

# Local Railway Items from Area Papers - 1915

*08/01/1915 Eastern Ontario Review Montreal and Ottawa Plantagenet*

Fournier. Many are busily hauling pressed hay to the C.P.R. station to be shipped to market.

*08/01/1915 Eastern Ontario Review Montreal and Ottawa McAlpine*

Just how the Canadian Pacific Railway company tried to close the station at McAlpine and how it proved a slip makes for interesting reading.

The company came to the conclusion that the business being done at McAlpine between \$4,000 and \$5,000 a year would of necessity have to be done at either Vankleek Hill (or rather "Vankleek" in an effort to evade the law) on McAlpine and the Company would save the expense of a regular agent at McAlpine.

A nicely worded letter was sent by Mr Spencer to the Reeve of Caledonia asking him to "kindly sign the enclosed."

The enclosed was a statement that as Reeve Caledonia he was quite willing that the Station should be closed during the hard times and that the company would re-open it "as soon as business would warrant."

Reeve Bradley smiled and said he did not think he would care to sign just at present.

The matter came before the corporation of Caledonia and Mr. Bradley was instructed not to sign such a paper under any circumstances.

The council was quite indignant that the slick audacity of the company in asking the Reeve of the council to vote to inconvenience the entire Township.

The reason for the request is that the company could not close the station without the sanction of the officials of the Township.

As a result the McAlpine station is not closed but is doing business as usual with a regular agent in charge.

It is amusing how big corporations like the Canadian Pacific Railway Company will try to get things to their to suit themselves no matter what officials suffer or how the public may be inconvenienced.

In this instance the common people have won out.

*22/01/1915 Eastern Ontario Review Alexandria Maxville*

The winter sitting of the High Court before Justice Lennox was concluded Thursday by an action brought by John A. Hamel against the Grand Trunk Railway for injuries sustained by the plaintiff while assisting in loading cattle at Maxville in October. An engine shunted against a car in which he was working, instead of on another track, causing serious injury to Hamel.

A verdict was returned against the railway company and damages assessed at \$1,000.

*29/01/1915 Eastern Ontario Review Montreal and Ottawa Pendleton*

Pendleton. An up-to-date gas lighting system has been installed at the C.P.R. Station.

*03/02/1915 Ottawa Journal Ottawa Terminal Central Depot*

The report is still persistent that the C.P.R. is endeavouring to obtain further accommodation at the Central Station and use it as a terminal for several of the trains now running from the Union Station. However, C.P.R. officials in Ottawa today declared that they knew nothing of such project. One railway man stated that while C.P.R. would probably be glad to obtain facilities for more trains at the Central Station, it would hardly be possible for it to do so, as the accommodation was already taxed almost to capacity with all the G.T.R., C.N.R. O. and N.Y., and eight C.P.R. trains daily.

*12/02/1915 Eastern Ontario Review Kingston (CN) Coteau*

Brockville, Ont., Feb 7 - A Brockville Grand Trunk Railway brakeman named W. Saundercook met his death last night on the line at Coteau.

The train upon which he was working was pulling away freight from the junction when Saundercook was missed, and a search revealed his mangled remains alongside the track. The supposition is that he slipped and fell from the top of a car.

Some stations on the Britannia line are not much use as shelters.

About 5,000 people live in the different villages and hamlets lying between the western limits of the city and Britannia. The majority of these people are wage earners and have to come to the city to earn their daily bread. A few may have their motor cars or horses and carriages, but the greater percentage have to use the cars of the Ottawa Electric Railway Company. These people are compelled to come into the city in all weathers and invariably this line has a heavy traffic. The distance is about five miles and scattered over this distance are some twelve stopping places and seven small buildings called stations. The intention of those who erected them probably was to provide shelter for passengers waiting for the cars in bad weather. A general inspection proves to one that while the majority of them might shade one on a hot day they are practically useless in rainy or cold weather. The five are situated at Holland avenue, Westboro, Clarella Park, McKellar Townsite, Richardson avenue, Britannia Highlands and Britannia village.

The only two which provide anything like comfort are at Holland avenue and Britannia village. The former being at a divisional point of junction where a portion of the traffic is transferred from one car to another during winter, and sometimes in summer, is said to be altogether too small for the purpose intended. The other serves very well in the winter, but is locked in the summer, and therefore is useless at that time of year.

