

Local Railway Items from Ottawa Papers - Hammond

Wednesday 20/02/1889 Ottawa Citizen Hammond Central Counties Railway

A bill recently introduced by Mr. Edwards, respecting the Prescott County Railway changes the name to "Central Counties Railway Company," and makes an addition to the present Act of incorporation, so as to empower the company to extend their line from some point in Stormont or Russell on the Canada Atlantic Railway, to the village of Rockland, with a branch to Ottawa City; and another extension to the town of Buckingham, and up the Lievre river and to Gilmour's mills on the Gatineau River. It is proposed to cross the river at Rockland either by means of steam ferry or a bridge.

01/04/1889 Canada Lumberman Hammond Rockcliffe

The Canada Atlantic Railway Company contemplate constructing a line from Rockland to Casselman during the summer, to catch the lumber trade from that point.

Thursday 27/10/1892 Ottawa Citizen Hammond Rockland

Public meeting held to consider a bonus for a branch from South Indian. -- W.C. Edwards an advocate of railways but Montreal and Ottawa would be the best choice. Decided to wait to see what Clarence township would do. --

Saturday 18/02/1893 Ottawa Free Press Hammond

On March 3rd the ratepayers of Rockland village will vote on the bylaw to grant a bonus to the Central Counties railroad of \$6,000 for a branch from South Indian. The advantages of railroad communication are pretty well understood and it is thought that the bylaw will carry.

Saturday 04/03/1893 Ottawa Free Press Hammond Rockland

The village of Rockland yesterday voted to give a \$6,000 bonus to the Central Counties railway. More

Saturday 18/03/1893 Ottawa Free Press Hammond

Work has commenced on the new branch of the Central Counties railway for which a bonus was recently granted by the ratepayers of Rockland. Gangs of men are now cleaning the proposed route of timber.

Friday 31/03/1893 Ottawa Citizen Hammond

Work has commenced on the new branch of the Central Counties Railway between South Indian and Rockland, The right of way is being cleared and the tenders for construction are now under consideration and the contract will be awarded shortly.

Saturday 25/08/1894 Ottawa Journal Hammond

Rockland Branch is being rushed.

The building of the line of the Central Counties railway from Rockland to Casselman is booming.

Six miles of the line are already graded and soon the laying of the iron from the South Indian terminus - from which point operations are being conducted - will be commenced and the construction train will be gradually pushing onward towards the Rockland lumber piles.

When the Atlantic was first projected Mr. W.R. Hibbard was the initiating power, and when more recently the Central Counties branch from Hawkesbury to Glen Robertson was added the same practical hand had much to do with the enterprise. And again, Mr. Hibbard is to the front with Mr. F. Shanley C.E. as engineer and it is seldom that a work of this kind is pushed more vigorously, and with less ostentation than the new branch which is now being added to the Ottawa Valley system of railway. The road will run in an almost straight line from South Indian to Rockland, touching at the Stewart quarries - the best workable limestone formation in this country - and will be distant from the Hawkesbury and Glen Robertson branch, running parallel therewith, by about 20 miles.

THE PROSPECTS FOR BUSINESS

The country through which the road will run is level and the land good, and what is very important to local traffic is the fact that in addition to the prospects of a considerable trade in carrying farm products, there are immense forests of timber suitable for building purposes, railway ties and firewood sufficient to last for several years on each side of the railway line for its entire length.

On first of January the road is expected to be completed when it will be handed over, after government inspection, to the Canada Atlantic company, who have agreed to operate the line and thus another feeder will be added to this well managed concern which gives Ottawa most acceptable connection with Montreal and the Eastern States.

Only two small bridges will be necessary to build, that over Bearbrook Creek being the one of any considerable account, and no engineering difficulties whatever have to be overcome, the country being very level throughout.

