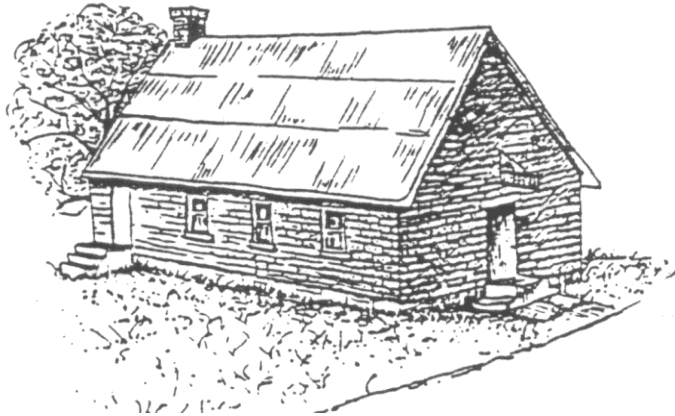


THE GOULBOURN NEWS



Produced by: The Goulbourn Township Historical Society (G.T.H.S.)
Visit our Website at: www.gcap.on.ca/historical/

Issue 10-December 1999

COMING EVENTS

Thursday January 27, 2000 (7:30 p.m.-Goulbourn Museum)

We are very pleased to have Jack MacKenzie as our guest speaker for the evening. 1999 was officially the "International Year of Older Persons". Jack participated by skiing the last 120 km. of an expedition to the North Pole. A five-and-a-half day trek. We have invited Jack to discuss the highlights of this momentous journey and perhaps touch on some of his other world travels, as well. Join us at the Museum for a recap of a fascinating journey to the Pole.

Members

A reminder that for most members of our Society, January is the month to pay membership dues. Please remember to bring your renewal fee to the January meeting or mail it in to the Society. Membership dues are critical to maintaining our presence in the schools and ensuring our participation in local community events. They also help offset the cost of our Newsletter and of course support the functioning of our Museum.

Heritage Day (Goulbourn Museum)

We are tentatively planning an "Antique Roadshow" type event at the Museum. We would invite several antique specialists from the community to assess antiques and collectibles belonging to members of the public. This would be for information purposes only and not for insurance purposes. We would ask people to give a donation in return. We thought this would be both interesting and educational.

**MEMBERS OF THE PUBLIC ARE WELCOME TO ATTEND ALL G.T.H.S.
MEETINGS AND SPECIAL EVENTS**

LOOKING BACK

As 1999 draws to a close many of us are taking the time to reflect on the changes that have occurred in the world in the last one thousand years. They are obviously immense in number. 1967 was also a year when Canadians looked back, although it was only at the past one hundred years, of their own history. But Canada is a young country and the changes that occurred in those one hundred years were highly significant. Mrs. Garnet Bradley wrote the following poem. It was the winning poem in the Stittsville poetry contest for Centennial Year, a proud time for Canadians. It was later published in "Country Tales" in 1973.

HERITAGE

My feet have walked where others walked before,
How sweet to muse on changes down the years;
The highway winding by my open door
Was once a rutted pathway, nothing more.

My little boys play Indian out in back,
How strange to think that in those far-off days
Real Redskins walked the same familiar track,
And maybe squaws, papooses in their sacks.

The gift of all this cleared and fertile land
Is here because of stalwart pioneers
Who carved it out with sweat and axe in hand,
And as their weary bodies worked, they planned.

Snug homes of logs with chimneys stout and strong,
Forests transformed to fields of rippling grain;
Full mows and bins until the winter's gone,
Then meadows sweet with cattle's lowing song.

The ghost of pioneer women fills my home,
They marvel at the water from a tap,
Enameled stoves and furniture of chrome
Seem very cold to them; they made their own.

No soap to make, no butter in a churn,
No homemade bread upon the shelf to rise,
No lamps to clean that they might better burn,
There's something sad about a ghost's return.

The sweet familiar things of long gone years
Are vanished and will never be recalled;
We reap the harvest that was sown with tears,
With sweat and muscles through a hundred years.

DID YOU KNOW (Taken from the book titled "What is it?" written by Lorraine O'Byrne in 1977.)

