

# Local Railway Items from Ottawa Papers - 1916

**Thursday 10/02/1916 Chesterville Record New York Central Newington**

One of the news boys on the ONY Railway, which runs through this village was arrested and taken off the train on Friday last. He is a German about 22 years old. He was arrested on the morning train going south by Chief Smith of Cornwall and taken to Ottawa again on the evening train.

**Thursday 19/02/1916 The Equity, Shawville Beachburg**

"Poincaire" is the name of the C.N.R. station down at Clarendon Front, and some people are kicking and wanting to know why it has been so named. Well, we can't furnish the information, and can only remark that it might have been called after a person of much less importance. Poincaire, as the president of the French nation is figuring pretty largely in the limelight just now,

**Thursday 13/04/1916 Chesterville Record New York Central Berwick**

Mr. Chas. Thompson, our station agent, resigned his position on account of ill health. he went to his home in Newington last week. He made many friends while in Berwick and all hope for a speedy recovery

**Friday 14/04/1916 Arnprior Watchman Gananoque & Arnprior Gananoque & Arnprior**

Toronto. Despite the opposition of Sir Adam Beck, the railway committee of the legislature reported the Gananoque and Arnprior Railway Company bill. The bill, which was introduced by G.C. Hurdman of Ottawa, proposed to give the company an extension of its charter. It was bitterly opposed by Sir Adam, who held that the extension would close the way to Hydro radial extension. The matter was finally decided by the adoption of an amendment moved by Mr. Sinclair of Oxford and John Allan of Hamilton. Allowing the extension subject to the Lieutenant-Governor-in-Council. If the municipalities interested vote for Hydro radials the charter will not be extended. If not the company can go ahead.

**Thursday 04/05/1916 Chesterville Record New York Central Newington**

The O&NY are employing a number of men again this season to work on the road and the company also intends to enlarge all the stations along the line and put the road bed in first class condition.

**Thursday 26/05/1916 Chesterville Record New York Central Berwick**

Chas Thompson of Newington is once again acting as station agent, much improved in health.

**Thursday 01/06/1916 Chesterville Record New York Central Newington**

A number from here attended the celebration in Cornwall on May 24, the O&NY having reduced rates for two days.

**Thursday 08/06/1916 The Equity, Shawville Waltham**

The service on the Pontiac division of the C.P.R. has been much improved this week by the putting on of a second daily train, which is being run on faster time than formerly, thus leaving Ottawa at 7.30 a.m. the new train reaches Shawville at 9.28 and Waltham at 11.00. Returning leaves Waltham at 1.00 p.m., Shawville 2.15, arrives Ottawa 4.10 p.m.

**Thursday 15/06/1916 The Equity, Shawville Beachburg Norway Bay**

The first C.N.R. summer special brought a goodly number of people to Norway Bay on Saturday.

**Friday 19/06/1916 Arnprior Watchman Ottawa and Prescott**

The destruction of the House of Parliament has awakened reflections of its building in the mind of Peter Redmond, a retired locomotive engineer, who saw King Edward lay its foundation stone in 1860.

When construction work was first started Mr. Redmond was employed as a fireman on the Ottawa and St. Lawrence railroad, and he was promoted to engineer a few days before the first material for the structure was hauled to Ottawa. One train crew was employed for three summers, hauling sandstone and quarry rock from Prescott, where it was landed from streamers on the St. Lawrence river.

The train made a round trip each day. The first stone used in the building came from the quarries located where the main part of the city of Cleveland, Ohio, now stands. It was shipped to Prescott where it was loaded from the boats onto railway cars by large cranes.

Mr. Redmond's train did nothing else during three summers but haul the stone. "It required two cars and sometimes three for each piece of stone that was moved to Ottawa," Mr. Redmond said yesterday. "The smallest stone that was hauled by the railroad weights three tons, and the average weight was about five tons.

We moved two stones which weighted nine tons each. I believe that they were the largest that were put into the building.

"Owing to the excessive weight on the cars, which were much lighter than the steel cars now in use on the railroads, it was necessary to run our engines slowly.

We seldom went over eighteen miles an hour, and as a rule the fastest time we made was fifteen miles."

