out of harms way when the train hit his wagon. It was a CPR train on its way to Pointe-Fortune. (L'Interrogation, 4 mars 1933)

16/03/1933 *Ottawa Citizen*

Montreal and Ottawa

Royal Scot

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 Worlds 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.

Hull Man's Escape At Rail Crossing

Car Driven by Arthur Monette Collides With C.P.R. Maniwaki-Ottawa Train

Arthur Monette, 61 St. Hyacinthe stree., Hull, had a narrow escape from death or serious injury when his automobile crashed into the C.P.R. Maniwaki-Ottawa train at 10 35 o'clock this morning at St. Hyacinthe street crossing, where three Ottawa men were killed a year ago. Fortunately, the train was just leaving Beemer station and was proceeding slowly.

The train dragged the automobile: for a few yards Mr. Monette was uninjured but the radiator and mudguards of the car were smashed.

Howe Bell, conductor of the train, reported the accident to railway authorities in Ottawa. The train is scheduled to arrive in the Capital at 10.45 a.m.

21/03/1933 *Ottawa Journal**Alexandria**Casselman*

Montreal train many hours late

Hundreds of Ottawa people delayed by engine trouble at Castleman.

Hundreds of passengers Ottawa -bound from Montreal were delayed several hours en route last night when the engine of the No. 1 Canadian National Railways express due here at 9.20 o'clock broke down near Castleman, Ont., and the occupants of eight coaches did not reach their destination until nearly 1 o'clock this morning.

When the Montreal train was due at Union Station last night time boards announced time of expected arrival as 10.15 o'clock. It was found later, however, that the mechanical failure of the engine of the express was serious, and a special train was sent out from Ottawa to pick up the passengers at 10.45 o'clock. It returned with the late travelers at 12.55 o'clock today. The stalled train itself reached Ottawa about three o'clock.

23/03/1933 *Winchester Press**Winchester**Winchester*

TRAIN CRASHES INTO SLEIGHS

LOCAL TEAMSTERS BECOME MAROONED ON C.P.R. TRACK AT STATION CROSSING

Mr. Frank Davidson and son, Douglas, narrowly escaped serious injury on Thursday night last when a freight train crashed into their sleighs at the local C P R. Crossing. They were hauling logs from the bush to their farm just north of the station, and upon approaching the tracks, about six p.m. noticed the train coming from the east some distance down the track, but not near enough to hinder them from proceeding across to the other side. Mr. Davidson was in the lead and just as his load got nicely centered on the westbound track it became stuck and the horses could not budge it as there was practically no snow on the crossing. Douglas, who was trailing his father, pulled over and attempted to pass him. He had almost succeeded in completing the crossing when the hind bob on his sleigh became stuck, and although he urged the horses, they failed to move it off the track. By this time the freight had come close enough to start the wig-wag signals, so both men jumped off the loads and tried to release the horses. Everything was frozen with ice and before the horses could be unhitched, the freight crashed into the sleighs, spilling the logs all over, and completely wrecking Mr. Davidson's sleigh. The horses were piled up against the signal post but were uninjured.

The train stopped as soon as possible and backed up to the scene of the crash. The engineer informed Mr. Davidson. He had seen the blockade when at the freight sheds and had applied his brakes, but was too close to bring the long string of cars to a dead stop. However, he said it was lucky the train was not derailed and further damage done. Frank says it was an experience he does not wish to go through again.

We bet that when Frank Davidson saw the headlight of the freight train, with two teams of horses hitched to loads of wood straddling the tracks on which the train was fast approaching, he felt more nervous that [sic] when he "popped the question" or took his third degree in masonry. Now didn't you Frank?

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..

20/04/1933 *Ottawa Citizen**Montreal and Ottawa*

The Royal Scot

English railway trains have long been the object of native pride and foreign admiration. They are neat, comfortable and fast. They travel on the best road beds in the world and hold the speed records. They travel on time and are divided into three classes.

Ottawa will be given an opportunity to look at an English train early next month when the celebrated "Royal Scot," crack London to Glasgow train of the L. M. S. (London, Midland and Scottish Railway Company) will halt here on its way to the Chicago World's Fair this summer. It will disabuse many minds who have learned to believe that Canadian trains are bigger, better and more elaborate than English.

Probably the first thing that will strike local visitors will be the engine. It will have no bell and its whistle will be shrill compared with our own engines. It will be smaller, too, but powerful enough. And it will be a thing of shining splendor compared with native locomotives. British railways paint their engines a lovely dark green or red and maroon, and the brass work gleamns.

The "Royal Scot" is a corridor train. This ensures communication from end to end, but still preserves the privacy of a compartment. The first class compartments are really first class, and the third is really as good as most first on this continent. But the passengers still insist on facing each other.

It is rather a pity the whole London to Glasgow line could not have been brought over with the "Royal Scot." For on a strange permanent way the train is not likely to behave as it does at home. However, the pride of British railway engineering will be a welcome visitor.

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.

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 Train Crew Visits Smiths Falls

Commend Railway service in Canada.

Smiths Falls, April 30. - William Gilbertson and John Jackson, engineer and fireman of the "Royal Sco" train crew, were visitors in this railroad town on Saturday afternoon, travelling from Montreal to Smiths Falls in the cab of the locomotive of the C.P.R. crack Montreal - Chicago train no. 37.

The two British railroaders made the trip to Smiths Falls in order to inspect the power and speed of Canadian locomotives. They were well pleased with the C.P.R. engine and spoke highly of Canadian railroad efficiency and service. They returned to Montreal on the C.P.R. train no. 30 later in the afternoon.

While here, the visiting trainmen were guests of the Smiths Falls railroaders at an informal luncheon. Veterans of the rails enjoyed "Talking Shop" with the Royal Scots crew and many reminiscences were exchanged.

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..

A LUXURIOUS TRAIN

The Royal Scot has come and gone. It seems to have left a favorable impression on those who inspected it - or her. They admtdred its brightness and omateness, its air of comfort and efficiency.

