

CANADIAN  
PACIFIC

TORONTO TO  
MONTREAL

THE LAKESHORE  
ROUTE 1913

C.H. RIFF 2015

**Montreal-Toronto Line.**—A. G. Ardagh, engineer in charge of surveys being made between Vaudreuil, Que., and Belleville, Ont., has been working in the vicinity of Kingston, with a view of securing a suitable route into the city. (Oct., pg. 575).

November 1906

**Montreal-Toronto Line.**—The party under D. Hillman has completed the survey for the new C.P.R. line between Port Hope and Bowmanville, Ont. The line secured is said to be almost level, and will not exceed at any point a gradient of 0.3%.

December 1906

**Campbellford to Toronto.**—At a session of the Board of Railway Commissioners at Toronto, Dec. 12, A. McMurchy, of the C.P.R. legal staff, stated that the company was going to construct a line from Campbellford to Toronto, passing through all the principal towns between these points, and crossing the Don River at Toronto, south of Queen St. He argued that the C.P.R. should only be called upon to pay a small part of the cost of erecting a high level bridge across the Don at Queen St. P. P. Gutelius, Assistant Chief Engineer, stated that the route had been surveyed, and without doubt the best entrance to Toronto, was east and south of the G.T.R. tracks.

January 1907

**Campbellford to Toronto.**—The preliminary surveys for the line between these points which the C.P.R. proposes to construct so as to reach the Lake Shore towns, are practically complete, and F. S. Darling, Division Engineer of Construction, recently stated that it was desired to avoid the Scarboro Heights by connecting with the main line at some point between Leaside Jct. and Locust Hill. As soon as the preliminary surveys had been completed the actual location surveys would be gone on with.

February 1907

The Campbellford, Lake Ontario and Western Ry. will apply next session of the Dominion Parliament for an act extending the time for the commencement and completion of its projected railway.

In a letter addressed to the Mayor of Oshawa, Sir T. G. Shaughnessy, President C.P.R., said: "We have not lost sight of the proposed line through Oshawa to Toronto, but the Sudbury extension and the Guelph and Goderich Ry. have not only cost a great deal more money than we anticipated, but the time occupied in their construction has exceeded the estimate by a year or more. Present conditions of the money market do not encourage much railway construction, but I trust that another year there will be improvement. Meantime I have not changed my views as to the desirability of the connection with which you are specially interested."

November 1907

Campbellford, Lake Ontario and Western Ry.—An act extending the time for the construction of this projected railway for two years for commencement and five years for completion, has been passed at the current session of the Dominion Parliament.

A recent Montreal despatch stated that the C.P.R. had no intention of abandoning the construction of this line, which has been surveyed from the Ontario and Quebec Ry., east of Smith's Falls, and serving the Lake shore towns, to a junction with the O. and Q. Ry. near Leaside Jct. The construction of this line, it was stated, would do away with the necessity of constructing a second track on the present line, and further, that when a double track line between Montreal and Toronto became necessary, the second track would be constructed on the right-of-way of the C., L.O. and W. Ry.

MARCH 1908

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**Campbellford, Lake Ontario and Western Ry.**—Application will be made to the Dominion Parliament for an extension of time for the construction of a line from the C.P.R. between Blairton and Ivanhoe stations, Ont., southwesterly through Peterborough, Hastings and Northumberland counties to Cobourg, thence westerly and northwesterly through Northumberland, Durham, Ontario and York counties to the C.P.R. between Locust Hill and Leaside Jct. stations, passing through Campbellford, Warkworth, Cobourg, Port Hope, Newcastle, Bowmanville, Oshawa and Whitby.

October 1909



**Montreal to Toronto Second Track.—**  
We are advised that the second track work from Montreal to Smith's Falls, Ont. has been completed, the portion between Vaudreuil mileage 23.8, and Finch, mileage 79.1, being completed during 1909. The grading between Vaudreuil and St. Lazare, mileage 28.5, where some heavy grade revision work was done, was handled by the company's own forces. From St. Lazare to mileage 44.8, near Dalhousie Mills, the work was done by J. P. Mullarkey, Montreal; and from mileage 44.8 to Finch the work was done by Macdonald and Keefer, Monklands. The culverts and bridge superstructures for the entire distance were built by J. P. Mullarkey. The tracklaying, ballasting and surfacing was done by the company's own forces. C. W. P. Ramsey, Assistant Engineer, had charge of the work.

February 1910

Smith's Falls to Toronto.—Referring to the reports that the company was about to undertake the building of another line from Smith's Falls into Toronto, D. McNicoll, Vice President, in a recent interview, stated that it would rest entirely on the engineers' report. It was a question of gradients rather than route; it was most important to get a level line first, but the question of the route had also to be considered. One of the reports referred to stated that a line was to be built from Smith's Falls to Belleville and thence to Toronto, and another report was to the effect that the new line to Toronto would branch off the main line at either Perth or Bathurst. The company controls the Campbellford, Lake Ontario and Western Ry. charter, which was projected to give a line nearer the lake front than the present line. Several surveys have been made over the route proposed for this line, but nothing further has been done.

Toronto Improvements.—Vice President McNicoll, in an interview at Toronto, Sept. 13, said he was working on plans for a greater freight terminal in Toronto, but they had not taken definite shape. A few days previously he was quoted as saying that the company had made plans for Toronto and would shortly be making a proposition to the city council. These plans might include warehouses, new lines, new yards, freight sheds, stations and all things dealing with terminal matters. His own opinion was that the present site of the union station will become an undesirable one for a passenger station, and that with the development of the city north-erly, he would not be surprised if, in course of time, the big station of the city will be located in the north.

Men started work Sept. 1, in the preparation of new freight terminals at North Toronto. The foundations for a freight shed have been completed and the brickwork is being proceeded with. Three new sidings have been laid, and other work is to be done.

October 1910

859

line from Maniwaki to James Bay, and  
to Lake Timiskaming, Que.

**Campbellford, Lake Ontario and West-  
ern Ry.**—In connection with the approv-  
al of the route plans of the Toronto and  
Eastern Ry., Oct. 12, the Minister of  
Railways intimated that unless the  
C.P.R. began the construction of the line  
surveyed along the lake front within 18  
months, he would confer with the Board  
of Railway Commissioners with a view  
of having the approval of the route can-  
celled.

Application will be made to the Do-  
minion Parliament to authorize the  
company to build from the C.P.R. be-  
tween Sharbot Lake and Smith's Falls,  
southwesterly to Cobourg, thence west-  
erly and northwesterly to between Lo-  
cust Hill and Leaside Jct., instead of  
the line authorized by sec. 4, chap. 54  
of the statutes of 1904.

—**Grade Separation.**—An order

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November  
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Brockville, Ont.—H. P. Timmerman, Industrial Commissioner, and other C.P.R. officials were in Brockville Nov. 10, looking into the business situation. This visit is connected locally with press reports that the company has abandoned, temporarily at any rate, its project for a line from Kingston to Toronto in favor of an extension of the Georgian Bay and Seaboard Ry. from Peterboro via Kingston to Brockville. In this connection Toronto papers state it has been officially announced that by Nov., 1911, all the wooden bridges between Smiths Falls and Toronto will be replaced by structures of steel or re-inforced concrete, and that the facilities at all stations will be increased.

December 1910

Campbellford, Lake Ontario and Western Ry.—The route plan approved by the Minister of Railways shows a line starting from west of Cobourg, Ont., and running north of the G.T.R. through Port Hope and practically paralleling until near Newcastle, when a turn is taken northerly touching the north eastern corner of Newcastle townsite, and then continuing easterly, to Bowmanville, then south-westerly through that town, and on to the boundary of Darlington and Whitby townships, where the route again approaches the G.T.R. The route then takes a northerly turn, runs through Oshawa, touches the north east corner of Whitby townsite, and then south-westerly to the boundary of Scarborough and York townships, where a northerly turn is taken to a junction with the Toronto, Montreal line east of the Don River.

JANUARY 1911

**Campbellford, Lake Ontario and Western Ry.**—The application of the company for the repeal of sec. 8, chap. 54, of the statutes of 1904, and the substitution of a new subsection, locating the line to be built as from between Smiths Falls and Sharbot Lake south-westerly to Cobourg, and thence westerly to the C.P.R. between Locust Hill and Leaside Jct., met with considerable opposition in the House of Commons. The opposition was settled by the withdrawal of the portion of the bill repealing sec. 8. The effect of this is that the company has power to build from the C.P.R. between Blairton and Ivanhoe, as well as from between Smiths Falls and Sharbot Lake, to between Locust Hill and Leaside Jct.

Press reports, Feb. 16, state that the new line will leave the C.P.R. Toronto-Montreal line at Bathurst, about 10 miles west of Smiths Falls, and proceed south-westerly to Belleville, and thence along the lake to Leaside Jct., paralleling the G.T.R. for the greater part of the way.

MARCH 1911

**Campbellford, Lake Ontario and Westery Ry.**—The Dominion Parliament has authorized the company to build a line from the C.P.R. between Smiths Falls and Sharbot Lake, southwesterly to Cobourg, and thence westerly to the C.P.R. line between Locust Hill and Leaside Jet., Ont., and has extended the time for the building of previously authorized lines.

MAY 1911

Campbellford, Lake Ontario and Western Ry.—In a recent interview, D. McNicoll, Vice President, is reported to have stated that several parties of engineers were preparing for construction on this line, which is to run from near Smiths Falls, to the lake shore and then on to Toronto via Port Hope.

October 1911



**Montreal-Toronto Second Track.**—The Board of Railway Commissioners has authorized the opening for traffic of the second track recently completed from Smiths Falls to Glen Tay, Ont., 15 miles. Glen Tay is the point from which the new line is projected under the charter of the Campbellford, Lake Ontario and Western Ry. to and along the Lake shore to the Montreal-Toronto line between Locust Hill and Leaside Jet.

Location plans have also been approved by the Board for the section from Cobourg to the westerly limit of Belleville, across the city, to mileage 2.3.

December 1911

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**Campbellford, Lake Ontario and Western Ry.**—The Board of Railway Commissioners has approved location plans from mileage 0, at Glen Tay, on the C.P.R. Montreal-Toronto line, to the western boundary of South Sherbrooke tp., 15.1 miles.

**Campbellford, Lake Ontario and Western Ry.**—Plans are being prepared for filing with the Board of Railway Commissioners for this projected railway. The plans will show a route starting from the Montreal-Toronto line at Glen Tay, to which point the second track work from Montreal is being completed, and proceeding southwesterly to Belleville, and along the lake shore, rejoining the Montreal-Toronto line near Leaside Jct. It was reported that the plans had been filed Dec. 4, but J. W. Leonard, assistant to the Vice President, Eastern Lines, was reported as stating, Dec. 3, that some points on the route had not been finally decided upon, and that the plans would not be filed for about a month. A map showing the route of the line through Belleville has, however, been filed in the Registry office there.

January 1912

Campbellford, Lake Ontario and Western Ry.—The plans for this line, which will give an alternative route into Toronto, were filed Jan. 10. The new line starts at Glen Tay, on the present Montreal-Toronto line, to which point the second track has been completed from Montreal, and proceeding southwesterly crosses the Kingston and Pembroke Ry. at Parham, and continues southwesterly to Belleville, thence keeping along the shore line south of the Canadian Northern Ontario Ry.'s Toronto-Ottawa line, passes through Brighton, Colborne and Grafton, and joins up with the C., L.O. and W. Ry. location, which was previously approved by the Government. This shows a route along the shore line passing through or near Cobourg, Port Hope, Newtonville, Newcastle, Bowmanville, Oshawa, and thence keeping midway between the G.T.R. and the Canadian Northern Ontario Ry. to a junction with the present line near Leaside Jet.

February 1912

lay, 16 miles westerly from Smiths Falls, at the point to which a double line has been laid from Montreal. The route located makes straight for Belleville, 75 miles. The Kingston and Pembroke Ry. is crossed at Parham, and it is proposed, according to press reports, to build a branch from near Belleville, to the cement works at Point Ann. From Belleville the line keeps along the shore line south of the Canadian Northern Ontario Ry.'s Toronto-Ottawa line, passes through Brighton, Colborne and Grafton, and joins up with the C., L.O. and W. Ry. location, which was previously approved by the Government. This shows a route along the shore line passing through or near Cobourg, Port Hope, Newtonville, Newcastle, Bowmanville, Oshawa, and thence keeping midway between the G.T.R. and the Canadian Northern Ontario Ry. to a junction with the present line at Agincourt, eight miles east of Leaside Jet. The proposed line is to be a single track one, constructed to main line standard, and having a ruling gradient of 0.4%.

Sir Thos. G. Shaughnessy is reported as having stated in Toronto, Mar. 8, that the question of whether a carferry service across Lake Ontario would be operated in connection with the line, had not been considered.

April 1912

## The C.P.R.'s New Line from Glen Tay to Agincourt, Ont.

We are officially advised that the C.P.R. has let a contract to Deeks and Hinds, Toronto, for the construction of a line from Glen Tay to Agincourt, Ont., 184 miles. The contract includes grading, concrete work, and tracklaying, but not buildings and steel structures. The work will be gone on with at once, and the contract calls for its completion within two years.

The Dominion Parliament in 1904 incorporated the Campbellford, Lake Ontario and Western Ry. Co. to build a railway from the C.P.R. Montreal-Toronto line between Blairton and Ivanhoe, southwesterly to Cobourg, and thence westerly rejoining the Montreal-Toronto line between Locust Hill and Leaside Jct. The object in view was the provision of a line giving a more close connection with towns on the Lake Ontario shore than the G.T.R. gives, and to provide a competing line. The provisional directors included:—J. B. Ferris, Campbellford; H. J. Walker, Warkworth; G. F. Ferris, Cobourg; H. Barrett, Port Hope; J. J. Mason, Bowmanville; F. L. Fowke, Oshawa, and E. R. Blow, Whitby, all of which places it was proposed to reach by the new line. Public meetings were held throughout the district interested, preliminary surveys were made, and the C.P.R. was finally induced to take up the project. Various routes were gone over with a view of securing a suitable location, and the company's powers were extended from time to time, and in 1911 Parliament authorized the company to build the projected line from Glen Tay to near Agincourt. This decision was protested against by several of the towns which the original line would have served, with the result that while the new powers were given, the company retains the right to build through Campbellford, etc.

The surveys on the new route were completed during 1911, and the final plans were filed, after approval, Jan. 10, 1912. The new line starts from the Montreal-Toronto line at Glen-

April 1912

Campbellford, Lake Ontario and Western Ry.—The Board of Railway Commissioners has approved of location plans of the line from mileage 15 to 58.5. The revised location plans for the entry of the line into Belleville show that it will go in parallel to, but north of the Canadian Northern Ontario Ry. In West Belleville and Sidney tp. it is proposed to expropriate part of the C.N.O. Ry. and to rebuild that line a little further south. G. A. Mountain, Chief Engineer, Board of Railway Commissioners, is going over the route with a view to reporting upon a number of proposed revisions, and a local report states that an arrangement may be made between the two companies by which a common right of way will be used through Belleville.

It was reported April 17, that about 800 men had started work on the line. W. H. McGann, of the company's engineering staff, has taken up his headquarters at Belleville.

NAY 1912

**Campbellford, Lake Ontario and Western Ry.**—The Board of Railway Commissioners has approved location plans for the line from mileage 88.21 to 106.17, mileage 124.83 to 125.5; revised location plans from mileage 127 to 134.68, and from mileage 134.68 to 155.67, and has authorized the crossing of the Kingston and Pembroke Ry. at mileage 24.8, the Canadian Northern Ontario Ry. at mileage 87.86, and the Central Ontario Ry. at mileage 88.09, in all cases from Glen Tay. The latter is to be an overhead crossing.

The Montreal papers stated recently that a contract had been let to Larkin and Sangster, St. Catharines, Ont., for boring a 900 ft. tunnel on the new lake shore line, 15 miles out of Smith's Falls. We are officially advised that the reports are incorrect.

Construction on the line was started May 1, two camps having been opened, one at Trenton, and the other at Bayside, six miles from Belleville. The latter is McRae and Campagne, who have a sub-contract for three miles. The general contractors and the company's engineers are establishing their headquarters at Agincourt, about ten miles out of Toronto.

D. McNicoll, Vice President, and other C.P.R. officers, after inspecting the Kingston and Pembroke Ry. terminals in Kingston, Ont., May 17, went by automobile to Belleville. It is said that the object of the trip was to look into the question of the construction of a branch line from Belleville to Kingston, but it is not probable that this will be built until after the line from Glen Tay to Leaside is built.

June  
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**Kingston and Pembroke Ry.**—Press reports state that 3,000 tons of new steel rails will be laid on this line dur-

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JUNE 1912



it by a subway under the tracks, 110 ft. long, 10 ft. wide and 7 ft. 6 in. high.

**Campbellford, Lake Ontario and Western Ry.**—The Board of Railway Commissioners has approved location plans for the line from mileage 83.21 to 106.17, mileage 124.83 to 125.5; revised location plans from mileage 127 to 134.68, and from mileage 134.68 to 155.67, and has authorized the crossing of the Kingston and Pembroke Ry. at mileage 24.8, the Canadian Northern Ontario Ry. at mileage 87.86, and the Central Ontario Ry. at mileage 88.09, in all cases from Glen Tay. The latter is to be an overhead crossing.

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**Georgian Bay and Seaboard Ry.**—The

JUNE 1912

nection with this proposal it is reported that the C.P.R. has secured an option on the Russell House property.

**Campbellford, Lake Ontario and Western Ry.**—The Board of Railway Commissioners has authorized the making of a connection of this line under construction, with the C.P.R. Montreal-Toronto line at Glen Tay, Ont., and has approved of revised location plans from the point of the junction to mileage 2.08. The board has also approved of location plans for the line from mileage 58.5 to 68; from mileage 72 to 75.45; from 79.5 to the western boundary of Trenton, from mileage 106.7 to 123, and from mileage 140.63 to 147.89, all mileages being calculated from Glen Tay. It has also authorized the taking possession of certain portions of the right of way of the Canadian Northern Ontario Ry. at mileage 79.5.

**Trenton Terminal Improvements**—In

JULY 1912

Campbellford, Lake Ontario and Western Ry.—The Board of Railway Commissioners has approved location plans for the line from mileage 88.21 to 106.17, mileage 124.83 to 125.5; revised location plans from mileage 127 to 134.68, and from mileage 134.68 to 155.67, and has authorized the crossing of the Kingston and Pembroke Ry. at mileage 24.8, the Canadian Northern Ontario Ry. at mileage 87.86, and the Central Ontario Ry. at mileage 88.09, in all cases from Glen Tay. The latter is to be an overhead crossing.

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Campbellford, Lake Ontario and Western Ry.—The following assistant engineers have been appointed in charge of 40 mile districts under the Engineer of Construction, C. W. P. Ramsey, viz.:—C. Luscombe, Parham station; W. H. McGaan, Belleville; G. R. Balloch, Cobourg; E. Duncan, Newcastle; H. H. Charles, Agincourt.

The Board of Railway Commissioners has approved of location plan for the line from mileage 125.5 to 127.32, west of Glen Tay, and of plan for a subway on road allowance between lots 8 and 9, Scarboro tp., Ont.

The following subcontracts have been let for grading, etc., on the line:—Mileage 41 to 43, Taylor and Thom, Enterprise, Ont.; mileage 46 to 51, P. McCoy, Croydon, Ont.; mileage 51 to 56, Irvine and Morrison, Roblin, Ont.; mile 60, A. McDonald, Shannonville, Ont.; mileage 70 to 82, Mulhern and Barrett, Shannonville, Ont.; mileage 82 to 84, McRae and Campaign, Bayside, Ont.; mileage 84 to 88, F. R. Welford, Belleville, Ont.; mileage 88 to 91, Deeks and Hinds, Belleville; mileage 91 to 105, F. R. Welford; mileage 107 to 110, E. P. Creswell, Colborne, Ont.; mileage 115 to 123, Chisholm and Morley, Cobourg, Ont. The subcontract for concrete work from mileage 40 to 55, has been let to Campbell and Lathmore, Perth, Ont.; mileage 55 to 80, to the Highland Construction Co., Toronto; for all structures mileage 80 to 108, F. R. Welford, and for the Jones creek culvert, to T. Manley and Son, Belleville, Ont.

We are officially advised that the following are sub-contractors on the first 40 miles out of Glen Tay:—Mileage 0 to 6.2, P. McCoy, Kingston, Ont.; mileage 6.2 to 7.5, J. M. Foreman, Perth, Ont.; mileage 7.5 to 8.5, McMartin and Murdock, Perth; mileage 8.5 to 9.0, Shea and Huff, Perth; mileage 9.0 to 11.5, McMartin and Murdock; mileage 11.5 to 15.0, A. and W. D. Whenton, Amherst, N.S.; mileage 15.0 to 24.8, Toronto Construction Co., general contractors, Belleville, Ont.; mileage 24.8 to 39, Johnson Bros., Belleville; mileage 39.0 to 40.0, White and Scriven, Smith's Falls, Ont.

Toronto Yards.—The retaining wall along Front street, from Bathurst street easterly to Spadina avenue, Toronto, has been finished, and the clearing away of the sloping bank is well advanced. The switch connections are being made with the various tracks, so as to connect with the track on the acquired ground leading to the new yards on the site of the old Government house.

Toronto West Second Track Work.—Work has been restarted on the second track west.

October 1912

Campbellford, Lake Ontario and Western Ry.—This new line from Glen Tay to Agincourt, 183.42 miles, was opened for traffic, June 29. Trains are operated over it between Ottawa and Toronto, making connection at Smiths Falls with trains from and to Montreal, and at Parham Jct. with trains from and to Kingston, and local trains between Belleville and Toronto. The distance between Montreal and Toronto by the new line is 340.42 miles, or about two miles longer than by the original route.

August 1914

mess room, and dining room are conveniently situated and special provision is made for the immigrant traffic.

**Campbellford, Lake Ontario and Western Ry.**—The Board of Railway Commissioners has approved location plans for the line from mileage 94 to 97, and from mileage 106.17 to mileage 121 from Glen Tay, Ont.

A bylaw has been passed, by the taxpayers of Trenton, Ont., granting a free site for a roundhouse and station, with a nominal assessment for ten years, the company agreeing to make Trenton a divisional point.

The contractors are pushing construction as fast as possible. Malvern is the centre of the construction work at the east end of the line, and other centres are at Trenton, working easterly, and Bayside, working westerly. Deeks and Hinds, the general contractors, have their headquarters at Agincourt.

**Agincourt to Toronto.**—In connection with the building of the new Lake Shore line, J. W. Leonard, Assistant to Vice President, is quoted as stating that it had been decided to build a second track on the present line easterly from Yonge St. through Leaside, Donlands, and Wexford, to near Agincourt, where the Campbellford, Lake Ontario and Western Ry. joins the main line. The contract for the substructures of the new bridges to carry the double track across the main Don, the west Don, the Belt Line ravine, and the reservoir ravine would be let at once, so that the steel work could be put up in the spring.

August 1912

Campbellford, Lake Ontario and Western Ry. — A special meeting of shareholders will be held in Montreal, Sept. 2, to approve of a lease of the line to the C.P.R., and to take steps for raising funds to construct and equip the line.

The Board of Railway Commissioners has authorized the changes in the line at mileage 43.86, and a crossing of the Bay of Quinte Ry.; has approved location plans from King St., Port Hope to mileage 127.3; through the town of Whitby; from mileage 160.88 to 161.0; from mileage 165 to 174, and from 176.0 to 183.51; revised location plans from mileage 63.59 to 68.50, from mileage 70.25 to 72.44, and from mileage 155.13 to 157; has authorized the crossing of the Oshawa Electric Ry. at mileage 158.85; and has authorized a junction to be made with the C.P.R. Montreal-Toronto line at mileage 87.41 westerly from Havelock, Ont., mileage 183.51 of the C. L. O. & W. Ry.

Construction is being rapidly proceeded with and it is expected to have the section from Leaside Jct. to Whitby completed this year. Just east of Whitby there will be a bridge across Ruffins creek, 900 feet long, and 110 feet above high water level.

September 1912

Campbellsburg, Lake Ontario and Western Ry.—The following assistant engineers have been appointed in charge of 40 mile districts under the Engineer of Construction, C. W. P. Ramsey, viz.:—C. Luscombe, Parham station; W. H. McGaan, Belleville; G. R. Balloch, Cobourg; E. Duncan, Newcastle; H. H. Charles, Agincourt.

The Board of Railway Commissioners has approved of location plan for the line from mileage 125.5 to 127.32, west of Glen Tay, and of plan for a subway on road allowance between lots 8, and 9, Scarboro tp., Ont.

