

ONTARIO
NORTHLAND
DIARY

WRECKS AND
COLLISIONS

Yarmouthman Killed

FIRST BAD ACCIDENT ON THE T. & N. O.,
IN WHICH THREE MEN ARE KILLED
AND SEVERAL INJURED.

NEW LISKEARD, Ont., July 8.—The first bad accident on the Temiskaming and Northern Ontario railway occurred at 6.20 o'clock last night when, through the breaking of a coupling while the train was pulling up a heavy grade, three men were killed and several others injured, among the hurt being G. S. Stearns, G. T. P. agent of New Liskeard, whose leg was broken in two places. The accident occurred about 35 miles north of New Liskeard on a portion of the line operated by Contractor A. R. McDonnell. At a point known as Swanson's Cut there is a grade so heavy that an auxiliary engine is kept on hand to push trains over the rise. Yesterday afternoon a heavy train in charge of Engineer O'Connor made a dash at the grade and the auxiliary engine followed to lend assistance. When the train had climbed a considerable distance Brown noticed that the two rear coaches had broken away, and were pushing down upon him. He brought his engine to a stand still but had not time to back away before they smashed into his cowcatcher. The first of the passenger coaches stopped dead, telescoping a baggage car which followed. Three unfortunate men who were standing on the platform between two cars were instantly crushed to death. In the car passengers were thrown about violently, a number being scratched and cut, and Stearns having his leg broken. He is resting easily this morning at his home in New Liskeard.

L. C. Potter, one of the dead, is a man of advanced years and is said to have a wife, but no children, in Yarmouth.

F. Mills, another, is a prospector. He is a man of middle age about whom practically nothing is known.

In his pocket was found an envelope containing a letter addressed to F. Mills. It bore the Detroit postmark.

Percy Jordan, cook, in whose pocket was a letter from his wife in Carleton place.

G. S. Stearns, G. T. P. agent, died from his injuries today.

Digby N.S.
Carrier

JULY 13 1906

New Liskeard Speal

AND TĒMISKAMING NEWS-LETTER.

VOL. 2. NO. 35.

NEW LISKEARD, OCTOBER 11, 1907.

STEP

Englehart News.

Fatal Accident on T. & N. O. Line.

A deplorable accident occurred to A. R. Macdonell's gravel train on Saturday evening about 6.40, when one Italian lost his life, and four others injured, and a loss of rolling stock amounting to \$7500. The train left Englehart with about one hundred Italian laborers for the gravel pit at the Second Crossing after their day's work, and while on what is called Scott's crossing in township of Chamberlain, the train ran into three cows that were lying down on the track. The night being dark and the cars being pushed ahead it was difficult for the engineer to see the obstruction and in less time than it takes to relate six new dump cars were piled one upon another. The wonder is more lives were not lost. Every assistance was generously rendered by Mr. Superintendent Cassidy, who with his usual promptness ordered medical attendance, and with the Doctor was quickly at the scene of the accident.

Before Police Magistrate Hartman and Williams Hugh, J. P., on Wednesday last Mrs. E. Irwin made her second appearance to answer the charge of selling liquor without a license. The court was crowded and much interest was taken in the case. A number of witnesses swore they had whiskey of various degrees of strength. Mr. A. Jones of Haileybury, who defended, severely cross-examined the witnesses, and pleaded almost in a dramatic manner on behalf of his client, appealing to the magistrates and Inspector Blackwall to be chivalrous and dismiss the case. After nearly five hours hearing the court found the defendant guilty. It being the second offence the penalty was four months without the option of a fine. Sentence was postponed for two weeks.

Sunday October 6, witnessed the opening of another Church here. Although the last to open its doors to public worship it is certainly not the least in appearance, it is now one of the ornaments of the town. By hard work and perseverance the committee have been rewarded for their labor. Those who have built here know the difficulties that are to be overcome before their work is finished. The Reverend Father Latulip who has during the past twelve months taken an active interest in his parishioners here, celebrated mass to a crowded congregation and preached an eloquent sermon, taking for his text, "Without God buildeth it is of no avail." The Rev. gentlemen expressed his pleasure at seeing a number of Protestants present saying "I want our Protestant brethren to know that a \$5,000,000 smelter was to be established at North Cobalt. Since then, nothing has been said on the subject, nor have we been able to learn that anything has been done. Last Spring, we were also led to believe that there was to be a similar establishment at Ville Marie; but of late there has been nothing more said about it. In the mean time, the Montreal company have acted as though if there were to be a dozen smelters in this country theirs would be the thirteenth, and these are the men who succeed. While others talk, they work and do things. We shall not be surprised if the Trout Lake (or North Bay) smelter will do the work of this country; and we hope their enterprise will be amply rewarded. The smelter will have a daily capacity of 2000 tons, with one storage capacity of 75,000 tons, or about 3,000 cars. The charges for the treatment will be approximately \$10 per ton, with some little variation, according to ingredients and the smelting company pays freight in all cases as far north as New Liskeard, as the smelting company has secured special freight rates. About 200 men will be employed at the new smelter.

accept a reasonable wage. Yes those days will be as sure to come as it is certain that the tide come and goes. The manufacturer will say to his men: Our articles of manufacture are a drug on the market; prices are reduced; we must close down, or you must work on half-time, or at reduced wages.