Where and what does the phrase "CUT AND DRIED:" come from and mean?:

Since very early times herbs have been grown and used by man. It was found that these plants could be "cut and dried" and used for many months in that preserved state. Many herbs

help to flavour dishes especially when conditions meant that foods were often tainted. Other plants were raised for their medicinal values and recipes for medicines usually gave measurements in dry herbs rather than fresh picked ones. "Cut and Dried" has come to mean anything lacking freshness or without the potential to change

A LITTLE PIECE OF HISTORY

Excerpts from the Stittsville News (July 4, 1990) **RAIL LINE RUNNING THROUGH STITTSVILLE RIPPED UP AFTER 120 YEARS**

The rail line between Ottawa and Carleton Place running through Stittsville for 120 years was ripped up this past spring.

In December, 1988, the National Transportation Agency of Canada ruled that the Carleton Place-Ottawa rail line passing through Stittsville was uneconomic, and Canadian Pacific was given permission to abandon the line as of December 1989.

With the last use of the line by VIA Rail Canada Inc. on Sunday, January 14, 1990, everything was in place for the abandonment of the line and the lifting of the track.

The National Transportation Agency of Canada labelled the line as uneconomic because it had incurred significant losses for CP Rail in recent years, averaging over a quarter of a million dollars a year.

In addition, freight traffic on the line had declined to nothing as of 1987, with the Agency concluding that there was little chance of any increase in the foreseeable future.

In 1984, there had been 22 carloads of freight traffic. In 1985 and 1986, there were two carloads of freight traffic on the line each year.

Losses incurred by Canadian Pacific

Limited on the line were \$297,860.00 in 1985; \$484,309.00 in 1986; and \$239,414.00 in 1987.

It is not yet known what will happen to the railway easement. It may be that regional government will acquire it and hold it for possible future use.

The abandonment of the rail line is the final chapter in the once-glorious history of this rail line that once was the 'highway' of this area.

Reddish brown stations in Stittsville and Ashton were hives of activity at the turn of the century when the rail line was booming.

Trains travelled this rail line for 120 years.

The Canada Central Railway had a line from Brockville to Carleton Place, and in 1870, the track was completed to Ottawa, running through the townships of Beckwith, Goulbourn and Nepean.

On September 16, 1870, the first train with eight coaches, pulled by a powerful locomotive named H.H. Abbott (named after the contractor who had built the line) steamed through Stittsville on the inaugural run on the track.

In 1882, the rail line through Stittsville was taken over by the Canadian Pacific Railway, the firm which owned it right through to abandonment of the line.

This rail line was built, and train service had begun, just a month after the disastrous and famous Carleton County fire

of 1870. This fire had left much of Carleton County, including Stittsville, in ruins.

When Stittsville, which had then been centered at the Carp Road/Main Street area, was rebuilt, it became headquartered farther south where the rail line crossed Main Street at Abbott Street. This was the location of the Stittsville railway station, which was on the East Side of Main Street south of the tracks.

The rail line, when it was built, measured five feet between the rails. However, within ten years, it was changed to the popular width of four feet, eight inches.

When train service came to the Goulbourn area, it brought changes in both business and social life.

The speed and distance limitations of horse travel were replaced by the train, with its capability for longer and faster travel.

Goulbourn's second station on this line was two miles north of Ashton, which became Ashton Station. This is in the vicinity of the current Ashton Feed mill.

The historic village of Ashton on the banks of the Jock River remained a bustling community two miles removed from the train station.

Many long freight trains travelled on this Carleton Place-Stittsville/Ottawa line throughout a day, often with more than 70 freight cars. At times, two steam engines were needed to haul these long trains.

There were also many passenger trains on the line, both fast-moving through-trains and 'locals' that stopped at all the stations along the way.

These stations varied in size, depending on the area that they served. Rural Stations built of wood were all painted Tuscan red, as were all of the adjacent CPR buildings and water tanks. It was a deep, distinctive reddish-brown that withstood the weather well.

The railroad built extensive tracking systems at both the Stittsville and Ashton stations.

Rural stations, such as Stittsville and Ashton, housed both passenger and freight services. There was a waiting room for passengers and the station agent's office with telegraph equipment, the CPR telephone connections and facilities for serving the public, such as selling tickets and money orders and dealing with freight shipments.