The following subcontracts have been let for grading, etc., on the line:—Mileage 41 to 43, Taylor and Thom, Enterprise, Ont.; mileage 46 to 51, P. McCoy, Croydon, Ont.; mileage 51 to 56, Irvine and Morrison, Roblin, Ont.; mile 69, A. McDonald, Shannonville, Ont.; mileage 79 to 82, Mulhern and Barrett, Shannonville, Ont.; mileage 82 to 84, McRae and Campaign, Bayside, Ont.; mileage 84 to 88, F. R. Welford, Belleville, Ont.; mileage 88 to 91, Deeks and Hinds, Belleville; mileage 91 to 105, F. R. Welford; mileage 107 to 110, E. P. Creswell, Colborne, Ont.; mileage 115 to 123, Chisholm and Morley, Cobourg, Ont. The subcontract for concrete work from mileage 46 to 55, has been let to Campbell and Lathmore, Perth, Ont.; mileage 55 to 80, to the Highland Construction Co., Toronto; for all structures mileage 80 to 106, F. R. Welford, and for the Jones creek culvert, to T. Manley and Son, Belleville, Ont.

We are officially advised that the following are sub-contractors on the first 40 miles out of Glen Tay:—Mileage 0 to 6.2, P. McCoy, Kingston, Ont.; mileage 6.2 to 7.5, J. M. Foreman, Perth, Ont.; mileage 7.5 to 8.5, McMartin and Murdock, Perth; mileage 8.5 to 9.0, Shea and Huff, Perth; mileage 9.0 to 11.5, McMartin and Murdock; mileage 11.5 to 15.0, A. and W. D. Wheaton, Amherst, N.S.; mileage 15.0 to 24.8, Toronto Construction Co., general contractors, Belleville, Ont.; mileage 24.8 to 39, Johnson Bros., Belleville; mileage 39.0 to 40.0, White and Scriven, Smith's Falls, Ont.

October  
1912



Campbellford, Lake Ontario and Western  
Ry.—The Board of Railway Commissioners  
has authorized a connection to be made  
with the Kingston and Pembroke Ry. at  
Barham station, mileage 24.8 from Glen  
Tay, Ont.; and has approved of revised  
location plans for the line from mileage  
125.5 to 127.32.

November 19/2

Campbellford, Lake Ontario and Western Ry. C. W. P. Ransey, Engineer of Construction, is reported as stating, Feb. 14, that it is expected to have the line completed ready for traffic early in December next. The line, 185 miles in length, starts from the present Montreal-Toronto line near Glen Tay, runs southwesterly to the lake shore near Brighton, along the lake shore, south of the G.T.R., to Port Hope, thence parallel with the G.T.R. on the north side, to near Agincourt where it joins the existing line into Toronto. At the end of February there were 3,100 men at work on the line with 23 steam shovels. There are 80 bridge structures of various kinds, and 65% of the work on these has been completed. The principal bridge structures are:—A 700 ft. structure, 145 ft. high, 11 miles west of Glen Tay; a 1,600 ft. viaduct, 70 ft. high, at Trenton; a 1,700 ft. structure, 50 ft. high, at Port Hope and a 1,000 ft. structure, 80 ft. high, at Dixey Creek. About 70% of the grading has been completed, and it is expected to begin track laying in April. This work will be started at Glen Tay, Enterprise, Belleville, Trenton, and near Agincourt. The new line has a gradient of 0.4% compensated; the maximum curvature is 4 degrees. With the exception of the first 75 miles west of Glen Tay, which was heavy rock work, the construction is average cut and fill.

MARCH 1913

Campbellford, Lake Ontario and Western Ry.—The Dominion Parliament has extended the time within which this line may be built. This line extends from Glen Tay, Ont. to which point there is a double track from Montreal, to the Lake Ontario shore near Brockville, and thence parallel to the C.T.R. on the south side to Port Hope, thence on the north side to Agincourt, from which point the existing line is to be made a double track one this year. The entire line is under contract, and well advanced to completion so far as grading and bridge work are concerned. A start to be made on track laying early in April.

A meeting of shareholders has been called to be held in Montreal, April 18, for the purpose of approving a lease of the line when completed, to the C.P.R.; to arrange for the raising of money for construction by the issue of bonds.

April 19 13

**Campbellford, Lake Ontario and Western Ry.**—We are advised that the contract for the erection of all the buildings on this railway between Glen Tay and Agincourt, Ont., has been let to the John S. Metcalf Co., Montreal. The buildings include seven brick stations, 12 wooden stations, nine 40,000 gall. water tanks; a 12-stall locomotive house with turntable, machine shop, coaling plant, ash pit, and sand house; nine freight sheds at Trenton, Ont.; seven station residences, 25 tool houses, and several miscellaneous buildings, making in all 85 structures. It is intended to have all these completed by the end of this year.

**Ontario Division.**—The Board of Railway Commissioners has approved location plan for an additional track from lot 23, station 4611.59, concession 3, Scarboro tp., mileage 87.34 to Leaside Jct., mileage 95.64, Havelock Division, and has approved of revised grade as built. This forms part of the second track between Toronto Union Station and Leaside Jct., which is being built in connection with the Campbellford, Lake Ontario and Western Ry.

Considerable progress has been made with the grading for the second track from west of Ishington to Guelph Jct. Most of the culverts have been put in and the piers for the larger structures are being built. None of the bridge structures are very large. It is expected that track laying will be started early in July.

July 1913

# TEN MEN KILLED IN CONSTRUCTION CAMP

Heavy Loss of Life in an Ex-  
plosion of Dynamite

INQUEST TO BE HELD TO-DAY

The Italian Consul in Toronto Asked  
for Delay in the Inquiry, so That  
He Might be Represented by Coun-  
sel—Eight Bodies Recovered.

(Special Despatch to The Globe.)  
Kingston, June 28. At 11.30  
o'clock Wednesday night a terrible  
fatality occurred eleven miles west of  
Parham in No. 2 construction camp  
of the new C.P.R. line. Ten men  
were killed.

Michael-Guirrey, an Italian foreman  
for Johnson Bros., assisted by a dozen  
of his fellow-countrymen, were en-  
gaged in preparing a heavy blast to  
be set off in order to have material  
muck out to-day, when in some un-  
known way a spark was generated,  
causing the explosion.

Eight Bodies Recovered.

A telephone message from Long  
Lake this afternoon stated that eight  
of the bodies had been recovered. In  
all, it is understood, ten were killed,  
and the search for the other two was  
going on and men were working in the  
debris. The bodies were more or  
less mutilated and in some cases bad-  
ly mangled. They are being held un-  
til Friday afternoon, when they will  
be viewed by the Coroner's jury. The  
dead Italians are said to belong to  
Montreal. Michael Guirrey, the fore-  
man, was among those killed.

One of the Italians, a relative of one  
of the men who lost their lives, went  
temporarily insane after the catastro-  
phe occurred, and some of the men  
had all they could do to keep him  
from doing himself harm. He him-  
self had a very narrow escape.

The foreman of the gang was work-  
ing directly over the hole, which was  
charged with dynamite, when the ex-  
plosion occurred, and only small por-  
tions of his body were recovered.  
Dr. W. W. Sands, Coroner, of King-  
ston, will hold an inquest on Friday  
afternoon. It had been the intention  
to conduct it Thursday afternoon,  
but, owing to instructions from the  
Italian Consul at Toronto it had to  
be held over. Dr. Sands conferred  
with J. L. Whiting, County Crown  
Attorney, who instructed him to com-  
ply with the request of the Italian  
Consul, who will be represented. The  
firm of Denton, Grover & Field of To-  
ronto will send a lawyer in the in-  
terests of the Consul.

Many Similar Accidents.

It appears that in view of fre-  
quent killings of foreigners, and par-  
ticularly at railway construction  
camps in this district, the Italian  
Consul wants to be represented at in-  
vestigations into the cause and cir-  
cumstances surrounding any future  
fatalities to his countrymen. Fully  
thirty men have been killed within a  
radius of twenty-five miles in this dis-  
trict in railway construction work  
during the past year and a half.

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June 27  
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July 4 1913

NTO. FRIDAY, JULY 4, 1913.

# NEW POET LAUREATE?

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Salonika Safe

an Press Despatch to  
N. July 3. A letter  
from its headquarters  
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Board for Foreign  
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## C.P.R. Steel Joins Whitby to Agincourt

Despatch to The Globe  
WHITBY, July 3. The lay-  
er of steel reached Whitby  
on the new Lake Shore line of  
the Canadian Pacific to-night.  
This makes a continuous track  
from Agincourt. A large turn-  
out of citizens witnessed its ar-  
rival and great interest was  
shown in the event.

## NORTH AGAIN

## FIGHTING VIDEO



## FIRST TRAIN TO TORONTO BY LAKE SHORE C.P.R.

## THREE NEW COMPANIES HAVE BEEN INCORPORATED

GENERAL MANAGER AND OTHER DOMINION FOODS, EASTERN  
OFFICIALS ON BOARD FROM  
WHITBY. TERIAS, AND TELEGRAPH  
PUBLISHING CO.

(Special Despatch to The Globe.)

Whitby, July 4.—The first train on the new lake shore line of the Canadian Pacific left here this afternoon for Toronto, carrying General Manager McNicoll, Mr. J. W. Leonard, Mr. Ramsay, and other officials. They motored to Whitby from an inspection of the line eastwards, and were well pleased with the rapid progress being made by the contractors.

## AT OSGOOD HALL

JEWELL RECOVERS JUDGMENT  
FOR VALUE OF HOTEL, ETC.

(Special Despatch to The Globe.)  
Ottawa, July 4.—The Dominion Foods, Limited, with a capital of \$1,000,000, and with headquarters at St. Catharines, Ont., has been incorporated by letters patent. The company will carry on a general trading and provision business, and various powers to acquire, lease, establish, etc. The directors are as follows:—W. H. Briggie, Charles H. Briggie, manufacturers of F. Harry Southcott and F. J. Lo, manufacturers of St. Catharines.

The Eastern Cafeterias, has been incorporated by letters patent with a capital of \$150,000, and headquarters at St. Catharines. Among the incorporators are as follows:—

July 5 1913  
Globe

o-mor-  
 Ac. \*7.30 a.m.  
 \*Daily. xDaily except Sunday.  
 City Office, northwest corner King and Yonge  
 streets. Phone Main 4808.

# CANADIAN PACIFIC RAILWAY.

Leave Toronto.	Corrected to Date	Arrive Toronto.
* 9.00 am c10.00 pm *10.30 pm	Montreal, Quebec.	* 7.35 am c 8.15 am * 7.10 pm
* 9.00 am *11.00 pm	Ottawa.	* 7.40 am * 7.10 pm
* 9.00 am *10.20 pm	St. John, Halifax.	* 7.10 pm
* 8.45 pm	Winnipeg and West.	* 8.00 am * 4.45 pm
† 9.45 am x12.40 pm † 8.05 pm	Sault Ste. Marie, St. Paul, Minneapolis.	† 8.20 pm
† 9.45 am †11.30 am † 8.05 pm	Port McNicoll.	10.00 am y12.00 N'm
† 9.45 am †11.30 am † 8.05 pm	Bala.	* 8.00 am * 4.45 pm * 7.10 pm
† 9.45 am * 8.45 pm *10.20 pm	Alliston, Parry Sound, Sudbury.	* 8.40 am * 4.45 pm * 8.20 pm
† 9.00 am † 2.15 pm † 4.30 pm † 7.45 pm	Guelph.	† 8.00 am †12.30 pm † 8.55 pm † 8.45 pm † 8.45 pm
* 8.00 am † 2.15 pm * 4.30 pm †8.50 pm * 7.45 pm	Galt, Woodstock, London.	* 8.20 am †8.50 am †12.20 pm * 3.30 pm * 8.45 pm
† 8.00 am † 4.30 pm	St. Thomas.	†12.20 pm † 8.45 pm
† 7.20 am † 4.30 pm	Kilmora, Listowel, Blyth, Goderich.	†12.20 pm † 8.45 pm
* 8.00 am * 4.30 pm * 7.45 pm	Chatham, Windsor, Detroit, Chicago.	* 8.20 am * 8.55 pm * 8.45 pm
† 7.50 am † 9.30 am † 1.15 pm † 5.00 pm * 7.20 pm	Bramford.	† 8.50 am †11.30 am † 8.25 pm † 4.25 pm
* 7.50 am * 9.30 am † 1.15 pm † 8.25 pm * 5.00 pm * 7.20 pm	Buffalo and Hamilton.	† 1.30 pm * 8.45 am † 9.35 am *11.30 am † 1.30 pm * 4.25 pm * 9.25 pm
†11.30 am †11.10 pm	Hamilton.	† 6.00 pm † 8.25 pm
† 7.50 am † 9.30 am * 5.20 pm * 7.20 pm	New York.	* 8.45 am *10.55 am * 4.25 pm † 8.25 pm
† 9.00 am † 5.00 pm	Lindsay and Bobcaygeon.	†10.30 am † 7.10 pm
* 9.00 am † 5.00 pm c10.00 pm *10.30 pm	Peterboro, Tweed.	* 7.00 am * 7.25 am c 8.15 am †10.30 am * 7.10 pm
† 7.20 am † 4.45 pm	Wingham, Tecumseh, Fergus, Elora.	†12.10 pm † 8.45 pm
† 7.50 am † 5.10 pm	Durham, Walkerton, Owen Sound.	†11.20 am †7.55 pm

\*Daily. †Daily except Sunday. †Daily except Saturday. cDaily at North Toronto Station. xGalt only. xDaily except Friday and Sunday. yArrives 3.15 p.m. Saturday, Monday, Tuesday. City Ticket Office, King and Yonge Streets.

## CANADIAN NORTHERN ONTARIO RAILWAY.

Trains leave Union Station:—  
 \* 7.15 a.m. for Bar-

July  
 1913  
 Globe



6-mor-  
Ar. 7.30 a.m.  
Daily. Daily except Sunday.  
City Office, northwest corner King and Yonge  
streets. Phone Main 4208.

### CANADIAN PACIFIC RAILWAY.

Leave Toronto.	Corrected to Date	Arrive Toronto.
* 8.00 am c10.00 pm *10.30 pm	Montreal, Quebec.	* 7.30 am c 8.15 am * 7.10 pm
* 9.00 am *11.00 pm	Ottawa.	* 7.00 am * 7.10 pm
* 9.00 am *10.20 pm	St. John, Halifax.	* 7.10 pm
* 8.45 pm	Winnipeg and West.	* 8.00 am * 4.45 pm
† 9.45 am x12.45 pm † 8.05 pm	Sault Ste. Marie, St. Paul, Minneapolis.	† 8.20 pm
† 9.45 am x11.50 am * 8.05 pm	Port McNicoll.	10.55 am y12.00 p.m.
† 9.45 am * 8.45 pm *10.20 pm	Bala.	* 8.00 am * 4.45 pm * 6.20 pm
† 9.45 am * 8.45 pm *10.20 pm	Alliston, Parry Sound, Sudbury.	* 8.00 am * 4.45 pm * 6.20 pm
† 8.00 am † 2.15 pm † 4.30 pm † 7.45 pm	Guelph.	† 8.30 am †12.30 pm † 8.55 pm † 8.45 pm † 8.45 pm
* 8.00 am † 2.15 pm * 4.30 pm †5.50 pm * 7.45 pm	Galt, Woodstock, London.	* 8.30 am †8.50 am †12.30 pm * 3.55 pm * 8.45 pm
† 8.00 am † 4.30 pm	St. Thomas.	†12.30 pm † 8.45 pm
† 7.20 am † 4.30 pm	Elmira, Listowel, Blyth, Goderich.	†12.30 pm † 8.45 pm
* 8.00 am * 4.30 pm * 7.45 pm	Chatham, Windsor, Detroit, Chicago.	* 8.30 am * 8.55 pm * 9.45 pm
† 7.50 am † 8.30 am † 1.15 pm † 5.00 pm * 7.20 pm	Brantford.	† 8.30 am †11.35 am † 8.25 pm † 4.25 pm
* 7.50 am * 8.30 am † 1.15 pm † 8.25 pm * 5.00 pm * 7.20 pm	Buffalo and Hamilton.	† 1.35 pm * 8.45 am † 9.35 am †11.35 am † 1.25 pm * 4.25 pm * 8.25 pm
†11.30 am †11.10 pm	Hamilton.	† 6.00 pm † 8.25 pm
† 7.50 am † 9.30 am 5.20 pm * 7.20 pm	New York.	* 8.45 am *10.55 am * 4.25 pm † 8.25 pm
† 9.00 am † 5.00 pm	Lindsay and Bobcaygeon.	†10.30 am † 7.10 pm
* 9.00 am † 5.00 pm c10.00 pm *10.30 pm	Peterboro', Tweed.	* 7.00 am * 7.35 am c 8.15 am †10.30 am * 7.10 pm
† 7.20 am † 4.45 pm	Wingham, Tecumseh, Fergus, Elora.	†12.10 pm † 8.45 pm
† 7.50 am † 5.10 pm	Durham, Walkerton, Owen Sound.	†11.30 am †7.55 pm

### CANADIAN NORTHERN ONTARIO RAILWAY.

Trains leave Union Station—  
at 11.15 p.m. for Sea-

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# CANADIAN PACIFIC

## GREAT LAKES SERVICE

### 57 HOURS

Toronto to Winni-  
peg, leaving Tues-  
days and Satur-  
days. Other lux-  
urious steamers  
Mondays, Wednes-  
days and Thurs-  
days.

### STEAMSHIP EXPRESS

Leaves Toronto  
daily except Fri-  
day and Sunday  
12.45 noon, and ar-  
rives shipside 3.53  
p.m. Parlor cars.  
First-class coaches.

A SERVICE PERFECTED BY STU-  
DIED EFFORT AND YEARS  
OF EXPERIENCE.

### HOMESEEKERS' EXCURSIONS

Each Tuesday, until October 28.

WINNIPEG AND RETURN..... \$35.00

EDMONTON AND RETURN..... \$41.00

Other Points in proportion.

Return Limit, two months.

HOMESEEKERS' TRAIN leaves Toron-  
to 2.00 p.m. each Tuesday until August  
26, inclusive. Best train to take.

### EXCELLENT SERVICE

TO—

MUSHOKA LAKES.

KAWARTHA LAKES.

POINT AU BARIL.

FRENCH AND PICKEREL RIVERS,

RIDEAU LAKES, ETC.

SUMMER TOURIST RATES NOW IN  
EFFECT.

Full particulars from any C.P.R. Agent.

## THE SHOP

Leaves  
10.00 a.m.  
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July 1913  
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tically given a huge sum of  
money to buy the Crystal Pal-  
ace for the sake of football cup  
finals. But absolutely refuses to  
endow a national theatre.  
Mr. Shaw was unable to be  
present at the performance.

## BRAKEMAN AND COOK KILLED NEAR WHITBY

### C. E. COOPER FELL OFF FREIGHT —DUNK MET DEATH AS CAR ROLLED DOWN A BANK.

(Special Despatch to The Globe)  
Whitby, Ont. July 14.—Two train-  
men were killed near Whitby this  
afternoon, one on the Grand Trunk  
and the other on the C. P. R., and  
both at about the same time. C. E.  
Cooper, a brakeman on a Grand  
Trunk freight, fell from the top of a  
car a few miles west of Whitby and  
fractured his skull. He was not miss-  
ed by his train crew, but a following  
train picked him up and brought him  
to Whitby. He was alive when pick-  
ed up, but died immediately upon  
reaching Whitby.

The accident on the C. P. R. oc-  
curred at Lyndes Creek, one mile  
west of the town. The construction  
coking-car was being moved, and  
was proceeding at a rate of about  
four miles an hour, when it ran off  
the track and tumbled down the em-  
bankment, probably about fifty feet.  
The cook, a man named Dunk, of  
Cambellford, and Geo. Miner, as-  
sistant cook, were in the car. Dunk  
was instantly killed, and Miner very  
seriously injured. He was badly  
scalded from the hips to the feet, his  
hands were burned by his falling  
upon the hot stove, and he sustained  
a bad scalp wound. He was sent by  
Dr. F. Warren to the Oshawa Hospi-  
tal. It is thought he might recover.  
Both dead men were about 35 years  
of age.

### ELEVEN KILLED BY EXPLOSION.

Amherst, France, July 14.—Eleven work-  
men were killed and nine injured by a  
mine explosion here to-day.

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July 14  
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Campbellford, Lake Ontario and Western Ry.—The Board of Railway Commissioners has recommended the sanctioning by the Governor-in-Council of a lease of this line, now under construction from Glen Tay to near Agincourt, Ont., to the C.P.R.

Track has been laid on the Agincourt-Whitby section of the line, and a train was run over it July 4. Construction between Whitby and Oshawa is being pushed forward, and it is expected to have it completed at an early date. The remainder of the line to Glen Tay is almost finished, and it is expected to have the entire 133 miles in operation in the fall.

August 1913

Campbellford, Lake Ontario and Western Ry.—An original of the mortgage of the line to the Royal Trust Co., as trustee for the bond issue, has been deposited with the Secretary of State at Ottawa.

Construction trains are at work ballasting the line easterly from Agincourt, the ballast being obtained from a new pit near Markham. The work has been practically completed as far as Port Hope. The bridge work east of Port Hope is being pushed forward, and it is expected that everything will be ready for the operation of the line before the end of the year.

September 1913

Campbellford, Lake Ontario and Western Ry.—An original of the mortgage of the line to the Royal Trust Co., as trustee for the bond issue, has been deposited with the Secretary of State at Ottawa.

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Ontario Division.—In connection with the building of the Campbellford, Lake Ontario and Western Ry., which joins the present Montreal-Toronto line at Agincourt, a second track is being built from the point of junction into Toronto. The work involves the building of two new single track bridges over the Don and the West Don respectively, and the reduction of the present gradient between Wexford and Donlands.

A permit has been granted for the erection of a new repair shop at West Toronto, at an estimated cost of \$26,000. The contract for the work has been let to John Hayman and Son, London, Ont.

Track laying was started, Aug. 18, west of Islington on the second track being built from that point to Guelph Jct. The grading is fully completed to west of Cooksville. Between this point and Streetsville there are some good sized cuts and fills, on which considerable progress has been made. From Streetsville to Guelph Jct. the work is also well advanced. The concrete work is in a forward state. The whole work will be finished this fall.

September  
1913

Ontario Division.—The second track work east of Toronto is intended to extend from near Agincourt, when the new Campbellford, Lake Ontario and Western Ry., from Glen Tay, makes a connection into Toronto. The line from Montreal is double track to Glen Tay, and from this point to near Agincourt, there will be two single track lines—the original main line through Peterboro, and the new line to Belleville, and along the lake front. Thence into Toronto. We are officially advised there is no present intention of any further second track work on the Montreal-Toronto line.

Considerable progress has been made with the viaduct in North Toronto, which has been under construction for over a year. It will extend from east of Yonge St. to west of Dufferin St., and will have accommodation for five tracks. It will be used by the C.P.R. and the Canadian Northern Ry., and is expected to be completed during 1914. A station is to be built at North Toronto for the joint use of the two lines, as a part of the project.

The new second track from west of Burlington was put in operation as far as Brimley, about 11 miles, Nov. 2. It is expected that it will be completed to Streetsville Jct., Dec. 1, and the remaining mileage to Guelph Jct., by Dec. 31. The only thing likely to delay it is the steel work for the bridges. Press reports state that the second track work will be continued through from Guelph Jct. to London, in 1914, and that a line will be built from near Guelph Jct. to connect with the Sudbury line at Bolton Jct. In connection with the first of these reports it is stated that negotiations are in progress for the purchase of considerable land at Woodstock, with a view of increasing the yard accommodation and adding to the terminal facilities there.

A down-town yard has been laid out on Main St., Galt. Eight tracks have been laid, and a freight shed and offices built.

Owen Sound press reports, Nov. 14, state that a project has been under consideration for the building of a line from Owen Sound, via Meaford and Collingwood to Orillia. A gang of men started work at Collingwood, Nov. 8, and local reports state that they are engaged on the preliminary work for the line from Collingwood to near Barter, on the Sudbury line. This line is what is known as the Collingwood Southern Ry., the charter for which is held by the C.P.R., and surveys for which were made by H. D. Lumsden.

December 1913

Campbellford, Lake Ontario and Western Ry.—Track laying has been completed from Glen Tay to Agincourt, Ont., 182.5 miles. The line starts from Glen Tay, 15.7 miles west of Smiths Falls, to which point the C.P.R. line from Montreal is double track, and running down to the lake shore at Belleville, runs south of the G.T.R. to Port Hope, and then strikes northwesterly to a junction with the C.P.R. Montreal-Toronto line at Agincourt, 12.8 miles east of Toronto. From this point on to Toronto a second track is being built. The distance from Montreal to Toronto by the old route is 338.5 miles, and by the new one 341.1 miles. A freight service is being put on at once, but it is not intended to operate a passenger service over the new line until the summer. The stations on the new line are:—Christie Lake, Crow Lake, Parham (junction with the Kingston and Pembroke Ry.), Wilkenson, Overton, Lonsdale, Shannonville, Belleville, Trenton, Brighton, Colborne, Grafton, Cobourg, Port Hope, Newtonville, New castle, Bowmanville, Oshawa, Whitby, Cherrywood.

Ontario Division.—In connection with the building of the viaduct in Toronto, the C.P.R. is considering the desirability of putting all its telegraph wires on lines entering Toronto, underground.