This is the train which travels in each direction daily between London and Glasgow and Edinburgh, leaving all three stations at 10 a m. Therefore the sleeping cars do not properly belong to its equipment. These cars run on sister trains which leave the same stations at night.

Nevertheless it was a good idea to put the sleeping cars on the "Royal Scot" for its tour of Canada and the United States, for they gave us a glimpse of British notions of night accommodation. Being a nautical nation., the British seem to have been influenced by ahips berths rather than the Pullman company.

But what must have struck visitors in Ottawa most was the luxury of this famous train. The third, class accommodation is eltgant and the first magnificent. Ease and comfort are written all over the beautifully upholstered and tastefully decorated compartments designed for both classes of passengers.

Many no doubt expected the train to appear much smaler thanIt actually did. It is smaller and "rounder". But it was the absence of the English railway platform which reaches as high as the floor of the train that made it look larger than it looks on its native rails.

04/05/1933 *Winchester Press**Winchester**Avonmore*

Train Hits Car at Avonmore

What might have been a very serious accident occurred at the C.P.R. crossing , Avonmore, on Sunday evening. Mr. David Ferguson was proceeding north from the village and failed to see the approaching train until he was on the tracks. He pulled the car down the track in front of the train which hit the rear of the car damaging the body and fender on the right side and breaking the left rear wheel. The occupants escaped with only a bad scare.

22/05/1933 *Ottawa Journal**Kingston (CN)**Brockville*

Is Killed By Train West of Brockville

Brockville, Ont., May 21. W. Karawacki, believed to be from Montreal, was instantly killed this morning on the Canadian National Railway tracks, a short distance west of this place, when run over by a westbound freight train, which he attempted to board. The body was badly mangled. An inquest will be held.

Gerard Legaut, aged 6, is killed by locomotive

Dashes Past Guard at Park Gateway and is Struck by C.P.R. Passenger Train.

Six-year-old Gerard Legault, son of Mr. and Mrs. J. Henry Legault, 330 Clarence Street, was instantly killed by a Canadian Pacific Railway Ottawa-Pembroke passenger train at Britannia Park about 5.15 p.m. yesterday. Running from his parents to the train, the child dashed through the open gate way, past a constable on guard and was struck by the side of the locomotive.

The father, who witnessed the tragedy, stated that the north barrier, nearest the Ottawa River, at the level crossing at the park was up, enabling the boy to pass the constable stationed there and get on the right-of-way.

Guards Always on Duty.

Electric Railway officials stated they understood an agreement existed between their company and the C.P.R. for the lowering of the barrier gates each time a train passed, but that as a rule the gates were not dropped unless there was a crowd at the park, although guards were always stationed to warn people away.

The accident occurred just towards the close of a happy holiday for the Legault family. Mr. and Mrs. Legault, who had driven to Britannia in the afternoon with six of their 10 children, were walking from the beach to the parking area on the south side of the C.P.R. and O.E.R. tracks at the time and were just passing the entrance to the rest pavilion to the northeast of the crossing, as the train whistled.

"Gerard wanted to go to see the train, which we could hear coming from the city," Mr. Legault told *The Journal*. "We could see the men in uniform at the gate and we thought it would be all right to let him go, because they were there.

"The constables were standing facing each other so that the one on the north side of the crossing did not see Gerard. I think the gate on the south side was down, although I am not sure, but I am positive the gate on the north side was still up. Gerard ran up to the crossing, past the constable and into the locomotive."

Thrown 20 feet.

The boy was thrown about 20 feet and the train was stopped within a couple of hundred feet. After a few minutes delay, the train, a local leaving Union Station at 3.50 p.m., standard time, for Pembroke, continued on its journey. Witnesses all agreed that the whistle was sounded on the approach of the train to Main Street, Britannia, and the park crossing.

It was stated at the sub-divisional offices of the C.P.R. here that the accident would be investigated by the Divisional Superintendent at Smiths Falls, where the train crew would file a report. No one reported the accident to the County Police, who heard of it only by chance. Constable Sydney Tucker inquired into the circumstances before an inquest opened by Dr. R. M. Cairns, coroner, at the parlours of A.E. Veitch and Son, Parkdale Avenue. After the body was identified by Mr. Legault, the inquiry was adjourned until 8. p.m. Monday at the county courthouse, Nicholas Street.

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Six westbound and five eastbound passenger trains travel this line every day, which is the C.P.R. route to Pembroke, Brockville and Toronto. Numerous freight trains travel this way as well. On Sunday there are five westbound and four eastbound passenger trains.

An overhead bridge provides absolutely safe passage over the crossing a few feet west of the gates.

After an informal inquiry late last night S.R. Banning, O.E.R. accident investigator, stated that the men at the gates were Michael F. Goodwin, superintendent of the park, who was on the south side, and Howard McGuire, a special constable, who was on the north.

"Both gates were up according to my information, since there was hardly anyone inside at the time," Mr. Banning said.

Mr. Banning said the boy ran from his father, who was a considerable distance from the crossing and was not noticed by the guards until he had slipped by Mr. McGuire and practically tumbled into the site of the speeding engine.

Adjourn inquest into boy's death

Crown wants evidence of responsibility for Britannia crossing gates.

As no evidence was produced to show if the gates were placed at the crossing, at the order of the Railway Commissioners or by the Ottawa Electric Company voluntarily, the inquest into the death of Gerald Legault, six-year-old son of Mr. and Mrs. Henri Legault, 330 Clarence Street, who was killed when struck by a C.P.R. train at the level crossing at Britannia Park, on May 26, was adjourned for two weeks, until Tuesday, June 13th.

The adjournment was made at the suggestion of J.A. Ritchie, K.C., Crown attorney, who stated that there should be something to show how the guard gates got there, and on whom the responsibility has been placed for the opening and closing of them. Officials of the O.E.R. and the C.P.R. were instructed to search their records for some agreement which might exist.

Mr Ritchie also said if the street railway company had placed the guard gates there voluntarily, there was no obligation on it to operate them, but if they had been placed there on the recommendation of the Railway Board, the whole situation would be altered.

Evidence of the park keepers showed that to the gates had been left open at the time of the accident, and that "they were only closed when there were a lot of people around."