**Holland Avenue**

A Journal representative went over the line yesterday and to his mind the stations on the whole are totally insufficient to accommodate the public which daily uses the road. At Holland avenue one finds a small brick building about 15x20 feet into which 50 people might crowd. As it is at a junction, should the unavoidable delay of several cars cause a large number of people to stand there on a bad day, some of them would likely have to stay outside. It has a brown tile floor and a wall seat running around two sides of the room. The walls up as far as one can reach are overlaid with white tiles. A small clock decorates the wall and an old fashioned telephone also hangs on the wall. Were it twice the size it would be a very good station of its kind.

**A Disgrace.**

"This station is a disgrace," said one resident of the village of Westboro to The Journal. He was, however, inclined to blame the boys for the disfiguration of the building, and was glad a constable had been appointed to keep them from congregating there in the evenings.

The station itself is a small frame structure of a dog kennel type, merely a hood over a small platform, about 6x12 feet. One might find some shelter there if the wind was blowing from the north, east or west, but when a driving wind from the south (the side next to the track) was blowing, it would be no protection whatever, as the rain would "drift" into the building. There are two openings at each end, ostensibly for windows, but the glass and sash have long ago disappeared. The floor is very dirty and even on a cold day there was a very unpleasant smell. Some of the boards are broken and the place has a generally uninviting appearance.

**Chinese Pagoda**

Although not finished and apparently only in course of erection is the station at Clarella Park. It slightly resembles a Chinese pagoda, and although very small, this was the only fault that one could find with it. Apparently its building was stopped with the advent of cold weather.

**McKellar Townsite**

A small frame building, covered on three sides, the end open, does duty for a station at McKellar Townsite. It is plain and rude and the painter, when he decided to "daub" the outside, used the liquid very sparingly. A rude bench-like seat was placed around the walls and the floor was comparatively clean.

**Wayside stations**

In many of the rural communities of this country, especially in the cheese producing districts, the farmers, have placed milk stands or covers in which to stand a milk can until a driver passing calls to take it to the cheese factory. Such stands are not unlike the structure which the Ottawa Electric Company have reared on their line at what is known as "Richardson's Crossing". It is a square, or nearly square, box painted white with a tar roof. When the Journal man dropped in for a minute he was told by a person there that it simply seemed like a shelter and that was all. Fortunately it had a door and a window in the door, but two panes of glass were broken. A notice was posted up inside "please observe cleanliness, etc."

A house without windows or doors is not very comfortable except in summer. Such is the state of the little rectangular box known as the station at Britannia Highlands. A judge's stand at a race course would be a palace compared to it.

Two doorways without doors are directly opposite and two square openings serve as windows as far as light is concerned, but do not keep out the cold or the rain. A proof of this was the remains of a miniature snow bank which is slowly melting away.

The station at Britannia village, like its sister at Holland avenue, is a brick structure, and it is the cleanest of them all. Its tile floor was without a spot, and its walls were clean. "No one could censure the Ottawa Electric Railway here," said the reporter to himself, but he soon found out his mistake. Making inquiries among the residents he was told that this station (the best on the line) was kept locked from the first of May until November. 1. Why and wherefore the residents did not know, but they said that if it were not for the two grocery stores, kept by Messrs. Nesbitt and Cummings, passengers would often have to stand out in the rain until a car came. But in justice to the station itself it might be said that it had a very wide cornice, and if people backed up against the walls they might escape the dropping from the eaves.

At the terminus of the line, as it is well known, the company have a very adequate covered platform.

12/03/1915 *Eastern Ontario Review*

*Montreal and Ottawa*

*McAlpine*

Brockville, Ont., Feb 7 - A Brockville Grand Trunk Railway brakeman named W. Saundercook met his death last night on the line at Coteau.

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12/03/1915 *Eastern Ontario Review*

*Montreal and Ottawa*

*McAlpine*

CPR the law unto itself

The Canadian Pacific Railway company has decided to close the passenger and express business at McAlpine station.

The company has decided to do so in spite of the township of Caledonia and the township Council.

The Railway Commission refused to permit the company to close without the sanction of the council.

This the council unanimously refused to give by resolution and letter to the company.

Notwithstanding this the agent has been removed and the station as such has been closed.

Just what representation the company made to the Railway Commission is not yet known but the action is just in keeping with the general policy of the CPR in this district.

This time they have stirred up a real live hornet's nest and the actions of the company will be fought out to the bitter end.

