

# Local Railway Items from Area Papers - Hammond Subdivision

**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.

**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. --

**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.

**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

**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.

**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.

**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

**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.

**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.

**12/11/1894   Ottawa Journal   Hammond   South Indian**

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

**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.

**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.

**20/11/1894   Ottawa Journal   Hammond**

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

**19/04/1895   Ottawa Journal   Hammond   Rockland**

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

**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.

**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.

**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.

**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.

**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.

**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.

**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 employees 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 on the C.A.R. , left the city this morning, for the purpose, it is said, of arranging matters with the dissatisfied employees.

**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.

**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.

**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 it for exhibition week can not be carried out. The line will not be ready for passenger service before the middle of next month.

**25/09/1895      Ottawa Citizen      Hammond**

#### CENTRAL COUNTIES RAILWAY

Passenger trains are to commence running on the Rockland branch of the Central Counties Railway on October 1. Freight trains are now being run on the line. A gentleman who had considerable to do with the construction of the branch states that it is going to prove a greater benefit than ever was expected

**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.

**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.

**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.

**11/10/1895      Eastern Ontario Review      Hammond      Rockland**

Work has commenced on the railway station at Rockland, 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.

**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).

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**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.

**01/02/1896     Montreal Gazette                     Hammond                     Clarence Creek**

Alleged Train Wreckers

The officers of the Canadian Secret Service effected the arrest, on Thursday afternoon, of three men on a charge of alleged train wrecking on the Canada Atlantic Railway; near Clarence Creek. Those arrested are Fabien Lavaltrie, Joseph and Louis Desirau. They are at present in jail at L'Original

In November two notices were found tacked up along the line, one at Clarence Creek station, and one at the spot where the attempts were discovered.. They were as follows:

NOTICE.

Any regular train should run on this line without debts due in the country be paid in full, she will be exposed to accidents, etc., without further notice.

**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.

**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.

**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.

**23/04/1897     Eastern Ontario Review                     Hammond                     Rockland**

Station Agent Raymond, at Rockland was arrested in Ottawa last week charged with stealing \$641 of the C.A.R. Company's funds

**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.--

**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.

**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.--

**28/01/1899     Ottawa Citizen                     Hammond**

An amendment to the charter of the Central Counties Railway Co. will be applied for next session to authorize the company to construct section two of the said railway from a point near the village of Hawkesbury to connect with the Rockland branch of the railway or with the Canada Atlantic, in the township of Cambridge.

**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.

**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.

**18/12/1906     Ottawa Citizen                     Hammond                     Cheney**

USED THE WOOD

Man Lost Case Brought Against the Grand Trunk.

At the division court yesterday before Judge O'Meara Levi Solomon sued the Grand Trunk Railway company for \$85. He purchased a load of wood at Cheney station which was sent up over the G. T. R. system and went to someone else. It was to be mixed hard and soft, and instead he got the other man' wood, which was all soft. He however used it, and then took action for damages. The case was dismissed without costs.

**19/07/1907   Eastern Ontario Review   Hammond   Rockland**

Mr. Bronson of St. Albans is loading cedar ties for the C.N.R. at the Edwards Mills.

**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.

**19/04/1909   Ottawa Citizen   Hammond   Rockland**

Railway repaired

Floods have finished their work on the Ottawa division of the G.T.R. and on the Rockland branch, where a swollen stream carried away a culvert, the gap in the track, which was about two miles from Rockland has been patched up and trains are running through again. Superintendent Morley Donaldson, who went to Pembroke to investigate trouble in that vicinity, found that the streams had all gone down, and there was no more danger of delay through high water.

**13/08/1909   Eastern Ontario Review   Hammond   Rockland**

Mr. Lagatte, Ottawa is in town filling Mr. Turner's place as driver for G.T.R. Mr. Turner will be in Ottawa for a few days.

**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.

**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...

**15/06/1914   Ottawa Citizen   Hammond   Hammond**

ENGINE STARTED FIRE

Several Buildings Burned in Hammond Village.

Fire, said to have been started by sparks from a railway engine, did about \$10,000 damage on Saturday morning in the village of Hammond. Ont., about 25 miles from Ottawa, on the branch line of the Grand Trunk, from South Indian to Rockland.

The fire started in the Grand Trunk station soon after a train had passed and in a few minutes enveloped the little building in flames, which, spread to Joseph Roy's butcher shop. then to his residence. From there it spread to O. Heney's general store, the Orange hall, the Methodist church and W. F. Empty's residence, where it died out because there was nothing more to burn close by.

Mr. Roy's loss is about \$2,500. partly covered by insurance; Mr. Heney's, \$2,600, also partly insured; Mr. Empey's \$1,000; the Orange hall.

Methodist church and the Grand Trunk station \$1,000 each, on which there was very little insurance.

All the contents of the buildings were burned as the fire spread so rapidly there was no time to save anything.