The second track between Islington and Guelph Jct., 29 miles, has been completed, and trains are being regularly operated over it. The rearrangement of the station yards at Streetsville is being gone on with, and is expected to be finished early in January. The only piece of the second track between Toronto and Guelph Jct. not completed is at the bridge across the Humber River. The plans for the reconstruction of this bridge as a double track one have been approved, and it is expected that construction will be gone on with during the year.

We are officially advised that no work is being done in or around Collingwood, Ont., by the C.P.R., preparatory to any new construction. Recent press reports stated that some work had been started at Collingwood, which was understood to be in preparation for the projected Collingwood Southern Ry. to Baxter, on the Toronto-Sudbury line.

January 1914



Ontario Division.—All along the Campbellford, Lake Ontario and Western Ry., which extends from Glen Tay to Agincourt, Ont., 182.6 miles gangs of men are engaged in putting the finishing touches to the work. The passenger and freight stations, and the other buildings are nearly all completed. It is expected that the line will be put in operation early in the spring. In preparation for the opening of the line, a second track has been laid from Agincourt to Leaside Jct., 12.7 miles. From Leaside Jct. into Toronto, a second track has been in operation for some time.

The Board of Railway Commissioners has authorized the opening for traffic of a third branch from the north side of the Queen St. subway at North Parkdale station to Royce Ave., Toronto.

Although no official intimation has been received to that effect, it is said that a further distance of about 20 miles of second track will be laid on the Toronto-Windsor line this year. The present second track extends to Guelph Jct., and Galt is said to be the end of the next section to be put under contract.

We are officially advised that nothing has been decided with respect to the proposed cutoff between the London and the Muskoka subdivisions. One proposal is to build a line from Guelph to Bolton Jct., on the Toronto-Sudbury line. Surveys have been completed.

February 1914

Ontario Division.—An official inspection of the Campbellford, Lake Ontario and Western Ry., the line from Glen Tay to Agincourt, Ont., 182 miles, was made, May 12. Ballasting is being completed, and the station and other buildings are fast being got into shape. A regular train service will be put in operation July 1.

The second track which is being built from Leaside Jct. to Agincourt, Ont., is expected to be completed by June 1. The bridge over the Don River, nine miles from the Toronto Union Station, has been widened. It is 1,000 ft. long, the rail level being 120 ft. above water level. The superstructure is carried on nine steel towers on concrete bases, and two concrete abutments. In two of the towers openings are provided for railways, one on each side of the river. The contract for the substructure was carried out by Dickenson and Burns; and the superstructure is being erected by the Canadian Bridge Co. The C.P.R. has now a double track line westerly from Montreal to Glen Tay; two lines from that point to Agincourt—the old line via Peterborough, and the new Campbellford, Lake Ontario and Western Ry.; and a double track from Agincourt through Toronto to Guelph Jct.

JUNE 1914

Ontario Division.—It was understood that a regular train service would be put in operation on the newly completed Campbellford, Lake Ontario and Western Ry. June 29.

A Brampton, Ont., press report states that the citizens propose to build a line from there to a connection with the C.P.R. at Islington, and that the C.P.R. will operate a suburban train service over it from Toronto to Brampton, for 50% of the traffic receipts. Confirmation of this is lacking, but Brampton people have been doing their utmost during the last four or five years to get a better C.P.R. connection with Toronto than they have at present, or to get an electric railway.

The bridge over the Nottawasaga River at Baxter, Ont., on the Sudbury line, which collapsed May 15, has been restored, and the train service over it was resumed June 16.

July 1914

## The Construction of the Campbellford, Lake Ontario and Western Railway.

The new line 132.6 miles long is the main feature of an improvement just completed which, in conjunction with double tracking done during the last five years, gives the C.P.R. two tracks all the way from Montreal to Toronto. The new line, built as the real to Toronto. The new line, built as the Campbellford, Lake Ontario & Western Ry., has ruling gradients of 0.4% each way, and takes the place of a second-track along the old route through Havelock and Peterboro, which has ruling grades of 1.1% in each direction that could not be reduced to 0.4% except at a prohibitive cost. Incidentally the new line taps some new territory and touches a number of good-sized places on the shore of Lake Ontario that the C.P.R. has not hitherto reached.

From Montreal to North Toronto via the old line is 335.7 miles. The territory is shown on the accompanying map. For operating purposes there are three subdivisions, namely, from Montreal to Smiths Falls, 128.7 miles; from Smiths Falls to Havelock, 109.2 miles, and from Havelock to North Toronto, 97.8 miles. The first or Smiths Falls subdivision was first double

these 34 miles is the heaviest grading. Reaching an arm of Lake Ontario at Belleville, the route is near the shore until within 20 miles of Agincourt, and is situated in what is considered one of the best farming districts in Ontario. Seven important towns are reached, and particular attention has been paid to securing in each place a location favorable from a traffic standpoint.

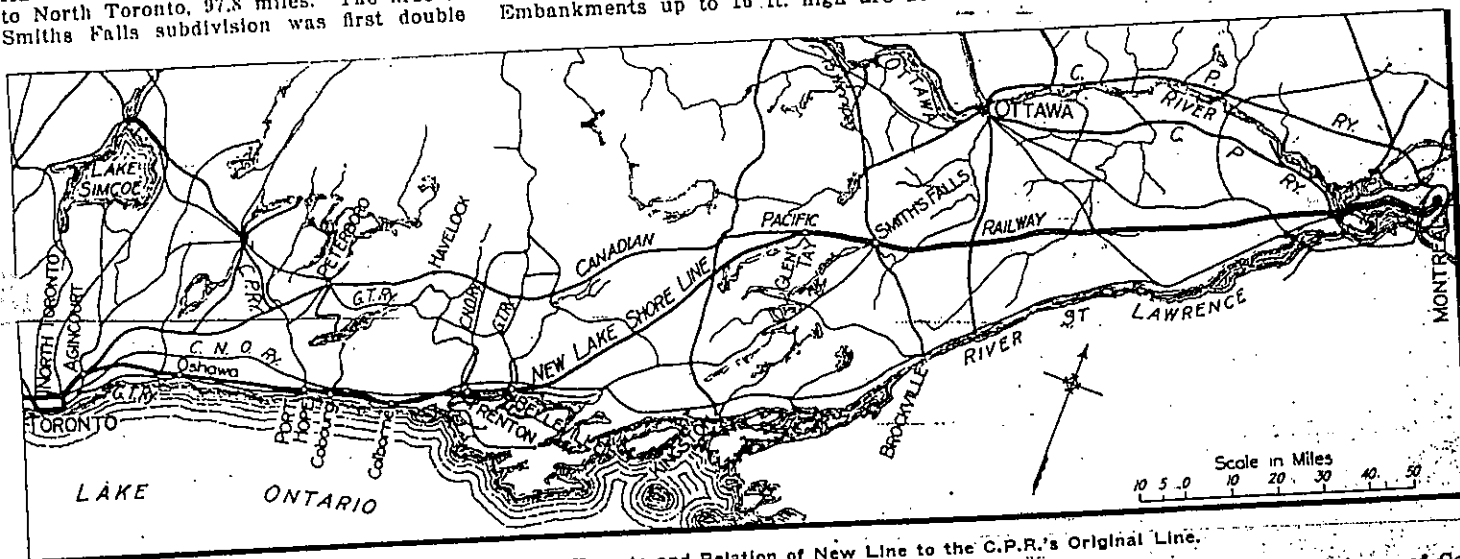
This line is built with a maximum curve of 4 deg., spirals of 100 ft. in length per degree of curve being used in all cases. The average curvature is 20 deg. per mile. While the ruling gradients are virtually 0.4% in each direction, velocity grades were used where economy suggested them. Curves are compensated 0.04 ft. per degree of central angle. Vertical curves are 100 ft. long per 0.05% change of grade in sags and per 0.1% change on summits. All grades at, approaching and leaving passing sidings are reduced to 0.3% compensated for a distance of 3,000 ft. from either end of the siding.

In general the right of way is 100 ft. wide. Embankments up to 16 ft. high are 16 ft.

deep, under which a thick stratum of blue clay, very soft at the top, and thin layers of sand, gravel and hardpan made it necessary to carry the centre pier down to a depth of 103 ft. below the water level to reach solid rock. The pier on the west shore also had to be carried down 56 ft., and the next one 30 ft. These three piers were sunk under air pressure, using reinforced concrete caissons with steel cutting edges.

The objection to grade crossings on this line is naturally not as acute as in more populous regions. Of 17 railway crossings and 293 highway crossings, 7 and 225 respectively are at grade. For operating purposes Trenton, which is midway between Smiths Falls and North Toronto, has been made a division point, and a yard and shops have been built there. Passing sidings are 3,000 ft. long and are about 6 miles apart. The track is laid on cedar, hemlock, tamarack and jack pine ties in 18 in. of gravel ballast with 85 lb rail.

Quantities on the work include 7,500,000 cu. yd. of grading, of which 1,300,000 cu. yd. were solid rock, 100,000 cu. yd. of masonry and 15,200,000 lb. of steel. The cost has conformed closely to the estimate, which was \$11,000,000, or approximately \$60,000 a mile. The work was done under the direc-



Territory from Montreal to Toronto and Relation of New Line to the C.P.R.'s Original Line.

tracked, this work being completed late in 1909. The alignment on this section was already good and the ruling gradient of 1% was reduced to 0.3% eastbound and 0.4% westbound.

Growth of business made some relief of the single track between Smiths Falls and Toronto imperative. Surveys completed in 1911 developed the fact that even with long-diversions it was impossible to reduce materially at any reasonable cost the gradients on the existing line, but it was found that on the new location shown between Glen Tay, 15.5 miles west of Smiths Falls, and Agincourt, 10.5 miles east of North Toronto, a new line 1.6 miles longer than the old, but with 0.4% ruling grades each way, was feasible. The section from Smiths Falls to Glen Tay was double tracked in 1911, the work being fairly light. Heavy grading was necessary between Agincourt and North Toronto in order to get the grades down to the desired maximum, and this portion of the double tracking also entailed the construction of two large viaducts. This work was started in June, 1913, and is nearing completion.

Starting from Glen Tay, the new line, after traversing a few miles of agricultural country, strikes into a rocky section, lightly timbered and abounding in lakes. In

wide; higher ones are 18 ft. wide. Slopes of fills are  $1\frac{1}{2}$  to 1 for earth and  $1\frac{1}{4}$  to 1 for rock. Earth and rock cuts are respectively 22 ft. wide, with  $1\frac{1}{2}$  to 1 slope, and 20 ft. wide, with  $\frac{1}{4}$  to 1 slope. Both in the purchase of right of way and in the grading account was taken of the probability of future double tracking, sufficient land for the purpose being bought where possible, embankments and cuts being made for the additional track in preference to wasting or borrowing material.

All bridges and culverts are of concrete and steel construction. Of the steel structures the principal ones are that over the Ganeraska River at Port Hope, 1,800 ft. long; that over the Trent River and Canal, 1,493 ft. long; that over Mud Lake, 964 ft. long; and that over Dixie Creek, 316 ft. long. Most of these are of viaduct construction, with few spans greater than 90 ft.

The greatest difficulties were encountered at Mud Lake crossing, near the eastern end of the new line. Two 241 ft. trusses span the lake proper with a pier in the centre. A short girder span leads to the top of the east bank, several viaduct spans constituting the west approach. The lake itself is only 2 or 3 ft. deep, but the bed is a mass of semi liquid mud; some 20 ft.

tion of C. W. P. Ramsey, Engineer of Construction, and P. B. Motley, Engineer of Bridges, C.P.R.—Engineering Record.

### A Conductor's Excusable Repartee.

Howard Elliott, Chairman of the New Haven lines, said at a dinner in New York recently:—

"I don't encourage back talk among our employees—far from it—but I must say my sympathies are rather with one of our conductors who ventured under great provocation, on a little back talk the other day."

"As the conductor was punching tickets, a man said to him, with a nasty sneer:—

"You have a lot of wrecks on this road, don't you?"

"Oh, no," said the conductor. "You're the first I've seen for some time."

**Locomotive Rescued.**—In the autumn of 1913 a C. P. R. locomotive left the track near Rossport, Ont., and ran into Lake Superior, sinking in 60 ft. of water. The Canadian Towing and Wrecking Co. undertook to raise the locomotive, and replace it on the tracks. This novel piece of salvaging work was reported accomplished recently, and repairs are now being made in the locomotive shops.

Campbellford, Lake Ontario and Western Ry.—This new line from Glen Tay to Agincourt, 183.42 miles, was opened for traffic, June 29. Trains are operated over it between Ottawa and Toronto, making connection at Smiths Falls with trains from and to Montreal, and at Parham Jct. with trains from and to Kingston, and local trains between Belleville and Toronto. The distance between Montreal and Toronto by the new line is 340.42 miles, or about two miles longer than by the original route.

Ontario Division.—A press report states that in connection with the completion of the Lake Erie and Northern Ry., it is expected that a union station will be built in Galt. The L. E. and N. R. is being leased to the C.P.R., and G. Bernhardt is reported to have said the C.P.R. was in treaty with him for the Iroquois Hotel site on Main St. for station purposes. Local people desire that the G.T.R. should co-operate with the C.P.R. in building a union station.

August 1914

Campbellford, Lake Ontario and Western Ry.—The Lake Ontario Shore Line is the name which has been given to this new line from Glengarry to Agincourt, Ont., which, with the old Ontario and Quebec Ry. line between those points, now gives a continuous second track between Montreal and Toronto. The new line, 152.6 miles long, has ruling gradients of only 0.4% each way and the maximum curve is 4 degrees. In general the right of way is 100 ft. wide, embankments up to 16 ft. high are 16 ft. wide and higher ones 18 ft. Both in the right of way and in grading the probability of future double tracking was kept in mind, sufficient land being bought for the purpose wherever possible and embankments and cuts made for the additional track. All bridges and culverts are of steel and concrete. The principal steel structures are those over the Ganeraska River and the town of Port Hope, 1,800 ft. long; over the Trent River and Canal at Trenton, 1,493 ft. long; over Mud Lake, 964 ft. long, and over Dixie Creek, 916 ft. long; most of these are viaducts with few spans exceeding 90 ft. in length. At Mud Lake, in order to secure a solid foundation, it was necessary to carry the centre pier down to 103 ft. below the water level to reach bed rock; another pier had to be carried down 56 ft., and a third 30 ft.; these three piers were sunk under air pressure, using reinforced concrete caissons with steel cutting edges. Quantities of material used in the work include 7,500,000 cu. yds. of grading, of which 1,300,000 were solid rock, 100,000 yards masonry, and 15,200,000 lbs. steel. The cost was about \$11,000,000, or approximately \$60,000 a mile, and conformed closely to the estimates made before the work began.

October 19/4

**Ontario Division.** — The Campbellford, Lake Ontario, and Western Ry. has a joint terminal with the Canadian Northern Ontario Ry. at Belleville, Ont., and a section of joint track and terminals with the Georgian Bay & Seaboard Ry. at Orillia, Ont. The Dominion Parliament is being asked to confirm the agreements between the two companies with respect to the same.

The C.P.R. is applying to the Dominion Parliament for the confirmation of an agreement with the Canadian Northern Ontario Ry. respecting the use of terminals at North Toronto, Ont.

The new double track bridge over the Humber River, near Toronto, on the Toronto-Windsor line is completed. Trains commenced to run over the southerly, as well as the northerly, track Dec. 1.

The C.P.R. is applying to the Dominion Parliament for an extension of time for the construction of its projected line from between Bolton Jct. and Palgrave, on the Toronto-Sudbury line, and Campbellville, Ont., on the Toronto-Windsor line.

The South Ontario Pacific Ry. is applying to the Dominion Parliament for an extension of time for the building of its projected railway from Hamilton to the Niagara River at Niagara Falls, Ont.

January 1915

### Changes in Canadian Pacific Railway's Ottawa-Toronto Service.

The C.P.R., with the introduction of new time tables on Nov. 1, will inaugurate a new Ottawa-Toronto service by the addition of two new trains to run from the Grand Trunk Central Station at the intersection of Sparks and Rideau Streets, Ottawa. The new service, which will be daily except Sunday, will consist of a train, "The York," leaving Ottawa at 1.15 p.m. and reaching Toronto Union Station at 3.30 p.m. The east bound train, "The Rideau," will leave Toronto Union Station at 1.45 p.m. reaching Ottawa at 10 p.m. These trains will run over the Lake Ontario shore line between Agincourt and Glen Tay, over the Toronto-Montreal main line between Glen Tay and Kempton and over the Prescott subdivision between Kempton and Ottawa. The equipment will consist of baggage car, smoking car, first class car and library observation car with a brother service.

The ordinary morning train for Toronto will leave Ottawa Central Station at 3.35 daily, going over the Interprovincial Bridge and through Hull, leaving Broad St. Station, Ottawa, at 10 a.m. and running via Carleton Place to Smiths Falls, where it will connect with "The Canadian," from Montreal, running via the Lake Ontario shore line from Glen Tay, and reaching Toronto Union Station at 6 p.m. It will also connect at

Falls will arrive at Ottawa Central Station at 1.45 a.m. via Kempton.

There will also be a greatly improved service between Ottawa and Kempton. Two trains daily each way, leaving Ottawa 5.35 a.m., via Carleton Place, Smiths Falls and Tichenborne, reaching Kempton at 1.30 p.m.; also leaving Ottawa Central Station at 1.15 p.m. via Kempton, Smiths Falls and Tichenborne, reaching Kempton at 3.45 p.m. From Kempton there will be a train leaving at 10.45 a.m. via Carleton Place, reaching Ottawa at 5.40 p.m. and another leaving Kempton at 5.40 p.m. via Kempton reaching Ottawa at 10 p.m. The Ottawa-Kempton trains in both directions will use the Ottawa Central Station.

### Inverness Railway and Coal Company's Receivership.

The following circular was issued by the bondholders' committee—J.H. Plummer, President, Dominion Steel Corporation; E. A. Lash, Senior Counsel, Canadian Northern Ry.; and D.B. Hanna, Third Vice President, Canadian Northern Ry., Oct. 7:—

A meeting of the bondholders of Inverness Railway & Coal Co. was held in accordance with the notice calling same, at the office of the company, Toronto, on June 30, at which W.E. Rundle, General Manager, National Trust Co., Ltd., occupied the chair. Substantially more than 5% of the bonds were represented at the meeting. Repre-

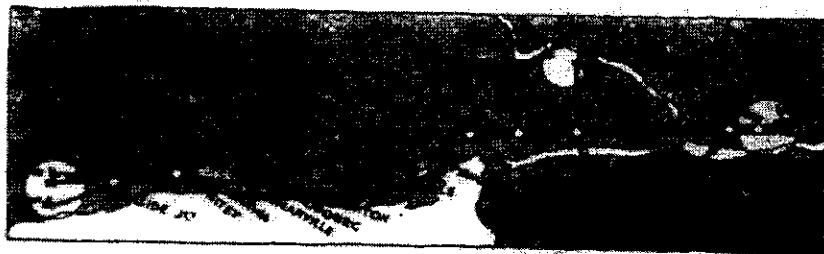
in the absence, therefore, of a definite plan by which the bondholders could now see their way to an ultimate solution of the company's financial problems. It was not considered advisable to authorize the creation of prior lien securities, or to pass any of the resolutions referred to in the notice convening the meeting, but in view of the disastrous effect the closing down of the mine would have on the company's properties, the trustees were instructed to apply to Nova Scotia for the appointment of a Receiver and Manager to continue operations till further order and a committee of bondholders was appointed to advise with the trustees respecting any matters which may arise in connection with the receivership and management, or with the duties of the trustees or the course of action which they should take. J. McGillicuddy, Inverness, N.S., was on July 4 appointed Receiver and Manager by the Nova Scotia court. It is anticipated that the operations of the company will meet expenses during the continuance of operations. The committee will issue further statements for the information of the bondholders as occasion may require.

**Alleged Claims Against the C.P.R.**—Controller Hebert asked the Montreal Board of Control, Oct. 6, to direct an enquiry to be made by the City Solicitor into the question of an alleged indebtedness of the C.P.R. to the city of \$300,000, under an agreement of 1893, and of \$25,000 for repairs on streets used by the railway. The first claim arises out of the taking over of the old Quebec, Montreal, Ottawa and Occidental Ry., and the erection of the Place Viger Station and Hotel. In 1901 a claim was made that the company had not lived up to its obligations, and the matter was apparently settled in 1902 by a report of a special committee covering a report of the then City Solicitor that the money could not be recovered. The company then claimed that it had done more than it was obliged to do under the agreement. No details are given respecting the \$25,000 claim. The matter is still under consideration.

**National Transcontinental Ry. Shops for Munition Works.**—In speaking before the Canadian Manufacturers' Association's Montreal branch, Oct. 10, D.A. Thomas, representative in Canada of the British Minister of Munitions, said, among other things: "The Dominion Government had placed the National Transcontinental Ry. shops at the disposal of the Government for making shells at cost price. I take this opportunity of thanking the Canadian Government for the spirit shown in placing these shops at our disposal. We understand that some shells are already being made at the National Transcontinental shops at Transcona, Man., and that it is possible some will be made at the Intercanadian shops at Moncton. The National Transcontinental shops at Quebec are not yet completed."

**Toronto Terminals Ry. Co.**—Work is in progress on the site of the new union station in Toronto, gangs of men having started cleaning up Oct. 4. A statement that the work will be continued until completed is reported to have been made by J.H.M. Ambrose, Chief Engineer in charge of the work. The building is expected to be ready for the steel workers Mar. 1, 1916; to be ready for occupation in 1917, and to be finally completed in the following year. (Oct. pgs. 354 and 355).

**Railway Construction in South Africa.**—The South African Premier stated recently that since the formation of the Union Government there 1,400 miles of railway had been built to July 31, 1915, and that by the end of the current year a further 250 miles would be completed.



Canadian Pacific Railway Routes between Toronto, Ottawa and Montreal.

Smiths Falls with train 35 from Montreal going via Peterboro and reaching Toronto Union Station at 6.25 p.m.

There will be two east bound morning trains for Montreal, one leaving Toronto Union Station at 8.50 a.m. daily except Sunday, via Peterboro, and the other leaving Toronto Union Station at 9.15 a.m. daily over the Lake Ontario shore line. The Ottawa passengers from these two trains will be carried on a train leaving Smiths Falls at 3.45 p.m. running via Carleton Place, reaching Broad St. Station, Ottawa, at 5.15 p.m. and Ottawa Central Station at 5.40 p.m.

At night the Ottawa-Toronto train no. 33, which now leaves Broad St. Station, Ottawa, will leave Ottawa Central Station daily at 11.10 p.m., reaching Kempton at 12.10 a.m. and there being consolidated with the Montreal-Toronto trains reaching Toronto Union Station via Peterboro at 1.20 a.m. and North Toronto at 3 a.m. and via the Lake Ontario shore line reaching Toronto Union Station at 7.35 a.m. The Toronto-Ottawa train no. 34, which now leaves Toronto Union Station at 11.10 p.m., will leave at 11 p.m. daily, running via Peterboro to Smiths Falls, where it will take on Ottawa sleeping cars from train 24 leaving North Toronto at 10 p.m. for Montreal via Peterboro, and will also take on Ottawa sleeping cars from train 23 which will leave Toronto Union Station for Montreal via the Lake Ontario shore line at 11.20 p.m. instead of 11.30 a.m. as at present. The consolidated train no. 34 from Smiths

ventatives of the company addressed the meeting and pointed out that the company was and had been unable to meet its obligations in respect of its bonds for the following reasons:—There is insufficient market for coal of the quality produced; there is much slack in the coal produced, only a portion of which could be marketed at the time; high boat freights, resulting from war conditions, has restricted the present market for the company's output in Nova Scotia and New Brunswick or to local consumption.

The company has been investigating processes whereby its slack coal could be converted into saleable briquettes, but its efforts in that direction have so far been unsuccessful. A representative of the company was, at the outbreak of the war, making investigations in Austria, where the briquetting of coal is carried on successfully, but such investigations were necessarily terminated at the commencement of hostilities, and similar investigations in Great Britain, where experiments were being conducted in the same direction, had also to be abandoned for the same reason. A survey and investigation of the coal deposits on the properties controlled by the company has been made, but such survey does not show coal of a higher quality than that which the company is at present making, and with a solution of the difficulty of making saleable briquettes has been found, further investigations in the development of other coal areas would not be warranted.



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MONTREAL  
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C H RIFF

## Canadian Pacific Railway Construction, Betterments, Etc.

**Eastern Lines Betterments.**—Canadian Railway and Marine Word has been favored with the following official information as to work to be done this year on lines east of Port Arthur, Ont.