Counsel has been engaged and a special meeting of the township Council will be called as well as a meeting of the rate payers.

Every man who has been getting freight or Express at McAlpine station will be canvassed and urged to transfer all his business to the GTR at Vankleek Hill.

The people of Caledonia mean fight in this matter and Mr. H.B.f Spencer divisional Superintendent may find there are more things than one to be considered in the matter of closing stations and "letting the public be damned."

19/03/1915 *Renfrew Mercury*

*Belleville*

Passenger trains first began to run regularly between Smiths Falls and Perth on February 17th 1859, The main line between Brockville and Almonte was opened on August 22nd of the same year. The section from Carleton Place to Ottawa was not completed until September 20th 1870. Between the date of the first train running from Smiths Falls to Perth and the opening of the thorough line to Toronto on the 11th day of August, 1884, twenty-five years elapsed. Smiths Falls Record.

Hull city council to meet with Mr. W.R. Baker, General Manager of Hull Electric regarding:

- the extension of the Chelsea road tracks from their present stopping place at the toll gate to the Mountain Road.
- A ten minute service daily on all lines operated by the company in Hull.
- The inauguration of a schedule providing workmen's tickets at the rate of 8 for 25 cents between the hours of 5.30 to 8 o'clock in the morning and 5 to 6 o'clock in the evening.
- The last car to Aylmer to leave the Ottawa subway at 1 a.m. instead of midnight, as at present.
- The company to agree to bear some portion of the cost of the construction of a new bridge over the Gatineau River at Gatineau Point, upon the consideration that the bridge be constructed to allow of the passage of street cars over it.

25/03/1915 *Chesterville Record* *Cornwall*

The first through passenger train to reach Cornwall from Montreal over the Glengarry and Stormont Railway arrived about 1.30 p.m. Saturday. On board were the following officials from the CPR: Messrs. George Hodge, general superintendent; Wm Stitt, general passenger agent; A.C. Mackenzie, engineer, maintenance of way; L.M. Mactavish, traveling freight agent; J.R. Gilliland, Smiths Falls, district superintendent; O. Kirkland, roadmaster; M. Malloy, bridge and building master; T.B. Ballantyne, resident engineer; C.L. Hervey, A.A. Mellor and D.A. O'Meara, of the Glengarry Construction Company, builders of the road.

The party was met at the depot by His Worship mayor Stiles, members of Cornwall Town Council and prominent citizens. The officials expressed themselves as highly pleased with the road and depots from St. Polycarpe to Cornwall and particularly with the Cornwall Depot which they described as one of the best ever erected on a new road. A stop was made at each station on the way west and considering this fact the train made good time having left Montreal at 10 a.m.

Mr. Hodge the general superintendent stated that as soon as the frost was out of the ground the work of ballasting the road would be proceeded with and rushed to completion as well as other necessary works attended to, and he expected a through passenger service between Montreal and Cornwall would be inaugurated during the month of May.

The visitors were taken for a drive through Cornwall being accompanied by Mayor Stiles visiting several industrial establishments. They were greatly impressed with the outlook locally.

26/03/1915 *Eastern Ontario Review* *Montreal and Ottawa* *Vankleek Hill*

The C.P.R. Company has granted \$250 towards repairs to the roadway between the Town of Vankleek Hill and the C.P.R. station. This road has been in a disgraceful condition for years. Reeve McCann says the road will be fixed properly this time.

All the oldlogs will be taken out and a proper road bed made before the gravel, now on the ground, is spread. This permanent road will be extended right through to the Lochiel Boundary.

26/03/1915 *Eastern Ontario Review* *Montreal and Ottawa* *McAlpine*

About McAlpine Station

The CPR officials are beginning to squim over the changes at the Station at McAlpine.

Mr. H.B. Spencer superintendent officially visited McAlpine this week to look into things. He found several things worth looking into.

First the company closed its express business at the station and shut out the milk shippers. Now prepaid freight and express are being received there and milk tickets are being issued again.

The superintendent even talks of putting in a better siding and a shipping platform for cattle and horses.

This station was closed in spite of the strenuous opposition of the Council of Caledonia and in face of a unanimous resolution of the council opposing such a move.

Caledonia people want McAlpine station opened and they want even better and more accommodation than they had there before the change was made.

The council intends to find out just what representations were made to the Railway Commission in order to get the Order passed permitting the company to make the change.

This Township was given no opportunity to file its protests.

