

C.N.R.

BOMMANVILLE

APRIL 8, 1929.

the search continued.  
**Engineer Killed.**  
 Derailment near Bowmanville of the Canadian National's crack passenger train No. 20, bound from Toronto to Montreal, cost the life of the engineer last night. First reports said that a second life may have been lost in the wreck. A washout, the result of the heavy storms yesterday and last night, caused the wreck, which occurred about a mile west of Bowmanville.  
**Storm in Bruce.**

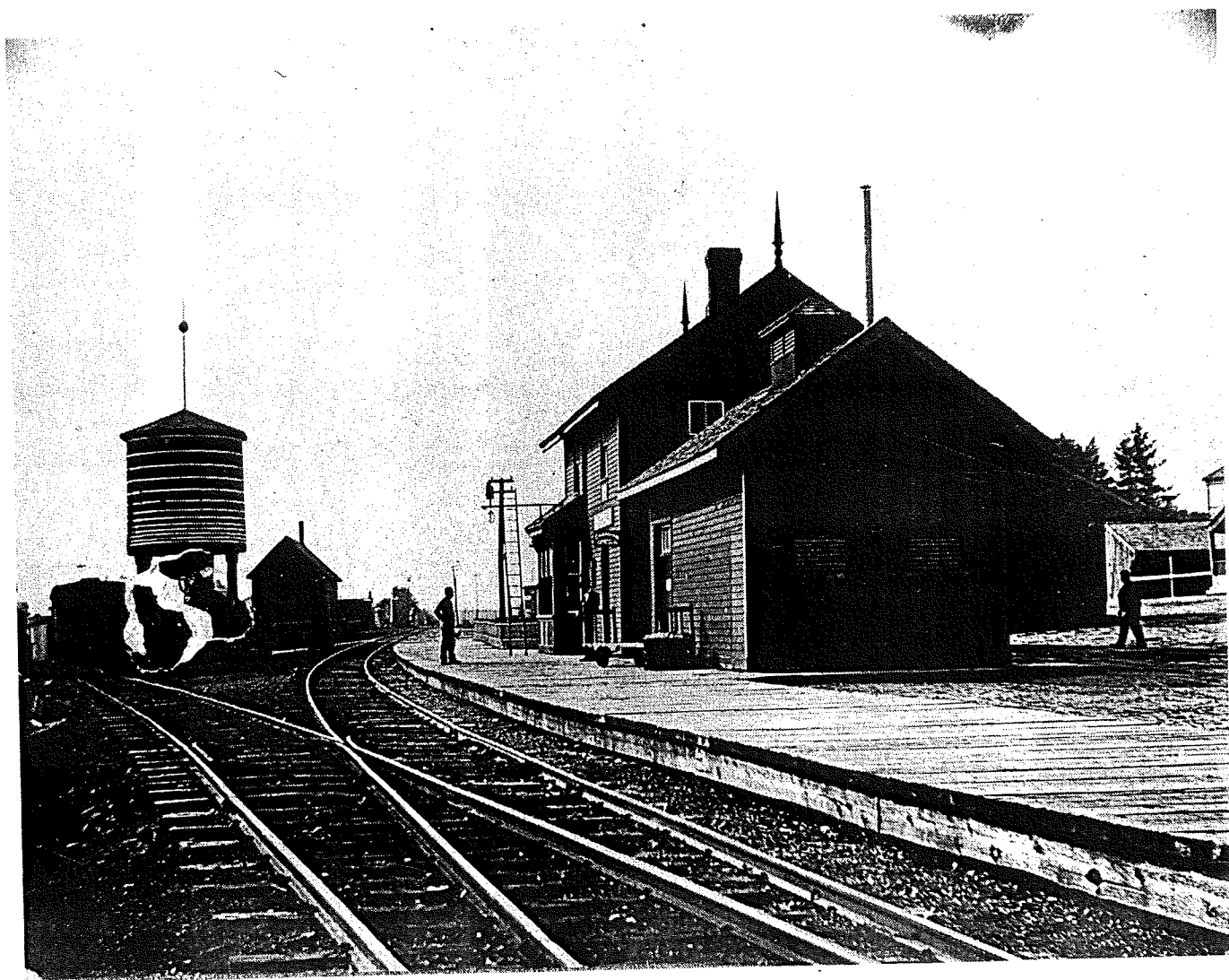
April 8 1929

Bowmanville

C.N.R.  
WHITBY AND  
PORT PERRY  
RAILWAY.

MAY 4, 1929.

# WHITBY AND PORT PERRY RAILWAY.



Port Perry's station was moved across the street to become a flower shop.

# Flood Losses Reported Heavy Over Entire Suburban District After Recent Steady Downpour

Passenger Train Wrecked,  
Bridges Washed Out,  
Traffic Diverted, Base-  
ments Filled, Streets and  
Highways Inundated

## RAILWAYS ISSUE "SLOW ORDERS"

Recent heavy rains had the ef-  
fect of delaying trains from the  
west yesterday. Due to danger  
from washouts resulting from the  
downpour, both Canadian National  
Railways and Canadian Pacific  
Railway issued "slow orders" for  
trains from west of Toronto. As a  
consequence all trains arriving from  
the east were a little late in pull-  
ing into the Union Station during  
the day.