A SINGLE BONUS

Rockland is the only municipality granting a bonus up to the present time, \$6,000 being the sum voted, conditional upon completion within the year. Clarence, it was hoped, would feel bound in duty to aid the road, for the greater part of the road traverses the township, but so far nothing has been voted, although it is said the municipality may yet make up to what is being done for Clarence.

LUMBER AND LIMESTONE READY FOR THE CARS

As will be readily understood the chief trade for the new railway will be Rockland's lumber piles; but for one or more seasons another solid article of transport will doubtless be Mr. Archibald Stewart's limestone, already dressed for building the Soulanges canal and piled up at present in stacks sufficient apparently for the construction of the whole Ottawa locks. The quarries are about a mile from Rockland on the very line of the railway and about 100 men are engaged in quarrying and dressing the stone, making the industry a most valuable one for Rockland for the last two years. Skilled labor is chiefly employed and thus the wages paid is quite a boon to the locality.

A RISING VILLAGE

It is less than 25 years since the seat of the present extensive lumber industry, and the prosperous village which crowns the heights a short distance off, was a scene of some scattered farm buildings. Now Rockland has about 1,800 inhabitants, a couple of hotels, several stores, a bakery and all the et ceteras of modern comfort. The post office returns are perhaps the best indication of business, and the kind of people who dwell above but lean largely upon the prosperity of the lumber industry at this point, and the figures point to Rockland being comparatively high up in the proportions of her daily mail bag. The new venerable postmaster is John Tyler, long known as a leading J.P. and municipal man in Clarence, and recently the candidate of the conservative party in opposition to Mr. Robillard. The chief of the whole prosperity is, of course, Mr. W.C. Edwards, the managing partner of the Rockland Lumber company, whose respected father was connected for half a century previous to his death with all that was prosperous in that part of the country.

NO SAWDUST THERE

Monday 29/10/1894 Ottawa Journal Hammond South Indian

The work on the Central Counties railway is being rapidly pushed forward and the line will probably be open for traffic the coming winter.

Friday 02/11/1894 Ottawa Free Press Hammond

Work on the branch line to Rockland is progressing rapidly, the grading is nearly finished and next week will see part of the rails and ties in position.

Monday 12/11/1894 Ottawa Journal Hammond South Indian

The Central Counties Railway have commenced distributing ties and rails on their new line.

Monday 12/11/1894 Ottawa Free Press Hammond

Mr. James Shanly, chief engineer of the United Counties railway in an interview yesterday said the whole line from South Indian, on the Canada Atlantic, to Rockland, on the Ottawa River, a distance of seventeen miles, would be completed and trains running shortly after the new year. "We will begin track laying on Monday morning and a good gang of men will rush the work ahead quite rapidly," he said. He expects a large passenger and freight traffic will develop itself from the day the new railway is opened. The Canada Atlantic have leased the road and will run it in connection with their system.

Tuesday 13/11/1894 Ottawa Journal Hammond

Mrs. (sic) Jas. Shanley, chief engineer of the United (sic) Counties railway was in Montreal yesterday. He stated that track laying would be begun at once between South Indian and Rockland. This line will be 17 miles in length and will be completed early in the new year. The new road will be operated by the Canada Atlantic Railway, who have leased it for a term of years.

Tuesday 20/11/1894 Ottawa Journal Hammond

The first rails on the new railroad between South Indian and Rockland are being laid.

Friday 19/04/1895 Ottawa Journal Hammond Rockland

Surveyors are engaged today surveying the sidings into W.C. Edwards and Co.'s yards.

Friday 26/04/1895 Ottawa Journal Hammond

The Rockland and South Indian Railway will be opened for traffic in a short time. Regular trains will stop at The Brook and Clarence Creek where stations are being erected.

Monday 29/04/1895 Ottawa Journal Hammond South Indian

The Central Counties Ry. Co. have resumed work on their line and expect to commence ballasting shortly.

