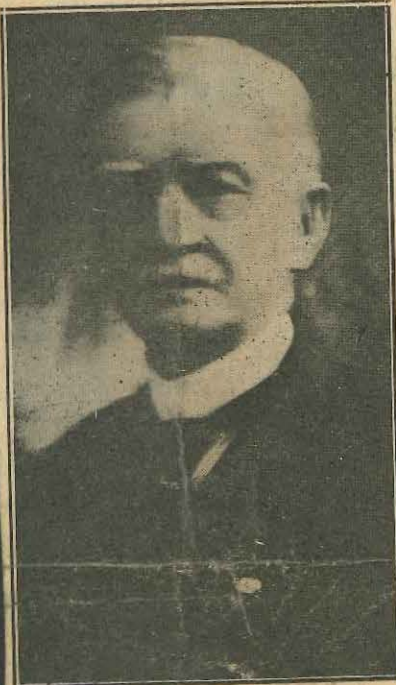


Railroad Y. M. C. A.

1905::

Organized

FIRST BOARD CHAIRMAN



The late Malcolm Coleleugh

THREE PIONEERS OF RAILROAD Y. M. C. A.



John T. James, A. A. Coulthurst, W. M. Dougall

PROMINENT FIGURES IN LIFE OF ASSOCIATION

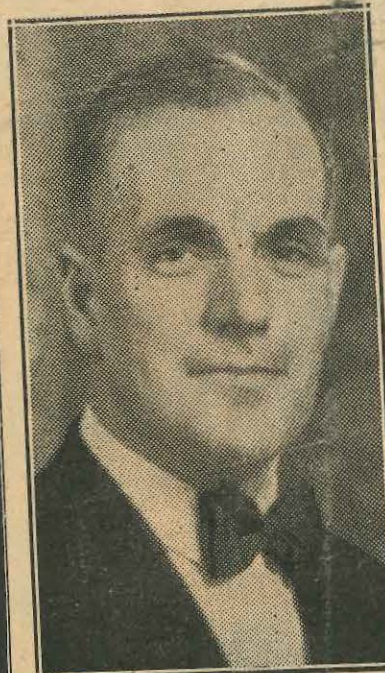
Directors:

*Malcolm Coleleugh; W. M. Dougall; A. A. Coulthurst; John T. James; *A. B. Hurrell; Martin Harvey; *A. E. Henry; *Alex. S. Jackson; F. W. James; *Menno House; W. White; John Mann; T. J. Saunders; Roy Battley; B. Dunlop; W. H. Patterson; T. Wrennick; W. W. Riddell; F. Amesbury; J. Wiburg; W. T. Malkin; E. E. Shull; J. Tolmie; H. H. Holmes; W. B. Chater; C. J. McKeough; F. A. Wenz; *C. C. Gregory; C. Fowler; J. B. Cox; W. Benner; W. R. Manock; H. C. White.

Secretaries:

F. C. Brown; W. P. Welts; J. S. Leet; G. E. Munde; William Rolfe; J. L. Hay; G. F. Broadley.
*Deceased.

15 YEARS GEN. SECRETARY



George F. Broadley

Malcolm Colcleugh Was First President of Home

Formation of association here filled long-felt need among railway employees — Conditions existing previously were unsatisfactory

The following historical sketch of the Bridgeburg-Fort Erie Railroad Y. M. C. A. is contributed by John T. James, honorary president and one of the three remaining members of the first Board of Directors.

In the month of April, 1872, in the city of Cleveland, the first Railroad Young Men's Christian Association was brought into being. This, like the parent association, was brought about in answer to prayer. The seed that had been planted blossomed forth in a humble way in the Cleveland passenger station. A room was set apart for the work and the dedicatory service was well attended by all classes of railroad men and their families. In a small way the slogan, "a home for railroadmen away from home" had its beginning.