OCTOBER 11
1907

Fatal Accident on the Line.

Engineer Thomas Gold Killed.

It becomes our sorrowful duty to report the death of our much respected townsman, Thomas Gold, engineer of engine No. 106, on the T. & N. O. Railway line, which occurred on Tuesday morning at 8.10 o'clock. He ran the train which picks up the pulpwood along the line, and on the morning in question, this train left here at 6.35. Some distance up the line above Earlton, the cars were left on a siding, and with the tender and caboose, the engineer was taking the pulpwood foreman, Mr. Brock, to Heaslip, going at from 5 to 6 miles an hour. When near Taylor's Creek a little over a mile south of Heaslip, the engine, tender and caboose suddenly upset, and went down the embankment, 15 or 20 feet, to the bottom. At the time Mr. Brock was on the engineer's seat, and the fireman, Mr. Libbey was also in the engine-room. The latter jumped through the window, while Mr. Brock immediately sprang to the tender, going down with it. The engineer had his hand on the lever at the time and threw on the emergency brake and stopped the machinery, but was terribly crushed in the wreckage. The conductor, Mr. W. H. Miller, and the two brakemen, Messrs. Boland and Quirt, were in the caboose, and also went down. As soon as possible, they all tried to get the engineer out, and ascertain if anything could be done to save him. They found, however, that he was crushed to death, and it was a long time before the body could be removed.

On Wednesday an inquest was held in the Town Hall by Coroner Codd, when a most thorough inquiry was made as to where, when, and in what manner Thomas Gold met his death. The conductor, fireman, two brakemen, the section foreman, road master, and the foreman in charge of the pulpwood, all gave evidence, bearing out the facts as above stated; but it was not possible to arrive at a definite conclusion as to what caused the engine to jump the track. Mr. McIlwain subjected all witnesses to a cross-examination. Mr. Hartman also examined some of the witnesses. A broken rail was discovered, but the general belief is that the rail was broken by the engine while leaving the track.

The engine was running backward at the time, and it is probable that a piece of coal or other some obstruction, threw the tender off, and it dragged the engine and caboose off.

Deceased leaves a widow, two small children, father and mother and sister, as well as a large number of friends to mourn his loss. The funeral was conducted by the Free Masons of North Bay and New Liskeard, Messrs. Boncher and Morris, representatives of Nipissing Division 308, Brotherhood of Locomotive Engineers, and probably a dozen of the Brotherhood of Locomotive Firemen, were also at the funeral.

The jurors made a recommendation to the Railway Commission to make generous provision for the family of deceased.

Mr. Black, general superintendent, and Mr. C...

There was... The child was knocked down, her face being on the ground, but in a moment she raised her head, when the mother-love asserted itself, and her mother put her arm in front of the wheel and held the child's head down, and shouted for her to keep her head down. One wheel passed over the arm, but it was not cut off, and until the eight cars passed over the little girl Mrs. Storing kept calling to the child to keep her head down, and in this way her life was saved. Then the mother was carried home in a faint. Three doctors were soon on the scene, and on Friday or Saturday Mrs. Storing was brought to the Lady Minto Hospital. It is hoped that the arm may be spared. She can move the fingers. When we called to see her on Tuesday, she was in a cheerful mood, and showed us a letter she had just received from her husband in which he said the baby tells people "not to go near the cars." The little girl is the youngest of eight children, and will always remember what her mother did to save her life. Mrs. Storing is a strong, healthy woman, and has stood the pain, which, she says, is terrible, very well.

New Liskeard

July 12

1907

MIRACLE NONE WERE KILLED

Score of Passengers Injured in Cobalt Special Wreck—First on T. & N. O. of Its Kind—List of Those Hurt

(From our own Correspondent.)
 North Bay, January 26.—The accident to the Cobalt Special on the T. & N. O. Railway yesterday morning was the first wreck of a passenger train on the Government's railway, and from the circumstances attending the accident, it is a miracle that many were not killed.

The train was running about twenty-five miles an hour when suddenly the rails spread from weather conditions and part of the train plunged down a 20-foot embankment.

The engine and baggage car remained on the track and one pullman was left perched on top of the bank while the other cars crashed down the declivity with terrific force.

The work of rescue began immediately. The telephone line was tapped and assistance summoned from North Bay.

Doctors McMurchy, Bell and Johnston arrived with the wrecking train, which was early on the scene, and the wounded received attention.

At first it was thought that no serious injuries had resulted but examination revealed the fact that seven passengers were severely hurt but the most serious was in the case of C. Lombard, of Iroquois Falls whose skull was fractured. He is, however, expected to recover.

