

Local Railway Items from Ottawa Papers - 1915

Wednesday 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.

Thursday 11/03/1915 Ottawa Journal Ottawa Electric Britannia

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.

Friday 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.

Tuesday 23/03/1915 Ottawa Journal Hull Electric

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.

Thursday 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.

Monday 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.

Monday 12/04/1915 Ottawa Journal Ottawa Electric

Accident to car 609.

Thursday 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.

Tuesday 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.

Friday 23/04/1915 Renfrew Mercury Beachburg Pembroke

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.

30/04/1915 Eganville Leader Renfrew Eganville

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.

Friday 30/04/1915 Renfrew Mercury Renfrew Eganville

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.

Friday 06/05/1915 The Equity, Shawville Renfrew Eganville

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.

Friday 14/05/1915 Renfrew Mercury Chalk River Arnprior

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.

Thursday 22/05/1915 Chesterville Record Morrisburg and Ottawa Electric

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.

Thursday 05/06/1915 The Equity, Shawville Waltham

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.

Thursday 10/06/1915 Chesterville Record New York Central Russell

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.

Friday 16/07/1915 Renfrew Mercury Beachburg Westmeath water

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.

Thursday 12/08/1915 Chesterville Record Morrisburg and Ottawa Electric

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.

Thursday 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.

Thursday 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.

Thursday 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.

Friday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

Thursday 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.

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

Long piece - still waiting for trains to start running.

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

A considerable number along 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 towns is not satisfactory.