Thursday 04/07/1895 Ottawa Citizen Hammond

Messrs. E.J. Chamberlain, M. Donaldson and J. Graham of the C.A.R. Company have inspected the new railway line from South Indian to Rockland. It is probable the C.A.R. Company will take over the line. New stations have been erected at Cheney's and Clarence Creek, and another is to be put up at Rockland. Mr. Geo. Tomlinson was the contractor for the stations, and has received many compliments for his work.

Wednesday 24/07/1895 Ottawa Journal Hammond

A correspondent from the rising village at Cheeney's station where a post office has just been opened, writes as to signs of progress along the line of the new branch of railway running from South Indian to Rockland.

Freight is now carried through to the lumber town on the Ottawa, but passenger traffic has not been begun owing to the fact that ballasting is in progress. This work is expected to be completed in five or six weeks and then regular passenger service will be begun.

Two stations have been completed, one at Cheeney's and the other at Clarence Creek. The buildings etc. were examined yesterday by Reeve Landry and Deputy Reeve Touchette on behalf of the township of Clarence which voted \$1,000 towards their construction. The work was pronounced first class and contractor Tomlinson complimented as he had previously been by the railway authorities.

At Cheeney's there is a regular hum of business. In addition to the post office there is a carding mill, a saw mill and a general store and a survey of the proposed village has just been completed by Mr. Biggar. P.L.S. and plan prepared for registration.

Tuesday 30/07/1895 Ottawa Journal Hammond Rockland

Rockland July 29 - about 175 of our citizens took in the picnic at South Indian on Thursday last and report a very good time. An excursion train left here at 9.30 with the Rockland contingent and the Cumberland Football Club and their admirers. At Clarence creek and Cheney's station their number was increased considerably. On arriving at South Indian the excursionists were met by the picnic executive who did everything in their power to make the affair pleasant for them.

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At 7 o'clock the train left for home where a pleasant surprise awaited the passengers. The band and a large number of citizens were at the station and gave the boys a rousing reception.

Thursday 01/08/1895 Ottawa Citizen Hammond Rockland

On the 5th instant an excursion is to be run from Rockland on the Central Counties Railway, joining the C.A.R. and thence to St. Anne de Beaupre.

Saturday 31/08/1895 Ottawa Free Press Hammond

The delegation of strikers from the Rockland branch of the Central Counties railroad, who visited the city yesterday afternoon, met with very little success in their quest for satisfaction. They were after the manager of the new road, Mr. Hibbard, but the men, after searching stated that they were unable to locate that official. They then started in to secure a guarantee from other quarters for their arrears in pay.

Today the men are reported to have taken full possession of the line, spiking the switches to effectually prevent the running of trains. They have also take legal advice as to the best way of securing a settlement of their claims, and if nothing is done within a few days they will give the matter into a lawyer's hands.

A consignment of cattle from W.C. Edwards' farm at Rockland was to have been shipped yesterday for the Industrial fair in Toronto, but the employes would not allow it to proceed to South Indian where the cars would take the Canada Atlantic railway line. The cattle were accordingly taken out of the cars and brought up to the city on board the Empress, where they were transferred to cars for the west.

A special train having on board Mr. E.J. Chamberlain, general manager of the C.A.R. , left the city this morning, for the purpose, it is said, of arranging matters with the dissatisfied employes.

Thursday 05/09/1895 Ottawa Journal Hammond

The strike on the Central Counties Railway is now over. The one hundred and forty men who struck last week for their arrears in wages went back to work on Monday morning. The difficulty has been settled by the C.A.R. agreeing to complete the line, taking it altogether out of the hands of the contractors and reengaging the men. The company however do not assume any of the contractors indebtedness, but will merely finish the line as rapidly as possible and pay the men once a fortnight.

Mr. Jno. Graham, C.A.R. roadmaster. now has charge of the work. Two trains are busy ballasting the remainder of the road, and it is expected to open passenger service over the line from Rockland to South Indian, where the road taps the C.A.R. main line in time to bring people into Ottawa for the exhibition.