Five bridges on the Oshawa Subdivision, Trenton Division, all in the vicinity of Toronto, are to be replaced to enable the operation of the 2,300 class and even heavier locomotives into Toronto. The bridges are numbered 101.0, 102.7, 105.1, 106.15 and 106.2, these figures representing their mileage from Trenton, the eastern limit of the subdivision, 109.1 miles from Toronto union station. Bridge 101.0 is on the double track line between Leaside and Agincourt; Leaside, the junction with the North Toronto Subdivision, is 5.3 miles from Toronto union station, and Agincourt, the junction with the Peterborough Subdivision line, is 12.8 miles from Toronto union station. This section of line was double tracked in 1913, and the bridges on the second track were built suitably for the heaviest class of power. The present work is replacement of the bridges on the original line. Bridge 101.0 was built in 1883, and is a steel structure 900 ft. long and 120 ft. high on masonry piers and abutments. It will be replaced by a deck plate girder structure with steel towers, using the same piers and abutments. Bridge 102.7, also on the original line of the double track section between Leaside and Agincourt, and also built in 1883, is a steel trestle of the same type as bridge 101.0, and is 810 ft. long and 106 ft. high. It will be replaced by a bridge of deck plate girders on steel towers, using the present piers and abutments. These two bridges carry the line over the Don River. Bridge 105.1, the longest of the 5 to be replaced, is 1,150 ft. long, and was built in 1888. It is between Leaside and Don station, 4 miles from Toronto union station, and carries the line, which is single track between Leaside and Don, and operated by the absolute staff system, across the Don Valley, adjacent to the Don Valley brick works. The present bridge is a steel trestle on masonry piers and abutments, carrying the track at an average level of 75 ft. above the bottom of the valley. It will be replaced by a steel girder structure on high concrete piers sunk to rock, thus eliminating the trestle type of construction. Bridge 106.15, a half deck plate girder structure 34 1/2 ft. long, built in 1888, carries the line over Winchester St., 2.95 miles east of Toronto union station and 0.95 mile north of Don station. It will be replaced by a heavier structure of the same type. Bridge 106.2, also built in 1888; is also on the Leaside-Don section, 2.90 miles from Toronto union station and 0.90 miles from Don station, and carries the line over the Don River. The present bridge is a deck plate girder structure 253 ft. long, on masonry piers and abutments. It will be replaced by a heavier structure of similar type. All of these bridges, despite the length of time they have been in service, are reported as being in first class condition and good for many years' use, and to all intents and purposes as good today as when they were built. The management's desire is, however, to operate its heaviest power into Toronto, to meet the demands of the present traffic and the greater traffic of the future, and as it is the intention to carry out this programme of bridge replacement without delay to traffic, it was considered advisable to go ahead with the work now rather than postpone it until traffic increases would make it impossible to do it as expeditiously as it can be done now.

The company will also replace this year

the steel superstructure of the Keele St. subway, on the Galt Subdivision line, near West Toronto station, 4.9 miles from Toronto union station. The present structure is a 5-track plate girder one, built in 1891, and will be replaced by a similar but heavier structure, the aim there, as on the Oshawa Subdivision, being also to permit the operation of the heaviest class of power.

Another main track will be built between Windsor St. station, Montreal, and Westmount, providing 3 tracks on which to handle the increasingly heavy traffic between Windsor St. and Glen passenger car yard. Sidings or siding extensions, to provide for the operation of longer trains, or to facilitate switching in terminals, will be built at Blagdon and Martin, N.B., at mile 4.9 Lyndonville Subdivision, and Inwood, Vt., at Sutton, East End Cattle Market (Montreal), Vaudreuil, Angus and Highlands, Que., and at Pembroke, Warren, Ridout, Tophet, Nemegos, Pearl, Beck, Melgund, Neys and Hurkett, Ont. Business sidings or extensions to business sidings will be built at Kimball and Inwood, Vt., and at Ironside, Blind River and mile 96.0 Nemegos Subdivision, Ont.

The new rail allotment includes 150 miles of 100 lb. rails of which 68 miles will be laid on the Nipigon Subdivision, Algoma District, in continuation of the programme to equip the main line from Toronto to Fort William with heavy rails, and 49 miles will be laid on the Galt Subdivision, Ontario District, from mile 39.6 to 57.6 and from mile 82 to 113, replacing 85-lb. rails. All new rails will be equipped fully with heavy tie plates and in addition 750,000 will be bought for the protection of creosoted ties to be put in service this year, which will bring the number of creosoted ties placed on Eastern Lines since 1918 up to 9,200,000, which is about 45% of the ties in service. An electric welding outfit will be used this year between Montreal and Smith's Falls, Ont., in order that battered rail ends may be built up by metallic arc welding process and the life of the rails in main line service increased. The programme of building up battered rail ends by the oxy-acetylene process which was begun last year will be continued and extended during this year.

Rock ballasting of the main lines will be continued on several subdivisions as soon as weather conditions will permit; up to the end of last year 1,380 single track miles had been done and this season's programme involves 218 miles, of which 134 miles will be on the Ontario District, viz.: 21.5 miles between Glen Tay and Sharbot Lake and 112.5 miles between London and Windsor. By the end of 1928 the main line from Quebec and from Farnham, Que., to Windsor, Ont., except for one subdivision between Toronto and London, Ont.; the main lines from Montreal to Chapleau, Ont., via Ottawa, except for one subdivision between Chalk River and North Bay; and the line from Toronto to Sudbury, Ont., except for one subdivision between Toronto and MacTier, Ont., will have been rock ballasted. In addition to the rock ballasting, 326 miles of main and branch lines will be re-ballasted with gravel to replace material used in surfacing and to improve drainage. Of this, about 60 miles will be on the Ontario District, viz., about 30 miles on Orangeville, Owen Sound and Teeswater Subdivisions, 15 miles on St. Thomas Subdivision and 13 miles on Port Burwell Subdivision.

The usual programme of bridge and building repairs and replacements, right of way and snow fence renewals, rail and track tie renewals, signal and interlocking plant repairs will be carried out to maintain

the property properly, and the track tie renewals this year will include approximately 1,750,000 creosoted ties, bringing the total number of treated ties placed in service on Eastern Lines since 1918 to approximately 9,200,000, representing 45% of the ties in service.

Two self-propelling steel pile drivers will be bought to facilitate the handling of the bridge and culvert work on the Ontario and Algoma Districts, and portable air compressors equipped with paint spraying and cleaning attachments, rock drills, paving breakers, etc., will be provided to expedite bridge and building work on the Farnham, Trenton, London and Toronto Terminals Divisions.

Weed killing solution will be applied to over 2,400 miles of rock-ballasted main lines and gravel-ballasted branch lines in Quebec and Ontario, to eliminate expensive hand work and permit track men to use time otherwise required for track weeding on more important work. A weed-burning machine will be bought and used to destroy weeds on approximately 480 miles of branch lines in New Brunswick.

Evergreen hedges had been built along the right of way for approximately 110 miles up to Dec. 31, 1927, to replace permanent board fences as protection against drifting snow. The work will be continued this year, the season's programme involving the planting of approximately 40 miles of new hedges.

The locomotive houses at Glen yard, Montreal, Ottawa West, Smith's Falls and North Bay, Ont., will be extended to provide accommodation for larger locomotives. Stalls will be added to the locomotive houses at Aroostook, N.B., and Outremont, Que., to provide accommodation for additional locomotives to be taken care of there, and a locomotive house will be built at Pembroke, Ont. Diamond soot blowers and mechanical stokers will be added to the power plant at Glen yard, Montreal, locomotive house. Seventy feet turntables at Bay Shore, N.B., Hochelaga and Quebec, Que., will be replaced with 90 ft. twin span turntables of the latest design and the 65 ft. turntables of light construction at St. Lin, Que., and Ingersoll North, Ont., will be replaced by 70 ft. turntables to handle larger locomotives to be turned at those points. Concrete locomotive coaling plants, 200 tons capacity, will be installed at Newport, Vt., and Windsor, Ont.; the coaling plant at Port Burwell, Ont., will be remodelled. A modern plant for handling locomotive cinders will be built at Three Rivers, Que. A gravity water supply for locomotives will be provided at mile 101.3 Ste. Agathe Subdivision, Quebec District, and 40,000 to 60,000 gall. steel water tanks will be erected at Highlands and Three Rivers, Que., and at Dranoel, Belmont, Port Burwell, Parkdale and Sudbury, Ont., and a 20,000 gall. tank at Listowel, Ont. Water stations at Vankleek Hill, Bucksmin and Ayr, Ont., will be improved by the installation of electrically operated pumps and at Carleton Place and Havelock, Ont., by the erection of standpipes at convenient locations for locomotives taking water there.

Additional equipment for the locomotive and car departments will be supplied and old machinery replaced by modern equipment at Brownville Jct., Me., McAdam, N.B., Newport, Vt., Farnham, Glen Yard, Outremont, Hochelaga and Three Rivers, Que., and at Ottawa West, Smith's Falls, Carleton Place, Kingston, London, Windsor, MacTier, Orangeville, West Toronto, Chalk River, North Bay, Sudbury, Cartier, Chapleau and Schreiber, Ont., to facilitate the handling of locomotive and car repairs.

Improved stations will be built at Grace-

## Canadian Pacific Railway Construction, Betterments, Etc.

**Aylmer Station.**—We are advised officially that the company is building with its own forces a new station at Aylmer, mile 7.4 from Hull West, Waltham Subdivision, Ottawa Division, Quebec District. It is a single story structure located at the corner of Front and Chaudiere Sts., 20 x 54 ft., with an umbrella roof extension at each end. It includes office, general waiting room, ladies' waiting room, lavatories, and a combined baggage, express and freight room. Including the grounds it will cost about \$10,000.

**Oshawa Subdivision Bridges.**—Particulars of five bridges to be rebuilt on Oshawa Subdivision, Trenton Division, near Toronto, were given in Canadian Railway and Marine World for April, pg. 183, and in the May issue, pg. 275; it was stated that two contracts had been let for bridge 105.1, which will be 1,150 ft. long, viz., to Nelson River Construction Co. for the substructure, and to Canadian Bridge Co. for the superstructure. We are advised officially that the substructure alterations on bridges 101, 102.7, 106.2 and 106.15 will be made by C.P.R. forces. The superstructures of bridges 101 and 102.7 will be erected by Hamilton Bridge Works Co., and the superstructure of bridges 106.2 and 106.15 by Canadian Bridge Co.

**Foam Lake Southwest Branch** leaves the Manitoba and Northwestern Ry. at Foam Lake, Sask., mile 280.7 from Portage la Prairie, Man., and proceeds southwesterly, its location having been approved for 26.96 miles by the Board of Railway Commissioners, in 1927. Grading was started during the 1927 construction season and some progress had been made when weather conditions necessitated closing down for the winter. W. A. Dutton, Winnipeg, has been given a contract for grading, etc., for 25 miles. It will be average prairie construction, maximum gradient 0.55%, maximum curvature, 4 degrees; no bridges; 85 lb. rails will be laid. (Jan., pg. 13.)

**Moose Jaw Southwesterly Branch.**—The Board of Railway Commissioners passed order 40,787, May 28, approving location of portion of this branch (Assiniboia to Consul, Sask.), from mile 123.20 to 150.15. About 30 miles of an extension from Maxstone was built in 1927, and the location now approved will carry the branch well on to Val Marie, to which point an extension from Consul easterly has been in operation for some time. A contract has been let to Foley Bros., Inc., St. Paul, Minn., for grading of 37 miles westerly from the present end of track towards Val Marie. It will be fairly heavy prairie construction, maximum gradients one per cent., maximum curvature 8 degrees, there will be four pile trestles, track will be laid with 85 lb. rails. (Jan., pg. 13.)

**Fife Lake Branch.**—The Board of Railway Commissioners passed order 40,806, May 29, approving location of portion of this branch from mile 60.2 to 65.68 in Saskatchewan. This will be an extension from the present terminus of the branch at Coronach, easterly to Lake Alma, the westerly terminus of a branch from Estevan, Sask. A contract has been let to Foley Bros., Inc., St. Paul, Minn., for grading 17 miles easterly from Coronach. It will be average prairie construction, maximum gradients one per cent., maximum curvature 8 degrees. There will be three small pile trestle bridges. Track will be laid with 85 lb. rails. (June, pg. 321.)

**Archive-Wymark Branch.**—The Board of Railway Commissioners passed order 40,780, May 25, approving location of portion of this branch from mile 21.25 to 37.67. Archive is 9.9 miles from Moose Jaw,

Sask., on the Moose Jaw Southeasterly Branch, Wymark is at mile 15.8 from Swift Current, on the Swift Current Southeasterly Branch. There is already in operation a line from Wymark easterly to Coderre, 65.2 miles, reaching out towards Archive. A contract has been let to Duff, Flint and Co., Winnipeg, for grading of 12 miles from Coderre easterly towards Archive. The grading quantities will be light, maximum curvature 3 degrees, maximum gradients 4/10ths of one per cent. There will be one small pile bridge. Eighty-five pound rails will be laid.

**Aikins Northerly.**—Aikins is at mile 104.5 west from Moose Jaw, and 5.9 east of Swift Current, Swift Current Subdivision, Moose Jaw Division, Saskatchewan District, and the line is projected northerly. Stewart & Cameron, Winnipeg, have been given a contract for grading, etc., of 20 miles. It will be average prairie construction, maximum gradient 1%, maximum curvature 5 degrees; one pile trestle bridge; 85 lb. rails will be laid.

**Asquith-Cloan Branch.**—The Board of Railway Commissioners passed order 40,764, May 22, approving location of this branch from mile 0 to 29.79, and revised location from mile 29.79 to 30.67. Track was laid on this line in 1927 to mile 30.

**Cutknife-Whitford Lake Branch.** The Board of Railway Commissioners passed order 40,691, May 9, approving revised location of the portion of this branch from mile 117.74 to 152.14, and order 40,751, May 22, approving revised location from mile 152.14 to 182.13, and location from mile 182.13 to 182.34. These mileages are part of the proposed Swift Current Northwesterly Branch. A contract has been let to W. A. Dutton, Winnipeg, for grading 70 miles between Willingdon and Strathcona, Alta. A question was raised by the Canadian National Ry., and by the Alberta Government as to the company's right to build this line, and at the time of writing, June 12, the matter is scheduled to come before the Board of Railway Commissioners at Edmonton, on June 14. A good farming country will be traversed, the grading quantities will be light, the maximum gradient will be 4/10ths of 1%, and the maximum curvature 5 degrees; there will be 10 small pile and pile and frame trestles; 85 lb. rails will be laid. (June, pg. 322.)

**Unwin Westerly Branch.** The Board of Railway Commissioners passed order 40,798, May 25, approving location of portion of this branch from mile 0 in Saskatchewan to mile 25.2 in Alberta. Unwin is at mile 73 from Wilkie, Sask., on the Cut-Knife Subdivision, Saskatoon Division. The grading quantities will be fairly heavy; the maximum gradients will be 5/10ths of one per cent, and the maximum curvature 4 1/2 degrees. There will be two frame trestles. No track will be laid this year. (May, pg. 254.)

**Lloydminster Northeasterly Branch.**—Lloydminster, Sask., on the Cutknife Subdivision, Saskatoon Division, Saskatchewan District, is at mile 105.1 from Wilkie, from which point the line was extended to Clondonald, 145.5 miles from Wilkie, prior to 1927, when the track was extended to Willingdon, a further 65.3 miles. A further extension is now projected northeasterly to Edmonton, Alta. Brooks Construction Co., Prince Albert, Sask., has been given a contract for grading, etc., of 10 miles. The grading quantities will be fairly heavy, maximum gradient 6/10ths of 1%, maximum curvature, 5 degrees; no bridges; no track will be laid this year.

**Hatton Northeasterly Branch.**—Hatton is at mile 103.3 westerly from Swift Current, Sask., on the Maple Creek Subdivision, Medicine Hat Division, Alberta District, and the line is projected northeasterly. The Board of Railway Commissioners has approved of general location plan for 17.7 miles. Stewart & Cameron, Winnipeg, have been given a contract for grading, etc., of 18 miles. The grading quantities will be light prairie construction, maximum gradient, 1%, maximum curvature 4 degrees; one 21-bent pile trestle bridge; 85 lb. rails will be laid. (June, pg. 322.)

**Leader Southeasterly Branch** from Pennant.—Leader, Sask., is at mile 88.2, Empress Subdivision, Medicine Hat Division, Alberta District, from which point there is a line running southwesterly across the provincial boundary to Schuyler, Alta., 50.1 miles, with a branch from Pivot, mile 44.1 from Leader, running easterly to Fox Valley, 25.5 miles. W. A. Dutton, Winnipeg, has been given a contract for grading, etc., of 24.1 miles southeasterly from Pennant, which is at mile 22.2 from Swift Current on the Empress Subdivision. The grading quantities will be light, the maximum gradient will be 1%, the maximum curvature 5 degrees; no bridges; 85 lb. rails will be laid. The Board of Railway Commissioners passed order 40,813, May 29, approving location of portion of this branch from mile 120.30 to 144.70, from Wood Mountain, Sask., west, and authorizing a number of highway crossings.

**Cassils Southerly Branch.**—The Board of Railway Commissioners passed order 40,802, May 30, authorizing the opening for traffic of the portion of this branch from Cassils, Alta., to Scandia, mile 0 to 23.4. This mileage was put under construction in July, 1927, grading was rushed and track was laid so as to permit the hauling out of the 1927 crop. Ballasting and other finishing up work has been completed, and the branch opened for regular traffic. (Jan., pg. 13.)

**Rosedale Easterly Branch.**—The Board of Railway Commissioners passed order 40,808, May 29, authorizing the C.P.R. to build bridge 0.2 over the Red Deer River on this 33 mile branch in Alberta. The bridge will consist of 4 through plate girder spans of 100 ft. each, on concrete piers and abutments, with a pile trestle approach at the west end. The C.P.R. is building the line under an agreement with the Canadian National Ry. for joint ownership and operation. (Feb., pg. 65.)

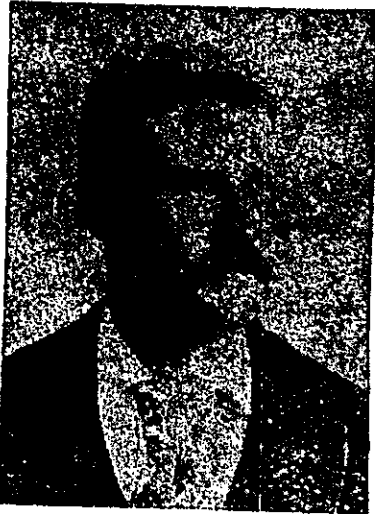
**Rosemary Northerly Branch.**—The Board of Railway Commissioners passed order 40,810, May 29, authorizing the C.P.R. to build bridge 24.54, which will consist of 6 deck plate girder spans of 100 ft. each on concrete piers and abutments. It is being built across the Red Deer River, on the branch from Rosemary to Bull Pound Creek, Alta., where the branch will connect with a line to Rosedale, which the C.P.R. is building under an agreement for joint use with the Canadian National Ry. (Feb., pg. 65.)

**Gem Colony Spur.**—A contract has been given F. Mannix for grading this 3 mile spur from the Rosemary Northerly Branch. The grading quantities will be light; maximum gradient 5/10ths of 1%, maximum curvature 3 degrees; one pile trestle bridge; 85 lb. rails will be laid. (Feb., pg. 65.)

**Woolford Southeasterly Branch.**—Woolford is on a short spur line used for freight only, running from Raley, mile 37.7 from Stirling, Alta., on the Cardston Sub-

# Instantly Killed

## Michael J. Carmody, Veteran C.P.R. Engineer Torn from His Engine at Grand Boulevard.



Mr. M. J. Carmody was 62 years of age and lived at 4831 St. Catherine street, Westmount. He was one of the oldest and most highly respected engineers on the road, having entered the service of the Company in 1882. He was born in Brockville and started his railroad career there, coming to Smith Falls in 1885. In charge of a short time he became fireman and No. 20 in 1900 was assigned to one of the regular passenger locomotives running between Montreal and Smith Falls, on the Chicago train, on which and was instantly killed at 5 o'clock. When leaning out of his cab, his head struck a stanchion of a small wooden bridge over the C.P.R. tracks at Grand Boulevard, and he was torn from the train. Fireman Ed. Droughan of Smith Falls took charge of the locomotive at once and brought the train to a stop. He and others of the train crew, accompanied by Dr. C. A. Patterson, who was a passenger on the train found the body of Engineer Carmody lying beneath the bridge and Dr. Patterson pronounced him almost instantly killed. Upon arrival at the Windsor Station, the body was taken to the morgue and later Coroner McMahon gave permission to have the body taken home. A C.P.R. headquarters statement says:

"The fireman states he observed Engineer Carmody leaning out of the vestibule doorway of the engine, apparently endeavoring to observe some part of the running gear and in doing so he came in contact with the overhead bridge at Grand Boulevard, between Montreal West and Westmount."

Among the number of verses composed by "Old Timer" for a C.P.R. edition, published by the Rideau Record in 1898, the following appreciation of Mr. Carmody appeared. It speaks volumes for his worth.

"Michael, when the C.P.R.

Wants a man that will not shrink  
Going anywhere he's sent.

You'll be called to do the work."

May 4th. 1916

## Express Train Derailed

**Broken Rail Throws Whole Train From Track--Marvellous Escape of Passengers**

While travelling at fifty miles an hour the east bound C. P. R. fast express struck a broken rail at Winchester station yesterday morning and the whole train except the engine and baggage car was derailed. It might have been one of the worst wrecks in the history of the C. P. R. but fortunately it was not attended by any very serious results to either passengers or rolling stock. There were all the conditions however for a great disaster—long train, four sleeping cars, all coaches filled with people, running at high speed, struck broken rail, and that there was not a fearful toll of life seems miraculous. The reasons are said to be that the engine got safely over the defective rail and did not leave the track, and that when the coaches went off they went to the left onto the double track roadbed instead of to the right into the ditch. Every coach left the rails but ploughed their way along the roadbed until the engine was stopped, and not one of them turned completely over. Eight hundred feet of the track was torn up, many of the big steel rails being twisted up like hairpins and ties were cut into match wood. The west bound track was also damaged for two or three hundred feet, but that was the most serious damage done. When the train was stopped all the coaches were tilted at a rakish angle, but they were not badly damaged and not a passenger hurt. Two or three had slight scratches but that was all. The auxiliaries from Smiths Falls and Montreal were rushed to the place and today all traces of the wreck are pretty well cleared away.

Smith Falls

MAY 4, 1916

Canadian Pacific Ry. Glen Tay Collision.—A grand jury at Perth, Ont., on June 9, found no bill against Arthur Snyder, station agent at Glen Tay, charged with complicity in the death of David Bourne, Toronto, locomotive man, following a collision there, on Feb. 26, but found a true bill against Walter Norris, locomotive man, Trenton, the driver of the second train. Norris elected to be tried by Judge Scott, without a jury, and after hearing evidence and arguments, the judge reserved his decision until the following day, when he found Norris not guilty and ordered his discharge.

JULY 19 25

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# OPEN SWITCH BLAMED FOR WRECK ON C.P.R.

## Passenger Train Crashes Into Freight and Crew and Passengers Are Hurt

(Canadian Press Despatch.)

Montreal, Feb. 26.—No lives were lost and it is expected that the four members of the train crews who were seriously injured when the Chicago to Montreal passenger train No. 20 crashed into freight train No. 209 in front of Glen Tay Station, near Perth, this afternoon, will recover, according to a report from the Canadian Pacific Railway headquarters tonight. An open switch it believed to have been the cause of the accident.

The seriously injured men are Engineer Norris and Engineer Bourne, both of whom are in Perth Hospital. Other members of the train crews suffered slight injuries, while several passengers also sustained bruises, none of which, according to the C.P.R. report, are believed serious. Train No. 20 arrived in Montreal shortly before 8 o'clock this evening and the local passengers were all distributed to their homes.

A number of passengers who were proceeding to St. John, N.B., to embark for Europe, were able to catch the boat-train at Montreal West, and continued on their way. News Agent Hanson, who suffered slight internal injuries, and Baggage-man G. Anderson, who was also hurt, are in Perth Hospital, in addition to Norris and Bourne.

Sixteen passengers were injured, but all were able to proceed home. Those from Ontario on the list were: Miss H. Sage, 340 Athol Street East, Oshawa; Mrs. J. W. Mobaday, 558 Jarvis Street, Toronto; Miss A. Dodd, 1029 Main Street East, Hamilton, and six members of the Ottawa professional hockey team—Frank A. Hern, G. Boucher, Alex. Connell, E. Campbell, P. Green and Alex. Smith.

February 26  
1925

DOCKRILL WRECK

NOVEMBER 28th,

1927



## DOCKRILL WRECK

NOVEMBER 28, 1927

Engineer Len Bradford was proceeding eastbound with a forty-five car freight train in the early afternoon hours between Trenton and Smith Falls. His engine D-10 No 951 was having trouble hauling the train. He was to take the siding at Lens but the engine overshot the siding switch. He had to clear the CPR mainline so as to allow the CPR Chicago Flyer , train No. 19 to pass. The train crew all felt that they could make the next siding at Dockrill, rather than trying to push the train backwards to make the west end switch. Dockrill was only a few miles away, so off the freight went. Unfortunately as the train came upon the west switch it had come down a grade and once again the freight train could not be slowed before the switch had been passed. The train was too heavy to back up the grade. Engineer Bradford had fireman Rhynard Post leave the engine and walk back and uncouple the train five cars behind the locomotive tender. It was his intention was to leave forty cars on the mainline, and pull ahead with five freight cars and run to the east switch and with the five cars back up through Dockrill Siding and come back through the west switch and couple on to the forty cars standing on the mainline, and pull them ahead clear into the siding. At the east switch he told the brakemen to go ahead and place warning torpedoes on the track and flag the oncoming passenger train. It was 2:07 P.M. It was now too late. Engineer William Burnett had his big 2300 class Pacific leaning into the curve. His vision was obscured. He smashed into the standing D-10 . The engine and a wooden Colonist car left the track. The passenger car caught fire. Engineer Burnett died instantly Three passengers were killed in the wreckage. Other cars were now on fire.