In 1873 delegates from the railroad association attended the International Convention held in Poughkeepsie, N. Y. Five minutes was the time allotted to present the railroad work. George S. Cobb started speaking from the time he left his seat at the rear of the hall until he reached the speaker's desk, took his full 5 minutes on the platform and then continued to talk all the way back to his seat. Someone who attended the convention said that he rattled off more about the new work in that time than most men could have said in three-quarters of an hour. From this beginning the work spread from one railway centre to another.

The first International Railroad Department Conference was held in Cleveland in 1877. Not more than 25 delegates were expected, but 80 arrived from 18 railroad associations and 9 railroad centres. In 1882 the first section of the third conference was held in St. Thomas as the M. C. R. had a joint city and railroad work in this city. Every conference showed great improvement in the number of railroad Y. M. C. A.'s being established on the different systems.

In 1904 the Thirty-fifth International Convention of the Young Men's Christian Association was held in Buffalo. The railroad department was a large factor in this gathering for many issues were deliberated upon.

Plan Local R. R. Y. M. C. A.

The Grand Trunk Railway had been committed to the establishing of Y. M. C. A.'s at its different terminals, and the International Committee of the Y. M. C. A., through their representative, John F. Moore, arranged for the work to be established at Bridgeburg. D. A. Budge and C. M. Copeland made several visits to Bridgeburg to confer with the local G. T. R. officials. The need for a Y. M. C. A. was quite evident as existing conditions at the bunk room situated in the south yard were most unsatisfactory.

In August 1904, the G. T. R. had plans made for the erection of a

building, and J. Beck, agent at Black Rock, gave the contract to Hanna Brothers, of Ridgeway, to construct the building which was to be completed by February 1, 1905, at a cost of about \$4,500.

M. Colcleugh, the superintendent of the International Bridge, gave considerable time to this new venture on the part of the company. As the work progressed the need of securing a committee of management and a secretary to get things in shape for the opening became evident and F. C. Brown, of the Buffalo Creek Association, was brought over by F. Thatcher and Mr. Moore to take charge of the work until the building was ready for the opening.

On February 3, 1905, in the waiting room of the Grand Trunk station near the International Bridge, Mr. Moore, representing the International Committee, and Mr. Copeland of the Provincial Committee of the Y. M. C. A., met the following and formed a committee of management: M. Colcleugh, superintendent of International Bridge; A. A. Coulthurst, agent G. T. R.; W.

M. Dougall, clerk Wabash; Martin Harvey, engineer G. T. R.; A. E. Henry, engineer M. C. R.; A. B. Hurrell, John T. James and Alexander Jackson. At this meeting the following officers were elected: M. Colcleugh, chairman; A. A. Coulthurst, treasurer; A. Jackson, secretary. F. C. Brown was the secretary in charge of the building. The management was placed upon the shoulders of these eight men by Mr. Copeland, who gave an interesting talk on the duties and responsibilities of the committee of management. Three members of that committee remain to this day, and hold the record for attendance at committee meetings.

Officially Opened March 21st

On March 21st, the opening took

place, attended by members of the International Committee and Provincial Committee, Y. M. C. A., railroad officials and others from far and near. It was a great day for Bridgeburg and Fort Erie, for the old slogan of the railroad "Y," "a home for men away from home" was brought home with due force. The following evening the committee met and by-laws of the association were passed. The name "Bridgeburg-Fort Erie Railroad Department of the Young Men's Christian Association" was adopted. Mr. Thatcher, railroad secretary from Buffalo, was present and read a copy of the constitution of the Railroad Y. M. C. A. at the July 10th meeting and the association was duly organized. The temporary committee of management was elected as a board of directors with the following officers: President, M. Colcleugh; vice president, W. M. Dougall; secretary, A. Jackson; treasurer A. Coulthurst. The remaining members of the committee were made directors. Of these men four have passed on, A. E. Henry, A. B. Hurrell, Alex. Jackson and M. Colcleugh. At this meeting a special committee on incorporation, composed of the president and secretary, was appointed. On August 10th, the above-mentioned officers and directors were duly registered.