"Better late than never" is the  
railway maxim when Jupiter pro-  
vokes this season's rain.

Wreck of a passenger train on the  
Canadian National Railway's Windsor-  
London Division, washouts of bridges  
at Summersville and in the Rouge River  
district, and property damage spread-  
ing over the lake shore section and far  
back into the country bordering Lake  
Ontario were included in the suburban  
flood toll as the result of Thursday's  
steady downpour of rain.

With the soil saturated from recent  
rains, the additional burden of water  
saturated small streams to assume inter-  
mittent proportions. The first intimation  
of damage was given at 1:30 yesterday  
morning when the temporary bridge at  
Summersville on the Dundas Highway,  
erected to sustain traffic when the regu-  
lar structure broke down under the  
weight of a passing motor car on Sun-  
day, April 14, was swept away.

Trains Diverted.  
Early in the morning the bridge  
crossing the Rouge River, two miles

ONE OF THE FLOOD SCENES



A Typical Scene at Kennedy Heights, Scarborough, After a Heavy Fall  
of Rain, Which is Claimed to Be the Result of Improper Drainage.  
Similar Occurrences Are Reported From a Number of Suburban Places.

## Wind, Parking Sign, Go on a Rampage

Considerable damage  
was occasioned to prop-  
erty throughout the city  
by yesterday's high winds.  
Fences were blown over,  
signs torn down in a num-  
ber of instances and other  
damage reported, which,  
in the aggregate, amounts  
to a considerable total.

Minor accidents were  
caused to pedestrians and  
others, notably one on  
Albert Street, near Bay,  
when a "No Parking" sign  
was carried some distance  
along the street by the  
wind. In falling it struck  
Mrs. Fred Charwood, 131

## TENDERS ARE OPENED TO EXPEDITE RELIEF IN BEACH SITUATION

Controller Summersville Pays  
Visit to Affected  
Districts

## SUGGESTS STORM FENCES

In order to save about a week's time,  
Mayor McKeel yesterday opened ten-  
ders for the construction of test groynes  
along the lake front from Alpendale  
to Leamy Avenue.

Under Council procedure, tenders  
are opened by the Board of Control at  
a public meeting, but to expedite tem-  
porary relief for the beach residents,  
tenders were called without formal ad-

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day, April 14, was swept away.

#### Trains Diverted.

Early in the morning the bridge crossing the Rideau River two miles west of Cherrywood, on the Canadian Pacific Railway, was undermined by the rising floodwaters. Late in the night the trains proceeded over it slowly, but owing to the flood conditions they were diverted over the Canadian National Railway line a short distance to the north. One mile east of Cherrywood flood damage to the Dixie bridge compelled highway officials to divert traffic to adjacent roadways. Owing to the rainstorm, Montreal trains were several hours late in reaching Toronto.

Inspector Fred Lucas of the Provincial Department of Highways informed The Globe last night that Government engineers were of the opinion the temporary bridge at Summersville could be replaced by Sunday afternoon. In the meantime "without traffic has been diverted from the Dundas Highway south on Brown's line to the Toronto-Hamilton Highway, west to the Third Line, and north again to the Dundas Highway. Eachway traffic has followed the same detour, which is equipped entirely of paved roadway.

According to Inspector Lucas, engineers who constructed the first temporary bridge about the wrecked structure did not foresee the exceptional weather conditions which resulted in its being carried away. It is stated the new bridge will be erected several feet above the level of the old. Traffic was halted at the time the former temporary bridge was washed away, and all motorists were immediately diverted to the Brown's line detour. Unusually heavy traffic on the Toronto-Hamilton Highway through Cataraugus resulted from the washout of the bridge.

— Montreal.

MAY 4  
1929

CPR  
Cherrywood

## SLOW ORDERS

Recent heavy rains had the effect of delaying trains from the east yesterday. Due to danger from washouts resulting from the downpour, both Canadian National Railways and Canadian Pacific Railway issued "slow orders" for trains from east of Toronto. As a consequence all trains arriving from the east were a little late in pulling into the Union Station during the day.

"Better late than never" is the railway motto when Jupiter Pluvius threatens roadbeds.

Wreck of a passenger train on the Canadian National Railways' Windsor-Lindsay Division, washouts of bridges at Summersville and in the Rouge River district, and property damage spreading over the lake shore section and far back into the counties bordering Lake Ontario were included in the suburban flood toll as the result of Thursday's steady downpour of rain.

With the toll increased from recent rains, the additional burden of water caused small streams to assume torrential proportions. The first indication of damage was given at 1:30 yesterday morning, when the temporary bridge at Summersville, on the Dundas Highway, erected to sustain traffic when the regular structure broke down under the weight of a passing motor car on Sunday, April 11, was swept away.