# EVENING TELEGRAM

TORONTO, MONDAY, NOVEMBER 28, 1927

## How Express Train Met Freight Train Head-on Near Dockrill Siding

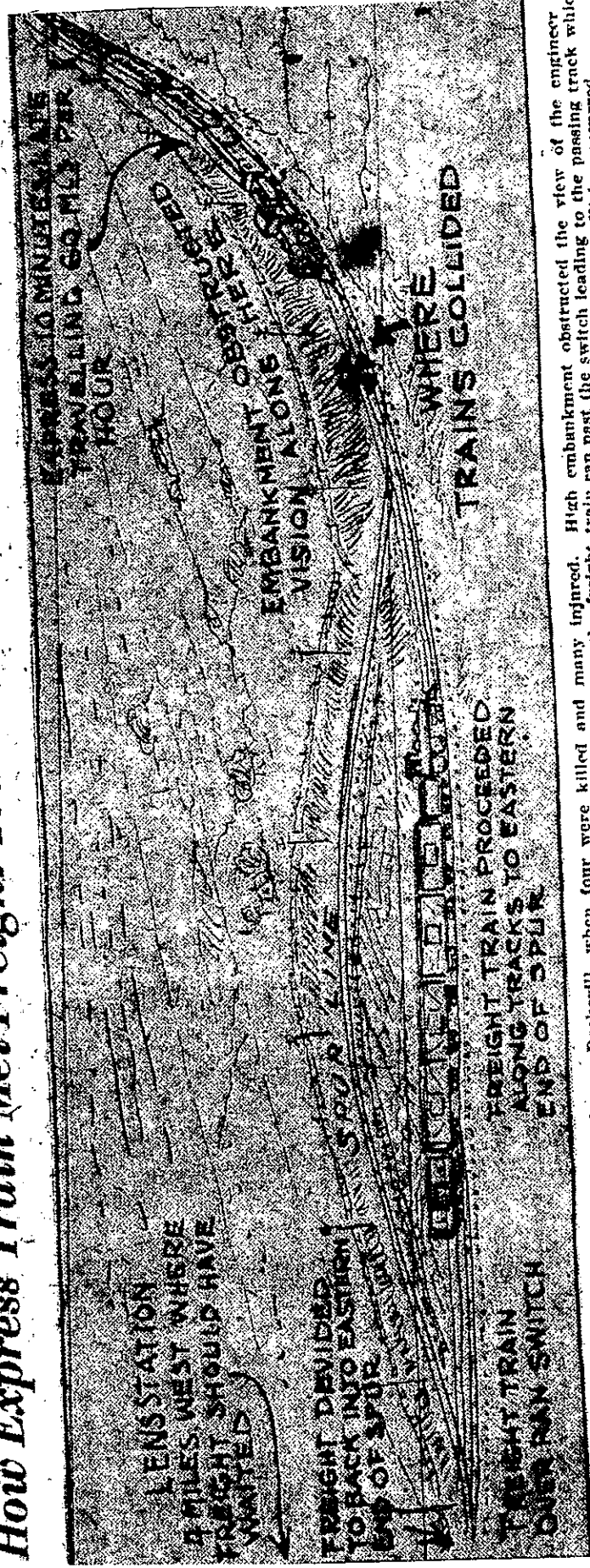


That's diagram of how C.P.R. wreck occurred near Dockrill, when four were killed and many injured. High embankment obstructed the view of the engineer of the freight train which crashed into the freight engine on the main line. According to official reports, the freight train ran past the switch leading to the passing track while the train from leading in, and it was proceeding along the main line with the object of backing in at the other end of the siding when the collision occurred.

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# Freight Over-ran Switch Unable to Clear in Time

## C.P.R. Official Gives Cause of Wreck — Five Bodies Recovered From Ruins—Clear Track This Afternoon

"The second west-bound No. 13 and the second east-bound 9-10, came together as the result of the east-bound freight over-running the switch at the crossing place, Dockhill, 12 miles east of Napanee, yesterday afternoon," said Assistant Superintendent W. Campbell to-day, when asked for an explanation as to the cause of the C.P.R. train wreck.

"Mr. Groat, the general superintendent, Mr. Grant and others are at the scene of the wreck. There is a steep grade at the place where the freight over-ran the switch, going out on to the main line. The engineer tried to back up to get in clear but evidently not soon enough. It looks as though the engineer, who has lost his life, did not have his train under proper control. No statement has yet been made by the head officials, and those assisting them will wait for further information."

### FIVE BODIES FOUND

At noon to-day C.P.R. officials were informed that five bodies had been removed from the wreck, and it is believed another remains.

An inquest was opened this morning by Dr. G. H. Cowan, of Napanee, and adjourned.

Asked how the injured were progressing, Mr. Campbell said: "Word received from the doctors at the hospitals where the injured are is to the effect that everybody is doing well. Our own doctors are on the case, as well as the doctors who have been engaged privately."

An interpreter was put to work at the hospitals in an effort to secure the names of the injured and information concerning them.

### ON ROAD IN 30 MINUTES

Referring to the criticism about the loss of time in getting assistance to the injured and the distances the injured were brought to Toronto instead of being taken to hospitals at points nearer, Mr. Campbell said: "When one realizes that in case of an accident word has to reach the proper authorities, orders have to be given and men have to be called, and that within 30 minutes after word was received the auxiliary was on the road out of Smith's Falls, there seems little ground for just complaint. We have not very much information here, but we do know that the more serious cases were taken to the Smith's Falls Hospital and the other cases brought here. There was every justification for that being done or some other arrangements would have been made."

### CLEARED TO-DAY

The main line of the C.P.R., officials expected, would be clear of all debris by 3 o'clock this afternoon and trains which left here at noon would go over the main line. Trains coming in this afternoon from the west will come via Havelock.

The mail and express cars have been lifted up sufficiently to be placed on trucks and will be taken away this afternoon. There is a whole carload of British mail in the wreck, and the most of this is expected to reach the city some time this evening. The mail of the Steamship Mount Clair was on this train.

## FOUR KILLED, 37 HURT AS TRAINS CRASH

(Continued from Page 1, Column 7.)

line near Enterprise, 30 miles east of here, at 2 o'clock this afternoon.

Identification has been made only in the case of William Burnett, Smith's Falls, engineer of the passenger train. Bodies of three others, foreigners, including one woman, have been recovered from the wreckage.

According to the stories told by members of the crews, the freight, headed east, had stopped at the entrance to a two-mile siding five miles east of Enterprise. The engineer, finding that the power of his locomotive was insufficient, moved one-half of it out on the main line and left the other cars within the siding entrance.

A few minutes later the first section of C.P.R. No. 13, westward-bound, rounded a curve and crashed into the standing cars. The freight was telescoped. In the passenger train, the engine and first coach—the colonist car with over 30 immigrants aboard—bore the brunt of the impact.

A call to Belleville for medical assistance brought Drs. H. S. McCreeary and J. H. Robertson to the scene, and first aid was given those of the injured who had been removed from the wreckage.

Half an hour after the collision the second section of No. 13 arrived and took some of the injured back to Smith's Falls. Wrecking trains were called from Smith's Falls and Trenton.

There were 123 persons on the passenger train, according to the conductor's report. Of those, 30 were in the colonist car, directly behind the baggage car. One of the injured was a man whose family of five was living in Smith's Falls.

### Injured Taken to Smith's Falls.

Smith's Falls, Nov. 21. — Lena Hamilton and Ethel Ford, both of Smith's Falls, and Charles Kermick of Toronto are patients in the Public Hospital here, as a result of the railway accident near Belleville this afternoon. A special train despatched from Smith's Falls brought these three men to the hospital here tonight for treatment, although an accurate report of their injuries cannot be yet ascertained. It is believed their conditions are rather serious.

Braddell was the engineer on the outgoing freight train coming east, and W. Hogg of Smith's Falls was conductor on the freight train. C. Warren, also of Smith's Falls, was brakeman on the freight, but the other two were not hurt. "There are no others from Smith's Falls injured, in the report received here. No. 13, the noon train, left here today in two sections. It was on the first section that Burnett of Smith's Falls was the engineer, and who was killed. J. Perry of Toronto was the conductor with Burnett. The second section of No. 13 is all right. The wrecking crew went up from Smith's Falls this afternoon, after being ordered. Post who is in hospital here, was fireman on No. 13. It is reported that the freight crew are all right, except for injuries.

### Two Brothers Engineers.

Ottawa, Nov. 21. — Engineer William Burnett, who was fatally injured in the train wreck at Dock-Hill, Ont., this afternoon, was one of three brothers engineers with the Canadian Pacific Railway. The dead man was a native of Kingston, Ont., and had been with the railway company for 25 years. He was 57 years of age. Six years ago Engineer Burnett was seriously injured in a train wreck between Trenton and Smith's Falls, but recovered.

The family of the dead engineer has been living in Smith's Falls for a number of years. His family consists of his widow, formerly Miss Emma Horn of Kingston; a son Clifford, aged 19, who is attending dental classes at the University of Toronto, and a daughter, Isabelle, aged 11.

Engineer Alfred Burnett of Ottawa, Engineer Harry Burnett of Havelock, Ont., Engineer John Burnett of Havelock, and Fred Burnett, former of Kingston, are brothers. Mrs. M. Jackson of Watertown, N.Y.; Mrs. C. Anderson of Burlington, Wis., and Mrs. Walter Clark of Havelock, are sisters. Major W. Burnett of Lethbridge, Alta., is an uncle.

coach seats, but were freed with all possible speed by a willing rescue-line.

#### Coaches Catch Fire.

At one time a couple of coaches caught fire. It looked for a moment, he says, as if the tragedy was going to be magnified. But the rescue-line got pulls from the intact coaches, and water from broken pipes in the express engine, and by dint of almost superhuman effort managed to extinguish the blaze.

As near as Mr. Vandry can recall the smash occurred close to 3 o'clock. The express would be running, he said, around 60 miles an hour. At 1 hour and a quarter elapsed, he believes, before adequate help arrived on the scene. A local physician, who arrived soon after the smash, gave all relief possible to the casualty list, but it could not possibly meet such a situation.

#### Complain of Delay.

Several other passengers on the train amplified Mr. Vandry's suggestion that there was an abnormal wait between the time of the collision and the actual arrival on the scene of the railway relief train from Smith's Falls.

Other passengers took exception to the manner in which many of the hurt—some seriously, too—were brought all the distance to Toronto on the regular train, instead of being rushed on ahead. One young Pole, for instance, was in serious shape when the train pulled into the Union Station.

His face was practically a pulp, and the nurse in charge of the car was a bit dubious about his recovery. His parents, it was reported, had died in the wreck. Most of the occupants of this car were women and children. Scarp wounds were in profusion. Several boys and girls had fractured arms. One hazen-haired woman lay across the aisle.

She was evidently in much pain. In each outstretched arm lay a hazen-haired baby, sound asleep, and apparently none the worse for the tragedy through which they had passed.

A young English boy, who confessed he was still dazed and knew little of what actually had occurred, nursed a sprained ankle and a cut lip.

#### Scream in Pain.

Most of these immigrants were headed, it is understood, for points in Western Ontario. In the majority of the cases they were coming out to this country to live with relatives. One little girl, en route for Kitchener, was crying bitterly from pain that came from a crushed thigh. A pale-faced Polish lad screamed out in protest as a man hustling down the aisle of the car brushed against his splinted elbow.

According to the nurse in charge of the car, the greatest difficulty in tending the casualties had been caused by their inability to speak English. An Irish woman, also injured, had travelled from the steamer with most of the injured. And had learned sufficient of their ways and speech in that short time to aid the relief train people in making their orders understood.

Western Hospital early this morning reported the admission of nine men, three women and four children suffering chiefly from head injuries. Two are stated to be in a critical condition.

#### Engineer Killed.

On his return to Toronto last night, Claims Agent J. W. Schleislauf of the C.P.R. could not estimate exactly the number of dead and injured, but confirmed the information that Engineer Burnett had been killed, and placed the number of injured at 25.

"The steel car," said Mr. Schleislauf, "acted as a buffer for the rear cars and undoubtedly was a great factor in reducing the number of casualties."

## VICTIMS PASSED THROUGH WINDOWS

(Continued from Page 1, Column 2.)

out on a couch. It was feared that her spine had been fractured. She is a young Finnish girl, 19 years of age, and was able to speak quite coherently of the disaster. There were no other Finns on the train, she said. She was not sure whether there might have been any other Scandinavians in the car. She estimated that there were around 50 in the car when the catastrophe occurred.

#### Search Continues.

Search for bodies of victims was continuing, according to reports from the scene of the wreck soon after midnight. At that time it was uncertain whether more dead were buried beneath the wreckage.

One report was that many persons still were unaccounted for. Wreckage of the mail, baggage and colonist cars of the passenger train took fire immediately after the collision. The engines of the two trains were badly wrecked, and track was torn up both on the main line and the siding. It was not expected that the track would be cleared before the afternoon.

#### Graphic Story of Wreck.

From George Vandry, Montreal business man, en route to Detroit. The Globe secured a graphic story of events leading up to the collision and what transpired afterward.

Mr. Vandry and party of friends were seated in the diner at the time of the crash. The waiter was in the act of handing Mr. Vandry his dessert when the impact was felt. The waiter spun on his heel, and the pudding went flying along the floor. Coffee cups overturned, and plates went clattering out of place.

The dining car was the first one behind the telescoped cars. The front truck came away with the crash, and the diner listed dangerously to one side, but did not turn over.

There was an immediate rush forward, said Mr. Vandry. The three first cars of the express were split wide open. It was impossible to tell at first who were hurt, or how many. The two trains had come together head-on.

The roof of one had been ripped completely away, like a shingle from a house, and had been deposited 50 yards away in a pasture field. The tender of the express had gone into a twelve-foot ditch. Mail bags were scattered all over the place. Flour from demolished barrels had made the ground about as white as snow.

#### Children Crying.

Children were crying. Mr. Vandry and two friends picked up the body of one dead woman. Remnants in the demolished colonist coaches, which were occupied by Polish and Finnish immigrants chiefly, had been twisted out of all shape. One 3-year-old boy had got his arm caught in an elbow of iron, and the

# Inquiries Are Started

(Continued from Page 1, Column 2.)  
 fringed the track at Dockville, but heavy rain, accompanied by heavy rain, drove the workers from the scene tonight. Penetrating cold added to the handicap under which the workers labored.  
 The line was open to traffic tonight.

## Labored Through Night.

All night workers worked bravely, under most trying conditions. The weather was extremely cold, and to make matters worse, heavy rain continued to fall, making the ground very slippery. The workers were not allowed to sleep, and the volume of smoke was billowing up.

At 2:15 this morning a man's body was noticed deep in the wreckage, with two large train wheels across it. Practically the entire body had been crushed. The body was removed by the heavy hoists and other debris, and the body was finally extricated, but in a badly battered condition. Close to it were found a shoe and a foot, and these were identified as those of a young woman.

## Admit Stealing Mail.

Placing guilty in the charge of stealing from his Majesty's parcel post, three youths, Fred Bennett, Gordon Bennett and Floyd Kennedy, all of Lichborne, were remanded a week for sentence when they appeared before the County Magistrate at Napanee this evening. The charges were laid by W. M. Wilson, Crown Attorney at Napanee, and the men brought in trial at a special sitting of court this evening.

Attached to the express train which crashed into the freight at Dockville on Sunday, resulting in the death of at least six people, was a mail car, in which were over 1,000 boxes of mail, most of it from England. The car sustained damage after the crash, and only about 100 boxes were salvaged. In the darkness of Sunday night and early Monday morning the mail bags were being shifted to a safe place away from the wreck, when C.P.R. authorities detected the young men tampering with the mail. They were immediately arrested and detained in Superintendent Groulx's car until this morning, when they were taken to Napanee.

## Driven Back by Gale.

Driven back from their work by a rainstorm and terrible gales, many of the men from the wrecked train and the P.R. were forced to abandon most of their work at the C.P.R. wreck at Dockville, tonight, without discovering any other bodies. The search was continued, the trucks and the penetrating cold added to the handicap. Here and there the men were still searching, with a few small hopes of some shining forth.

The wreckage was cleared away from the tracks early this evening. The tracks which had been ripped up were reinforced by new rails, so that the line was again opened up. The bulk of the wreckage, however, are large piles of debris and it is thought that only bones and shreds of remains of any other bodies in the wreckage will be found if any at all.

Damage estimated at \$150,000 was done to C.P.R. trains.

## Miscalculated Speed.

The eastbound freight train, in charge of Conductor Doug and Engineer Bradford of Smith's Falls, should have taken the siding at Dockville, but the engineer miscalculated the speed of his train and ran past the siding. He stopped as soon as he could, and cut off from his wrecked train, at the four cars. He then attempted to run to the other end of the siding to fix the oncoming passenger train. He was taking great speed, but he was observed by a car in the track. Before he could reach the end of the siding and clear the train, it came around the curve at terrific speed and the result was a head-on collision.

The broken up of the freight train saw the passenger train approaching and shouted to the engineer to stop. The engineer did not have time to jump, but the backmen jumped clear of the track. The freeman of the freight train had been left at the west end of the siding to open the switch, and therefore was in the charge of Conductor Bennett, Toronto. The train was nine cars long. The colonial car was of steel construction, and was badly crushed but the first-class coaches, which were of steel, stood the strain well. A matter which created a great deal of amusement among railmen is that the No. 2300 loco-

today, Conductor Kewether went to the station here to meet his brother who was never come, and this is the only tragedy that has entered the home of this Stratford man, since two weeks ago another brother, John, died in a Newark, N.J., hospital as a result of injuries received in an automobile accident.

## Resting Easily.

Smith's Falls, Nov. 28.—(Special.) Post and Leon Bradford of Smith's Falls and Charlie Karmilski, of Toronto, three of the injured in the crash Sunday afternoon of the Montreal-Chicago Canadian Pacific Railway express into the side of a freight train at Dockville, fifty-six miles west of here, were reported to be resting easily at the Smith's Falls General Hospital this morning.

Post, who was fireman on the express, had his right leg amputated above the knee after being rushed to the hospital last night. His condition was said to be favorable this morning.

Bradford, who was the engineer of the freight train, and Charlie Karmilski, a passenger on the express, were suffering mainly from severe bruises, body cuts and shocks. They were expected to be dismissed from hospital in a few days.

## Had Just Arrived.

London, Ont., Nov. 28.—Nathan Gullberg, injured in the Dockville wreck yesterday afternoon, had just arrived in Canada to make his home with his brother Harry at 124 Clarence Street, this city. Harry Gullberg left for Western Hospital, Toronto, this morning.

## C.P.R. Statement.

Montreal, Nov. 28.—The head office of the Canadian Pacific Railway here has not been notified of the finding of any additional bodies or of any further deaths as a result of the wrecking of the Montreal-Chicago express and a freight train at Dockville siding yesterday. According to a statement from the company officers tonight, the dead number five.

"Information gathered at headquarters of the Canadian Pacific Railway shows that there is no definite evidence of any further deaths beyond that of the five specified in statements issued Sunday night and today," the company statement reads. "It is not stated that any of the slightly injured have returned home or are proceeding to destinations. Others more severely injured are progressing favorably."

## Nephew in Wreck.

Montreal, Nov. 28.—(Special.) A. H. Antoon, found in Sunday's freight wreck, is a nephew of Israel Topp, Montreal merchant, who was instructing him and his brother here. It is understood that one brother is in the Western Hospital.

## Young Duck Hunter

### Is Accidentally Shot

(Special Despatch to The Globe.)  
 Belleville, Nov. 28.—Clarence La Rue, aged 15, son of Mr. and Mrs. William La Rue, of Thorlow, was wounded in the groin early today by the accidental discharge of a .22 rifle. He was rushed to a surgeon, and the bullet was removed. He is resting comfortably and will recover.

## Pigs and Cattle Barn

### In Renfrew Barn

(Special Despatch to The Globe.)  
 Renfrew, Nov. 28.—Fire of unknown origin destroyed the barn and barnyard shed and all contents together with 15 milk cows and eight pigs, owned by H. J. Ferguson, Reeve of Adolphus Township. The destruction of the barn saved the farm dwelling. Only a small insurance was carried.

## Announcement Expected

### Of Big New Elevator

(Special Despatch to The Globe.)  
 Port Arthur, Nov. 28.—The announcement is expected shortly that the Saskatchewan Wheat Pool Territorial will build another terminal elevator here, work to start in the near future. It is said that the plans will have a capacity of 10,000 bushels, the largest in the world. The site is adjacent to the west fur-nace, at the south end of Port Arthur.

Announcement will be made during the next two weeks, and work will start as soon as tenders and contracts are let.

# Inquiries Are Started Into Wreck Tragedy: Identifications - Made

## In Former Wrecks

(Special Dispatch to The Globe.)  
KINGSTON, Nov. 18.—Engineer William Burnett, who was killed in the Canadian Pacific train collision at Dockrill yesterday, was born a few miles west of Kingston. He was in several accidents on the railway during his time with the C.P.R., and was the driver of the locomotive which struck a gasoline truck over a year ago near Belleville, when a young student attending Queen's University, who was riding in the truck, was killed. Engineer Burnett stuck to his locomotive at that time even after his fireman had jumped, and brought the train to a standstill, despite the explosion of the truck.

Brother of Stratford Man  
and Nephew of Meaford  
Merchant Thought to Be  
Victims—Arrests Made  
for Alleged Robbery of  
Mails

## WORK OF RESCUE FOR MANY HOURS

Three Are Arrested  
Charged With Stealing  
Mails and Plead Guilty  
in Napanee Court—In-  
quest Will Be Resumed  
Shortly

(Special Dispatch to The Globe.)  
Enterprise, Nov. 18.—Coroner G. H. Cowan and Crown Attorney U. M. Wilson of Napanee opened an inquest at Enterprise this morning into the deaths of Engineer William Burnett of Smith's Falls and victims of the Canadian Pacific train wreck on Sunday at Dockrill siding. The jury immediately viewed the bodies, and then went to the scene of the accident. After investigating there, the jury convened in Enterprise Hall and some formal testimony was heard. The inquest was then adjourned until such time as all the witnesses can be present.

### Probably Seven Dead.

It was decided as definitely as possible under all circumstances that there are seven dead in the wreck—the engineer, William Burnett; one unidentified woman, a foreigner, and four men, foreigners.

A portion of an infant's leg was discovered, believed to be the child of the unidentified woman.

From searching the bodies it was thought the three dead men are: Friedrich Rischur of Hamburg, Germany.

A. R. Antopp, from Poland. He was coming to Canada with his brother, and was on the way to visit his uncle, Israel Topp, Meaford.

Jacobus Keukelaar, Rotterdam, Holland. He was apparently on the way to visit his brother, Cornelius Keukelaar, 34 Hibernia Street, Stratford.

In addition a fourth body is thought to be Wilhelm Bauer, bound for Newcastle, Ont.

The most seriously injured are Rhynard Poni, Smith's Falls, Ont., fireman of the freight train, who is in hospital at that town, and Chuna Awerbuch (previously given as Waskubowitch), in the Western Hospital, Toronto.

There is still the possibility that more bodies may be recovered from the wreckage.

(Continued on Page 2, Column 1.)



## Four Killed, 33 Hurt In Main-Line Crash Engineer Loses Life

Colonist Car on Canadian Pacific Train Near Smith's Falls Takes Force of Impact When Freight Train Falls Into Freight—Injured Brought to Toronto—Pitiable Scenes Are Witnessed When They Are Borne From Coaches at Station

### EYE-WITNESS GIVES VIVID STORY OF TERROR FOLLOWING WRECK

**Wrecking Trains Hurry to Scene—Some of Seriously Injured Are Taken to Hospital in Smith's Falls**

**Victims Are Passed Out Through Coach Windows at Toronto—Casualties Chiefly Polish and Russian**

(Special and C. P. Despatches.)  
Montreal, Nov. 27.—Four persons are known to be dead, four others are seriously injured, and twenty-nine persons are suffering from cuts and bruises and other minor injuries following a crash between a freight train and a passenger train at a siding on the Canadian Pacific Railway at Dockrill Station, 16 miles west of Smith's Falls, Ont., this afternoon.

**Engineer Killed.**  
Only one of the dead has been identified, Engineer William Burnett of the passenger train, whose home was at Smith's Falls. The other dead are described as two men and a woman, "foreigners."

The seriously injured are: Fireman Rhynard Post of the passenger train, whose home is in Smith's Falls. Amputation of one leg was necessary.  
Engineer J. Len Bradford, on the freight train, Smith's Falls.  
K. Khana, a passenger, address unknown.