Ever since the building was completed, there was talk of moving it because the company needed more room for tracks and finally the directors secured half an acre from Messrs. Walker and Risley on Lewis street. Rails were laid and greased and a locomotive hauled the building to its present position. Together with necessary changes that had to be made, this cost in the neighborhood of \$1,000. The move altered the status of the holding as the company owned the building and the association the land, with the result that trustees were appointed to arrange for the mortgage. They were M. Colcleugh, W. M. Dougall and John T. James.

On November 13, 1905, F. W. James was elected to the directorate.

1905:::

Establish Classes and Club

Bible classes were then established and a debating club provided entertainment and social contact. F. C. Brown, the first secretary of the association, rendered a great service in securing contributions, pictures, etc., and Miss Helen Gould presented a fine 500 volume library and a fine Scillion that played twelve records without stopping. This was before the time of the radio, when the phonograph was popular. Miss Gould was a real friend to the Railroad Y. M. C. A.

In August, 1906, Mr. Brown was

called to the Port Huron Association and was succeeded on the first of September by W. P. Welts, who served the association until October 1907, when he was called to Rotterdam Junction. A telephone was installed during Mr. Welts' term and a first aid class organized. The San Francisco earthquake and fire in 1906 played havoc with the Y. M. C. A. Every association was asked to contribute towards the recovery. Our association secured some \$35 towards that fund which was considered quite a contribution in those days. On the departure of Mr. Welts, J. Teet became the next secretary. During his term of office \$600 was paid off the mortgage and Menno House and Jack Mann were added to the board of directors.

In 1909 a long felt need was at last accomplished. A large septic tank was installed. During the conductors' and trainmen's strike of 1910, Mr. Teet guided the association in a creditable manner. In September, 1910, he was called to the Cranbrook, B. C., association. G. E. Mundee, his successor, arrived September 16, 1910, to take over the reins of office. The mortgage was reduced some \$200 during his term,

which ended in August, 1912. J. Mann's place on the board was filled by the appointment of Roy Battley, Mr. Mann having moved away.

Religious Work Grows

William Rolfe became the next secretary, and religious work grew under his leadership. The balance was paid off the mortgage at this time. F. W. James resigned from the

Board in October, 1913, having moved to Chatham after eight years of faithful service with the association. In 1915, J. B. Dunlop, locomotive foreman, was elected to the Board, and as treasurer, Mr. Coulthurst having resigned that office. In January, 1917, the esteemed member of the Board, A. B. Hurrell, passed to his rest. A handsome portrait which adorns the wall of the Board room was presented by his widow.

At this time our secretary, Mr. Rolfe, resigned to take up the work at Niagara Falls, after five years here. J. Hay succeeded him in January, 1917.

The question of an addition to our building had been continuously before us for the previous 10 years. The men were sleeping in chairs and on the tables. So once more the company came to our aid and had plans drawn and approved by our Board for an addition which cost about \$5,450. The contract was let to Troupe Bros., of Fort Erie. Terminal Superintendent T. W. Saundus, and M. Swartz, B. & B. superintendent were both very helpful and assisted in every way to facilitate the early completion of the work and Secretary Hay worked untiringly in getting the new wing ready. When the building was completed the Board of Trustees signed an agreement with the G. T. R. respecting the new addition which increased the accommodation to 40 beds, better bathroom facilities, and better quarters for the staff.

Mr. Dunlop having resigned from the Board to go overseas, W. H. Patterson was elected treasurer.

G. F. Broadley Comes from Sarnia

In June, 1918, Secretary Hay resigned to join the C. E. F., much to the regret of the Board. George F. Broadley, from Sarnia, was engaged to succeed him. In December, 1918, when the veteran president, M. C. Colcleugh, asked to be relieved of his duties as president, the Board unanimously decided to initiate a new post on the directorate, an honorary presidency, and elected Mr. Colcleugh as the first to fill that position. W. M. Dougall was elected president; John T. James vice president; H. H. Holmes, secretary; and W. H. Patterson, treasurer.

As a pastime for the men away from home, the Board decided to put in a billiard table for the use of the members and in August, 1918, one was installed.