### Trains Diverted

Early in the morning the bridge crossing the Rouge River two miles west of Cherrybrook on the Canadian Pacific Railway, was undermined by the rising floodwaters. Late in the night the trains proceeded over it slowly, but owing to the flood conditions they were diverted over the Canadian National Railways' line a short distance to the north. One mile east of Cherrybrook flood damage to the Dixie bridge compelled highway officials to divert traffic to adjacent roadways. Owing to the washouts, Montreal trains were several hours late in reaching Toronto.

Inspector Fred Lucas, of the Provincial Department of Highways informed The Globe last night that Government engineers were of the opinion the temporary bridge at Summersville could be replaced by Saturday afternoon. In the meantime westbound traffic has been diverted from the Dundas Highway south on Brown's Line to the Toronto-Hamilton Highway, west to the Third Line, and north again to the Dundas Highway. Eastbound traffic has followed the same detour, which is composed entirely of paved roadway.

According to Inspector Lucas, engineers who constructed the first temporary bridge about the wrecked structure did not foresee the exceptional weather conditions which resulted in its being carried away. It is stated the new bridge will be erected several feet above the level of the old. Traffic was light at the time the former temporary bridge was washed away, and all motor cars were immediately diverted to the Brown's line detour. Unusually heavy traffic on the Toronto-Hamilton Highway through Oakville resulted from the washout of the bridge.

Check on Runways.  
Crosses again overthrown by

Whitby - Lindsay  
Division

MAY 4  
1929



TORONTO, SATURDAY, MAY 4, 1929.

DARK SCHOOL WINS	PROMINENT M.A.
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# ENGINEER IS KILLED, MOTORISTS DROWNED AS RESULT OF STORM

Crack C.N.R. Train Derailed  
—Peterboro' People  
Lose Lives

CAR GOES INTO CREEK  
Four Plunged Into Water —  
Two Perish, Two  
Rescued

(Special Despatches to The Globe)  
Oshawa, April. — (Saturday) —  
Plunging from the Kingston Highway  
into Harmony Creek at Harmony,  
where a few minutes before the bridge  
had been washed away by the floods,  
a motor carried two people to their  
death early this morning. Two others  
managed to free themselves from the  
wreckage of the motor car and were  
saved.

The four, all from Peterboro', were  
Walter Northrup, his two sons, Harry  
and Stanley, and Miss Helen Wright.  
Stanley has been saved along with one  
other man, either his father or his  
brother.

The girl and one man, plucked at  
the bottom of the stream beneath the  
motor car, are dead.

The party left Oshawa shortly after  
midnight eastbound on the Kingston  
Road and when they passed over the  
Harmony Bridge it was in sound con-  
dition.

Turned Back to Meet Death.

After proceeding for a few miles they  
turned back on account of the condi-  
tion of the highway. In the meantime

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CNR ORONO

# TO ELECTRIFY C.N.R. IN REGION OF ORONO IS OFFICIAL PLAN

Work to Commence This  
Spring if Parliament  
Votes the Money

## TRAINS EVERY TWO HOURS

If plans of the management of the Canadian National Railways are consummated as rapidly as their sponsors anticipate, the near future will see a radical change in the character of the transportation services provided over a considerable section of the Orono subdivision of the C.N.R. between Toronto and Cobourg.

The Globe was informed yesterday on good authority that the portion of the line lying between a point immediately west of Orono and Cobourg will be electrified, and that this section will be connected with the Toronto & Eastern Electric Railway by a four-mile link which will be constructed between Bowmanville and the junction west of Orono. It was stated that if Parliament voted the necessary funds at the approaching session the work would commence this spring. This plan involves the abandoning of the existing steam line between Orono and a point in Scarboro' township close to Toronto—a distance of some 40 miles.

### One Proposed Solution.

This solution of a situation which is admittedly difficult is one of several which have been mentioned since the National officials first began to consider ways and means of making the adjustments in the railroad services between Toronto and Cobourg which became necessary

GLOBE, TORONTO, SATURDAY, FEBRUARY 16, 1924.

QUEBEC ADV. FORCES

Railway by a four-mile link which will be constructed between Bowmanville and the junction west of Orono. It was stated that if Parliament voted the necessary funds at the approaching session the work would commence this spring. This plan involves the abandoning of the existing steam line between Orono and a point in Scarborough township close to Toronto—a distance of some 40 miles.

#### One Proposed Solution.

This solution of a situation which is admittedly difficult is one of several which have been mentioned since the National officials first began to consider ways and means of making the adjustments in the railroad services between Toronto and Cobourg which became necessary immediately the old Grand Trunk and Canadian Northern lines involved became parts of one system.

At one time it was suggested that an electric service might be provided over the whole of the Orono subdivision, but this plan has been abandoned in view of the fact that the eastern portion of this route closely parallels the Toronto & Eastern, the construction of which is called for by an agreement between the railway and the urban centres which the latter line will serve. The Canadian National had nothing to do with the execution of this agreement, as it was entered into by the Canadian Northern before the advent of Government ownership, but, as heir of the obligations of the latter system, the National had no alternative other than to continue with the Toronto & Eastern as originally planned.

That meant that the construction of an electric line to Bowmanville was assured. The points which remained to be settled were what was