Either the station agent was also the telegraph operator, or another person looked after that function.

Mail was carried by the trains for many years in a special mail car in front of the passenger coaches. At the station, the mail clerk on the train tossed off the mailbag while accepting the outgoing mailbag.

At Ashton, there was a projecting 'arm' at the station which held out the mail bag which was picked off by the mail clerk as the train rolled by.

A grain elevator for storing, shipping and receiving grain and feed was situated close to the Ashton station for many years.

Although the trains did change business and social life in Goulbourn township, horses continued to be a satisfactory means of getting about in the township into the 20th century.

Up until 1911, when the Canadian National Railway line started operating through Richmond, the rail line through Stittsville was Goulbourn's only rail service.

Livery stables were prominent in the area around the tracks in Stittsville, as were hotels. There were three hotels built around the railway tracks. All of these hotels were red brick structures, as were the houses built for railway workers, which lined the East Side of Main Street north of Abbott Street East.

Train service meant that young people in the Stittsville area had an opportunity to continue their education without leaving home.

Many students went to high school in Carleton Place via the train. Others went into

Ottawa to attend schools there, including business college and teacher's college.

The rail line through Stittsville saw a number of accidents during its 120 years of existence.

A head-on collision in 1898 between a westbound freight train and a fast eastbound train from Toronto took place one foggy October morning a mile west of the Hazeldean crossing. The engineer of the express train and the brakeman of the freight train both died in the crash.

None of the sleeping cars was overturned, but the passengers were shaken up severely.

In 1900, 18 year old Lala Butler, whose father had built the three-storey red brick hotel by the tracks, later known as Green's Hotel (now Arctic Loon Outfitters), caught her boot in the track at the crossing and was killed by the train.

In March 1950, a wreck occurred on the track at Ashton when two freight trains collided in the middle of the night during a blinding snowstorm.

The train track was torn up for more than 200 yards, with freight cars littering the ground. An engineer and fireman were killed, with two others injured.

Speed of the trains varied on the line in the 1930's and 1940's, with freight trains travelling more slowly. Passenger trains often ran between 70 and 90 miles per hour.

For a number of years, the line through Stittsville had four regular passenger locals in the morning. In addition, there was one train going to and coming from Toronto via Brockville and one going to and one coming from Chalk River in the morning and again in the afternoon, which amounted to eight passenger trains stopping at Stittsville each day.

The line always was more of a passenger than a freight-line, with some through trains and some pool trains, both CN and CP. There were never more than six

freight trains on the line in any one 24-hour period.

The wooden water tower east of the Stittsville station was filled from a well near the track.

Trains regularly met at Stittsville. Trains were rated by direction (east was superior to west, etc.) and also by class, with passenger trains ranking higher than freight trains.

The first station in Stittsville was located near Main Street, but in the early 1900's, the old station was replaced with a newer station a little farther east from Main Street.

The original station and freight shed remained until the fall of 1928 when they were demolished.

The new station at Stittsville had the name 'Stittville' printed on its roof. (There was no second 's'). (Much of the information for this article is taken from "Remembering Our Railway", a book about the rail line through Stittsville and Ashton, written by Mrs. Grace Thompson, assisted by Patricia Dicks, and printed in April, 1981. The book will be on sale at the Goulbourn Museum at Stanley's Corners.)

STITTSVILLE

Last transcontinental train goes through on January 14

12:47 p.m. on Sunday, January 14, 1990.

This was the time when the last transcontinental VIA passenger train, The Canadian, passed through Stittsville on its way out west.

Federal government cutbacks in rail passenger service earmarked The Canadian for cessation as of January 15.

Two dozen Stittsville and area residents gathered at the railway tracks in downtown Stittsville to watch and/or take pictures of the train as it whizzed across Main Street, passing by in little more than ten seconds.

Kudos to John Curry

A special thank-you to John who has researched and written so many excellent articles on the history of our township, and with so little time to do it. They really are a wealth of information and we owe you a debt of gratitude for allowing us to re-print them in our Newsletters.

You have always been a steadfast supporter of all things historical in the township and a great benefactor to the Historical Society.

Thanks John and the Stittsville News.