A general canvas to have all shippers of goods at McAlpine and those receiving freight at the station transfer their business to the GTR at Vankleek Hill station is on the way. The people of Caledonia mean business and will fight the CPR at every possible angle in the matter.

Already shipments that formally went out from McAlpine station are being delivered at the GTR at Vankleek Hill.

If the people hope to win out against the company they must set together and it will not be long before they will get just what they want.

Business and the dollars that go with it count and that appears to be the only argument listened to by the Company.

05/04/1915 *Ottawa Journal* *Ottawa Terminal* *Ottawa, Broad Street*

In spite of denials made at the head railway offices in Montreal of the rumors that the C.P.R. is going to abandon the Broad Street Station and run all its trains to and from the Central Station. The Journal is informed on reliable authority that negotiations between the two companies are now nearing completion, and that it is not unlikely that an arrangement will be reached in the course of a couple of weeks.

The plans provide for the abandoning of the Broad Street Station entirely for passenger traffic. The station buildings would be torn down, the yards being used for freight only.

Not long ago the C.P.R. bought some land on Nicholas street, and The Journal learns that if the negotiations with the G.T.R. are brought to a successful termination, work will be commenced without delay on tearing down the buildings now on the Nicholas street property, grading it and building a retaining wall along the embankment. Yards will then be laid out on the property, and \$100,000 will be spent on the work. As previously intimated, the trans-continental trains would not run through Hull, but would back out of Central station and use the Parry Sound branch of the G.T.R. for a short distance in order to connect with the C.P.R. main line west of the city. The Gatineau trains would run in over the Alexandra Bridge, giving the summer residents of the Gatineau district a service that they have long been agitating for. The Prescott trains would run into the Central station by way of Chaudiere Junction.

Considerable variation in the running time of some of the trains will have to be made in order to supply accommodation for extra trains. However, it is claimed that there is plenty of trackage accommodation at the station for all with a rearrangement of timetables, and the station itself has ample conveniences for much heavier passenger traffic than it now handles.

12/04/1915 *Ottawa Journal* *Ottawa Electric*

Accident to car 609.

15/04/1915 *Chesterville Record* *New York Central* *Cornwall*

It is reported that the Ottawa and New York railway are favorable to making some changes on their railway bridge at Cornwall by which automobiles could cross over the bridge. This would greatly increase the tourist traffic between the United States and Canada.

20/04/1915 *Ottawa Journal* *Ottawa Terminal* *Ottawa, Broad Street*

It is rumored that the arrangement which has been talked of for some time whereby the C.P.R. will abandon the Broad street depot for passenger traffic and run all its passenger trains into the Grand Trunk Central Station will become effective on June 1 next. No confirmation can be secured to this report at the local offices of the railways as all the negotiations have been carried on through the head offices in Montreal.

Rockland. A young man was brought here Wednesday with some bad gashes in his head caused by being hit by a chain rope that broke while working to clear the wreckage on the C.N.R. at Rivington Station, a short piece above Cumberland. His wounds were dressed by Dr. Wm. Darby, some fifteen stitches were required. He left this morning by C.N.R. for his home in Joliette.

The building of the C.N.R. bridge across the Muskrat at Pembroke has been completed and the steel laid so that the entire line is now linked up between North Bay and Ottawa and only the ballasting remains to get the road in readiness for operation. The Observer says that nearly all of the ballasting has been done between Pembroke and North Bay and the "lift" gang will put on the finishing touches this spring. Work on the completion of the line is now starting in earnest and there seems no doubt that a regular passenger service between North Bay and Ottawa will be established this summer. Trains are passing up and down from Pembroke west now.

Fire completely destroyed the station and freight sheds on the G.T.R. at Eganville on Thursday evening of last week. The flames had got a big start before they were noticed and the agent J.P. Smith had to rush into the building, at considerable risk, to rescue his invalid son who was in the family living apartments above the station. The total loss was about \$4,000 covered by insurance. The blaze started in the freight shed, it is believed from a cigarette butt, carelessly thrown down there earlier in the day. When the agent opened the door a big volume of flames poured out. He rushed into the station and this was already on fire. The flames had got such a start that he was unable to save anything of value. The papers and about \$60 in cash in the till was destroyed. The fire occurred about six o'clock in the evening. Mrs. Smith was out at the time, and the young son had a narrow escape from being burnt. Although a volunteer brigade fought valiantly to save the buildings they were completely destroyed.