The association sustained a heavy loss on October 13, 1920, when the whole upper story was burned. The fire broke out about 5 o'clock in the morning and spread rapidly. The lower floor was saved and by dint of much sacrifice on the part of the help and forbearance of the patrons, the service was continued, though on a somewhat crippled style. A couple of sleeping cars were provided by the G. T. R. and placed on the siding nearby, while some of the men slept in the rest room and office. But a spirit of general courtesy and willingness to submit to inconveniences tided the local Y. M. C. A. over difficulties, while

the upper floor and roof were being rebuilt. Some improvements were made in the plans and finally all departments of the service were reinstated. The ability of the association and its patron railroad men, backed by the faithful helpers, under the skilful leadership of the general secretary to meet any emergencies, was fully demonstrated. The Board with such backing does not fear any trouble that may occur in future. The loss by fire being covered by insurance enabled us to refurnish in a more up-to-date way.

Re-opened After Fire

The re-opening was a never to be forgotten occasion. On April 21, 1921, the Ladies' Aid of the association, under the capable leadership of Mrs. John T. James, served tea to

450 guests during the afternoon reception. In the evening, 200 were banquetted. Special addresses were given by Superintendent R. H. Fish, G.T.R.; Superintendent W. H. Mathews; J. Chappelle, and by W. H. Charlton.

The next day the Grand Trunk Railroad Y. M. C. Associations' System Conference was held here, and the Ladies' Aid again rendered yeoman service by taking care of this great assembly represented by 14 associations.

In July, 1921, Fred A. Wenz was appointed secretary of the Board, and at the December meeting the following officers were elected: President, John T. James; vice president, A. A. Coulthurst; secretary, F. A. Wenz; treasurer, C. C. Gregory. The Board of Directors was increased to 12 members, four retiring each year. The banquet was held in the Bridgeburg Cafe. The officers duly installed, the retiring president, W. M. Dougall, presented to our first Honorary President, M. Colcleugh, a steel engraved life membership certificate of the Bridgeburg-Port Erie Railroad Young Men's Christian Association. In March of the following year the association became a charter member of the Y. M. C. A. retirement fund, subscribing \$125 to the accrued liability fund, thereby making it possible for our secretaries to become participants in that fund.

The religious work committee was very much in evidence in 1922-23-24. Cottage prayer meetings were held in the homes of railroad men, and special railroad Sundays were observed with railroad men speaking in the churches. Foreign work received special attention during these years. Messrs. Chandi and Isaacs, from India, addressed large audiences in the churches, and H. Fowler, returned secretary from India, and Mr. Thomas Best, veteran secretary, gave unstintingly of their time. Special contributions were received

totalling \$169, which were sent to the foreign work committee.

Gambling and Betting Forbidden

In 1925, W. W. Riddell, member of the Board, who had been a real help to our work, resigned, having been transferred to Mimico, and J. M. Dudley, who for 20 years had been international secretary, supervising the railroad association work, was transferred to the marine department, and A. S. McAlister became the new secretary. At this time all kinds of gambling or betting within the association building was forbidden on penalty of being denied the privileges of the association.

At the May meeting a motion was passed endorsing the new constitution of the Canadian Young Men's Christian Association, which gives each association direct representation on the Council. So 1925 was an epoch making year. The president, John T. James, and the general secretary attended the International Convention in Washington that year, and C. J. McKeough became a member of the Board, rendering excellent service until he was transferred in 1932. The 1926 officers were re-elected with the exception of C. C. Gregory, who moved to the United States. A. A. Coulthurst became treasurer once more.

During 1926 the C. N. R. made arrangements for issuing tickets for free beds to their enginemen who used the dormitories.

In February, 1928, the esteemed director, A. S. Jackson, who served on the Board since its inception, passed on to his reward. H. H. Holmes was elected to succeed him.

Addition is Made to "Y"

The annual banquet of 1928 was held in the association rooms and attended by 175 railroad, association and municipal officials. W. Charlton gave the address of the evening. The Younger Railroad Men's Conference was held in Montreal, and was represented locally by Howard Cox. During the year a new wash room was built at a cost of \$1,250. This drained the sinking fund, which had taken years to establish.