The road will run cross country from Rockland to South Indian forming a connection between Rockland and Ottawa and the rest of the world by way of the C.A.R. At the same time it will open up a fine agricultural country and bring more trade and people to Ottawa.

Thursday 05/09/1895 The Equity, Shawville Hammond

Ottawa Sept. 1. There is trouble on the Rockland branch of the Central Counties railway, and about 150 men engaged in construction have struck for non payment of wages, which are said to be about five months in arrears; indeed the men have practically received nothing this summer, and the boarding houses on the line have, as a matter of course, gone unpaid, something like \$800 or more being due them by the men. It was reported in the city yesterday that the men had taken possession of the 18 miles of road open from Rockland to South Indian, (where the Central Counties road connects with the Canada Atlantic) and refuse to let trains run until their wages are paid.

Friday 20/09/1895 Ottawa Journal Hammond

The completion of the Rockland branch is being pushed forward rapidly, but the intention to have the line ready to run passenger trains over if for exhibition week can not be carried out. The line will not be ready for passenger service before the middle of next month.

Wednesday 25/09/1895 Ottawa Free Press Hammond

Freight trains are now running regularly over the Central Counties railway to Rockland and next week [passenger service is to be commenced.

Friday 04/10/1895 Ottawa Journal Hammond

Unpaid laborers on the C.C. Ry. want redress.
Petition by 140 employees to Ontario government.

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The employees are said to be six and seven months in arrears of wages and their united claims will exceed \$15,000. Since the line has been taken over for completion by the Canada Atlantic Ry. the men have been paid regularly on the 14th of each month. If the work progresses as quickly as it has done since the change the road will be ready for passenger traffic between Rockland and South Indian within three weeks. This line will be an important feeder of the C.A.R.
Mr. George A. Mountain, chief engineer of the C.A.R. went down to the Rockland branch to-day.

Monday 07/10/1895 Ottawa Journal Hammond

Rockland - work has commenced on the C.A. Railway station here and will be rapidly pushed. When the station is completed the company intends to build freight sheds and have everything in readiness for the running of regular trains as soon as possible.

Friday 18/10/1895 Ottawa Citizen Hammond

C.A.R. to Rockcliffe.
The Rockcliffe branch of the C.A.R. is almost complete. The last touch on the work of construction is expected to be put on this week and the company propose running regular passenger trains over the branch next week.
(Note - this should be Rockland).

Tuesday 05/11/1895 Ottawa Journal Hammond

One of the construction engines on the Central Counties railway ran off the track on Saturday by the spreading of the rails and fell over into the ditch on its side. A gang of men were employed raising it on Sunday.

Tuesday 03/12/1895 Ottawa Free Press Hammond

Late employes of the Central Counties railway who had some difficulty with the railroad people over the wages earned last spring and summer, are now receiving ten cents on the dollar of their accounts. They do not know when they are to get the balance but are hoping for the best.

Tuesday 05/12/1895 Ottawa Journal Hammond

New Branch of the C.A.R. will be opened Monday.
The government inspection of the Rockland branch of the C.A.R. will take place tomorrow or Saturday and the line will be formally opened on Monday next. The Rockland branch is seventeen miles in length and extends from South Indian on the main line of the C.A.R. to Rockland. The line passes through a country well adapted for agricultural purposes although the country is not yet extensively cleared. There are four stations on the line. The Brook, Cheneys, Clarence Creek and Telephone Road.
About a mile and a half from Rockland a branch diverges off to Edwards lumber yards through which several sidings have been laid. Almost the entire cut of Edwards mill will be shipped out over this line and the C.A.R. to the American markets.
The construction of the road was begun about a year ago by the Central Counties Railway who carried on the work until a few months ago when being financially embarrassed the completion of the line was given over to the C.A.R.