**G. T. R. Station Burned**

Another Thursday night fire occurred in this locality last week when the G.T.R. station and freight shed were consumed. The origin of the fire is unknown but it is surmised that a cigar or cigarette stub thrown carelessly under the station platform started a blaze which crept under the freight shed and unobserved consumed its way to the interior. There it was first discovered and it had reached such proportions that the whole building was beyond hope of saving. Mr. Smith, agent, had barely time to rescue the members of his family. A few pieces of furniture were taken out, but the office papers and fixtures with fifty dollars in money and all the tickets were given as prey to the flames.

The Eganville fire brigade responded to a call but as the fire was confined to the one structure their services were not necessary. The loss is estimated at over \$2,500.

A passenger car on a siding is serving Mr. Smith as an office and travellers with waiting accommodation. Officials of the company visited the scene on Wednesday. A new station will be erected as soon as possible.

The G.T.R. station and freight shed at Eganville, with all their contents, was destroyed by fire on April 22nd. Loss about \$6,500.

An oil burning engine for use in hauling cars through lumber yards has been built under the direction of George H. Johnston, engineer for McLachlin Bros. The Watchman says that lumbermen everywhere will be interested in this new engine, whereby they can move lumber rapidly in their yards without danger of fire.

Nearly every day the Morrisburg and Ottawa Electric Railway Company issues a few writs against shareholders who have not paid up their shares. Thirty or more have been issued since the company was given judgment in eleven actions that were first brought to court.

List of actions and amount owing.

There will be another meeting of dissatisfied shareholders next Saturday.

the contractors, it is said, have declined to start work until this difference between the company and its shareholders has been worked out.

The mixed train service on the Pontiac line which, for the past two or three months has been running on alternate days only, was resumed daily on Monday of this week.

Business section of Russell nearly wiped out by fire.

Description.

By this time the hurry up call had been sent to Chief Graham of Ottawa for assistance, it being apparent that the whole town would go if there were no better means of fighting it. Owing to the fact that it was Sunday the New York and Ottawa was delayed in getting a train crew together and steaming up the engine. This was finally accomplished and the train started in charge of engineer Alex Jamieson and conductor George Broker.

A record trip was made to Russell. The town is 22 miles from Ottawa and 22 minutes after leaving the ONY yards the train pulled up into Russell. It was a thrilling ride and the train crew did splendid work to get the firefighters to the scene.

More details.

Beachburg notes. As one drives up the Pembroke road one's eyes are gladdened by the sight of the new C.N.R. station which is being built about seven miles above Beachburg, on the farm of Mr. Sam Drew, and which we believe is to be known as Westmeath station. The large water tank here is almost completed, and we have been informed, though not officially, that a large gang of carpenters and builders were to be put to work this week on our station. -- We will be delighted to welcome our fair visitors this year via C.N.R. Beachburg station.

**Serious fire at Alexandria**

The Grand Trunk Station was consumed by the fiery element on Wednesday afternoon. An alarm was given about 2.30 o'clock to which our firemen with their appliances promptly responded and although they were on the spot only a few minutes after the appeal was made it was apparent that the station buildings were doomed.

A fairly strong west wind was blowing and as it fortunately turned out their efforts were successful in restricting the fire to the station itself and the old restaurant building on the south side of the track, although at one time it certainly appeared as if the freight depot on the opposite side would be involved thus placing the almost adjoining granaries, Pipe factory and Canadian Bon Hanger works in extreme jeopardy

It is now believed that Electric Railway promoter Brown was a little premature in setting the date of his arrival on the first car at two months from his sod turning celebration of a week ago Monday.

**26/08/1915    *The Equity, Shawville        Beachburg***

Most of the stations along the line of the C.N. Railway between Pembroke and Ottawa, are well advanced towards completion.

**10/09/1915    *Eastern Ontario Review        Montreal and Ottawa                Pendleton***

Mr. McPhail of Vernon, Ont., shipped a carload of stock from Pendleton station on Monday (6/9).

**16/09/1915    *The Equity, Shawville        Beachburg***

It is expected that through traffic will commence on the Canadian Northern Railway next month. It is announced that the main line is now completed.

**23/09/1915    *Chesterville Record            New York Central                Russell water***

The water tank at Russell station went all to pieces without warning when it was nearly full causing a miniature flood.