In October, 1929, M. Colcleugh, president emeritus, passed on to his reward, having been a member of the Board from its inception through to his demise. During the year the president, John T. James, visited Palestine and Mediterranean ports, and brought some interesting information therefrom. The annual banquet was held in St. Mary's hall, and the Niagara Frontier Veterans' Club were guests.

CONTROL ACTIVITIES DURING 1933



Present Board of Directors. Standing: J. B. Cox, C. Fowler, A. A. Coulthurst, treasurer; H. H. Holmes, recording secretary; George F. Broadley, general secretary; Wesley Benner. Sitting: W. R. Manock, president; John T. James, honorary president; W. M. Dougall, past president; H. C. White, vice-president.

Over Half Century of Service

Malcolm Colcleugh, Friend of Edison, Had Thrilling Experiences in Early Railroad Days---Diamond Jubilee Great Event in Family Life

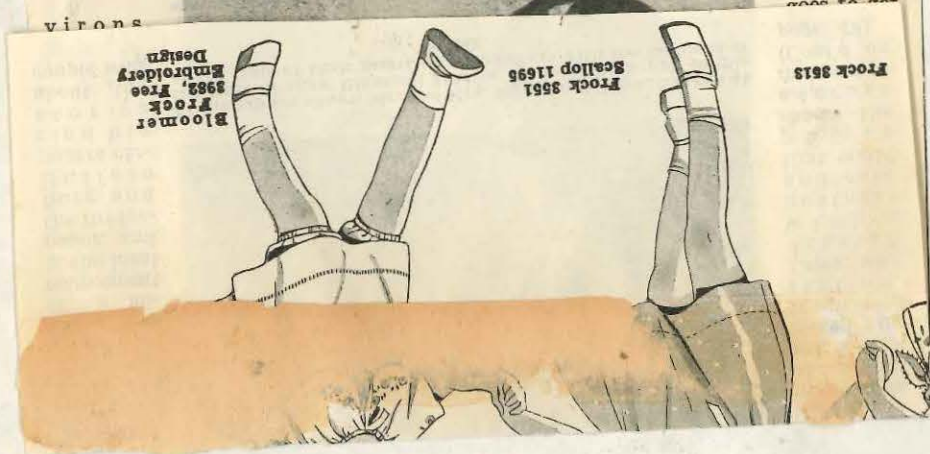
WHEN, at the Canadian National station at Bridgeburg, you ask to be directed to the home of Malcolm Colcleugh, the agent will probably ask: "You mean the old gentleman?" If he does, you will notice in his voice a note of affectionate deference. Leaving his work, he will say: "Just a moment, I'll show you." And leading you around behind the station, he will point to two beautiful poplar trees two or three hundred yards away. "Right beside those trees," he will tell you. "You can't miss it. A big bungalow with a lovely flower-garden in front."

For Malcolm Colcleugh, eighty-five years old, and a railroad man for more than half a century, is a figure of importance in two worlds—the world of railroading, and the smaller world that is made up of Bridgeburg and its en-

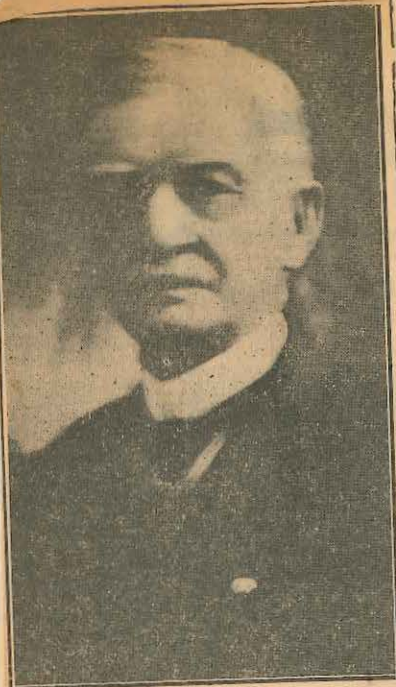
had lived happily together for sixty years—fifty of them in Bridgeburg.