An unknown man, who had his legs broken and suffered other injuries.  
The list on the less seriously injured contained the names of both men and women, and railway officials here said most of them were riding in a colonist car, which, apparently, bore the full force of the impact.

The seriously injured were removed to temporary quarters after being given first aid, and the bodies are said to be at McIntyre's, 29 miles north of Napawan, Ont. Chief Dr. G. H. Cowan of Napawan will leave by motor for McIntyre to conduct the inquest tomorrow.

**Chicago Train.**  
The trains involved in the wreck were the Montreal-Chicago passenger train No. 13, which left Montreal for Toronto at 2.45 this morning, and the freight. The passenger train was carrying a large number of immigrants, travelling in colonist cars, near the front of the train.

The official statement was not entirely clear as to whether the freight struck the passenger train or whether the freight struck the other. The statement said:

"At 11.15 p.m. at Smith's Falls, a Canadian Pacific freight train came in contact with No. 13, Montreal-Chicago passenger train, which left Montreal at 2.45 this morning, the freight train having failed to get clear in the siding for the time of the passenger train."

Left on Main Line.  
Bellefleur, Nov. 27. — Four are dead, and many injured, as a

At 12.55 o'clock this (Monday) morning the Canadian Pacific "wreck" train pulled into Toronto. From the first half-dozen coaches rushed passengers, who had escaped injuries. Speedily they disappeared from the station.

Then came the slightly injured. There a middle-aged woman who limped from a coach and was hastened away by friends. There a young man with a tilted hat held hiding his bruised head.

In half an hour all these were gone, and alone in one coach remained the seriously injured. Then the train was backed down to the foot of Yonge Street, where a mass of ambulances and a squad of taxis waited to convey the unfortunates to city hospitals.

**Mother and Babies.**

It was 1.45 o'clock this (Monday) morning when the last of the injured were taken from the wreck train at the foot of Yonge Street. Two huge ambulances bound for the Western Hospital were among the last to leave. In the first went a young Polish mother, almost unconscious, her head battered and bleeding. And in the second car, by her side by side on a stretcher, were two young children. One, suffering from some hidden injury, lay almost dead half shut. The other cried and twisted his hands about his chest pitifully, while an ambulance attendant sought to soothe him.

**Eight Stretcher Cases.**

Especially pathetic was the sight of a bent to dying 14-year-old boy, whose bones could not be removed. He was carried with his head on a stretcher and balanced out through the window of the wagon. One woman, beyond sensibility, had two peacefully sleeping babies sitting in their sleep on her more or less inanimate body, and, in all, the doctor, who had been in the wrecking party rushed to the scene from Smith's Falls, H. C. Wert, estimated that of the 14 or 15 cases carried in the car set aside for the injured, 8 were straight-forward stretcher cases.

In the still light of train lamps and occasional blinding flashes of photographers' lamps, they unloaded the bandaged casualties at the foot of Yonge Street early this (Monday) morning.

The coaches carrying the injured were backed up in Yonge Street after the other passengers had been discharged at the new station. Eight or ten ambulances and perhaps a

## RAVAGING SCENES MARK TRAIN WRECK

(Continued from page 1)

Dr. O'Brien, Ottawa, head injured.  
Mr. O'Brien, Montreal, arm and leg  
injured.

Mr. O'Brien and Mr. O'Brien from  
the city, Ottawa, leg and head injured  
respectively.

The line, which is a main route  
between Montreal and Toronto, with  
little exception, is cleared up today.  
Large gangs of men were working  
this morning.

### Further Details

Toronto, Nov. 20.—The train now  
carrying the passengers of the wreck  
portion of the Chicago River which  
crashed into a freight train on the  
Canadian Pacific railway line at  
Deakerville, Sunday afternoon.  
Arrived here early this morning with  
one car containing all injured per-  
sons, all women and children. One  
boy was badly mangled and his leg  
was broken. He was lying with nine others  
when removed to the Western Hos-  
pital here. This last was the most  
seriously injured, the others suffer-  
ing from minor cuts and bruises.  
The boy's mother, who had been with  
him on the journey, was missing and  
is believed to have been killed.

Dr. H. A. Batty, chief medical  
officer of the Canadian Pacific, and  
were with the train at Ottawa, with  
Dr. H. C. Ward, of Smith's Falls,  
came to Toronto with the train.

### Rescue Story

It was 10:45 a.m. when the last of  
the injured were taken from the  
train at the foot of Young street.  
They were taken to the hospital  
and hospital, and the last of the  
wreck. The first car was a  
Polish market, which was damaged.  
The last car was a freight car.  
In the second car, which was a  
stretch, were two men, one of whom  
was injured by a sharp corner and  
the other, who was killed, was  
killed about the same place.  
While an ambulance attendant sought  
to assist him.

### Log Accompanied

Smith's Falls, Nov. 20.—  
Edward F. O'Brien, of Smith's Falls, Ont.,  
came on Nov. 19, the Montreal  
Toronto Canadian Pacific railway  
engine, which was wrecked at  
Deakerville, Ontario, on Sunday  
afternoon. He had his right leg  
fractured above the knee at about  
midnight last night. Early this  
morning he was reported as being  
unconscious.

Leon B. O'Brien, of Smith's Falls,  
engineer of the freight train which  
crashed at the wreck, and Charles  
Harrington, of Toronto, passengers,  
were reported to have only suffered  
minor injuries and shock.

### Evacuation Story

Toronto, Nov. 20.—George Vandy,  
Montreal business man, is one of  
the injured. He is a Frenchman, and  
when he arrived here, he was  
killed. He was killed by a sharp  
corner, and he was killed by a sharp  
corner. He was killed by a sharp  
corner, and he was killed by a sharp  
corner.

Mr. Vandy and party were taken  
to the city of St. Louis, Mo.,  
where they were taken to the  
hospital. Mr. Vandy was taken to the  
hospital, and he was taken to the  
hospital. Mr. Vandy was taken to the  
hospital, and he was taken to the  
hospital.

# HARRY WING CRASH MAY BE FATAL

## Eye Witnesses Tell Story of Fatal Crash

### Injured Passengers Are Conveyed to Toronto

**Canadian Press Service**  
Toronto, Nov. 22.—With railway officials silent as to names and accurate data can be secured from the injured now lying in Western hospital here, the casualty list is waiting from the various Canadian Pacific railway stations at Doxhill yesterday afternoon. Rumors are changed. Four dead and three seriously injured in the hospital at Seattle Falls and is injured in Western hospital here, compensation is not as available as previously. The casualty list includes, however, those and being those injured, which are not reported or have not been discovered as yet. At the office of the divisional superintendent here this morning, the announcement was made that every effort is being made to obtain complete list of those injured and the nature of the injuries which they are suffering. Assistance has been sent to the hospital with instructions to procure the correct names of those suffering injuries. When these are available an official list of the injured will be issued.

**Blame Not Fixed**  
A prominent railway official here described the collision as a "terrible thing," but he declined to make any comment officially until the facts are all available. He expressed the opinion, however, that no fault for the wreck rested with the passengers in this division. The great majority of those injured are "Pottery" family groups. They arrived here at an early hour this morning and were rushed to the hospital without delay in ambulances which were provided. Triage rights granted the speed of those waiting for the train in the hospital car in which the last train arrived. Nevertheless, and because he speaks more than a few words of the fact, the witnesses to the crash were named by the passengers who were not taken on the train. They were not injured in the crash. The crash was caused by the fact that the train was not stopped at the station and was moving when it struck the car. The crash was caused by the fact that the train was not stopped at the station and was moving when it struck the car. The crash was caused by the fact that the train was not stopped at the station and was moving when it struck the car.

Among the injured were  
Ernest Hodge, London, Ont. arm  
and leg; Mrs. Taylor, Toronto, leg and eye  
lost.  
(Continued on page 24.)

**Figure 6.** The effect of the concentration of the polymer solution on the apparent activation energy ( $E_a$ ) of the polymerization of MMA initiated by AIBN at 70°C. [MMA] = 1.0 mol/L; [AIBN] = 0.005 mol/L; [KPS] = 0.005 mol/L; [K<sub>2</sub>S<sub>2</sub>O<sub>8</sub>] = 0.005 mol/L; [KBrO<sub>3</sub>] = 0.005 mol/L; [K<sub>2</sub>C<sub>2</sub>O<sub>4</sub>] = 0.005 mol/L; [H<sub>2</sub>O] = 9.95 mol/L.

—

A BARRY child, named  
the Canadian Pacific left  
the train at Myra, while  
Went to Smith's Falls.  
Toronto with the train.

was 3.45 AM when the heat of  
the night was still strong. The  
fire started in the room of a  
young man named John Smith  
who was sleeping in the room.  
The fire spread rapidly and in  
a few minutes the whole of the  
house was in flames. The fire  
department was called and the  
fire was extinguished in about  
half an hour. The damage was  
not serious and the house was  
repaired. The cause of the fire  
was found to be a faulty gas  
stove. The gas stove was  
found to be leaking and the  
leakage had caused the fire.

[illegible]

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 100. James Earl Ray



The following information is provided for the purpose of providing a general overview of the company's financial performance and position. The information is not intended to be a substitute for a full financial statement or other financial information. The information is provided for informational purposes only and should not be used as a basis for investment decisions.

[illegible][illegible]

Rockman, 18-year-old girl, sustained serious injuries to her spine, most of the others suffered injuries of more or less serious

Roseman, despite her injury, with a smile that there were fifty on the immigrants' work out all so happy until every a hurt. She said: She was way to visit a relative who was outside Toronto.

Harry Tuckersmith was also  
one with his two little girls  
and a mother, mother-in-law  
and a brother-in-law. The  
mother was about 40 years  
old. She passed away in 1944.  
The father, Tuckersmith, was  
born in 1880. He was a  
farmer. He died in 1944.  
The mother-in-law was  
born in 1880. She was a  
farmer. She died in 1944.  
The brother-in-law was  
born in 1880. He was a  
farmer. He died in 1944.

out any bodies. The in-  
groaning and screaming  
was covered with blood  
our luggage, money, every-  
owned, except the clothes

The injured  
at origin and among the  
the railway station and  
the railway station. The  
year-old Y. K. K. K. K. K.  
is suffering from a  
he has relatives at Ont.

**London, Ont.**  
**Cahoon, HONOR**  
**traveling cross**  
**minor injuries**  
**found in truck**

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1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

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LARGEST  
CIRCULATION  
IN CANADA

# THE TORO

36TH YEAR

THIRTY-TWO PAGES

## FEAR DOCKRILL C

### FREIGHT TRAIN RACED WITH DEATH TO CLEAR TRACK FOR FAST EXPRESS BUT FAILED TO AVERT CATASTROPHE

Child Believed Killed, To-  
gether With Engineer and  
Five Immigrant Passengers

SEVERAL BODIES  
BADLY CHARRED

More Than Thirty Persons In-  
jured in Sudden, Shattering  
Impact Near Belleville

GIANT STEEL CARS  
CRUMPLE LIKE PAPER

East-Bound Train Overran  
Switch, Then Strove De-  
sperately to Back Up

FAILED TO DO SO

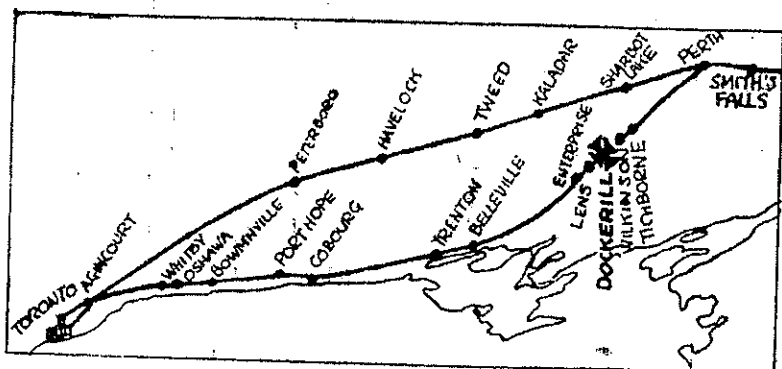
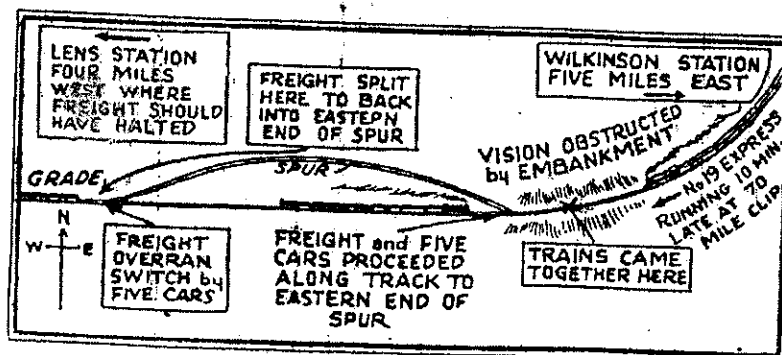
Rock Cut and Steep Grade Are  
Contributing Factors to  
the Disaster

HALF-MILE OF CHAOS

Wreckage Distributed Over  
Wide Area—Line Is Still  
Blocked at Noon To-day

By WILFRID EGGLESTON.  
Special to The Star by Staff Reporter.  
Copyright.

Wilkesop, Ont., Nov. 28.—A chaotic  
mass of twisted steel and charred  
splinters, strewn over half an acre at  
Dockrill siding, 36 miles east of Belleville



**FREIGHT ENGINEER FAILS IN DESPERATE MOVE**  
The ABOVE diagram shows how the wreck occurred. Intending to run into Dockrill spur to allow the Chicago train to pass, the freight over-ran the switch by five cars. There were 40 cars in the train and as there was a down-grade at the approach to the switch, the engineer found it impossible to back. Time was short and the situation desperate, so sending a man ahead to flag the express, he broke the string at the switch with the intention of running along with the engine and five cars to the eastern end of the spur. He then planned to back into the spur, couple up with the rest of the string and drag the whole train into the spur. But time was against him. The express train, 10 minutes late, running at 70 miles an hour, suddenly rounded the curve and crashed head-on into the freight before the latter had got into position to back into the eastern end of the spur. Dockrill siding where the collision took place, was about midway between the stations of Lens and Wilkinson, approximately 60 miles west of Smith's Falls and 36 miles east of Belleville on the main line between Montreal, Toronto and Chicago.

# FREIGHT RACED WITH DEATH TO CLEAR

(Continued from Page One.)

951

The cause of the wreck will be the subject of an inquest. In the meantime the testimony of eye-witnesses and trainmen agrees on the following points:

The freight train engine 951, hauling forty cars of grain and flour Montreal-ward, was scheduled to pull into Dockrill siding to allow train 18, the Chicago express, to pass. Heavily laden as his train was, the engineer apparently feared stalling on the grade that lies immediately west of the West Dockrill switch; which, with an express leaping out of the distance toward him, would have meant possible disaster.

Putting on steam and opening his throttle to make the grade, he apparently overdid it and found, to his horror, that he was overrunning the switch.

This in most times and places would not have been a particularly serious matter if it would merely have meant backing up to the switch, turning it, and running in on the siding. It was 2.07 p.m. when the freight stopped. Engineer Bradford made a desperate effort to back the train, but in vain, it was heavy, the grade was against it, the wheels merely spun, there was no time to lose, something must be done and that lightning fast, to clear the track for the racing Chicago Express, bearing down on Belleville, heading for Oshawa and Toronto, a ship-train, laden with immigrants, a mail train carrying heavy British mails for six provinces.

## A Desperate Venture

The fireman ran forward with signals, the engineer had the train hurriedly split, just behind the switch, and, with five cars, sought a desperate remedy. Unable to back his train in order to get a new run at the siding

wreckage in the course of making, Michael Hirsch was inside but as soon as he realised what had happened he rushed up the lane to the crossing with his son and was the first outsider to arrive on the scene.

## A Heap of Trouble

"Faith, and I don't remember much, and its likely that's fortunate," he told The Star. "All I know is that it seemed a heap of trouble, more trouble all at once than I've ever seen before. It was up in the colonist car where the worst sights were. All those women, looking for their children, or maybe soothing them and trying to quiet them after they were found. They couldn't understand any English either and such moaning and a groaning from every coach. You don't know where to help first. Every one was dazed, too, that didn't get hurt."

Taken from a heated coach, their heavy clothing discarded, the children, especially suffered from the biting November air to which they were exposed. Fire, which started when the live coals from the passenger locomotive ignited the woodwork, added to the terror of the scene, and ultimately rendered it impossible to continue further search in the wreckage for bodies.

A wierd scene grew into being with the coming of night. The dead had been removed by hearses, the wounded had been given first aid and rushed to hospitals, and the unharmed passengers had been taken on to Toronto. Then came the job of removing from the line those twisted relics of the tragedy, ten ton engine cylinders, bent ribs of coaches, half burned seats, doors, sections of weighty metal, all piled thirty feet into the air from the Smith's Falls, Belleville track, so that train No. 19 could run over it to-morrow with brave unconcern.

The piercing rays of locomotive headlights, white of ray, mingled in this strange scene of salvage with the fitful yellow flare of the consuming woodwork. Cranes reared their

its remedy. Unable to back his train in order to get a new run at the siding he would race forward to the other end of the switch, shunt back down the siding, couple to the freight once more, and tug it into safety in the rails of the siding.

He shot forward. Just behind that curve in front, hidden by a rock cut, the Chicago express was looming up, ever more ominously, hardly half a mile away. He opened up the throttle, fearing and hoping. The black nose of a racing monster appeared on the north edge of the rock gap. It was barely fifty rods away and it was lapping up a mile every fifty seconds.

At the same moment "Bill" Burnett, engineer of the passenger train, saw the freight train, partially uncoupled, pulling five cars, racing down the main line toward the hill; not quietly resting and panting on the siding, as he had looked for.

It was "Bill" Burnett's third experience of that kind. Twice before, he had stood behind the cab of a locomotive and seen another loom up swiftly, and two come together with a sickening crash of steel. Perhaps he sensed that this was the last time, for him. Eight or nine years ago he was in the Mud Lake smash. Besides two head-on's, he was the engineer driving the locomotive which struck a gasoline truck at Belleville a few weeks ago, killing two men riding on the back of the vehicle.

#### Few Eye-Witnesses

Only two or three people actually witnessed the colossal impact of the two trains. One of these was Conductor Pogg of the freight, who had descended from the caboose and was standing beside his train when he saw the two come together hundreds of yards in front of him. Another was John Hinch, a lad of 16, whose father, Michael J. Hinch, runs a farm that adjoins the dock rail siding, and whose house is the nearest to the scene of the wreck.

John had just run across to the coop to catch a chicken with the intention of killing it for supper, when he heard the Chicago express roaring by, as it had done as long as he could remember.

"There was a crack like a rifle shot," he told The Star. "It was a lot louder, though, and it echoed. I looked in the direction of the sound, but it was all white with steam or some-

this strange scene of salvage with the fitful yellow flare of the consuming woodwork. Cranes reared their efficient heads into the air, gangs of busy men laid ties and drove spikes, building new track from which to haul the damaged coaches from the track. Piles of mail on either side of the track and a heap of salvaged baggage were guarded by two uniformed officials of the law. Sharp check was kept against any pillaging. Three Tichborne youths were arrested by the police and carried off to answer charges of molesting.

#### Crash Came Without Warning

Conductor Perry of the express train had just returned from the baggage car when the crash occurred. He was in the first class coach, immediately in front of the diner. He stood, holding his watch in his hand, noting, as he had just noticed, four miles back, at Wilkinson, that the train was about ten minutes late.

As the switch at the Dockrill siding was reached. He noted the time, 2.13 p.m. Then suddenly the brakes went on, hard. Two seconds later the coach stopped, as though it had struck a ten foot steel wall, and everyone was thrown violently forward.

Conductor Perry's head was cut; blood started to stream before he regained his feet. In the wild scenes that followed, the conductor assumed command and sought with a dazed staff to save what life could be rescued from the splintered inferno beneath the steel coach.

Engineer Burnett was one of the first victims to be recovered and identified. Traveling at more than a mile a minute, he had been able to do little more than hurl the brakes in instinctively, and cower before the impending crash.

His fireman, Post, was saved from instant death, but was drawn from the wreckage a twisted and mutilated body, and as soon as the surgeons at the hospital could operate they removed his right leg above the knee, while his other injuries were almost too numerous to list. The driving staff of the freight train was more fortunate, Engineer Bradford sustaining bruised hand and other minor injuries, and his fireman escaping uninjured.

#### Line Not Yet Clear

Debris was strewn along the track for near half a mile, and although wrecking crews were sent from Toronto, Ottawa and Montreal, officials did not think the line would be open



# Four Killed, 33 Hurt In Main-Line Crash Engineer Loses Life

Colonist Car on Canadian Pacific Train Near Smith's Falls Takes Force of Impact When Freight Train Falls Into Freight—Injured Brought to Toronto—Pitiable Scenes Are Witnessed When They Are Borne From Coaches at Station

## EYE-WITNESS GIVES VIVID STORY OF TERROR FOLLOWING WRECK

**Wrecking Trains Hurry to Scene—Some of Seriously Injured Are Taken to Hospital in Smith's Falls**

(Special and C. P. Despatches.)

Montreal, Nov. 17.—Four persons are known to be dead, four others are seriously injured, and twenty-nine persons are suffering from cuts and bruises and other minor injuries following a crash between a freight train and a passenger train at a siding on the Canadian Pacific Railway at Dockrill Station, 18 miles west of Smith's Falls, Ont., this afternoon.

### Engineer Killed.

Only one of the dead has been identified, Engineer William Burnett of the passenger train, whose home was at Smith's Falls. The other dead are described as two men and a woman, "foreigners."

The seriously injured are:

Fireman Rhynard Post of the passenger train, whose home is in Smith's Falls. Amputation of one leg was necessary.

Engineer J. Len Bradford, on the freight train, Smith's Falls.

K. Khans, a passenger, address unknown.

An unknown man, who had his legs broken and suffered other injuries.

The list on the less seriously injured contained the names of both men and women, and railway officials here said most of them were riding in a colonist car, which, apparently,

**Victims Are Passed Out Through Coach Windows at Toronto—Casualties Chiefly Polish and Russian**

At 12:52 o'clock this (Monday) morning the Canadian Pacific "wreck" train pulled into Toronto.

From the first half dozen coaches rushed passengers who had escaped injuries. Speedily they disappeared from the station.

Then came the slightly injured. There a middle-aged woman, who limped from a coach and was helped away by friends. There a young man with a tilted hat, half hiding his bruised head.

In half an hour all those were gone, and alone in one coach remained the seriously injured. Then the train was backed down to the foot of Yonge Street, where a score of ambulances and a squad of taxis waited to convey the unfortunate to city hospitals.

### Mother and Babies

It was 1:45 o'clock this (Monday) morning when the last of the injured were taken from the wreck train at the foot of Yonge Street. Two huge ambulances bound for the Western Hospital were among the last to leave. In the first went a young Polish mother, almost unconscious, her head battered and bleeding. And in the second car, lying side by side on a stretcher, were two young children. One, suffering from some hidden injury, lay almost



## ously Injured Are Taken to Hospital in Smith's Falls

(Special and C. P. Despatches.)

Montreal, Nov. 27.—Four persons are known to be dead, four others are seriously injured, and twenty-nine persons are suffering from cuts and bruises and other minor injuries following a crash between a freight train and a passenger train at a siding on the Canadian Pacific Railway at Dockrill Station, 34 miles west of Smith's Falls, Ont., this afternoon.

### Engineer Killed.

Only one of the dead has been identified. Engineer William Barnett of the passenger train, whose home was at Smith's Falls. The other dead are described as two men and a woman, "foreigners."

The seriously injured are: Fireman Rhynard, Post of the passenger train, whose home is in Smith's Falls. Amputation of one leg was necessary.

Engineer J. Len Bradford, on the freight train, Smith's Falls.

K. Khans, a passenger, address unknown.

An unknown man, who had his legs broken and suffered other injuries.

The list on the train seriously injured contained the names of both men and women, and railway officials here said most of them were riding in a tourist car, which apparently bore the full force of the impact.

The seriously injured were removed to temporary quarters after being given first aid, and the bodies are said to be at Enterprise, 18 miles north of Napanea, Ont. Coroner Dr. G. H. Cowan of Napanea will leave by motor for Enterprise to conduct the inquest tomorrow.

### Chicago Train.

The trains involved in the wreck were the Montreal-Chicago passenger train No. 13, which left Montreal for Toronto at 9:15 this morning, and the freight. The passenger train was carrying a large number of immigrants, travelling in colonist cars, near the front of the train.

The official statement was not entirely clear as to whether the freight struck the passenger train or whether the freight struck the other. The statement said:

"At 3:15 p.m., at Dockrill Station, 34 miles west of Smith's Falls, a Canadian Pacific freight train came in contact with No. 13, Montreal-Chicago passenger train, which left Montreal at 9:15 this morning, the freight train having failed to get clear in the siding for the time of the passenger train."

### Left on Main Line.

Bellefleur, Nov. 27.—Four are known dead, and many injured, as a result of a collision between freight and passenger trains on the C.P.R.