HOME REMEDIES FOR THE "FLU" SEASON

At this time of the year the great majority of us are battling flu and cold viruses. We thought it would be of interest to reprint some of the old fashioned home remedies suggested in a book called "The Peoples' Home Medical Book" by T.J.Ritter, M.D. This was part of a series of medical books entitled "The Peoples' Home Library", published by the R.C. Barnum Co., Toronto, 1917.

COLDS, COUGHS AND HOARSENESS (Acute Coryza)

The symptoms are too well known to need description. (As stated in the book.)

TREATMENT-

---*Preventative*----Keep the children well clothed and out of doors as much as possible. Have ventilation in the sleeping rooms so that plenty of fresh air can enter. The temperature of the house should be from 68 to 70 degrees. Begin out door treatment in the summer and sleep with plenty of fresh air during the whole year. Use cold sponging upon rising in the morning and especially upon the chest, throat and spine. Wear flannel underclothing on the chest all year and on the limbs in winter. This applies particularly to children. The underwear should be medium weight in winter and lighter in summer. Give cod liver oil to weak children to build them up so they will not take cold easily. Do not use chest protectors, cotton pads or extremely thick clothing on children. If a child is subject to frequent colds, see if there are adenoids in the pharynx, or throat. To avoid taking cold always change wet clothing immediately. Do not get to sweating and then sit down to cool off and do not stay in a poorly ventilated room and breathe the same air over and over.

'What to do'-Grease the nose, throat, face and chest with sweet oil, lard, camphor or camphorated oil twice daily. Keep the bowels open and if necessary, sweat the patient.

'What not to do'-Do not wear chest protectors or cotton pads. Do not do anything that will make you take more cold as serious diseases sometimes follow when the system is run down from a bad cold.

PEOPLE'S HOME REMEDIES (A few of the suggested ones)

1. Onion Poultices, Etc., for Cold on the Lungs-Make a poultice of onions fried in lard and lay on the chest. Soak the feet in as hot water as can be borne and drink a glass of hot lemonade and, if you have it, a little senna tea before going to bed.

Physician's Remark-Lemonade will cause sweating, senna will move the bowels and the onions will loosen the cold by drawing the congestion from the lungs.

2. Camphor and Sugar for Cold in Head-One of the very best remedies for a cold in the head is to put one or two drops of spirits of camphor on a lump of sugar, dissolve the sugar in half a glass of water and take a teaspoonful every two hours.

Physician's Remark-Camphor will frequently stop a cold if taken at the beginning.

Barking Up Our Own Tree

-Dear Mrs. Hockey

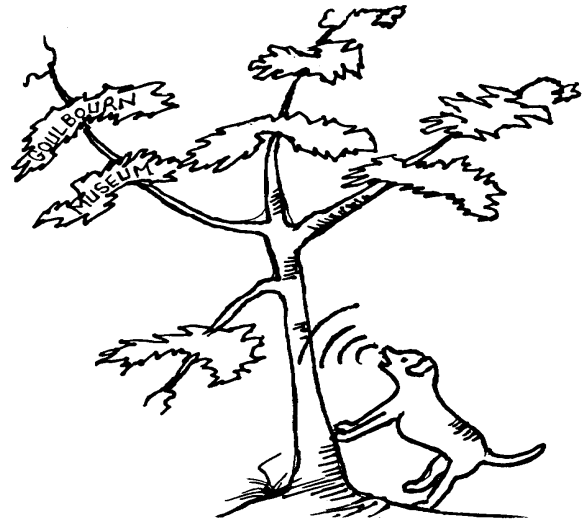
Thank you very much for letting us take a tour of your lovely Museum. You were a great help and we learned lots of interesting facts about our community and what it was like in the past. That was very kind of you to help us on the trip.

Thank you. The 4 H Club

-Dear Donna,

Thank you very much for opening the Museum for us last week. Hope we can make this an annual visit.

2nd Munster Guides



MUSEUM NOTES:

We are in the process of interviewing candidates for the Trillium digitization project. The response we received and the excellent qualifications of the candidates pleasantly surprised us. The actual digitization of photographs should begin in mid-January, although we have already been doing some trial runs ourselves.