The wounded reached North Bay at 11.30 p.m. and were taken to the hospital here.

J. W. Bradley was taken through to Toronto to St. Michael's Hospital on the Cobalt Special.

The list of injured is:

J. W. Bradley, Toronto, cut lip and sprained ankle.

Stephen Bradley, Toronto, cut about the head.

George Carey, Okanogan, British Columbia, cut and breast injured.

Anderson, Sweden, hurt about the head and shoulders.

C. Lombard, Iroquois Falls, seriously injured; having a badly fractured skull and being badly cut about the face, in addition to his nose broken.

S. Normal, badly cut about the head.

W. J. Stewart, Powassan, slight cut on the head.

H. D. Swain, North Bay, slight injury cut on the head and bruised ankle.

R. D. McNabb, Toronto, wrist injured.

John Cairn, badly cut about the

Lombard is a T. & N. O. Railway section foreman at Iroquois Falls, where he has a wife and child of fifteen months. He was on his way home from North Bay when the accident occurred. His face is a mass of cuts and bruises. Both eyes are closed up and swollen and there is a wound on the forehead with a slight fracture of the skull.

Dominic Meson, an Italian, on his way to work on the Grand Trunk Pacific construction, was bright and cheerful this morning and talked in animated but exasperating English of his wife and two babies in Italy. Meson's injuries are not serious.

In the next car George Leroux, a married man of Callander, was evidently suffering considerable pain but able to talk about the accident.

"I am employed at Elk Lake," said Leroux, "and was returning from a visit to my family in Callander. In the second class coach of the Cobalt Special I had fallen asleep when I awakened, suddenly conscious of a terrible shaking of the car, accompanied by a grinding, crashing noise. Everything seemed to be going around. Valises and boxes were cannonading in a smashing, jamming way through the car.

"Something struck me with terrific force on the head and the next thing I knew two of my friends were pulling me from under the seats and removing boxes from my body. Upon getting clear I was amazed at the scene and expected that many were killed, as the car I was in was fully forty feet from the rails at the foot of a steep embankment. It was a hard place to do anything as the snow was deep and the tracks torn up."

The wreck patients at North Bay hospital are C. Lombard, Iroquois Falls; A. Anderson and B. Womell, Swedes from Kanora, going to work on Grand Trunk Pacific construction; John Chieza, John Gantano, North Bay; Dominic Meson, Italy, and George Leroux, Callander. J. W. Bradley of Toronto was taken to St. Michael's Hospital there.

The above named embrace only the passengers severely injured. Others were able to continue the journey after having cuts and bruises attended to. The injured were all taken from the second class car, but to see the wrecked cars in the ditch, show many managed to escape instant death is truly amazing.

Fortunately, Dr. Swain of Bracebridge was on the wrecked train and rendered valuable assistance to the wounded. Pending the arrival of the relief train with Dr. A. McMurchy, Bell and A. S. Johnston.

The wreck happened shortly after nine o'clock in the morning and the car with the injured did not reach North Bay until after eleven o'clock.

CORALIE SPECIAL WRECKED NEAR NORTH BAY.

Passengers Injured but Not Serious -
The Special South Will Run Tonight

Although the passengers injured, but not seriously, in the wreck of the Coralie Special South, were taken to the hospital, the passengers were not seriously injured. The passengers were taken to the hospital, but the injuries were not serious. The passengers were taken to the hospital, but the injuries were not serious. The passengers were taken to the hospital, but the injuries were not serious.

January 25
1909

The Cobalt Daily

VOL. I, No. 2.

COBALT, ONTARIO, MONDAY, JANUARY 25, 1909.

COBALT SPECIAL WRECKED NEAR NORTH BAY.

Eighteen Passengers Injured But Not Seriously— The Special South will Run To Night

(From our own Correspondent).
North Bay, January 25.—The Cobalt Special express from Toronto, leaving North Bay at eight o'clock this morning, was derailed on the T. & N. O. Railway near Jocko, thirty-three miles north of North Bay. Two first-class and Pullman cars, and one second-class went over an embankment, the baggage car and engine remaining on the rails.

Nobody was seriously injured, but eighteen passengers sustained flesh wounds from broken glass. Master Mechanic Allen was on the wrecked express and at once took charge. Brakeman Toole walked back and sent on information. An auxiliary was at once rushed from North Bay, with Supt. Black in charge of the wrecking crew.

Although the track was badly torn up, it is expected that traffic will be resumed in a few hours.

The cause of the wreck is not yet known.

ADD wreck BNBNEBN BNB BNB
2.15 p.m.—The road will be cleared in about an hour.

Enquiries by The Nugget in Cobalt resulted in the information that, contrary to general rumor, the Cobalt Special, leaving at 6.33 to-night, will be run. A special was despatched to the scene of the wreck from Latchford and will convey passengers to the north, arriving here on the 6.09 train.

January 25
1909.