(Continued on Page C-7, Column 6.)

# PRINCE IS TO VISIT

## dows at Toronto—Casualties Chiefly Polish and Russian

At 12:51 o'clock this (Monday) morning the Canadian Pacific "wreck" train pulled into Toronto. From the first half dozen coaches, mangled passengers who had escaped injuries, speeding their departure from the station.

Then came the slightly injured. There a middle-aged woman was limped from a coach and was helped away by friends. Then a young man with a tilted hat, hiding his bruised head.

In half an hour all these were gone, and alone in one coach remained the seriously injured. Then the train was backed down in the foot of Yonge Street, where a score of ambulances and a squad of taxis waited to convey the unfortunate to city hospitals.

### Mother and Babies.

It was 1:45 o'clock this (Monday) morning when the last of the injured were taken from the wreck train at the foot of Yonge Street. Two huge ambulances bound for the Western Hospital were among the last to leave. In the first was a young Polish mother, almost unconscious, her head battered and her legs broken. And in the second, side by side on a stretcher, lay two young children. One, a girl, from some Russian family, lay with a broken arm and a broken leg. The other, a boy, lay with a broken arm and a broken leg. A nurse, while an ambulance attendant sought to soothe him.

### Night Striker Came.

Especially pathetic was the sight of a man, a young 12-year-old boy, who was taken from the wreck train. He was with careful hands put on a stretcher and balanced out through the window of the wagon. One woman, beyond possibility, was two peacefully sleeping babies, clinging to their mother's breast, or less intimate body, and in all the debris who had been in the wrecking party rushed to the scene from Smith's Falls. H. C. Wurt, assistant of the 14 or 15 coach wrecked in the car set aside for the injured, were straight-forward stretcher cases.

### To Hospitals.

In the still light of train lamps and occasional blinding flashes of photographers' flashes, they unloaded the bandaged casualties at the foot of Yonge Street early this (Monday) morning.

The coaches carrying the injured were backed up in Yonge Street after the other passengers had been discharged at the new station. Eight or ten ambulances and perhaps a score of taxicabs were waiting in readiness.

Many of the injured were taken on stretchers through the windows of the coaches, a corps of carpenters being on hand for the purpose of removing the windows. As soon as they were placed in the ambulances they were whisked off to various city hospitals.

Some of the victims of the crash were indistinguishable under the swathe of bandages that covered faces and heads. Others bearing less obvious signs of injury were removed in taxicabs.

Dr. H. A. Beatty, surgeon-general for the C.P.R., hurried from Toronto yesterday to meet the train en route. Interviewed by The Globe last night, he stated that four had been killed and three so badly injured that they could not stand the

# Four Killed, 33 Hurt In Main-Line Crash Engineer Loses Life

Colonist Car on Canadian Pacific Train Near  
Falls Takes Force of Impact When Freight  
Into Freight—Injured Brought to Toronto  
Pitiable Scenes Are Witnessed When They  
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## EYE-WITNESS GIVES VIVID STORY OF TERROR FOLLOWING WRECK

Wrecking Trains Hurry to  
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to Hospital in Smith's  
Falls

Victims Are Passed Out  
Through Coach Win-  
dows at Toronto—Cas-  
alties Chiefly Polish  
and Russian

(Special and C. P. Despatches.)

Montreal, Nov. 27.—Four persons are known to be dead, four others are seriously injured, and twenty-nine persons are suffering from cuts and bruises and other minor injuries following a crash between a freight train and a passenger train at a siding on the Canadian Pacific Railway at Dockmill Station, 14 miles west of Smith's Falls, Ont., this afternoon.

### Engineer Killed

Only one of the dead has been identified, Engineer William Burnett of the passenger train, whose home was at Smith's Falls. The other dead are described as two men and a woman, "foreigners."

The seriously injured are:

Fireman Rhynard, host of the passenger train, whose home is in Smith's Falls. Amputation of one leg was necessary.

Engineer J. Len Bradford, on the freight train, Smith's Falls.

K. Khana, a passenger. Address unknown.

An unknown man, who had his legs broken and suffered other injuries.

The list on the less seriously injured contained the names of both men and women, and railway officials here said most of them were riding in a colonist car, which apparently bore the full force of the impact.

The seriously injured were removed to temporary quarters after being given first aid, and the bodies are said to be at Enterprise, 20 miles north of Napanee, Ont. Coroner Dr. G. H. Cowan of Napanee will leave by motor for Enterprise to conduct the inquest tomorrow.

### Chicago Train

The trains involved in the wreck were the Montreal-Chicago passenger train No. 19, which left Montreal for Toronto at 9:45 this morning, and the freight. The passenger train was carrying a large number of immigrants travelling in colonist

At 11:55 a.m. this (Monday) morning, the Canadian Pacific "wreck" train pulled into Toronto.

From the first half dozen coaches rushed passengers who had escaped injuries. Speedily they disappeared from the station.

Then came the slightly injured. There a middle-aged woman was flung from a coach and was taken away by friends. Then a young man with a tilted hat, and hiding his bruised head.

In half an hour all these were gone, and alone in one coach remained the seriously injured. Then the train was backed down in the foot of Yonge Street, where a number of ambulances and a squad of police waited to convey the unfortunate to city hospitals.

### Mother and Babies

It was 1:45 a.m. this (Monday) morning when the last of the injured were taken from the wreck train at the foot of Yonge Street. Two huge ambulances bound for the Western Hospital were there to last in place. In the first went a young Polish mother, almost dead, whose head bled, battered and bleeding. And in the second went two young children, one of whom from some internal injury lay motionless, the other in a state of unconsciousness, while an ambulance attendant sought to soothe him.

### Eight Stretcher Cases

Especially pathetic was the sight of a semi-to-dying 12-year-old boy, whose name could not be ascertained. Not so much hurt, too much pain he was, with careful hands put on a stretcher and balanced out through the window of the wagon. One woman beyond assistance, her two peacefully sleeping babies clinging in their sleep to her were of less than human body, and in all the better who had been in the wreck.

# Inquiries Are Started

Investigation from First 1, Columbia A. J. across the track at Dockville, but since accompanied by heavy rain from the workers from the house outside. Penetrating wind added to the conditions under which the work was being done.

The line was open to traffic at night.

## Labour Through Night

All night workers worked incessantly, under most trying conditions. The weather was extremely bad, and the work was very hard. The houses were not standing in the same position of smoke were coming up.

At 2.15 this morning a man's body was found lying in the wreckage with two large wheels which were in it. Practically the entire body was covered with mud and the body was badly bruised. The body was finally identified as that of a man named John. The body was found in a position which was not a very good one and a foot, and these were identified as those of a young woman.

## Adults Founding Mail

Proceeding early to the charge of stealing from his Majesty's parcel post, three youths Fred Bennett, Gordon Bennett and Elmer Bennett, all of Litchfield, were remanded a week for assistance when they appeared before the County Magistrate at Napawa this evening. The charges were laid by W. M. Wilson, Crown Attorney at Napawa, and the men brought to trial at a special sitting of court this evening.

Attached to the express train which crashed into the freight at Dockville on Sunday, resulting in the death of at least six people, was a mail car in which were over 1,000 bags of mail, most of it from England. The car fell into flames after the crash, and only about 100 bags were salvaged in the darkness of Sunday night and early Monday morning. The mail bags were being shifted to a safe place away from the wreck, when C.P.R. constables detected the young men camped with the mail. They were immediately arrested and detained in Superintendent Grou's car until this morning, when they were taken to Napawa.

## Driven Back by Gale

Driven back from their work by a rainstorm and terrific gales, members of the train crew from Trenton and Smith's Falls were forced to abandon much of their work at the C.P.R. wreck at Dockville tonight without completing any other work, as had been expected. The storm was lasting its way down the tracks, and the penetrating cold added to the hardship. Here and there the rain was still smouldering, with occasional glimpses of flame shooting forth.

The wreckage was cleared away from the tracks early this evening. The tracks which had been ripped up were replaced by new rails, so that the line was again opened up.

Today Christine Kankaber went to the station here to meet her brother who will never come, and this is not the only tragedy that Kankaber has known at this meeting place. Just two weeks ago another brother, John, died in a Newark, N.J. hospital as a result of injuries received in an automobile accident.

## Rescue Party

Rescue party, Nov. 13.—Rescue party and local residents of Smith's Falls and Charles Kankaber at Trenton, three of the injured in the crash Sunday afternoon at the Dockville-Chicago Canadian Pacific Rail. was rescued from the side of a freight train at Dockville. His wife and two other were reported to be resting easily at the Smith's Falls General Hospital this morning.

Paul, who was thrown on the ground, had his right leg amputated above the knee after being rushed to the hospital last night. His condition was said to be favorable this morning.

Bradford, who was the engineer of the freight train, and Charles Kankaber, a passenger on the engine, were suffering mainly from severe bruising, body cuts and shock. They were expected to be dismissed from hospital in a few days.

## Had Just Arrived

London, Ont., Nov. 13.—Nathan Goldberg, injured in the Dockville wreck yesterday afternoon, had just arrived in Canada to make his home with his brother Harry at 111 Clarence street, this city. Harry Goldberg left for Western Hospital, Toronto, this morning.

## C.P.R. Statement

Montreal, Nov. 13.—The head office of the Canadian Pacific Railway here has not been notified of the finding of any additional bodies or of any further deaths as a result of the wrecking of the Montreal-Chicago express and a freight train at Dockville Sunday morning. According to a statement from the company officers tonight, the dead number six.

Information gathered at headquarters of the Canadian Pacific Railway shows that there is no definite evidence of any further deaths beyond that of the five specified in statements issued Sunday night and today. The company statement reads: "It is understood that most of the slightly injured have returned home or are proceeding to destinations. Others more seriously injured are progressing favorably."

## News in Wreck

Montreal, Nov. 13.—(Special)—A. K. Antrop, dead in Sunday's train wreck, is a nephew of Daniel Lipp, Montreal merchant, who was helping him and his brother home. It is understood that one brother is in the Western Hospital.

## Young Duck Hunter

Is Accidentally Shot

(Special Dispatch to The Globe.)

# Inquiries Are Started Into Wreck Tragedy; Identifications - Made

## In Former Wrecks

Special Dispatch to The Globe.  
KILGORE, Nov. 21.—Engineer William Barrett, who was killed in the Canadian Pacific train explosion at Decatur yesterday, was born a few miles west of Kilgore. He was in several accidents on the railway during his time with the C.P.R., and was the driver of the locomotive which struck a speeding truck over a year ago near Belleville, when a young student attending Queen's University, who was riding in the truck, was killed. Engineer Barrett stuck to his locomotive at that time even after his fireman had jumped, and brought the train to a standstill, despite the explosion of the truck.

Brother of Stafford Man  
and Nephew of Mansford  
Marchant Thought to Be  
Victims—Arrests Made  
for Alleged Robbery of  
Mails

## WORK OF RESCUE FOR MANY HOURS

Three Are Arrested  
Charged With Stealing  
Mails and Plead Guilty  
in Nanaimo Court—In-  
quest Will Be Resumed  
Shortly

Special Dispatch to The Globe.  
NANAIMO, Nov. 21.—Coroner G. H. Oliver and Crown Attorney V. M. Wilson of Nanaimo opened an inquest at Nanaimo this morning into the deaths of Engineer William Barrett of Decatur Falls and victim of the Canadian Pacific train wreck at Decatur station.  
The jury immediately viewed the bodies, and then went to the scene of the accident. After investigating there, the jury returned to Nanaimo this morning and made formal testimony was heard. The inquest was then adjourned until such time as all the witnesses can be present.

### Probably Seven Dead.

It was decided as definitely as possible under all circumstances that there are seven dead in the wreck—the engineer, William Barrett; one unidentified woman, a foreigner, and four men, foreigners.

A portion of an infant's leg was discovered, believed to be the child of the unidentified woman.

From searching the bodies it was thought the three dead men are:

Friedrich Kuehler of Hamburg, Germany.

A. K. Antops, from Poland. He was coming to Canada with his brother, and was on the way to visit his uncle, David, from Montreal.

Thomas Kuehler, Karlsruhe, Germany. He was apparently on the way to visit his brother, Carl Kuehler, 24 Riverside Street, Montreal.

In addition a fourth body is thought to be Wilhelm Bauer, bound for Newcastle, Ont.

The most seriously injured are



## Assist Seriously Injured

### Less Seriously Hurt Travellers Render Prompt Aid to Those Plunged Down by Wreckage—Stories of Survivors

The horror of the train wreck at Enterprise was relieved to some extent by the courage and fortitude of those who, although injured themselves, strove to aid others who were greater sufferers than themselves. Survivors in Toronto Western Hospital tell of the death toll being kept down by the efforts of those who were able to render assistance to those who were plunged beneath the wreckage. From what could be gathered from some of the travellers through an interpreter, it appears that fully one-third of the occupants of the Colonist car found themselves buried beneath baggage, burning wood and in many instances, red-hot metal fixtures.

Travellers helped each other and persons who had never met before rushed to assist those less fortunate. Among the stories of suffering is that of Chung Yankubowitz, who was hurled many feet when the crash came, striking against some object which practically lifted half of his scalp from his skull, bruised his face terribly and inflicted a fracture of the skull over the right eye.

#### LOST RELATIVES

All the survivors knew or had heard about 12-year-old Chung. His mother is thought to have been the unidentified woman in the list of killed. His grandmother, who was also with the party, has not been heard from, and survivors tell of seeing her, too, lying dead, though no official confirmation of this can be obtained.

The boy himself, his head and face only a mass of bruises and burns, showing through bandages, lies in a semi-conscious condition, receiving all the attention the hospital can give. For many hours he lay unidentified until Nathan Goldbert, a young Polish lad, en route to London, obtained his name. Chung is the most seriously injured, but he will probably recover, as the fracture is not grave, and the terrible scalp wound is expected to knit nicely.

#### GOING TO OSHAWA

Among the party are two distinct groups, one, the Wardman family, coming from Northwestern Poland to their father, Israel A. Wardman, Tolman Avenue, Chicago, and the other, a group of two boys and one young girl going to the girl's father, Albert Street, Oshawa. The girl's name is Marie Malshinski, 17, and the boys' names are Yan Mortorensky and Tom Mortorensky, who are all going to be residents of Oshawa, where the girl's father has been for some years.

Various others were headed in different directions, some to Windsor and some to Kitchener, where there are big foreign colonies.

Through the medium of Miss S. Rotstein, interpreter to the Hospital Social Service Department, The Telegram was told the survivors' stories.

#### TRAIN GOING FAST

"I was watching this country's scenery," said Shmura Wardman, aged 12, who has chest and head injuries, "and we had that accident."

## Survivors' Vivid Stories Of Big Crash

### Most Terrible He'd Ever Seen, Says Old Railway Hand

W. V. Turnbull, of Montreal, a railway union representative for the maintenance of way men, was one of the passengers on the wrecked Unit 1000.

"I am an old railway man myself," he said today, "and have assisted in more than one wreck, but had never been in one before. The scene in the front end of the train was the most terrible I have ever seen. The two engines were reduced to scrap iron and the colonist coach was not there any more."

"I was in a day coach with another day coach ahead and the diner between us and the colonist coach. When I felt the sudden jolt as the air brakes were applied, I knew there was something coming."

"It seemed just three minutes later that the crash came. Our coach heaved up and left the rails. Nobody was hurt except one man whose fingers were jammed."

"By the time we got out we found the two brakemen of our train were ahead of us. I never saw two men work harder or more efficiently. They were first everywhere in helping the wounded from the debris that covered them. One of these men had an eye like a turnip. It was shut tight. These men were heroes. They did the work of an ambulance corps between them."

"The relief train came, I thought, just as soon as could be expected. There was not a single house or sign of a telephone line near the track."

"Immediately after the collision the conductor disappeared like a streak to report and get assistance."

"I might say this," he added, "that never so impressively has the value of the steel coach been displayed."

"The contrast between the little pile of burning wreckage that was once a Colonist coach and the all-steel coaches that did not even buckle, much less catch fire, was all too striking. What a Godsend the all-steel coach is to the travelling public."

#### TOO HURT TO SPEAK

Trainman A. G. Bonisteel, who suffered a severe cut over the eye and a bruised body, is suffering from shock. "There was a terrible crash, and the next second he was lying half-stunned by blows from flying baggage," said Mrs. Bonisteel. "He is very badly shaken, and the doctor has ordered complete rest."

This is the third or fourth accident her son has been in.

#### UNSCATHED BY WAR

Bruised, shaken up and counting himself lucky to be alive, Robert Kirk, aged 29, a sailor and soldier, lies in bed at the home of his sister, Mrs. William J. Hannon, 10 Harrison ave. He served in France throughout the war, and emerged unscathed. He sailed the Seven Seas and escaped their perils. Recently he returned to England from India and then sailed

the Chicago liner from Montreal to pass. The freight ran along to Dockrill where it again over-ran the switch, due to the weight of the train it was pulling. The engineer of the freight tried to save the situation.

#### BLOCKED BY CURVE

Uncoupling all but three cars, the engineer ran up the track to flag the oncoming express. Apparently he intended to plant torpedoes as warning but owing to a curve here the plan failed. The vision of the engineer on the freight and that of the engineer on the express was blocked by the curve. Both engines met head on.

When the engines struck they reared up like horses. Then they rolled down the embankment. Four coaches of the passenger train followed them. Then fire started. The impact was terrible. It is claimed that the express was travelling at almost a mile a minute shortly before the accident.

The scene following the accident was one of unspeakable horror. One woman victim is reported to have been cut in half. Other passengers were unconscious with arms and legs terribly mangled. Still others, though seriously injured were still conscious, their cries and moans being heard above all other noises. When the fire broke out it added more horror to the scene. Efforts were made to fight the flames, as it was known that many were imprisoned in the cars. The fire broke out in the mail car, express, colonist car and one coach.

Help was immediately sent for, and the second section of the liner arriving on the scene rendered what aid was possible. Other help arrived from Trenton, Belleville, Napanee and Enterprise during the afternoon.

#### BOY SAW SMASH

John Hinch, a 14-year-old farmer's boy, is possibly the only one who saw anything of the actual smash, other than those in the train. This boy was in the farm yard when he heard what he described as like the shot of a rifle exploding and he looked around and saw a dense cloud of steam shooting skyward. From both sides of the cloud he saw coaches piling up on each other, then showers of grain pouring from wrecked box cars and when the steam cloud vanished he saw two mammoth engines hopelessly smashed.

Some idea of the force of the impact may be gathered from the fact that two freight cars, travelling at about 25 miles an hour were knocked back some 100 feet. A day coach tumbled right on top of a colonist car which was absolutely demolished by flames, as also was a mail coach. Five of the box cars on the freight train, carrying barley, oats, flour and general merchandise, were smashed to smithereens.

#### CAUGHT ON FIRE

The cars on the passenger train were ignited when hot coals from the wrecked engine fell upon them, and were soon one mass of flames. All night long the fire raged, and was burning late this morning.

The passenger engine weighed about 250 tons, and the freight engine about 180 tons. There were hurled into the air, and today with their tenders lay strewn in many places around the track, having been smashed with the ease with which a small child damages a Christmas box.

Rumor has it that one woman has been unable to account for two of her children, who were supposed to be on the train. A male passenger is said to have lost his memory by reason of the accident.

Tangled ruins of railway equipment are this morning being removed from the track, and the experts' opinion is that service on the main line will be restored by noon.

#### DISGRACEFUL FEATURE

One disgraceful feature of the accident was the amount of looting which followed the wreck. Scores of people were at the scene all through the night. Young men carried car seats away from the train and were

three seriously. Fireman Post sustained a broken leg and internal injuries. Both trains were running in two sections. The first section of the passenger train and the second section of the freight train were involved in the wreck.

#### FAILED TO GET CLEAR

An official statement given out at Montreal was:

"At 2:45 p.m. at Dockrill Station, 56 miles west of Smith's Falls, a Canadian Pacific freight train came in contact with No. 29 Montreal-Chicago passenger train, which left Montreal at 2:45 this morning, the freight train having failed to get clear in the siding for the time of the passenger train."

## Train and Taken to Hospital

A first glance into the C.P.R. Pullman, Napinka, as it bore its wreck victims into the Union Station shortly after one o'clock this morning revealed in part, a grim tragedy of the rails.

Seats pulled together and blanketed, served to rest the sufferers, most of whom were foreigners. In a section close to the end of the car, lay a mother, flat on her back, her head heavily done in blood-stained bandages. She slept soundly, while in other arm, outstretched, lay two babes, the one asleep, the other, moving restlessly, and rubbing its chubby hands in its eyes to shade the light from overhead. One of the infants was injured. In a section immediately opposite, lay another foreign woman, her face deathly pale and blood-spattered. She rested on her side, peering in bewildered fashion through the coach window out at the station platform.

#### YOUTH CLINGS TO LIFE

Another section was the bed of a youth, a foreigner, his face battered and cut almost beyond recognition and heavily bandaged. Physicians, it was reported, had despaired of saving him at the time of the wreck, but he clung to life, breathing with difficulty as a result of his lacerations.

At the far end of the car an English youth of 21, newly arrived and enroute to Guelph, lay still dazed from shock and nursing lacerated hands, which resulted when he made his escape through a car window.

The news agent and two Russian girls sat up in a section in the center of the car, all having escaped with superficial injuries. Blood stained clothes, blankets and papers strewn the aisle. Only two or three of the victims could speak English.

#### NEWS AGENTS STORY

"I was standing in the centre of the wooden colonist car," said Natal, of Montreal news agent, "when the crash came. I had my basket in front of me. There was a terrible crash and I was thrown on my face. Grips and things tumbled over the people from all sides and there was a splintering sound as the car tumbled and bobbed over the ties. The steel coach behind us piled up over the top of the wooden car and debris came crashing down on us. Fire broke out in the car and there was shrieking and confusion as it came to a stop. Passengers clived to scramble through the windows as best they could. I got out and in about two minutes the steel car that piled up over the wooden coach came through the top of the car. There must have been 20 people or more in the car. I saw two people dead. One small boy told us his mother and grandmother were dead. Another said his brother was missing."

#### JUMPED THROUGH WINDOW

"It just seemed to give a bump and I was hurled forward in my seat," Harold Hansen, Lanesville youth of 21, newly arrived in Canada, said as he sat up in a section on the Napinka last night. The car I was in jiggled along a way but I don't think it left the tracks. I got out through the window." The young man said he did not know how he sustained the lacerations to his hands. "It all happened so quickly and there was so much excitement. I can't remember how I got out," he said. "All I'm worrying about is that this news doesn't get to England, for I don't want my relatives to be worrying."

#### COACHES ON FIRE

George Vondry, Montreal business man, who was travelling to Detroit, was in the dining car when the crash came. "I think our car was the only one not to leave the rails," he said. "The waiter was starting to serve tea when the crash came."

## HURT IN SMASH



ROBERT KIRK.

10 Harrison avenue, injured in wreck. He served in France and in the navy and escaped unscathed. He was hauled through a window when the locomotive struck. He and his sister, Mrs. William J. Hannon, had not seen each other for 21 years, he having been abroad for a number of years, and was just coming to Toronto from England, where he proposed to marry his sister.

A high-contrast, black and white photograph of a person's face, heavily shadowed and grainy, with a thick black border. The image is extremely dark, with the subject's features mostly lost to deep shadows. Only some highlights on the forehead, nose, and cheekbones are visible, suggesting a person looking slightly to the side. The texture is very noisy and grainy, typical of a low-quality photocopy or a very old, degraded film print. A thick black border surrounds the entire image.

# Wooden Coach Crumpled Up; Steel Safer?

Only One Passenger Car  
in Train That Was Not  
of Metal Construction—  
Auxiliary Equipment

How far the use of steel equipment on the wrecked C.P.R. flyer might have reduced the casualty list in yesterday's accident is a question regarding which railway officials can only hazard an answer.

Assistant Superintendent Campbell, of the C.P.R., said this morning that wooden passenger coaches were being rapidly superseded by steel coaches, and in fact are now only used as auxiliary equipment on the fast, through lines.

The colonist coach, in which about 40 passengers were travelling yesterday, was constructed of wood. It was behind the baggage car, and it was in this car casualties occurred. It is estimated that the proportion of wooden coaches used on such trains as the flyer is about one in ten. The mail and express cars may have been built of wood, also.

The cost of steel passenger coaches is considerably higher than that of wood, but here again the question of utility and length of service comes in.

## NO FEDERAL REGULATION

There is no regulation of the Dominion Railway Commission requiring the use of steel coaches, but all equipment must be approved by the board before being put into service, and every railway accident is carefully inspected by the Board's own experts.

It is recalled that derailment occurred at Collingwood, on the Canadian National, some time ago, when passengers stated that the fact that all steel equipment was used prevented loss of life.

## DANGER IN STEEL TON

But it is believed by an official of the Canadian Pacific Railway that the death toll at Rockhill would have been much higher if there had not been one wooden coach in the passenger train. He cited the case of a recent wreck on the Southern Pacific Railroad, in which steel coaches figured, where passengers were injured and killed by twisted steel, and fire. It was stated, was quite as liable to break out in steel coaches as in wooden ones. It is usual to carry one or more wooden cars on the Montreal-Chicago flyer.