Monday 09/12/1895 Ottawa Free Press Hammond

The government inspection of the railway tracks from the C.A.R. at South Indian to Rockland, took place on Saturday and proved satisfactory, the result being that passenger traffic was commenced this morning. The line is 17 miles in length.

Monday 09/12/1895 Ottawa Journal Hammond

Rockland Branch Now Open for Traffic.
The Rockland branch of the C.A.R. was opened for freight and passenger traffic this morning and agents appointed at Clarence Creek and Rockland, rates, timetables and all other information will be cheerfully furnished on application to nearest agent.

Friday 13/12/1895 Renfrew Mercury Hammond

The Rockland branch of the Canada Atlantic Railway was opened for regular freight and passenger traffic on Monday, December 9th, 1895, and agents appointed at Clarence Creek and Rockland.

Friday 27/12/1895 Renfrew Mercury Hammond

The Canada Atlantic Railway is commencing to build cars at its shops in Ottawa. The first one - worth \$4,000 - was turned out for the Rockland Branch. It was a combination first and second class and baggage car.

Thursday 30/01/1896 Ottawa Journal Hammond Rockland

Rockland - A C.A.R. engine became embedded in a snow bank in the deep cut, on the mill siding, Saturday night. It took some time to extricate it.

Friday 31/01/1896 Ottawa Journal Hammond

Tried Train Wrecking

Canada Atlantic charge against three Clarence men.

Montreal - Jan 21 - A sensation has been caused here by the arrest of three men near Clarence Creek on the Canada Atlantic Railway, between Montreal and Ottawa, charged with systematically attempting to wreck Canada Atlantic trains. On September 1st last year the Canada Atlantic secured control of the Central Counties railway and on the 15th of that month a rail was removed at the first culvert west of Clarence Creek. Investigation revealed nothing. Several times during the closing months (missing) from the rails and obstructions of last year, fish plates were removed (missing) placed on the track of that line. On November 15th notices written in French were posted in Rockland and Clarence Creek stations to the effect that unless certain debts which were owed by the Central Counties Railway were paid at once, all trains would be liable to be wrecked without further notice. However, notwithstanding the attempts made to wreck the trains, no serious accidents have occurred. Recently detective Carter has been working on the case and yesterday arrested Fabien Lavictrie and two brothers who live on a farm near the scene of the attempted wrecks, charging them with the crime. They are now awaiting trial at L'Original.

Saturday 01/02/1896 Ottawa Free Press Hammond Clarence Creek

Down at Clarence Creek station, Ont., Fabien La Victoire, farmer, and two young men named Joseph and Louis Desereau were arrested yesterday and taken to L'Original, the county town of Prescott. The charge against them is having attempted to wreck a Canada Atlantic railway train. These men are charged with posting the notice and placing obstructions on the track on September 25th.

Friday 07/02/1896 Ottawa Free Press Hammond

L'Original. Fabien Lavictoire, Louis Dusireau and Joseph Dusireau, held for attempting train wrecking on the Canada Atlantic were remanded for a week. Two more warrants were issued on the following day for the arrest of two other men, named Dubreuil and Lavictoire charged with committing a similar offence, and on being brought before Mr. Fraser Friday last, they were admitted to bail on their own recognizance, as the evidence against them is of no material importance.

Wednesday 21/04/1897 Ottawa Journal Hammond Rockland

The C.A.R. are doing a rushing business. They took out one hundred and sixty cars of lumber last week. This was a record breaker.

Wednesday 06/10/1897 Ottawa Free Press Hammond Cheney

Account of the Casselman and South Indian fire.

Clarence. Yesterday afternoon at Cheney, Ont., on the Rockland branch of the Canada Atlantic railway, the whole village was wiped out by the bush fires, including the station, sawmill, and several thousand cords of wood.