No iron or steel was used those days for the springs on the cars. Solid rubber was used for the most part, and the cars were loaded so heavy that at the end of each trip new springs had to be put in most of the cars.

Our train was given the right of way over all other trains. This was principally because of the heavy train we hauled. We were permitted to stop only in case of necessity. The necessity came frequently and was caused mostly by the excessive weight on the trucks, which caused many hot boxes.

My train brought out the first shipment of rock and stone and stone cutters' tools. The first part of the building erected was a massive wall over 500 feet long. It was on the end of the wall that the Prince of Wales laid the cornerstone. Thousands of people witnessed the laying of the stone and I had the opportunity to shake hands with the Prince as did many of the workmen."

More but no railway.

**Thursday 22/06/1916 Chesterville Record New York Central Crysler**

Owing to the threatening weather on Saturday last few from the town joined the merry makers in their picnic to Cornwall which was held under the auspices of the employees of the O&NY railroad.

**Thursday 13/07/1916 Chesterville Record New York Central Newington**

Since the O&NY begin Sunday passenger train service on June 23th they are carrying a large number of passengers.

H.T. Bowman had a pet dog run over by the O&NY express last week.

**Friday 18/08/1916 Arnprior Watchman Chalk River Arnprior**

Workmen worked something of a transformation on the C.P.R. station here this week. With a compressed air contrivance they cleaned the exterior of the building, stone and framework, and made the whole like new.

**Friday 08/09/1916 Arnprior Watchman Chalk River Arnprior**

The C.P.R. have this week commenced the construction of a larger culvert across their right of way to the east of Daniel street. A concrete arched culvert seven feet in diameter will be put in to replace the double stone waterway constructed at the time the road was built.

**Friday 22/09/1916 Arnprior Watchman Chalk River Renfrew**

It is not certain if the C.P.R. will agree to the proposal of the workers at the munitions plant in Renfrew, to run a train for their convenience night and morning, to convey them to and from their homes along the line, as the price asked for fares is considered too high.

**Friday 06/10/1916 Arnprior Watchman Chalk River Renfrew**

At a meeting held Tuesday evening in the Town Hall, it was decided to put on a train between Arnprior and Renfrew commencing Monday October 9th leaving here in the morning and returning at night. The low rate of 35c return fare has been arranged. This will enable the men from here, now working in Renfrew to live at home and at a less expense. We trust all the men will take advantage of this train. Tickets will in all probability be sold here this week.

**Friday 13/10/1916 Arnprior Watchman Chalk River Renfrew**

A meeting was held in the Town Hall on Monday afternoon Oct 9th 1916, for the purpose of discussing the Arnprior Renfrew train Service. It was learned that the Energite Company's plant at Renfrew was closing down for about two weeks. It was then decided not to put on a train at present. Should the plant reopen the train service will no doubt be reopened.

**Friday 13/10/1916 Arnprior Watchman Chalk River Pakenham**

The C.P.R. are making improvements to their premises here by repairs to the freight shed and painting the station.

**Friday 08/11/1916 Arnprior Watchman Tramway Hull Iron & Steel**

After forty years of idleness, iron mines on the Scott estate, within three and a half miles of Hull, will again be worked owing to the present great demand and resulting high prices for iron and steel products of all kinds.

These mines have been taken over by the Hull Iron and Steel Company and the product will largely be used in the company's own foundry in Hull. Plans for a connecting railway between the mines and foundries are now being prepared and the company expect to have the mine in operation by next spring.

More

These are the mines from which Ironsides village gets its name. The smelter, which was used at this mine on the bank of the Gatineau was destroyed by fire 20 years ago.

**Thursday 16/11/1916 Chesterville Record New York Central Newington**

There were three young and valuable horses killed on the O&NY railway just north of the village recently, and one badly injured. Two belonged to Korah Foster and also the one that was badly injured. The other was a valuable two year old colt belonging to Geo. Wyke which had been sold to W. Moak.

In next issue - the three colts which Korah Foster had killed on the O&NY last week were satisfactorily settled for by the company last week.

T. McAvoy son of John McAvoy of this village, who has been working in the station in this village for the last few years has accepted a position as agent at Black River.