CAFE CAR TO

1/3/1912

BE RUN NORTH

It has been rumored that the T. & N. O. have made final arrangements with the Grand Trunk railway and will run the cafe car attached to the Cobalt special, north to Porcupine on 47 and returning 46 after Jan. 10. Although no official announcement has been made regarding the date, it is known that the commission has decided to run the cafe car north at an early date. Travellers to and from the gold camp will welcome the news that the cafe car will run north as it means that meals can be had at the regular hours instead of at times when the train reached Englehart as in the case at present, some time before the regular hour for dining.

January 3
1912

June 17 1912
Engine No 123
of the TNO ran into
a washout June 16
causing a derailment
and serious injuries to
Engineer A. Newman

The washout was at Mlang
16 and was on of four between
NorthBay and Widdfield

IS TELL OF

YESTERDAY'S WRECK

Several Passengers On 47 Received Cuts and Bruises in the Crash

Freight train. This morning's train passed the scene and although the wreckage of the engines is still piled on the side of the track, the main line has been cleared. No official report of the wreck has been given out from headquarters. According to hearsay a flagman was sent back a mile to warn 47 and the train is supposed to have passed the red flag. The flagman did not have any torpedoes with him at the time. When the engine crashed, the trains rebounded some three feet apart. The tender of 136 on the passenger train telescoped into the express car for several feet, but this was the only damage done to the Cobalt Special beyond the damaging of the engine. Engine 121 on the freight train did not fare as well. It received the full force of the hit and had not engineer James McKarrow and his fireman jumped when they saw 46; they would have been instantly killed. Engineer Dan Smith, stuck to the cab on 136, after he had applied the emergency brake, while his fireman Carmichael jumped to his death. Freight cars were piled high in the air, including a carload of concentrates shipped from Cobalt which were strewn over the tracks. A carload of high-grade ore, however, was not badly damaged.

A peculiar feature of the accident was that the crew of the freight train, in charge of conductor Ed. McConomy, had been in the wreck at Thornloe the previous evening when four of their cars jumped the track and delayed 46 for several hours. The cars were replaced on the track again and were mixed up in the second accident the following morning.

Councillor S. S. Ritchie, of New Liskeard was a passenger on the Special yesterday morning. He was asleep in his berth in the pullman in the rear of the train and when the crash came he was rammed against the end of the berth, the blow almost stunning him. He said the crash of the two engines could have been heard for a considerable distance. Pullman Conductor George Teeple was in the smoking room, wounded when the crash came and he was thrown against a door and a cut over his right eye required three stitches. One or two other passengers received minor cuts and bruises from the force of the shock. William Tindler, another New Liskeard passenger on the train, was in the first-class coach, and the minute the engine crashed together he hurried off the train. Just where he alighted the body of Carmichael, the fireman was lying on a pile of ties at the edge of the track. He hit on his side and death must have been instantaneous, his back being broken in the jump. According to Mr. Tindler another man, who had just come out of the North Bay hospital with a broken leg, had the limb broken in the same place again and was taken back to the hospital.

The passengers were transferred to train No. 4, the mixed which left Cobalt at 8.45 in the morning, and they returned to Cobalt about 1.45 yesterday afternoon, it being the only train that was run north. The passengers on No. 46 last night had to be transferred around the wreckage and only one pullman was attached to the train until after the wreckage was passed.

Quick progress was made by the T. & N. O. in clearing the wreck of No. 47 at Riddle yesterday when the Cobalt Special piled head-on into a freight train. This morning's train passed the scene and although the wreckage of the engines is still piled on the side of the track, the main line has been cleared. No official report of the wreck has been given out from headquarters. According to hearsay a flagman was sent back a mile to warn 47 and the train is supposed to have passed the red flag. The flagman did not have any torpedoes with him at the time. When the engine crashed, the trains rebounded some three feet apart. The tender of 136 on the passenger train telescoped into the express car for several feet, but this was the only damage done to the Cobalt Special beyond the damaging of the engine. Engine 121 on the freight train did not fare as well. It received the full force of the hit and had not engineer James McKarrow and his fireman jumped when they saw 46; they would have been instantly killed. Engineer Dan Smith, stuck to the cab on 136, after he had applied the emergency brake, while his fireman Carmichael jumped to his death. Freight cars were piled high in the air, including a carload of concentrates shipped from Cobalt which were strewn over the tracks. A carload of high-grade ore, however, was not badly damaged.

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August 9
1912

8/9/1912

PRINCE A NUGGET FROM HOLLINGER

H.R.H. Was Given Warm
Reception by Residents of
Far North.

GONE TO HAMILTON

Royal Train Passed Through
Cobalt Going South After
Midnight.