**19/06/1914   Eastern Ontario Review   Hammond   Hammond**

Fire at Hammond

Grand Trunk Station and Freight Shed, loss \$2,000

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Hammond Ont., June 15. - Seven buildings were totally destroyed by fire here on Saturday morning entailing a loss of about \$10,000.

The fire started in the Grand Trunk freight shed, evidently from a spark from a passing engine, and had gained considerable headway before it was noticed by the station agent about 10.30.

A strong wind was blowing in the direction of the village and the flames soon attacked the station which was a wooden structure. It then spread to the main street and inside of two hours several stores the Methodist church and Orange hall, both frame buildings, were smouldering heaps of ashes.

Bucket Brigade

The volunteer bucket brigade worked valiantly, and it was due to their efforts that the remainder of the village was saved. Water had to be drawn from long distances, but considerable aid was given by the engine of the G.T.R. train which pulled into the village while the fire was raging. The water in the boiler was run off into buckets and used on the flames.

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**05/11/1915   Eastern Ontario Review   Hammond   Hammond**

The Hammond fire

The Ottawa Free Press last Monday said:

The Grand Trunk Railway company is the defendant in a action the trial of which was started in the high court this morning. Oliver Harvey and seven other residents of Hammond a village between Ottawa and Montreal on the Grand Trunk are claiming damages from the railway company because of this destruction of the buildings by a fire which occurred on June 13th 1914 and for which they allege that the Grand Trunk was responsible.

The evidence of the several witnesses examined this morning was to the effect that the fire started in the roof of the company's station and was first observed almost immediately after the train had passed.

The theory of Mr. Honey [sic] and the other residents of the village who are associated with him in the action is that the fire was started by sparks from the engine and having first ignited the station spread to the other buildings. Mr. Honey's loss was considerable. The other losses were much smaller.

The defense is that the fire started from other causes.

G.F. Henderson K.C. and A. Greeve are acting for the plaintiffs the company being represented by W.E. Foster K.C. the Grand Trunk solicitor of Montreal and W.N. Tilley K.C. of Toronto the lawyer who was given such a glowing certificate of competence by Hon. Robert Rogers, at the time of the Manitoba government unpleasantness.

Rockland, August 30 - A search for train wreckers, after the six o'clock passenger train had come to a stop within a few feet of obstructions placed across the rails of the Grand Trunk Railway within a short distance of town on Friday evening resulted in the arrest of five young boys who wanted to see a train wreck, and to satisfy their wishes, placed a tie across the rails and then hid themselves behind the hill to watch the smash up. The engineer of the train, H McCulloch, saw the obstruction in time and succeeded in bringing his train to stop within a few feet of the tie which was near the roundhouse and only a few hundred yards from the station here.

Detectives, who were aboard the train, found the five boys crouching behind the hill and as a result of their escapades the five will appear in court on Thursday. One of them confessed that they had committed the deed and said he would "do it again" as he wanted to see a wreck.

20/02/1920    *Eastern Ontario Review*    *Hammond*    *L'Orignal*

No mails yet this week via G.T.Railway, though the trains on the C.N.R. have been almost on time during the whole of the snow storm. It is now about time that Mr.Proulx should make an effort to have the mails transferred to the C.N. R'y and ensure our villagers their mails daily instead of waiting 2 or 3 days for it.

09/12/1921    *Eastern Ontario Review*    *Hammond*    *Rockland*

Pass Judgment Closing Rockland GTR station

The old Grand Trunk railway station in Rockland is to be closed, according to a judgment of the Board of Railway Commissioners. This step is one of the results of the consolidation of the G.T.R, and the C.N.R, both maintaining separate stations in Rockland at present. The municipality of Rockland objected to the station being closed because a grist and flour mill was in close proximity to it and inconvenience and expense would be incurred by teaming heavy freight from the C.N.R. station to the business part of the town. The board grants the application in the interests of economical management upon condition that the company keep open the Grand Trunk tracks between the "Y" switch and the Grand Trunk station as an industrial siding and places cars which arrive over the Grand Trunk rails on this track for unloading, if so consigned by the owner

27/06/1927    *Ottawa Journal*    *Hammond*    *Rockland*

Fire destroys Rockland mill.

23/06/1936    *Ottawa Journal*    *Hammond*

Judgment was given Monday afternoon by the Board of Railway Commissioners in the application recently made by the Canadian National Railways for leave to abandon a portion of its L'Orignal subdivision in the province of Ontario between Hawkesbury and Hurdman, and the Clarence Creek spur between Rockland and Clarence Creek.

The Judgment was signed by commissioner G. A. Stone, and granted the application to cut off the line between Rockland and Clarence Creek. The commissioner expressed the opinion that the business offering between Rockland and Clarence Creek does not warrant the expenditure necessary to rehabilitate this segment.