From all over Canada and the United States came telegrams and letters of congratulations—enough to fill a trunk. And for ten days they kept "open house" to accommodate all who could come.

They live in a typical "railroad" sort of house—one of those comfortable wooden places painted grey and green. It has a spreading verandah, a bright garden, and is well shaded by trees. When you ring, she comes to the door: a slim erect woman with grey hair and bright eyes. She ushers you into a delightful, old-fashioned front-room, with a low piano having a wooden scroll-work affair to hold the music. She sits you down on a comfortable, roomy old chair and leaving you to look at the rows and rows of pictures and photographs upon the walls,



MARRIED 60 YEARS



MALCOLM COLCLEUGH

of Bridgeburg, former superintendent of International bridge, now superannuated, whose recollections of the days when trains crossed the Niagara River on ferries, published in this paper last week, aroused great interest.



MRS. MALCOLM COLCLEUGH.
MALCOLM COLCLEUGH.

MR. AND MRS. MALCOLM COLCLEUGH, SR.

Who will celebrate the diamond jubilee of their wedding on Christmas Day at their home in Bridgeburg. Mr. Colcleugh is a former railroad man, bridge superintendent and Y. M. C. A. president and is now retired. The happy couple lived in Bridgeburg when it was known as "Victoria" and later as "International Bridge," before its incorporation.

Below is a facsimile of the cards of season's greeting and wedding announcement that are being sent to friends and relatives at a distance:

Dec. 25, 1867

Dec. 25, 1927

Mr. and Mrs. Malcolm Colcleugh, Sr.
extend season's greetings
and best wishes for all time and
announce with joyful gratitude
the observance of their
DIAMOND WEDDING

At home until Dec. 28, 1927,
Bridgeburg, Ontario
Jan. 1, 1928, 216 Tuttle Ave.,
Spring Lake, N. J.

The above greetings and announcement are also for all friends locally, who are too numerous to try to remember with cards and too dear to take a chance that someone may be overlooked. Mr. and Mrs. Colcleugh will be at home to these friends from December 19th to December 28th, at which time they leave for their daughter's home in Spring Lake, on the Jersey coast of the Atlantic. It was at first intended that Mr. and Mrs. Hayes should drive up, but, in order that Mrs. Hayes may be company for her parents on the trip down to her home, she will come by train, and Mr. Hayes will be at the other end of the line to conduct a quiet, but quite complete observance of the festive occasion for the many friends the bridal couple have made in Spring Lake.

The double function of Christmas Day celebration and Wedding Day will be held at their home here in Bridgeburg, all arrangements for the dinner party of the immediate family being in the hands of their daughter-in-law, Mrs. Will Colcleugh.

Bridgeburg, Ont.

Old timers are wont to recall the days when railroading was more a personal matter than the impersonal organization it is today with its carefully planned routine and departmentalized structure. Many are their memories of the days when personalities were uppermost on the steel highway and the man, more than the job, left his story indelibly imprinted on the memory.

The colorful figures of yesteryear in the railway world are in the ranks of the veterans. In the fast moving panorama which is life today, the memories of pioneer railway struggle are recalled only as the pioneers pass on. When a veteran railroader dies nowadays, the odds are that behind his life lies a romance which has long been forgotten. Bridgeburg not long ago lost one of its most respected citizens. He was a railwayman, Malcolm Colcleugh. He died at the age of 86 years and had more than a half-century of service in the Canadian National Railways and its predecessor, the Grand Trunk, when his death came.

Friends from all over Ontario and New York State mourned him at his funeral and floral tributes came from even further afield. Not the least among those who honored his memory in passing was that great benefactor of mankind, Thomas Edison. Much has been written of the inventor about his early days as a railway employee. Malcolm Colcleugh was one who knew him intimately before fame and fortune whirled him to another field of endeavor. Mr. Colcleugh knew Edison when he was stationed at Stratford, and Colcleugh at Goderich, and helped him learn telegraph operation. The inventor was picking up his education along the line in those days. When Edison was moved, he and Mr. Colcleugh contrived to keep in touch with each other and late at night their instruments would be clicking in the slack hours with "wire chat", passing along the news to each other of their mutual friends. They kept on corresponding until the time of Mr. Colcleugh's death.