**01/10/1915    *Eastern Ontario Review        New York Central                Russell***

The railway water tank at Russell station suddenly burst, flooding the station yard and freight shed, and doing considerable damage to goods therein.

**06/10/1915    *Renfrew Mercury                Eganville                        Eganville***

Since the Eganville G.T.R. station was burned the company has substituted a second class coach for a waiting room. One individual remained inside until he missed his train waiting for the coach to pull out.

**07/10/1915    *The Equity, Shawville        Waltham***

The public of Pontiac will learn with considerable disappointment that the C.P.R. has decided to take off what is commonly called the "mixed" train, starting from Ottawa in the morning and returning in the afternoon. The service is, we understand, to be cancelled entirely, and the people of the district tributary to the line from Waltham to the Capital will have to content themselves with a one train-a-day passenger, mail and express service henceforward. More.

**21/10/1915    *The Equity, Shawville        Beachburg***

The first "official" train of the Canadian Northern Railway - Canada's third transcontinental steel highway - passed over that portion of the line which passes through Pontiac about three o'clock on Wednesday morning last. It was a special train, containing officials of the Company, Members of Parliament, pressmen, and other prominent citizens, and was designed to mark the completion of a great project, which must eventually figure largely in the future commercial progress and development of the country. It has not yet been announced when regular service is to be inaugurated in the new line but it goes without saying the people living along the front of the county will hail the time with pleasure and satisfaction.

**29/10/1915    *Eastern Ontario Review        Vankleek                        Vankleek Hill***

The old Canada Atlantic Railway Stations will soon be out of sight. Several of them have been destroyed by fire in the past few years.

Unless the one in Vankleek Hill burns pretty soon it will fall down.

It is a disgrace to the Grand Trunk Railway Company.

**04/11/1915    *The Equity, Shawville        Waltham***

As a result of strong representations made to the Railway Commission and the Company, the C.P.R. have put on an extra tri-weekly train service on the Pontiac line, commencing Monday November 1st. The trains will run on Mondays, Wednesdays and Fridays of each week until further notice.

**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.

**05/11/1915    *Eastern Ontario Review        New York Central                Cornwall***

Car loads of gold

Cornwall Standard. - not that it makes much difference to us but it will interest some people to know that the enormous amount of 28 million dollars in gold was in Cornwall on Monday night, but it didn't stay long enough for anyone to get his hands on it, and it would not have been a healthy job to try. The money was in the shape of a gold coin and bars, was in heavy wooden keys, and was locked up and sealed in seven cars on the special train on the Ottawa and New York Railway. A force of 40 armed guards accompanied the treasure which was on its way from Ottawa to Washington, where by this time it is safely deposited in the US Treasury, as part of the big scheme of finance which everybody reads of but few people understand much about.

**11/11/1915    *Chesterville Record            New York Central                Crysler***

Mr. James Clement, a well known farmer residing near here was instantly killed by a New York and Ottawa train last Wednesday about two miles from Crysler. Mr. Clement was returning home from the village with a load of lumber when the train struck the wagon, killing Mr. Clement instantly and also killing the two horses attached to the wagon.

From the point where the accident occurred an approaching train can be seen for about two miles and it is a mystery how Mr. Clement who was a most careful and strictly temperate man, came to be struck.

Mr. Clement, who was widely known and highly respected, leaves a wife and eight children.

The unfortunate man was a cousin of Mr. James Clement of Dunbar.

**02/12/1915    *Chesterville Record            New York Central                Newington***

The O&NY which runs direct from the Capital to the largest city in the United States, is carrying considerable more freight and passengers than before the war broke out.

The men who were employed on the O&NY across the international boundary this summer laying a new track and ballasting the road were laid off 20th Nov. for this season, but the work will be started up again as soon as spring opens up.

*09/12/1915    Chesterville Record                    New York Central                    Crysler*

Mr. J.R. Cocksure who has been in the employ of the O&NY Railroad here as stationmaster for the past eighteen years has resigned his position for more lucrative business in Crysler. During the long years of his service for the company he has been a most competent and able station master, and his absence is sincerely regretted by many.

*16/12/1915    Renfrew Mercury                    Beachburg                    Foresters Falls*

Long piece - still waiting for trains to start running.

*30/12/1915    Chesterville Record                    New York Central                    Newington*

A considerable number long the O&NY line were compelled to do their shopping on Christmas Eve in Cornwall as the hair tonic they sell in drug stores in local option towns is not satisfactory.