Michael Goodwin, superintendent of Britannia Park, told coroner Dr. R.M. Cairns and his jury that the park office has never had been given specific instructions concerning the guard gates, and they "just exercised their own judgment as to whether they should be closed or not."

Mr. Goodwin said the young boy had run through the open gate on the north side and was struck by the train. Mr. Goodwin said he himself was standing on the south side in company with Charles Hill, park officer, while on the north side of the gate was Christopher J. McGuire, a carpenter in the employ of the street Railway.

Mr. McGuire said he "just happened to be at the gate, and had no obligation to operate it". He had been fixing some of the buildings in the park. Mr. McGuire said young Legault had passed him so quickly it had been impossible for him to stop him.

Other Witnesses heard were J. Henri Legault, father, and Delval Legault, brother of the dead boy; Charles Hill, park officer; Wilson Smith, fireman of the C.P.R. train; Carl Baxter, conductor; J.G. McNally, trainmen, and W.E. Hamilton, luggage man.

Eley Huard, engineer of the train, will be heard when the coroner's court meets on June 13th, as he was out of town last night.

James Wilson, watching the case for the Ottawa Electric Railway company, told the coroner that he believed the gates had been placed there around 1900, but he had been unable to find any agreement concerning them. Cuthbert Scott, Counsel for the C.P.R, said the steam railway company had not been able to locate any agreement.

Henri St. Jacques, KC., represented the the Legault family

17/06/1933 Ottawa Citizen Maniwaki

Initial Trip of the First Gatineau Train

Was.Made on a Stormy Morning in February 1892

The trip of the first passenger train on the Gatineau Valley Railway in 1892 is remembered by Mr. J.R. Brennan who wa road-master and trainmaster of the G.V.R. at the time.

The first trip was from Farrelton to Ottawa. The train left Farrelton at 7.30 a.m. on Feb. 15. 1892. The train was made up of engine, tender, combination baggage and smoker car, second class car and first class car. All nicelv painted. About 50 passengers made the trip - the fifty getting on at various stations.

The trip was made on a Monday and the weather was rather stormy, but a plow was not required. The trip was without special incident. Those who made the trip were loud in expreisions of opinion that with the railway the Gatineau would become a new place. The train ended it's trip at the old CPR depot at the Chaudiere.

The train crew as Mr. Brennan recalls it, was composed of A.H. Van Camp, conductor; Wm. McFall. engineer; Dave Rice, fireman; Sam Douglas, brakesman, and Billy Bond, baggageman. Messrs. Van Camp and McFall are dead.

Mr Brennan recalls that general Supt. Prince had warned him not to let the train be late. Mr. Brennan passed the word along and the train went into the old Union Station on the second.

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. McSonald, 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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28/07/1933 *Ottawa Journal**Hull Electric**Hull, Bridge Street*

Street Car, Locomotive and Auto in accident

Locomotive, street car and automobile figured in an unusual accident at the E. B. Eddie Company's track crossing on Bridge Street, Hull, at 12.45 o'clock this morning, but no one was hurt and only minor damage ensued to the automobile.

An Ottawa car, proceeding from Hull toward's the Chaudiere bridge, apparently passed too close to the rear of a Hull Electric company yard engine pulling a line of freight cars out of the Eddie paper mill, and crossing Bridge Street. The front bumper of the automobile caught in the heavy couplings at the rear of the locomotive and the entire automobile was dragged across the roadway from west to east.

Fortunately the automobile did not upset. A Streetcar was approaching the Hull terminus of the Ottawa Electric Railway company as the car was dragged over the intersection, but, having been flagged for the shunting train, did not crash into the vehicle. A small crowd of Mill workman and pedestrians finally extricated the automobile by taking off its bumper. Traffic on the streetcar line was held up about 20 minutes.

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.

Amos Resident Killed by Train Near Arnprior

Two Women Companions of C. Pendler Escape with Lives Although One is Badly Bruised

ARNPRIOR, Ont. Aug 21 C Pendler, aged 27, a merchant, residing in Amos, Que., died here this morning as result of injuries when he drove his car into the side of an eastbound C.N.R. local.

Pendler was driving west on Highway No. 17. with two lady companions and apparently did not see the train when approaching the crossing. His car struck the train between the engine and tender and was hurled around on the roadway. One lady, in the front seat with the driver, was badly cut and bruised. The other, in the rear seat, was practically uninjured.

30/08/1933 *Ottawa Journal**Kingston (CN)**Prescott*

Mail Is Stolen During the Night;

Two or Three Bags Are Taken From Prescott C.N.R. Shed.

PRESCOTT, Ont. Aug. 30 - Gaining entrance by smashing a lock with a crowbar, thieves entered the C.N.R. express sheds here last evening, between 8 and 11 o'clock, and escaped with two or three bags of mail which was bound west from Ottawa.

The theft was noticed by John Patterson, mail carrier, who went to the station to load the mail on the train. He immediately notified the Prescott police, who rushed to the station and took in custody three suspects. The thieves selected only two or three bags from the high piled truck. A check-up is being made at Ottawa to ascertain the correct number of bags taken.

As far as is known, no registered mail was taken. The theft is believed to have been planned, as the shed was broken into when the station operator was not on duty and the hours the mail was stored there must have been known.

The broken lock has not yet been located, but the crowbar was found a few yards from the door. Police have not yet located any of the stolen mail. Third Class Matter.

Postal authorities in Ottawa are making a close check on the content of the mail bags stolen at Prescott, and early this afternoon it was believed that only third class matter, such as newspapers, etc., were in the bags taken. Officials here said there were no registered letters stolen.

09/09/1933 *Ottawa Citizen**Kingston (CN)**Prescott*

Escape death as fruit truck is struck by train

Benjamin Dubinsky and Son of Ottawa injured in crash at Rooney's Crossing near Prescott.

An Ottawa father and his son had narrow escape from instant death today when a fruit truck carrying Benjamin Dubinsky, 63 years old, of 168 Henderson Avenue, and his 27-year-old son, Oscar, was struck by a freight train at Rooney's crossing, three miles east of Prescott.