Hammond and Clarence Creek, two other stations on the same branch are also expected to go, as the fire has been raging around them since yesterday afternoon and unless rain comes they will have to burn as no water is available to fight the fierce flames.--

Thursday 07/10/1897 Ottawa Journal Hammond Cheney

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A large brush fire was burning near Cheney and seemed to come from the direction of Bearbrook. -- Luckily for us a train was stood at the station and without waiting for anything we ran for the train and came to Rockland. Had it not been for the train, I am certain every person in the place would have been burned to death. We reached Rockland all right but the fire was fast following behind, The rain during the night saved Hammond and Clarence Creek. -- The sawmill at Cheneys was owned by Mr. D.B. McDonald; and the hotel by Mr. Dumas, who saved his household effects. The C.A.R. station was also destroyed.

Thursday 07/10/1897 Ottawa Free Press Hammond Cheney

Cheney station, seven miles from the main line, was completely wiped out. The fire reached that hamlet around 2.30 o'clock Tuesday and in an incredible short time the whole twelve houses and railway station, which comprised the village were completely destroyed.--

Wednesday 19/06/1901 Ottawa Citizen Hammond Rockland

Joseph Dumont, and employee at the Stewart quarries, was pinned between two cars at the C.A.R. siding at the quarries yesterday afternoon and was instantly killed. The couplings crushed the body of the poor unfortunate man to a jelly. It seemed he was crossing the tracks when the cars came together. No one witnessed the accident.

Thursday 15/08/1901 The Record, Chesterville Hammond Rockland

R.C. Cummings of Malone, NY has secured a patent on a cattle guard to be known as the Automatic Cattle Guard, for the United States and Canada. The apparatus presents a very durable and unique appearance. Last week a sample was constructed on the Canada Atlantic railway near Rockland.

Wednesday 03/03/1909 Ottawa Journal Hammond Rockland

Rockland. A fatal accident occurred here on Saturday evening when Joseph Lalonde of this place, who was employed on the G.T.R. as a section hand, go on the hand car to go a short distance down the line. In some unaccountable way the handle of the hand car struck him on the neck, and it is presumed that the force of the blow broke his neck. He was taken to his home where Dr. Desrosier attended him. In the meantime the G.T.R. engine and crew were making preparations to take him to the hospital in Ottawa, but he succumbed before he could be removed. Mr. Lalonde was an industrious, hard working man, and was much respected in this community. He leaves to mourn his untimely end his wife and two children.

Tuesday 19/07/1910 Ottawa Journal Hammond Rockland

Rockland. An attempt to wreck the G.T.R. pay car, due here last night, was made between 6 and 7 o'clock last night. It happened about three miles from the village. At a concession crossing some miscreant tore up the crossing in broad daylight and laid planks across the rails.

When about 3 miles out as stated, the engineer of the pay car engine noticed an obstruction on the track and rapidly threw on the brakes. The pay car was going slow at the time and nothing serious happened. The engineer noticed the obstruction in time to prevent the car leaving the wheels.

Strange to say the pulling up of the crossing and the laying of the planks across the rails occurred immediately after the passenger train for Ottawa arrived at 6 o'clock. The pay car arrived an hour later. The people here feel that it is unfortunate that this attempt at wrecking should occur on the eve of the strike. Citizens generally indignantly repudiate the thought that railway employees had anything to do with it, but they think that some miscreant took advantage of the occasion to do his work and throw suspicion on the railway men.

Thursday 21/07/1910 Chesterville Record Hammond

An attempt was made to wreck the pay car of the Grand Trunk Railway yesterday afternoon near mileage 13 on the Rockland Branch of the road. While proceeding along at a slow rate of speed the engine ran into a plank placed across the road. The engineer quickly reversed his engine, his alertness avoiding a serious accident. A little further on the trainmen sent out to look for further obstructions came across two other planks, also placed where the train, if going at any speed would have been ditched had it struck them...

Monday 27/06/1927 Ottawa Journal Hammond Rockland

Fire destroys Rockland mill.