The Historical Society elected a new Board of Directors at their Annual General Meeting on December 11, 1999. The new board consists of Percy Cathcart, John Curry, Joan Darby, Robin Derrick, Georgia Derrick, Donna Keays-Hockey, Don McMillan, and Virginia Notley. This Board will be responsible for maintaining the direction of the Society and ensuring the Society is fulfilling its mandate under the current Constitution. At the first meeting the new Board will select officers from among themselves to fill the various positions. A series of committees will then be responsible for the day to day operation of the Society and the Museum. These committees will consist of a Museum Committee (seven members), Newsletter & Publications Committee, Archives & Research Committee, and a Website and Technical Committee. These changes finally bring us into accordance with provincially accepted standards for the operations of Historical Societies and Museums. If we wish to continue to apply for the various grants, that are available, we have to ensure we conform to these regulations.

Our Christmas Party was quite a success with thirty members attending, although I'm doubtful we will be forming a choir any time soon. Many thanks to those who brought items for the buffet table. Merry Christmas to all and the very best for the next Millennium.

By: Donna Keays-Hockey
Curator, Goulbourn Museum

Add a smile to your day

CHRISTMAS ANGEL

Long ago and far away, Santa was getting ready for his annual trip...but there were problems everywhere. Four of his elves got sick, and the trainee elves did not produce the toys as fast as the regular ones so Santa was beginning to feel the pressure of being behind schedule.

Then Mrs. Claus told Santa that her mom was coming to visit. This stressed Santa even more. When he went to harness the reindeer, he found that three of them were about to give birth and two had jumped the fence and were out, heaven knows where. More Stress.

Then when he began to load the sleigh, one of the boards cracked and the toy bag fell to the ground and scattered the toys. Totally frustrated, Santa went into the house for a cup of coffee and a shot of whiskey. When he went to the cupboard, he found the elves had hit the liquor and there was nothing to drink. In his frustration, he dropped the coffeepot and it broke into hundreds of little pieces all over the kitchen floor. He went to get the broom and found that mice had eaten the straw it was made from.

Just then the doorbell rang and Santa cussed on his way to the door. He opened the door and there was a little angel with a great big Christmas tree. The angle said: "Where would you like to put this tree fat man?"

And that my friend, is how the little angel came to be on top of the Christmas tree.

(Thanks to Erskine Rivington)

It's our pleasure to welcome our newest members, who are:	
Edna Barnett	Stittsville, Ontario
Alice Hughes	Merrickville, Ontario
Mr. & Mrs. J. Warner Eakins	Stittsville, Ontario

*****RECIPES*****

CHRISTMAS PARTY PUNCH

- | | |
|-----------------------------------------------------|----------------------------------|
| *1-12 ounce can of frozen Pink Lemonade concentrate | * 2-2 litre bottles of gingerale |
| *1-12 ounce can of frozen orange juice concentrate | *12 ounces of grapefruit juice |
| *1-48 ounce can of pineapple juice | *3 or 4 cups of water |
| | *Frozen strawberries (sliced) |

For garnish, you could also put in orange slices

MEMBERSHIP APPLICATION

To the Goulbourn Township Historical Society

Last Name: _____ First Name: _____

Street Address: _____

Town or City: _____ Province: _____

Postal Code: _____ Telephone: (_____) _____ - _____

Date: _____ Amount Enclosed: _____

Memberships in the Goulbourn Township Historical Society are: Single member \$10.00 per year and Family membership \$15.00 per year. Please make your cheque payable to "The Goulbourn Township Historical Society" and mail it to: The Goulbourn Township Museum and Historical Society c/o The Township of Goulbourn, 2135 Huntley Road, P.O. Box 189, Stittsville, Ontario K2S 1A3.

The mandate of the Goulbourn Township Historical Society is to foster an understanding of our local heritage. Meetings are held on the 4th Thursday of the month. Most meetings have a guest speaker, addressing a topic of historical interest. The Historical Society is active within the schools, speaking to children about the history of the township and showing them some of the artifacts we have on display at the Museum. The Society also participates in Township events such as Canada Day, Villagefest and the Richmond Fair.

Members of "The Goulbourn News" committee are: Erskine Rivington, Hilda Moore, Donna Hockey and Virginia Notley. If you have questions or suggestions you are invited to call Hilda 838-2274 or Virginia 836-1556.