Both father and son was thrown from the truck, which was demolished, and suffered severe injuries, a third occupant of the vehicle, identified so far only as Maurice, escaped unhurt.

The victims were rushed to St. Vincent De Paul Hospital, Brockville, and early examination revealed the following injuries:

Benjamin Dubinsky: severe cuts to the head and face, numerous and serious body bruises and extreme shock.

Oscar Dubinsky: fracture of the collar bone, many cuts and bruises to the head and hands.

Both are expected to recover.

The accident occurred at the crossing on the Prince of Wales Highway 3 miles east of Prescott when the Canadian National freight, reported to have been travelling at a fair speed, struck the truck and demolished it. Fortunately the occupants were thrown clear and did not suffer the whole force of the impact. The train was in charge of conductor C. Laviolette, Montreal.

25/09/1933 *Ottawa Journal**Sussex Street**St. Patrick street*

Boy fatally foot loses both legs under freight car

Omer Clement, aged 8, loses his grip on iron step and falls under wheels.

Trying to "jump" a ride on a freight train from St. Patrick Street bridge to the Montreal Road, eight-year-old Omer Clement, son of Mrs. Alfred Seguin, 6 1/2 Beechwood Avenue, Eastview, and the late Felix Clement, slipped under the wheels of a boxcar at noon Saturday and died two hours later from the terrible injuries he sustained.

The accident occurred on the Canadian Pacific Railway spur line connecting the Sussex Street yard with Hurdman's bridge, at the east end of the St. Patrick Street Bridge. Losing his grip on the iron step of the car, the boy lost both legs under the wheels. Death ensued at the Ottawa General Hospital about 2 p.m.

Caught hold of step.

Members of his family said they had been told that the boys had been in the habit of jumping on the slowly moving freight trains which are backed over the spur line from Sussex Street to Hurdman's. Unknown to the crew, the boys would hang on to the side of the box cars until the train reached the Montreal Road, in the heart of Eastview, where they would jump off.

According to what the family learned and what Ottawa and Eastview police reported, Omer, who had been playing with half a dozen other boys, caught hold of the step of the last boxcar in the train, next to the caboose, but he lost his grip and slid under the wheels, which passed over both legs, severing the left one at the thigh and the right one below his knee.

The train was stopped within a few feet and Roger Crouch, 30 Windsor Avenue, a city employee working on the bridge, pulled the boy out. Mr. Crouch called Gautier's ambulance, which took him to the hospital. Dr. J. C. Woods did all he could, but the shock and loss of blood were too much for the boy.

Crew of the Train

Ernest Pumble, 114 Percy Street, was the engineer of the train, which was in charge of Thomas Fortune, 1074 Gladstone Avenue, the conductor. Sergt. Emil Martel, of the Eastview police, and Constable Reginald Axcell, of the city force, investigated.

Opened by Dr. R. M. Cairns, coroner, at the hospital, an inquest into the fatality was adjourned until 8 p.m. Friday at police headquarters.

Boy trying to ride on freight train his killed
8 - year - old Eastview child, in imitating several older boys, fatally injured,. Inquest opened

An attempt to imitate older boys and get a ride on a slowly moving C.P.R. freight train ended fatally on Saturday for 8-year-old Homer Clement, 6 1/2, Beechwood Avenue, Eastview, when he fell under the wheels of one of the freight cars and both legs were severed. He was rushed to the Ottawa General Hospital, Water Street, but despite medical attention, died within 2 hours.

Dr. R. M. Cairns, coroner, was called and opened an inquest at the hospital. After the formal identification of the body and the swearing in of the jury, the hearing of the evidence was adjourned until 8 o'clock on Friday evening at the police station.

The accident happened shortly before noon on Saturday. The C.P.R. freight was backing across Beechwood Avenue, just east of the bridge, and several boys caught the steps of one of the freight cars to ride as far as the Montreal road where, when the train slows down again they would get off and walk home.

Fell under Wheels.

Young Clement thought that he, too, would get a ride on the cars, but missed the step and fell under the wheels of the train. Several of the other boys shouted to have the train stopped, and the injured child was taken from under the wheels by Rodger Crouch, 30 Windsor Street, a city employe, who had been working on the bridge and witnessed the accident.

Gautier's ambulance was called and the boy was rushed to the hospital where it was found that his rightleg was severed at the hip and the left leg at the knee. Dr. J C. Woods immediately operated but he died shortly after.

The engineer of the train was Ernest Pumble, 114 Percy Street, and the conductor Thomas Fortune, 1074 Gladstone Avenue. The boys were boarding the train from the west side according to witnesses although both the engineer and conductor stated that they did not see them. They said that there were always several boys loitering around the tracks when the train was going through, but that they were not aware that the boys had to be boarding the cars.

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, agd 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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12/10/1933 *Ottawa Citizen**Lachute*

Hull Man Hurt As Engine Hit Truck

Donat Chartrand Failed To Notice Approach of Train at Crossing Near Gatineau Mills.

Donat Chartrand, 22, of 72 Papineau street, Hull, was seriously Injured when a truck which he was driving collided with a C.P.R. freight train at Payment's crossing, near Gatineau Mills, at 7 o'clock this morning. Chartrand is a patient in Sacred Heart Hospital, Hull, under the care of Dr. G. Brisson, who stated that his condition was serious but not critical. Chartrand is suffering from head and internal injuries.

According to the report made to Traffic Officer Rene Menard, Chartrand was proceeding east on the Payment road and failed to notice the approaching train. Although the train was proceeding at a slow rate of speed, the front of the truck was struck by the cowcatcher of the engine which hurled the truck into the ditch. The train was in charge of Engineer A. Mc-Pherson and Conductor C. Flynn.

The train was brought to a stop a short distance from the scene of the accident and the Injured man rushed to the hospital in Gauthier's ambulance.

The truck is owned by Andrew Stafford, 62 Papineau street. Hull. The machine was badly damaged.

12/10/1933 *Ottawa Citizen**Renfrew*

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.

26/10/1933 *Ottawa Journal**Chalk River*

Truck Demolished at level crossing

Becomes stranded in deep snow as train approaches.