The Royal train, en route from Timmins to Hamilton, passed through Cobalt on its southward journey shortly after midnight. Hundreds of cheering people from the northern part of the district greeted the Prince at Timmins. An enthusiastic crowd in which citizens from Cochrane, Matheson, South Porcupine, Iroquois Falls and other points were represented, cheered the heir to the throne. A platform was erected beside the station for the official reception of His Royal Highness and the Timmins' Citizens' Band rendered music during the visit. In automobiles the Royal party then proceeded to the Hollinger mine, where a suitable program had been outlined for his inspection of the mine. Here he was presented with a gold nugget, suitably engraved.

The reply of H.R.H. to the address presented to him on behalf of the municipality of Timmins reads as follows:

Mr. Mayor,—

I am most grateful for your cordial address. It is a special pleasure to me to have been able to pay even this very fleeting visit to Timmins and the Porcupine district. I know how valuable your natural resources are and how rapid your development has been, and I wished particularly to make acquaintance with a part of North Ontario for myself.

Timmins owns its full number of veterans, men and women, from the great war, and I thank you most sincerely for the welcome which you have given me in their name. It was the fighting forces of Canada on the Western front which first taught me something of the spirit of this great Dominion, which appeals to me so much, and I am always glad to have an opportunity of seeing my friends of the Canadian Corps again.

I will gladly convey to my father, the King, your warm assurance of loyalty to his Throne and to the free-British institutions which he represents. In his name I wish the town of Timmins a prosperous and happy future.

1919 Royal
Train over
ONR

October 17

1919

Operator Is Not Guilty Decides a Liskeard Jury

New Liskeard, June 6.—Joseph Gillice, T. and N. O. operator on duty at Englehart on August 28, 1923, the day of a fatal head-on collision near Dane, was found not guilty by a jury at the sessions here. Judge Hartman, in discharging the jury, remarked that he disagreed with the verdict.

Gillice was charged with criminal negligence, it being alleged by the Crown that he had neglected to give the conductor of a north bound freight a schedule order governing the movements of a south bound train of empty coaches. The trains met on the main line and three men were killed. Gillice admitted not having delivered the order, but it was urged in his defence that he had notified the dispatcher at North Bay of the freight's departure in ample time to have the other train held at Dane. The dispatcher, J. H. Dwyer, declared that he had not received the notice until it was too late to take action and that he had been swamped in a rush of business after wire communication, which had been affected by a storm, was restored. Dwyer had been charged with a similar offence, but he told the court that the proceedings had been stayed. In a written verdict the jury thought Gillice's "excessive duties" were a reasonable excuse for his failure to deliver the order, that Dwyer should have checked

June 6
1924

January, 1923.

CANA

Head-on Collision on T. & N. O. Railway.

A head-on collision between two freight trains took place on the Timiskaming & Northern Ontario Ry., Nov. 15, 1922, at 12.25 p.m., when second no. 85, locomotive 138, northbound, met extra 134 south at mile 68.5 north of North Bay. The accident was due to the crew on second 85 overrunning a 31 order held by them. The accident resulted in the death of Gordon Kay, of North Bay, the fireman on extra 134 south, \$27,000 damage to the locomotives, and about \$4,000 damage to box cars. The crew of second 85, consisting of Z. E. Filiatrault, locomotive man; J. Kennedy, conductor; B. Lord, fireman, and T. J. Doherty and A. T. Larome, brakemen, were dismissed from the railway's service. All were charged with criminal negligence, but the charges against the firemen and brakemen were dropped, while those against Filiatrault and Kennedy led to an investigation before a jury at North Bay, early in December. At the investigation, Filiatrault and Kennedy admitted their responsibility for the accident, stating that they had become confused in connection with the orders held by them. The last 31 order received had changed second 85's meet on extra 134 south from Timagami to Doherty siding, south of Timagami, and the collision occurred when second 85, northbound, had passed Doherty siding. The jury found that the accident had been caused by negligence on the part of the accused, who were allowed to go on suspended sentence.

November 22
1922

Toronto Globe August 29 1923
Two trainmen die in TNO
Collision

Two trains met head on
in a rock cut at milepost
158 on the TNO at 10:15
this morning

Brakemen Fowkey and Kirkwood
were scalded to death and T. Woolings
one of the engineers is in critical
condition from severe scalds
he received when trains met.
The others injured ~~are~~ are
T. H. Prophet, fireman; L. Newell
fireman; John Fisher conductor
and C. Kelly engineer.
Conductor Robison was the only
man to escape

The northbound way freight
a southbound train of empty
coaches met in the rock cut
with terrific force. There was
no warning
- Both locomotives locked
together

Premier Ferguson
requests full report

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no warning.
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Premier Ferguson
requests full report

Collision on Timiskaming & Northern Ontario Ry.