Railwaymen regard it as miraculous that two trains could collide head on, one of them travelling at a mile a minute, without greater loss of life.

A relief train was assembled and equipped in Smith's Falls last an hour after the disaster, and covered the 27 miles to Rockhill in less than 15 minutes.

## NEWS OF ENGINEER'S DEATH

Phoned From Smith's Falls by  
United Church Pastor

Mrs. William Burnett, of Smith's Falls, wife of Engineer Burnett, who was killed while driving the Montreal-Toronto express when it crashed into the freight at Rockhill, was in Toronto with her daughter Isobel, aged 12, when she received the news of her husband's death. Her son, Clifford, is a second-year student at the Royal Dental College, Toronto. Mrs. Burnett came here to spend the weekend with her son, who resides at 127 Essex st.

A telephone call on Sunday evening from Smith's Falls to Clifford Burnett came from Rev. Mr. Sample, minister of the United Church, where the Burnett's attended. He told the young man of his father's death. The family left for Smith's Falls on the night train.

Mr. Burnett was 31 years of age and had been 28 years in the service of the C.P.R.



the Disaster  
**HALF-MILE OF CHAOS**

**Wreckage Distributed Over  
Wide Area—Line Is Still  
Blocked at Noon To-day**

By WILFRID EGGLESTON.  
Special to The Star by Staff Reporter.  
Copyright.

Wilkinson, Ont., Nov. 28.—A chaotic mass of twisted steel and charred splinters, strewn over half an acre at Dockrill siding, 36 miles east of Belleville, and 16 miles west of Tichborne, is all that remains to-day of what were early yesterday afternoon two crack trains of the C. P. R., which crashed into each other, with an estimated casualty list of at least six killed and 26 injured.

There were indications of a possible seventh death to-day when the foot and shin bone of a child were found in the wreckage. The six persons previously reported dead were adults. The bodies of five of the victims—four men and a woman, believed to be immigrants—are so badly burned that identification is not expected.

One of the trains was the Canadian number 19, Montreal to Chicago, the other a freight train, forty-five cars long, bearing flour and grain toward the Atlantic seaboard. A rock cut, a heavy train and a steep grade were the contributing factors in the wreck, one of the most devastating known to Canadian railway annals and one of the most costly in life.

A passenger train hurtling through space at seventy miles an hour in the bright sunshine of a November afternoon, met head on with a massive freight engine. The impact of these massive moguls created a scene that beggars description, with a report like a gigantic pistol crack, that echoed along the hills and valleys of this undulating land, the freight train was driven back a hundred feet by the impact of the thundering express.

The effect of the collision continued. Like a worm writhing in agony, the cars collapsed like a crushed shell or, steel-built, reared themselves high into the air. Steam broke loose from the two boilers, and drew a ghostly veil over the scene, from which moans and shrieks began to rise in a frightful misere.

**Colonist Coach Living Tomb**

The third coach of the Canadian, ten minutes late at Tichborne, eleven minutes late at Wilkinson, and racing desperately for time, was a colonist

**FREIGHT ENGINEER FAILS IN DESPERATE MOVE**

The ABOVE diagram shows how the wreck occurred. Intending to run into Dockrill spur to allow the Chicago train to pass, the freight over-ran the switch by five cars. There were 40 cars in the train and as there was a down-grade at the approach to the switch, the engineer found it impossible to back. Time was short and the situation desperate, so sending a man ahead to flag the express, he broke the string at the switch with the intention of running along with the engine and five cars to the eastern end of the spur. He then planned to back into the spur, couple up with the rest of the string and drag the whole train into the spur. But time was against him. The express train, 10 minutes late, running at 70 miles an hour, suddenly rounded the curve and crashed head-on into the freight before the latter had got into position to back into the eastern end of the spur. Dockrill siding, where the collision took place, was about midway between the stations of Lens and Wilkinson, approximately 60 miles west of Smith's Falls and 36 miles east of Belleville on the main line between Montreal, Toronto and Chicago.

# HEROIC NURSE PLAYS MODERN NIGHTINGALE ROLE IN C.P.R. WRECK

Miss Elsa Seveigny Acclaimed  
by Passengers and Officials  
For Deeds

## RENDERS TIMELY AID

Shows Skill and Coolness in  
Administering to Suffering  
Victims

The Lord sent His angels unawares. He sent one of them on the ill-fated train which was wrecked in Eastern Ontario yesterday afternoon.

The toll of life and limb, heavy though it was, had been heavier but for the unflinching courage and tireless energy of Miss Elsa Seveigny, who fearlessly stepped into the breach and carried on single-handed until medical aid arrived. Amid all the turmoil and horror of the scene, this "re-incarnation of Florence Nightingale," as she was described by a passenger, "a veritable angel from heaven," flitted on her errand of mercy.

Though stunned by the shock of the collision, Miss Seveigny realized that she had a duty to perform, and she performed it nobly. The only nurse—the only person with any knowledge of medical science on board the train—she did the work of six. Handicapped by the general excitement prevailing and by the lack of first-aid equipment, she never for a moment faltered in her self-imposed task.

It will never be known how many owe their lives to her unselfish devo-

Continued on page 15

## Says Railway Refused News To Anxious Ones

A husband who waited in agony for news of his wife and baby in the Napanee train wreck, complains bitterly.

"I waited at the Union Station from 3 o'clock until 9.45 yesterday and could not obtain a word."

Arthur Linley of 257 George street, told The Star:

"The railway company could not even say when the train bearing the survivors would arrive nor put out the list of killed and injured," he said. "Finally another man in the same position went with me to the newspaper offices, where they cheerfully gave us the information." Six-months-old Francis, his baby was bruised but not badly hurt, and Mrs. Linley is suffering from shock.

## INVESTIGATING CAUSE SUNDAY TRAIN CRASH

Official Statement Not Ready  
Yet—Death List Reaches  
Total of Six

No official report has been handed out by the C.P.R. to-day as to the Dockrill train wreck, the complete details of the catastrophe not yet being known.

Mr. McMillan, general superintendent of the Trenton division and R. H. C. Grant, general superintendent of the Ontario district, are at the scene of the collision.

The body of another man thought to be an immigrant was found under the debris to-day, bringing the death total to six.

Part of the mail and baggage and all of the express is reported as destroyed.

Passenger trains are being detoured via Peterboro and it is unlikely the tracks will be cleared before noon.

# Six Killed, Many Hurt, When

## Six Killed, 48 Injured, In Head-on Collision of Flier and Freight Train

### Engineer of Freight Lost in Race to Avert Tragedy - Passenger Pilot Killed

Enterprise, Ont., Nov. 28.—(Staff Special).—At least six souls were killed into eternity yesterday afternoon when 13 minutes after two o'clock an eastbound freight train travelling at about 25 miles an hour crashed head-on into the westbound C.P.R. passenger flier from Montreal and A. T. Burnett, engineer of the passenger train was instantly killed.

The bodies of two men and one woman were found last night and two more bodies were found this morning. Some 48 persons are injured. L. W. Bradford, of Colborne, engineer of the freight train, is in hospital at Napanee suffering from very bad scalp wounds. Fireman R. Plak, of Smith's Falls, who was on the passenger engine, is in hospital at Smith's Falls with a broken leg and a severe gash on the groin.

#### SERIOUS CONDITION.

Engineer Bradford is in too serious condition to be questioned about the accident at present, but other members of the train crew have reported to senior officials on the matter. Their version is that with the time for the approach of the passenger train at hand, Engineer Bradford found himself with his engine and five cars on the main line instead of the passing line.

The collision is believed to have been due to a freight train failing to take a switch at Lenx, to allow the Chicago flier from Montreal to pass. The freight ran along to Dockrill where it again over-ran the switch, due to the weight of the train it was pulling. The engineer of the freight tried to save the situation.

#### BLOCKED BY CURVE.

Uncoupling all but three cars, the engineer ran up the track to flag the oncoming express. Apparently he intended to plant torpedoes as warning but owing to a curve here the plan failed. The vision of the engineer on the freight and that of the engineer on the express was blocked by the curve. Both engines met head on.

When the engines struck they reared up like horses. Then they rolled down the embankment. Four coaches of the passenger train followed them. Then fire started. The impact was terrible. It is claimed that the express was travelling at almost a mile a minute shortly before the accident.

The scene following the accident was one of unspeakable horror. One woman victim is reported to have been cut in half. Other passengers were unconscious with arms and legs terribly mangled. Still others, though seriously injured were still conscious, their cries and moans being heard above all other noises. When the fire broke out it added more horror to the scene. Efforts were made to fight the flames, as it was known that many were trapped

them open, keeping such contents as pleased them. Today the nearby fields are strewn with remains of parcels. Three young men were arrested by the C.P.R. police for looting and they are said to have given the names of five others who will be arrested on warrant to-day.

The train carried a very heavy consignment of British and Continental mail, much of it being the advance guard of the Christmas presents; most of this was destroyed by the flames. C.P.R. police are now scouring adjacent fields picking up fragments of mail. One of them found an Italian money order for a substantial amount.

It was also stated by officials on the train that the engineer was running his train "in his own time," which means that he was running by his own watch and that no dispatchers were responsible for it.

#### OFFICIAL STATEMENT.

The official statement given out from the Trenton Division of the C.P.R. at the Union Station, Toronto, was:

"Passenger train No. 19, west-bound from Montreal to Chicago, met head-on with eastbound freight train No. 19 at Dockrill Station, 36 miles east of Belleville, at 2.15 Sunday afternoon. Engineer W. Burnett, Smith's Falls, on the passenger train, and two unidentified passengers, were killed. Engineer J. L. Bradford, Smith's Falls, on the freight train, and Fireman R. Post, also of Smith's Falls, on the passenger train, were injured and were taken to the hospital at Smith's Falls, along with another unidentified passenger. There were thirty injured, three seriously. Fireman Post sustained a broken leg and internal injuries. Both trains were running in two sections. The first section of the passenger train and the second section of the freight train were involved in the wreck.

#### FAILED TO GET CLEAR.

An official statement given out at Montreal was:

"At 2.15 p.m. at Dockrill Station, 36 miles west of Smith's Falls, a Canadian Pacific freight train came in contact with No. 19, Montreal-Chicago passenger train, which left Montreal at 9.45 this morning, the freight train having failed to get clear in the siding for the time of the passenger train."

### LIKE CASUALTY CLEARING STATION IN FRANCE

The scene at the Western Hospital, where the injured were received, reminded one of the old casualty clearing stations in France, only that here about the corridors were dotted anxious relatives of foreign extraction, who could only make enquiries of the nurses in the emergency by signs.

All along the corridors were stretcher cases and nurses rushing along making arrangements for extra cots.

One young Jewish boy with his left arm badly shattered and bruised didn't realize his injuries till he was taken into the operating room to be fixed up, and then his cries rent the air. Tired and sleepless because of the pain, his heart seemed almost broken as he came out of the operating room with a nurse.

Others lying on stretchers couldn't even muster up strength to give their names to the nurses, and just lay apparently unconscious.

At intervals cries from the operating rooms rent the air, but nurses kept cool and calm and worked hard to get the patients settled comfortably and relieved of pain.

### INJURED



MR. AND MRS. W. J. WILLS, from a trip to England and were on A. Nicholls, 102 Gamble avenue, E. prior to their departure for the Winthrop Experimental Farm at Mo. Both were injured. Mrs. Wills is Mr. Wills directly in front of her.

### MOTHER MAY BE KILLED

#### SON BADLY INJURED

Young Pole, Travelling With His Mother, Sustained Terrible Injuries—High Praise for Nurse.

The most badly injured, of the dozen who were taken off the train as it came into Toronto was a young Polish boy, reported to be the son of the only woman who was killed in the accident. He suffered extremely serious injuries to his left side, right down his body. His left ear was about severed, left arm suffered a compound fracture, his head was badly smashed in on the left side and his left thigh was badly shattered.

At the time of the accident he was sitting with his mother, other passengers reported, looking forward to meeting his father at Oshawa.

Three others, very badly injured, who were taken off the train at Winchester and sent back to hospital at Smith's Falls, were a foreigner, the engineer of the freight train and the fireman of the passenger train.

#### ONLY NURSE ON TRAIN.

Miss Elsie Savigny, of Mexico City, who is reported to have a brother in the city, was the only nurse on board the wrecked train, and passengers testified to the yeoman service she rendered to first aid to those injured while doctors and nurses were being rushed to the scene.

"She deserves very great credit," said Miss Gladie White, a fellow passenger, who only complained of a bad bumping when the collision occurred.

One male passenger who required

## Grim Evidence Of Rail Wreck In Hospital Car

### Pitiable Sights When Wreck Victims Are Removed From the Relief Train and Taken to Hospital

A first glance into the C.P.R. pullman, Napinka, as it bore its wreck victims into the Union Station shortly after one o'clock this morning, revealed in part, a grim tragedy of the rails.

Seats pulled together and blanketed, served to rest the sufferers, most of whom were foreigners. In a section close to the end of the car, lay a mother, flat on her back, her head heavily done in blood-stained bandages. She slept soundly, while in either arm, outstretched, lay two babes, the one asleep, the other, moving restlessly, and rubbing its chubby hands in its eyes to shade the light from overhead. One of the infants was injured. In a section immediately opposite, lay another foreign woman, her face deathly pale and blood-spattered. She rested on her side, peering in bewildered fashion through the coach window out at the station platform.

#### YOUTH CLINGS TO LIFE

Another section was the bed of a youth, a foreigner his face battered and cut almost beyond recognition and heavily bandaged. Physicians, it was reported had despaired of saving him at the time of the wreck, but he clung to life, breathing with difficulty as a result of his

First the coffee began to wash up

and 26 injured.

There were indications of a possible seventh death to-day when the foot and shin bone of a child were found in the wreckage. The six persons previously reported dead were adults. The bodies of five of the victims—four men and a woman, believed to be immigrants—are so badly burned that identification is not expected.

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#### Colonist Coach Living Tomb

The third coach of the Canadian, ten minutes late at Tichborne, eleven minutes late at Wilkinson, and racing desperately for time, was a colonist car crowded with immigrants and their families. It was a wooden coach of the older type and its demolition was the most complete of all. Nothing that even remotely resembled a colonist coach remained after the collision. Instead, piled up in twisted disorder, with boiler tubes, engine pistons, steel coach skeletons and mangled baggage was this living tomb.

Continued on page 15.

#### NOW 58 SMALLPOX CASES

Six new cases of smallpox were discovered during the week-end in widely spread parts of the city. There are now 58 cases in the city.

senger train.

Four unidentified men, probably foreigners.  
One unidentified woman, probably a foreigner.  
One unidentified child.

#### INJURED AT SMITH'S FALLS

Rhynard Post, of Smith's Falls, fireman of the freight train, leg amputated, injury to groin and left knee.  
J. Lenn, Bradford, engineer of freight train, broken shoulder blade.  
Charles Karmilski, journeying to Toronto, minor injuries and shock.

#### INJURED IN WESTERN HOSPITAL, TORONTO

Nathan Goldberg, London, Ontario, lacerated scalp.  
Miss Marya Matczynska, aged 17, 608 Albert street, Oshawa, scalp wounds.  
Miss Perla Wardman, Poland to Chicago, minor injuries to arm.  
Miss Chala Warman, Poland to Kitchener, minor injuries.  
Miss Aile Roseman, aged 30, Finland, minor injuries.  
Miss Helena Gryshiemier, going to Hamilton, minor injuries.  
Miss Carolina Butyon, going to Kitchener.  
John Matczynska, 15 years, 608 Albert street, Oshawa, head injury.  
F. Mendelson, 11 years, burns on arm.  
Uda Topp, 19 years, 65 Leonard avenue, Toronto, head and arm injuries.  
Mrs. Elizabeth McNamara, 44 Glendale street, Sandwich, Ont., cut on left hand and knee.  
Siemba Workman, 20 years, abrasions over temple.  
M. Proso, 24 years, scalp injuries.  
Harold Hanson, aged 21, 20 Manitoba street, Guelph, hand injury.  
Joseph Netai, aged 21, 3839 De Billon street, Montreal, laceration over eye and injuries to hand.  
Moscha Woxtman, Holman avenue, Chicago, lacerations on body.  
Mrs. Veronika Filipowicz, head badly cut.  
Tadensio Filipowicz, aged 2½, bruised head.  
Zdzislaw Filipowicz, aged 14 months, unhurt.  
Charles Chund Wakubowitchz, aged 13, of Poland, slight fracture of skull, legs and arm broken, face badly lacerated.  
Kuzna Kunczy, aged 20, going to Sarnia, slightly injured, will be discharged to-day.

#### INJURED BUT NOT IN HOSPITAL

G. Bonsteel, 15 Close avenue, trainman, legs and face injured, taken home.  
Art Speak, Muskegon, Mich., face injured, taken to Walker House.  
Florence Hodge, 513 Hamilton road, London, arm hurt, taken home.  
Mrs. Taylor, 118 Lisgar street, injured ankle, taken home.  
F. Orme, Ottawa, three fingers lacerated, taken to Prince George Hotel.  
George Kellor, 1102 Dundas street, left arm and right wrist lacerated, taken home.  
A. Frunk, Montreal, knees injured, taken to King Edward Hotel.  
L. Levine, arm and leg slightly hurt, taken to King Edward Hotel.  
A. Nelson, 168 Rhodes avenue, suffering from shock.  
Francis O. Linley, 252 George Street, aged 6½ months, bruised.  
Mrs. Arthur Linley, 252 George street, suffering from shock.  
Koli Workman, Kunchi Kusma, Mar Ptinchuck, Ova Ivanova, Karollina Buten, Helena Grashewitz, J. N. Gallagher, Mrs. J. D. Larocke, D. W. Armstrong, R. Kiell, E. T. Miller, J. Fetherston, F. Natzynski, N. Natzynski, N. Fytipowicz, F. Obzsturk, M. Fawe, W. Pola, W. Pzlawn, W. Mosyck, W. Cela, injuries slight; addresses unknown.

#### SCENE OF THE WRECK

Just east of Dockrill siding twelve miles east of Napanee at 2.15 Sunday afternoon.

#### CAUSE OF THE WRECK

Head-on collision believed to have been caused by freight train over-running siding on to main line.

#### TRAINS INVOLVED

Steamboat section of westbound Montreal to Chicago C.P.R. flier.  
Eastbound freight train of forty cars carrying grain from the head of the lakes to the seaboard.

#### DAMAGE TO ROLLING STOCK

Passenger train: Baggage and mail cars, one colonist and one first class coach destroyed by fire, four other coaches derailed.  
Freight train: Engine and five cars smashed.

#### INQUEST OPENS THIS AFTERNOON

The inquest was opened at two o'clock this afternoon at Enterprise, Ont., by Coroner Dr. G. E. Cowan of Napanee.

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# NATIONAL, C.P. CRACK TRAINS ARE DERAILED

## Passengers Escape Injury in Each Instance

Brockville, Aug. 14.—(By Canadian Press)—The International Limited, crack Canadian National train, en route from Montreal to Chicago, was derailed at noon today at Aultsville station. It is asserted in reports from that place, that it struck an open cross-over switch and plied into the middle of a freight train standing on the eastbound track. Cars attached to the freight train were, in turn, thrown against a string of boarding cars which were stationed on a siding the result being that both tracks of the main line were blocked. Details of the wreck available here are still fragmentary, but all reports agree that no person on either train met with any injury.

### Baggageman Hurt

Pickering, Aug. 14.—(By Canadian Press)—Six passenger coaches and the baggage car of the Canadian Pacific Railway train number 20 which left Toronto at 8 a.m. for Montreal, were derailed at Audley station, a few miles north of here, but none of the passengers were injured. H. W. Weaver, of Toronto, baggageman, was the only member of the crew to be hurt and he was only badly shaken up.

Railway officials at one o'clock had not announced the cause of the derailment. Work of clearing the line was started immediately and it was expected to have traffic moving through Audley by two o'clock. The train was well loaded with passengers, including a number of women and children, who all escaped serious injury.

### No Serious Panic

The accident occurred at a curve near a switch with the train traveling at a good rate of speed. The passengers were considerably thrown about, but, according to statements made by some of them, there was no serious panic.

Farmers working in fields nearby, rushed to the scene when they heard the crash, but their assistance was not needed.

August  
14  
1928

First Diesel Switcher and Cars to Use Spur Head for General Motors Plant.



### C.P.R. Spur in Oshawa, Ont.

Early in March, and within four months after the first sod was turned, the Canadian Pacific Ry. began full operation of a spur line which was built at a cost of about \$500,000 to serve the new Oshawa plant of General Motors of Canada Ltd.

The new line, 1½ miles long, was built by C.P.R. forces, and crosses the four-lane Toronto-Montreal highway and service roads adjoining the highway on both sides, and also crosses a main double track railway line, to enter the GMC plant property south of the highway.

The 43-acre automotive plant, the country's largest, was already in use for Buick and Pontiac production when the new spur was finished, and will be fully completed this summer, when the bulk of the GMC assembly production will have been moved from the present location in older plants in the heart of Oshawa.

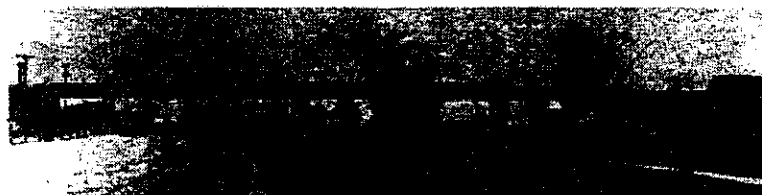
One of the toughest problems for the railway engineers in building the new spur line was the crossing of Highway 401 and the main Toronto-Montreal double track rail line. This was accomplished without interruption of road or rail traffic by the use of large prefabricated overhead bridge sections lowered into place by crane from the spur line itself.

In order to get the earth-moving equipment across the double track railway line, a Bailey bridge was used, and after the grading was completed, this bridge was removed, and replaced by the permanent structure carrying the spur line.

The work of building the spur was, under the direct supervision of C.P.R. Division Engineer G. W. Griffin, Roadmaster M. E. Morgan, Bridge and Building Master L. N. Kennedy, Bridge and Building Foreman Harold Donnelly, and extra gang foremen F. Manion and J. Kirkham.

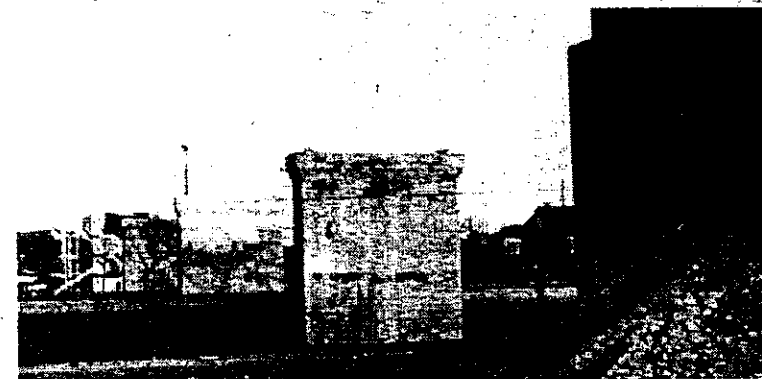
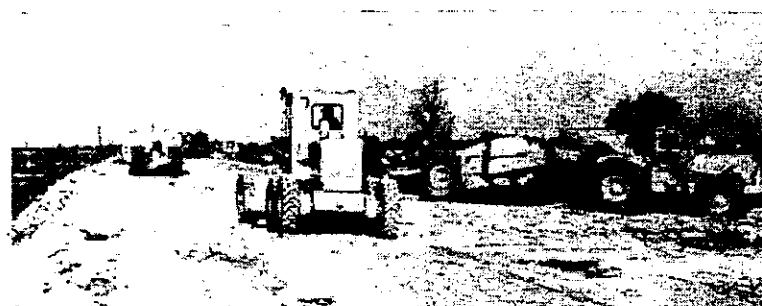
Early in April, G. H. Baillie, Vice President, Eastern Region, and W. F. Koehn, General Superintendent, Ontario District, C.P.R., proceeded to Oshawa with their business cars and inspected the new spur, and on that occasion President Wecker and other General Motors of Canada, Ltd., officers were their guests at luncheon.

The General Motors of Canada, Ltd., plant expansion programme in Oshawa was described fully in an illustrated article in our August, 1953, issue, beginning on pg. 469. This programme,



Upper View, Portable Bailey Bridge over Toronto-Montreal Double Track Railway which New Spur Crosses. Lower View, Completed Bridge Carrying Spur over Toronto-Montreal Highway and Adjoining Service Roads.

The Bailey bridge shown in the upper view was used to allow earth-moving equipment to cross the railway tracks in the cut. When no longer required, it was removed. Note the pilings in the left foreground in the upper view, for the permanent bridge erected later.



Upper View, Earth-movers, Graders and Bulldozers Build Embankment for the C.P.R. New Spur in Oshawa, Ont. Lower View, Concrete Piers for the Bridge to Carry the Spur over the Toronto-Montreal Highway and Adjoining Service Roads.