In addition to many trees broken down by the weight of snow, and power communications disabled, the unusually heavy snow storm which struck Ottawa on Monday was responsible for a level-crossing accident at 5.35 o'clock yesterday afternoon. Beyond the demolition of a \$2,000 truck owned by The Producers Dairy, limited, no more serious consequences resulted.

Frank Faulkner, 33 Rosemont Avenue, driver of the machine, was travelling along a country side road which connects the Pembroke and Kingston highways near the farms of Bower Henry, president of the Producers Dairy, and A.H. Acres M.L.A. His truck, which was empty at the time, stalled in the deep snow just as it reached the C.P.R. railway crossing. Mr. Faulkner worked for about half an hour to move it but to no avail. Suddenly the Ottawa-bound Pembroke and Smiths Falls train came into view, and although Mr Faulkner had time to get clear of his stranded truck, he had no time to warn the engine crew.

A derailment of the train was avoided by the fact the truck was struck a glancing blow, and the hurled clear of the tracks. No serious damage was done the locomotive, and after a slight delay the train proceeded to Ottawa. The truck was insured for collision damage.

Man Leaps On Railway Tracks As Train Near.

Instantly Killed at Navan Victim Unidentified and Believed to Have Been Recently in Ottawa.

An unidentified man, either resident or a recent visitor to Ottawa, was instantly killed when he stepped .in front of the Montreal Ottawa C.P.R. passenger train at Navan at 11.25 o'clock yesterday morning. A Jury was summoned under Coroner Martin Powers of Rockland and after the members had been sworn in the hearing o evidence was adjourned until Monday evening, Nov. 6, at 8 o'clock at Navan.

The description of the dead man is given as height, 5 feet 8 inches weight, 150 pounds; age, 30 to 35; well dressed and muscularly built. A search of his pockets showed that all identification tags of maker and all letters and other means of identification had been removed. The only marks that remains were the name of a hat shop in Ottawa inside his hat which was very new and the letter "C" on the buckle of his belt. Newness of the hat is: given for believing that he had recently been in Ottawa.

The members of the train crew Engineer J.P. Chisholm, and Conductor C. Neil, both of Ottawa stated that they saw the man standing beside a rail stand a short distance west of Navan and that he waited there until the engine was about 30 feet away and then made a running leap in front of the train which could not be stopped in time to avoid hitting him.

The body was taken to Tanner and Shaw's undertaking parlors at Vars. No identification had been made up to noon today.

28/10/1933 *Ottawa Citizen**Renfrew**Arnprior*

Ottawan Escapes As Train Hits Car

Benjamin S. Bolton Only Jarred and Shocked in Smash Near Arnprior.

ARNPRIOR, Ont., Oct. 27. Benjamin S. Bolton, 105 Grove avenue, Ottawa, member of the Ottawa firm of Webster and Bolton, is alive and uninjured, but his light coach is almost a wreck as a result of Mr. Bolton driving his car into the side of a C.N.R. train at a level crossing about a half mile east of Arnprior late this afternoon. The mishap occurred about 4.50. The afternoon westbound local of the C.N.R. was approaching Arnprior. Mr. Bolton was driving to this town from Ottawa on highway 17, and coming to the crossing, failed to notice the approach of the train until it was too late to avoid a crash. Too late, he swerved his car in an effort to run along the track beside the train.

When the train and car crashed, the right front wheel and headlight were torn from the auto. The car was tossed around on the road as a fender and the rear right wheel were in turn smashed to kindling. The auto was not overturned and conclusion of the mishap found the lone driver jarred and shocked, but otherwise unhurt.

The car was towed to a local garage and it is estimated that about \$300 will be required to repair the damage. The force of the collision broke an air line on the train and it was held up for two hours while repairs were being made.

This is the third serious accident at this crossing during the past eighteen months. Although it has no protective device in the form of signal or wig-wag and although the highway and track meet at a small angle, the crossing has never been considered as particularly dangerous.

07/11/1933 *Ottawa Journal**Montreal and Ottawa**Navan*

Nicholson's Death Found to be Accidental

Navan, Ont, Nov. 6 - a verdict of accidental death with no blame attached to anyone, was returned by a coroner's jury, sitting under Dr. Martin Powers, of Rockland, which investigated the circumstances surrounding the death of Earl Nicholson, 23, of Hammond, Ont. Nicholson was killed by a C.P.R. Ottawa-bound express train two miles west of this place on October 26th.

The engineer and fireman of the train by which Nicholson was killed, were present and gave evidence. Six other witnesses were called.

Nicholson, who had been boarding with a married sister in Ottawa for the past two years, disappeared the Tuesday prior to his death. At the time of the fatality, there was nothing in his clothing to establish his identity, and his name was not known until two days later, when the relatives viewed the body in the funeral parlours at vars, Ont.

09/11/1933 *Winchester Press**Winchester**Winchester*

DRIVES HIS CAR INTO FREIGHT TRAIN

John McDonald, of Monckland [sic], and a party of friends had another unusual accident on Saturday evening, from which the fortunately escaped with minor injuries.

They had attended the wedding reception tendered Mr. and Mrs. Ernest Fillion in the Agricultural hall, Maxville, and were motoring home. Driving south on Main street, McDonald, who was at the wheel, failed to notice that a freight train was standing across the street, with the result that he ran into it head-on. The impact was so great that it was the uprights of the top which stopped his progress. Fortunately for the occupants of the car, the train was standing and not running.

The car, a coach, was badly broken. The hood was driven through the windshield, the radiator broken up like a honeycomb. The mud guards were crumpled and the steering wheel was broken.

Mr. McDonald suffered numerous cuts about the face and head, from flying glass, but, apart from that and a shaking up, suffered no further injury. So tightly wedged was the motor car, under the railway car, that it required over a half dozen men to release it.

17/11/1933 *Ottawa Journal**Winchester**Smiths Falls*

Edward Gilmore instantly killed

Yardmaster of CPR at Smith Falls run over by train.