We are officially advised that a serious accident occurred on the T.&N.O.Ry. on Aug. 28, at 10.20 a.m., at mileage 157.5 north of North Bay, when passenger car extra 146 south, consisting of 20 empty cars and a van, collided with no. 97, a northbound way freight; that brakeman Foulkes of train 97, and brakeman Kirkwood of extra 146 south, who were riding on the locomotives of their respective trains, were killed, and that locomotive man Woolings of extra 146 south succumbed to his injuries on the same day; that damage to equipment consisted of 3 passenger cars destroyed and 2 badly damaged, both locomotives badly damaged and 9 freight cars damaged; and that the accident was caused by operator Joseph Gillicce, of Englehart, failing to deliver 31 order no. 13 to the conductor of no. 97.

An Englehart press dispatch of Sept. 4 stated that a coroner's jury had found that the accident was due to Gillicce's negligence, as mentioned above, but had added a rider saying that if operators were properly checked from the head office, such errors as that made by Gil-

August
28
1923

Ry & Marine World

October 1923 p 487

ENGINE STRUCK TRUCK

Driver Of Truck Containing Fourteen Persons Failed To See Engine Until On Tracks

Coroner's Jury Returns Verdict of Accidental
Death; Party Was Starting Berry-
Picking Expedition

That David Germain came to his death at about 12:40 p.m. Sunday, Aug. 12, as the result of being thrown several feet out of a truck in which he had been riding, the said truck being accidentally struck by Engine No. 133 of the T. and N. O. Railway, as the truck was crossing the T. and N. O. track at a crossing known as Connelly's Crossing in North Bay, no blame being attached to anyone.

The foregoing is the verdict of a coroner's jury which sat on Monday afternoon in the city hall to enquire into the circumstances connected with the death of David Germain, 12-year-old son of Euclid Germain, 137 Second avenue east, who met instant death in a level crossing accident on Sunday when a truck driven by his father and bearing members of his family, his brother and family and members of the family of N. Nolsseau, was struck by a T. and N. O. light engine at Connelly's Crossing, as the party was proceeding east on the Trout Lake road on a berry-picking expedition.

The inquest was presided over by Dr. A. E. Ranney while T. E. McKee appeared for the crown. Evidence was taken from occupants of the truck and members of the train crew.

The father, Euclid Germain, who drove the truck, testified that he was taking a party including members of his family and his brother's family and the family of N. Nolsseau, to pick blueberries. He stated that he did not see the engine until the front wheels of the truck were on the tracks. It was then about fifteen feet away. Realizing that to apply the brakes at that time would imperil the lives of the entire party, he stepped on the accelerator in the hope that he could cross in safety.

According to Mr. Germain, the engine struck the truck on the left rear corner throwing it for a distance of about fifteen feet and over on its side. The unfortunate boy was seated on an improvised seat in the corner when the impact occurred. In the opinion of the father the boy sustained fatal injuries when his head struck a fence. Mr. Germain stated that his attention had been centred on rough parts of the road as they approached the crossing, and for that reason he might not have watched closely for approaching trains. He stated that he did not hear the whistle or bell. He first saw the engine when his truck was partly astride the railway tracks. "If I had applied the brakes then it is likely the whole party would have

in all in the party. He did not see or hear the engine until it was upon them and when the truck was astride one of the rails. His boy was slightly injured in being thrown to the ground.

N. Nolsseau was seated on the right hand side of the truck with his back to the driver's cabin. He neither saw nor heard the engine until both it and the truck were on the crossing. He gave no alarm as he thought it possible for the truck to squeeze past without being struck.

Dr. F. E. B. McGilvery told of having viewed the body on Monday morning and observing injuries to the forehead, chin and also the back of the head. He attributed death to a fractured skull and a broken neck.

Slight Bruises

In the truck at the time of the accident were Euclid Germain, his wife and infant in the driver's seat. In the rear seated on an improvised seat were the driver's brother, David Germain, Henry Germain, 15, Eva Germain, 8, and Roy Germain, members of the driver's family; N. Nolsseau and two members of his family, Clare and Dorella. All the party excepting the deceased boy miraculously escaped injury other than for slight bruises.

August 14 1928

TICKETS
 Elman \$1.25
 H-Curd 1.25
 Chedra 1.25
 Record
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 Limited
 \$1.00

ELK LAKE, Oct. 17.—A meeting of the Elk Lake Ladies Liberal Association was held in the Miners' Hall this afternoon. Mrs. A. L. Tremblay was chosen as president, Mrs. Brochner as chairman, and Mrs. McLorley as secretary. There were about twenty ladies present. The meeting was adjourned till evening where the ladies met at the home of the president, Mrs. A. L. Tremblay. Mrs. Brochner in the chair. A committee which was appointed to canvass the town consists of five ladies, Mrs. McLorley, Mrs. J. Theriault, Mrs. H. Champagne, Mrs. S. E. McKee, and Mrs. A. L. Tremblay. The women are very optimistic and expect to obtain a good result by Monday.

Farlane submitted as his entry, and which won second prize in the contest. "Afraid" is a short story of the war, nearly five thousand words in length, having as its theme the psychological effect of fear in the regeneration of a coward. The writer spent several weeks in its psychological effect of fear in the story is laid at the front at the time of an attack and only two characters are introduced about whom the plot revolves. Properly speaking it has no hero, the leading character being painstakingly painted as a moral weakling until the final paragraph when the great regeneration comes into his life and shows him what the war really means and what he is really fighting for.