Smiths Falls, Ont., Nov. 16 - Edward J. Gilmore, yard foreman in the employ of the Canadian Pacific Railway, here, was instantly killed at about 4.30 o'clock this afternoon, when run over by a yard engine and a string of cars in the yard, not more than 40 feet from the depot.

There were no eyewitnesses to the accident but it is thought Mr Gilmore slipped when attempting to mount the front of the yard engine, which engaged in switching cars from the freight shed. The first known of the accident was when CPR Constable P. Evans, who was on duty in the yards, discovered the body lying between the rails. The unfortunate man was badly mangled, the left arm being severed at the shoulder and the left leg at the thigh.

An employee of a company for 23 years, Mr. Gilmore was well and favorably known throughout the town, especially amongst railway men. He is survived by his widow, one son and two daughters.

Immediately upon the finding of body, medical aid was called and Dr. C.L.B. Stammers, coroner, after viewing the body had it removed to the funeral parlours of J. J. Marsh and Sons. An inquest will be held tomorrow.

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.

17/11/1933 *Ottawa Citizen**Prescott**Osgoode*

Robt. Aitken Of Osgoode Killed By Locomotive

Young Farmer Meets Death When His Team . of Horses Bolts On to Tracks In Front of Train.

Robert Aitken, aged 29 years, farmer of Osgoode, was instantly killed yesterday afternoon when a team of horses attached to a wagon on which he was riding took fright at a C.P.R. freight train at the Osgoode Station crossing and bolted right into the path of the locomotive. An inquest will be held.

The freight train, proceeding to Ottawa at about 20 miles per hour, was in charge of Engineer Alex McPherson and Conductor Sheppard, both of Ottawa. At the crossing where the accident occurred, Aitken had stopped to allow the freight train to pass when the horses took fright and bolted onto the railway just as the locomotive reached the crossing.

Nothing could be done by the train crew to avoid the crash. The front of the engine struck the wagon almost broadside hurling it to one side and throwing the driver off. One of the horses was killed and the other ran away.

The train was brought to a stop and members of the crew went to the assistance of Aitken who was lying unconscious on the ground. A doctor was called and on his arrival pronounced the man dead. It is believed that he suffered a fractured skull.

Inquest Opened.

The body was carried into the Osgoode station house where it was later viewed by Coroner J. E. Craig, M.D., of Ottawa, who after inquiring into the accident opened an inquest. Following the preliminary formalities the inquest was adjourned until Monday at Osgoode town hall.

21/11/1933 *Ottawa Citizen**Prescott**Osgoode*

Attach No Blame For Fatality in Osgoode

Jurymen Recommend a Warning Dell at Crossing.

"That Robert Aitken came to his death from injuries received when he was struck by C.P.R. engine 1088 near Osgoode Station on Nov. 16, 1933, and that his death was accidental with no blame attached to anyone" was the verdict rendered by a coroner's jury inquiring last night into the death of Robert Aitken. The inquest was held in the Osgoode town hall and was presided over by Coroner J. E. Craig, M.D., of Ottawa.

A rider that a warning bell or signal should be installed at the crossing added by the jury.

Robert Aitken was killed when a team of horses he was driving ran in front of a train.

23/11/1933 *Winchester Press**Alexandria**Ottawa Union*

A new device that is regarded as one of the most practicable yet designed for the protection of level crossings, has been invented by R.N. Murphy, Hull. The board of railway Commissioners regards it as about the best suggestion so far submitted to provide safety at level crossings. And has asked Mr. Murphy to set up a working model in the Union Station.

The device will have warning lights a bell and a barrier. It will be cheaper to install even than the wig-wag system, it is claimed. All methods of warning will be operated automatically by electricity.

23/11/1933 *Winchester Press**Prescott**Osgoode*

OSGOODE STATION

The whole community was shocked on Thursday afternoon last when the sad news was passed along of the tragic death of Robert Aitken, a prosperous and highly respectable young farmer, aged 28 years who was hit by a fast freight while driving over the railway crossing. One of his horses was instantly killed while the other escaped injury. The wagon was completely destroyed.

It is thought that he did not hear or see the train coming until too late to clear the tracks, and was thrown 50 feet, suffering a fractured skull and having both legs broken.. He was dead when the train crew and other citizens reached him.

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.

"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 in estimated 2,000,000 persons.

Tomorrow at dawn the Beaverdale will pull out for London.

The Ottawa and New York Railway Added a Spoke to Wheel 1898

How C.B. Hibbard Opened a new Route South of Ottawa

Story of Enterprise of a Vermont Promoter - Country Opened Up Between Ottawa and Cornwall - Names of First officials and Train Crews - Only a Few Left - Promoter Still Alive

The coming of the Ottawa and New York Railway in 1898 was one of the highlights, as it were, of Ottawa history. The Ottawa and New York road added a spoke to the cartwheel of railways which were radiating in all directions from Ottawa, and opened up a wonderfully fertile agricultural country between Ottawa and Cornwall.

The Ottawa and New York was due to the enterprise of C. B. Hibbard a Vermonter by birth, but who came to Ottawa from Minnesota. It will be interesting to know that Mr. Hibbard is still alive and living in Montreal, where he deals in stocks and bonds. Though up in years, he is as vigorous as a man of 50 or 60.

Mr. Hibbard and his proposed railway to Cornwall were first heard of about 1895. For a year or more the project was "in the air" so to speak. The road would have been opened about 1897 but for the fact that while the south section of the bridge over the St. Lawrence at Cornwall was being erected there was a mishap and two spans collapsed. This mishap caused a delay of over a year. So it was not till July, 1898, that traffic began.

Station At The Border Was International One

At this point it should be told that Mr. Hibbard's road was in two sections. The first was from Ottawa to Cornwall Island, to the boundary line. The other was from the boundary line to Tupper Lake, N.Y., where it made connection with the New York Central Railway into New York. The Canadian portion of the road was called the Ottawa and New York Railway and the American section was called the New York and Ottawa Railway. There were Canadian and American charters.

The Hibbard roads were built with purely United States capital. In fact the capital came practically all from New York City.

Bought One Road

Mr. Hibbard's company built the road from Ottawa to Moira, N.Y., a distance of 75 miles. Moira was (and is) just 20 miles south of the International border. To obtain connection with the New York Central, the New York and Ottawa Railway, the Hibbard company, purchased the northern New York road which had run from Moira to Tupper Lake, a distance of 54 miles. The northern New York road had been built in 1885 and was in the hands of the receivers.

Had Big Ambition

At this point it should be told when Mr. Hibbard started his enterprise his ambition had been to purchase the Gatineau Valley and P. P. & J. Railways from H. J. Beemer, with whom he was very friendly. But unfortunately for Mr. Hibbard's plans the C.P.R. got hold of the two roads first. Mr. Hibbard had wanted the two roads as "feeders." In fact, Mr. Hibbard really hoped to extend the P. & P. J. Railway northward from Waltham along the line that Mr. Beemer himself had planned.

Called Usca

The last station between Ottawa and the U.S. border was named by Mr. Hibbard Usca. This station was on Cornwall Island. The station was intended primarily for the convenience of the Cornwall Island Indians. But secondarily Mr. Hibbard wanted the name as an International touch of amity.

The original stations on the Ottawa and New York were Edwards, Russell, Embrum, Crysler, Berwick, Finch, Black River, Cornwall and Usca.

* * *

THE FIRST STAFF The head office of the road was opened in Ottawa in the Carleton Chambers early in 1898, and it has been located there ever since.

The first general manager of the road was H. W. Gays. Mr. Gays was an American and a very capable railroader. He will be recalled as a short stout man of great energy, and genial personality. Mr. Gays died in Ottawa.

George H. Phillips, a Canadian, was the first general passenger and freight agent. He also died here.

H. K. Gays, a relative of the general manager, was assistant to Mr. Phillips. He is alive, in Winnipeg.

G. P. Colpas, an American, was treasurer. He also is dead.

S. F. Beamish, a Canadian, was general superintendent of the road. He is dead.

Only Original Member

Mr. George C. Hamilton was the chief clerk of the passenger department. He came here from Fort Covington, N.Y. Mr. Hamilton is still at the head office here, and is the only member of the original staff left. Mr. Hamilton has had a residence of 35 years here and is well known and liked.

F. J. Balch was another officer, of the passenger department. He came here from Massachusetts. His present location (if alive) is not known.

R. T. Porter from Utica, N.Y., was secretary to the general manager.

Charles Higgerty (our own Charles) was the local freight agent.

Max Goodrich (dead) was the first master mechanic. The shops were here.

On The Trains

The first passenger conductors were James Lyons, W. T. Buckley and Joseph Bombard. The first two are dead. Mr. Bombard is alive and in Ottawa.

The original passenger engineers were E. Sweeney, W. T. Murray and E. J. Leboeuf. The first two are dead. Mr. Leboeuf is alive and running.

The firemen were J. Bucklin Chas. M. Pulling, and A. N. Other, Mr. Bucklin is an engineer now. Mr. Pulling is also alive and running.

Ottawa Ticket Agent

The first ticket agent was Alex Munroe, now well known in connection with the civil social service department. Mr. Munroe was also ticket agent for the Canada Atlantic Railway.

Came in St. L. & O.

When the road first opened it came in for about six months at the old St. Lawrence and Ottawa Railway on Sussex street. It joined the St. L. & O. near Hurdman's Bridge. Finally it came in at the old Canada Atlantic station in the old stone building near Sappers' Bridge.

Mr. Hibbard had thought to get an entrance of his own parallel with Nicholas street, but failed in the project for various reasons.

Ran Many Excursions

When the Ottawa and New York was in its early years it created a great impression. It ran hundreds of excursions for the benefit of the farmers and townspeople. On one occasion in the nineteen hundreds it carried over 3500 people to a Twelfth of July celebration at Cornwall.

A Straight Road.

The road was (and is) a very straight road. Between Hawthorne and Russell there is a run of 18 miles without a curve. The country it traversed was level. Only one bridge had to be built a hundred foot span over the Castor river.

Mr. Hibbard, the promoter of the road, was a polished gentleman, who spoke English and French with equal fluency. He was (and is) of the polished type of the late Sir Wilfrid Laurier.

Now Owned by N.Y.C.

Both the Ottawa and New York, and the New York and Ottawa are now owned by the great New York Central Railway. The N.Y.C. made the

purchases about 25 years ago.

25/11/1933 *Ottawa Citizen* *New York Central*

Archbishop Duhamel Blessed The Ottawa And New York Ry.
Blessing Was Given at the Request of Father Forget, P.P. of Embrum, Who Was a Great Supporter of Road. Big Ceremony Was Held At Embrum Station - Excursion Was Run From Ottawa And Intermediate Points

The Ottawa and New York Railway is the only railway in Ontario (perhaps in Canada) which was "blessed" when it was opened. The blessing came about in this way: From the time that C. B. Hibbard talked of building the line, he had a warm supporter in Rev. Father J. U. Forget of Embrum. Embrum was 15 miles from the C.P.R. Smiths Falls short line at Finch and 10 miles from the Canada Atlantic Railway at Casselman. Embrum was 23 miles from Ottawa and isolated. Father Forget saw the advantage of a road direct from Embrum to Ottawa and boosted the road strongly in his district. In due time the road was completed. In July the whistles were heard at Embrum station. A couple of months passed. It then occurred to Father Forget that a road so beneficial to his district should be "blessed" as to its future. He travelled to Ottawa early in September and saw the late Archbishop Duhamel about the matter. The archbishop agreed to go to Embrum and give the archiepiscopal blessing. The date of the blessing was fixed for September 6th at 10 a.m. (1898).

Excursion From Ottawa

On the morning of Sept. 6 an excursion was run from Ottawa and intermediate points and about 500 people went to Embrum to take part in the ceremony. Mr. Charles Hibbard, the president of the road, was among those present. The archbishop and a number of the clergy from the Basilica here were present in their full robes. A service was held and afterwards the archbishop, in the presence of a very large number of people, sprinkled holy water on the rails at the station and formally blessed the operations of the road. Father Forget, who is still alive and still parish priest at Embrum, was a very proud man that day. Even after the road was well established. Father Forget kept up his interest in it. Every time he came to Ottawa he called on General Manager Gays,

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 Rooseveltown, 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.