PRIVATE WIRE installed in the Grand Theatre, New Liskeard, when all election returns from the Provincial centres will be received. Also a good program. Monday evening, October 20th. "Have you ever played the Ponies? See how Mae Marsh picked a winner in "The Racing Strain." A race-track romance of the Bluegrass, being shown at the Grand Theatre today and Saturday. A pleasant social evening was spent at the home of Mr. and Mrs. Peter Smith, North Cobalt, on Thursday evening, when a large number of friends gathered to bid them good bye, prior to their departure for

HOUSE AT WEST sale or rent. Free Woolworth's.
FOR SALE—YC twenty-eight to dred pounds; also and waggons. Stewart, New Lisk
FOR SALE—ONE mares, Grand 63 3100 lbs. Good's Ridley, New Lisk
FOR SALE—DOG sleigh, the new Canada. Offers, the 28th Oct. Ad Nugget Office.
FOR SALE—WA house, also fur piano, typewriter. C. Weston, Lak Halleybury.

RDS
OBALT
 Haileybury
 Dealers

MEDAL CONTEST
 will be held in the
PRESBYTERIAN CHURCH
TONIGHT
 Commencing at 8 o'clock.
 Under the auspices of the Cobalt
 W.C.T.U.
 ADMISSION 25c & 15c.

NEW LISKEARD
NEW LISKEARD, Oct. 17.—Mr. H. Hotherington of Hanbury, is in charge of the fire team now instead of Mr. Pyette, who has resigned. The T. and N. O. station was the scene of great enthusiasm yesterday morning over the arrival of the Prince, whose train stopped for ten minutes on its way north to Timmins. The pupils of the three schools were present en-mass to welcome him with patriotic songs, and the teachers were among the guests who had the honor of being presented. A half holiday was granted to the schools in the afternoon. The death of Truman Forsyth took place at his home in Dymond township yesterday afternoon, after a prolonged illness. For the past couple of years the deceased was a patient in the Lady Minto Hospital and had just been taken to his home a few days before his death. Mr. and Mrs. Rod Fleming of Huntsville, are the guests of Mr. and Mrs. W. G. Armstrong. Mrs. James Harvey, accompanied by her son and daughter, have returned home after spending the summer at Waverly, Ont. Miss May Stadolman, and Master Hedley Miller, were patients in the Sisters of Providence Hospital, Halleybury for several days, both having been operated on.

IF THIN AND NERVOUS, TRY PHOSPHATE
Nothing Like Plain Bitro-Phosphate to Put on Firm, Healthy Flesh and to Increase Strength, Vigor and Nerve Force.
 When one stops to consider the best of thin people who are searching continually for some method by which they may increase their flesh to normal proportions by the filling out of ugly hollows, the rounding off of protruding angles with the attendant bloom of health and attractiveness it is no wonder that many and varied suggestions along this line appear from time to time in public print. While excessive thinness might be attributed to various and subtle causes in different individuals, it is a well known fact that the lack of Phosphorus in the human system is very largely responsible for this condition. It seems to be well established that this deficiency in phosphorus may now be met by the use of an organic phosphate known throughout English-speaking countries as Bitro-Phosphate. The assimilation of this phosphate by the nerve tissue soon produces a welcome change in our body and mind. Nerve tension disappears, vigor and strength replace weakness and lack of energy and the whole body soon loses its ugly hollows and abrupt angles, becoming enveloped in a glow of perfect health and beauty and the will and strength to be up and doing.

BLACK SIBERIA! sale. Frederick Shore Road, H.
FOR SALE—LI ness, with comp houses in good. Severl. Phone
FOR SALE—HOI ture, 24 Nickel
FOR SALE—YC twoen Boston, Ci four-foot quartz gold. Write P. 18 Russel Street
FOR SALE—E radiation piping by, Main St. H.
FOR SALE—I "Thought" Rang tion, with tank 1 baby sleigh, 1 1 Box Couch, 1 Prospector's Rubber Boots, St. Halleybury.

SAID—
vacuum Cleaner
 the Best

OF THE HOUSE
AMA-PACIFIC EXPOSITION 1915.
 In competition with 18 other makes, the Eureka was declared par excellence—**THE BEST**—for deep cleaning—easy running—mechanical excellence—beauty of design. The Eureka has a hundred cleaning uses. Special attachments for upholstered furniture, portieres, mattresses, etc., make it indispensable about the house.

LATCHFORD LOCALS
 Mrs. I. B. Bradley visited Halleybury on Wednesday. Mr. and Mrs. Conkey motored to Halleybury Wednesday. Quite a number from here attended the reception given in honor of the arrival of the Prince of Wales at Cobalt on Thursday. Mr. Dan McDonald of the White Reserve mine was in town Wednesday. Mr. Ralph Taylor, Liberal candidate, assisted by Taylor Pipe and Bob Howie, held a well attended meeting here Wednesday evening. Mrs. George Schneider visited friends in Halleybury Thursday.