14/12/1933 *Montreal Gazette* *Thurso and Nation Valley*

An interesting series of motion pictures depicting the Thurso and Nation Valley Railway operated by the Singer Sewing Machine [sic] to transport lumber from the camps to the mills and to the factories where it was used to make cabinets and showing the complete process through which a sewing machine went before it was ready for sale was presented by Robert R Brown recording secretary of the association.

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.

18/12/1933 *Ottawa Journal* *Kingston (CN)* *Rideau*

Fire Destroys Rideau Station Near Kingston.

Kingston, Ont., Dec. 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.

STEPPED INTO PATH

MAXVILLE. Ont., Dec. 17. Her view hindered by an umbrella she carried to protect herself from a pelting rain, Mrs. Ross, wife of J. Archie Ross, local baker, stepped into the path of a Montreal-Ottawa C.N.R. freight train and was instantly killed tonight. Mrs. Ross was on her way to attend service at St. Andrew's Presbyterian church about 7.30 p.m. when the accident occurred. Coroner J. H. Munro, M.D., will hold an inquest. Mrs. Ross and her son, Archie, school teacher at St. Elmo, set out from the family residence together for church. Their way led past the village post office and there the son stopped to mail a letter intending to catch up with his mother who continued on. While she was walking alone, a freight train travelling between Montreal and Ottawa struck her. The late Mrs. Ross leaves her husband, and two sons, Archie and James, the latter residing in Montreal, and a daughter, Peggy, at home.

18/12/1933 *Ottawa Citizen**Carleton Place**Stittsville*

BODY FOUND LATER

STITTSVILLE, Ont. Dec. 17. -Struck by an eastbound C.P.R. train as he was walking along the railway tracks four miles east of here, William Corbett, aged 76, of 418 Lisgar street, Ottawa, a former resident of this community, was killed instantly early Sunday morning. The train did not stop, Mr. Corbett evidently not being seen by the engineer or firemen, and his body was not found until two hours later.

A preliminary inquest was opened Sunday afternoon at the Cummings' undertaking establishment at Hazeldean by Dr. A.B. Hyndman of Carp, coroner for the district, and adjourned until Thursday evening at Stittsville.

According to Chief Charles McCarthy of the Carleton county police, who investigated the accident, it is not known definitely whether it was the 5.45 a.m. or the 3 a.m. eastbound C.P.R. train which struck Mr. Corbett. His body was found lying beside the tracks about 8.30 o'clock this morning by Ivan Pretty, C.P.R. section foreman, who was patrolling the track. The section foreman immediately went back into Stittsville and notified the coroner who left for the scene of the accident.

Pretty reported that when he found Corbett's body, his chest was crushed in and both legs were broken. Identity was established by papers in his pocket.

Visiting Relatives.

Speaking to Dr. Hyndman at Carp this afternoon, Charles Corbett of 36 Bolton street, Ottawa, a son, stated that his father had been in the habit of visiting friends and relatives in the Hazeldean district for some time past.

Mr. Corbett is survived, in addition to his son Charles, by one daughter, Mrs. R. Cameron of Ottawa; a sister, Mrs. McEwan of Brockville, Ont., and a brother in Western Canada. Mr. Corbett was a native of Stittsville, and had been living in Ottawa, for the past 40 years. He was formerly a drayman by occupation.

22/12/1933 *Ottawa Citizen**Montreal and Ottawa**Cyrville*

Engine Driver's Quick Decision Saves Trucker

James Johnston, Engineer Of Montreal Ottawa C.P.R. Noon Train, Avoids Accident Near Cyrville.

Skidding Truck Had Rested Across Rails

Engine Truck Line. Used as Tow Truck To Clear The Line

Alertness and quick action on the part of James Johnston, 67 Ross avenue, Ottawa, engineer in charge of the Montreal-Ottawa C.P.R. train which arrived in the city at noon, was responsible for the fortunate escape shortly before 12 o'clock today of Arvey [sic] Steen, 174 Arthur street, a driver of one of the Canada Bread -Company's trucks. The truck driven by Steen had swung from the slippery roadway at a railway crossing near Cyrville and came to rest in the ditch with the front part of the vehicle resting on the tracks, and directly in the path of the speeding train.

Engineer Johnston, although he did not notice the vehicle leaving the road, saw the truck as his train approached and immediately applied the emergency brakes, bringing the locomotive to a stop within less than a foot of the stalled machine. Aided by his fireman, Milton Denison, of 64 Bell street, and the driver of the truck, a chain was attached from the front of the locomotive to the auto and with the "big mogul" acting as a towing truck, the right-of-way was cleared, allowing the train to proceed towards the Capital.

In attempting to drive the car back on to the roadway a few moments later, it was overturned and slightly damaged but with the aid of a team of horses Steen was able to right his vehicle and return to Ottawa.

Engineer Johnston, who has been an engineer in the employ of the C.P.R. for many years, is the father of the late Orville Johnston, widely known orchestra leader, who met death in a diving accident at Morrisburg, Ont., last summer.

27/12/1933 *Ottawa Citizen**Carleton Place**Stittsville*

Leaps From Auto Before Train Hits

Albert Bradley, Stittville, Has Narrow Escape From Stalled Car.

STITTSVILLE, Ont Dec. 26 On returning to work in a local garage, at noon today, Albert Bradley, a resident of Stittsville, narrowly escaped, instant death when his car stalled on the railroad crossing and was struck by an eastbound C.P.R. train which was over five hours late. The car was completely demolished and the fragments were scattered for several rods along the track. Mr. Bradley managed to jump clear of the car an instant before the train crashed. into it.

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*

Derailment 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.

30/12/1933 *Ottawa Citizen**Kingston (CN)**Brockville*

Traffic Disrupted But No One Injured.

BROCKVILLE, Ont., Dec. 29. C.N.R. traffic east and west through Brockville was disrupted about 10 o'clock tonight by the derailment of two cars on an east-bound 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.