CAUTION—While Bitro-Phosphate is unsurpassed for the relief of nervousness, general debility, etc., those taking it who do not desire to put on flesh should use extra care in avoiding fat-producing foods.

FOR SALE—FIVE modern conv party leaving 1 Lang Street.
FOR SALE—TWI ers; used one at Halleybury.
FOR SALE—freshening in A Gillard, Mileage
FOR SALE—5 R all conveniences Apply 212 Lang Cobalt.

sive Eureka Feature
 nt to the Eureka is marvelously simple and hange from cleaning carpets to cleaning matly nothing to screw on or take off. Just let ace all ready to use the hose. This feature und on the Eureka.
EMONSTRATE THE EUREKA

ARDWARE LIMITED
 Branch

PILES
 Do not suffer another day with Itching, Bleeding, or Protruding Piles. No surgical operation required. Dr. Chace's Ointment will relieve you at once and as certainly cure you as any other. Dealers, or Edmundson, Bates & Co. Limited, Toronto. Sample box free if you mention this paper and enclose 2c. stamp to pay postage.

WANTED TO
WANTED TO H second hand motor. New I Co-Operative Co Liskeard.
WANTED TO BUY of Dry Tamars 6 inches long, see dealers to buy

July 9 1937

Freight derailment
on T&N Branch

Four cars of a
T&N freight train derailed
on the Remy branch this
morning General Mgr. A. H.
Cavanaugh told The Register
that no person was hurt
and the damage was not
heavy. He said that
the cause has not been definitely
determined as yet but it is
believed to have been a
defect on the truck of a
Coal car

Three of the cars were left
standing while the fourth carrying
coal was partially overturned
Mr. Cavanaugh said he expected
to look it so clear by 3:30 AM

hatchford August 20 1937

George Shaw engineer of
the lumber shunter in the Gordon
Company's lumber yard had
his leg badly injured Weds.
just after 1 PM he was
starting the engine when
it backfired hitting him
in the leg.

October 29 1937

Rail Engine Strikes Auto Injuring Four

4 persons were
injured when an auto
was struck by TNO
switch engine No 220
at the Makamie road
level crossing just east of
Noranda early this morning
000

occurred 6²⁰ am
within yard limit east
of CNR Noranda Station

July 15 1912

The water tank at
Tomiko station on the TNO
Ry containing 40,000 gals of
water collapsed July 12 at about
9 o'clock in the evening and
block 2 trucks. The collapse was
due to undermining of the
foundation

Jan 2 1923

The last spike was driven on the new Alutkasi light railway from Inoquoos Falls to Hughes last week and the line declared open for use. The gold spikes ~~are~~ one at each end of the railway were driven by George Anson manager of Alutkasi Transport and Navigation Corp and F H Anson asst mg of the Alutkasi mill

BRAKEMAN ON BOARD RUNAWAY COAL CAR

Ends Mad Ride by Managing
To Apply Brakes to
Runaway Section

Sept 27 1937
New Liskeard, Sept. 27—Breaking

away from a Temiskaming and Northern Ontario swing train in the Cobalt railway yards Friday, a coal car containing approximately 50 tons of scrap iron was finally halted a mile north of here by a brakeman who clung to the runaway car after it had sped 12 miles through towns and villages and over level crossings on the main line of the railway at a speed estimated at more than 60 miles an hour. No damage was done by the car.

Engineer Helpless

Leslie Joy, Englehart, brakeman attached to the swing train crew, was credited with halting the runaway car after he had boarded the car as it left the Cobalt yards. Attempts of the engineer to catch up to the runaway after his engine had been detached from other cars were futile.

As the car gained momentum down a 332-foot downgrade northward, Joy, noticing the breakaway more than 100 yards away, boarded the car as it sped past. He was finally able to halt the heavily loaded car with the mechanical brakes.

A section gang working near Hall'sbury cleared their car from the tracks, jumped for their lives, and stood helplessly and watched the madly careening car pass. Station officials at Cobalt notified operators along the line and the right-of-way was cleared of traffic.

HALT BUSINESS

New Glasgow, N.S., Sept. 27—(CP)
—A New Glasgow laundry company had to close down its ironing machines when thousands of small ant-like flies swarmed over Pictou County. The bugs were falling on the white clothes.

September 27
1937

NOV 8 1950

Tender Derailed Near Goward Stn.

TEMAGAMI, Nov. 8—(Staff)—A derailed locomotive coal-tender, held up the ONR's northbound passenger train at Goward, two miles north of here, this morning.

The tender derailed just as the train, No. 47, was pulling into the Goward station. Railway workers re-railed the tender and the train proceeded after a half-hour delay.

There was no serious damage.

November 8

1950