Born at West Flamboro, Ont., in 1843, Malcolm Colcleugh entered the service of the old Buffalo and Lake Huron Railway at Goderich, in 1862. He was telegraph officer and assistant in the agent's office. In December of that year he was transferred to the Buffalo freight terminal, and shortly after to Fort Erie as assistant agent and operator. Later he returned to the Buffalo ticket office. He was next promoted to Brantford. Early in the 'seventies, the International Bridge over Niagara River was constructed between Buffalo and Bridgeburg. He was chosen to take charge of traffic across the bridge. Until the time of his retirement, 15 years ago, he was superintendent of the bridge, also acting as agent for the old Grand Trunk.

One of the salient points in the career of the veteran railwayman came in 1866. He took part in the defense against the Fenian raids. He was a corporal in the Grand Trunk's own battalion at the time. After the raiders had crossed the river, he was dispatched by special engine from Brantford to Fort Erie to save a number of engines and cars in the terminal yards. He won his race with the Fenians, took out the old wood burners and the cars and got away safely. It was he who tapped the wires when the Fenians began their raid and sent back information on the invading forces'

OBITUARY

WILLIAM E. COLCLEUGH

Residents of Fort Erie were shocked to learn of the sudden death of William E. Colcleugh, 76, at his home at 224 North street, on Friday, September 16th. 1935

Mr. Colcleugh was born in Bridgeburg, now Fort Erie, and was the only son of the late Malcolm and Selina Colcleugh, a prominent local family. He was on the Canadian Customs staff in the early days, and at the time of his death he was a member of the Fleet Manufacturing staff and was one of that firm's oldest employees.

Mr. Colcleugh's father was the man who first taught the late Thomas Edison how to operate a telegraph instrument. While he was stationed at Stratford with the Grand Trunk Railway, Malcolm Colcleugh showed the budding genius the gadget that would speed words over the wire. The instrument was given to his grandson, Gordon Colcleugh, who later turned it over to the Ford Museum at Ann Arbor, Mich.

He is survived by his wife, Anna Kramer, one daughter, Mrs. Jerome (Islay) Glauber of Buffalo, one son, Gordon D., New York Central agent, Fort Erie, and five grandchildren, and one sister, Mrs. Edw. E. (Margaret) Hayes of Spring Lake Beach, N.J.

Funeral services were conducted by Rev. R. M. Ransom at the Atwood Funeral Home, at 3:30 p.m., Monday, September 19th. Interment took place in St. John's Anglican Church Cemetery, Ridgemoor.

Pallbearers were Alan Jackson, Sam Thornley, Harold Barnhart, Alfred Spear, Kelvin Jackson and

strength and movements to the interior of the province. He did it nearly at the cost of his own life. A grateful government gave him a bronze medal and a grant of 160 acres of land. Always keenly interested in the welfare of railwaymen, he was a member of the Railway Y.M.C.A. since it was organized and possessed a framed life-membership which is inscribed across: "In acknowledgment of his untiring fidelity to the work since its inception." When the Veterans' Club was organized, he was in the work from the beginning.

Malcolm Colcleugh Dies at age of 86

Historic figure in local annals
passes at home in Bridge-
burg

WAS FRIEND OF THOMAS EDISON

52 years a railroad man and
life-long resident of this
district

Last Saturday, September 21st, marked the passing of another historic figure from a community which has been wont to revere beyond the usual its noble old men. Life-long resident of this district and close friend of the late Dr. William Douglas, Malcolm Colcleugh passed away at his home on 32 Lewis Street, Bridgeburg, at 10.55 p.m. on that day, leaving behind him a record of kindly associations and numerous friendships which have their own tale to tell of how deeply his absence will be felt.

Mr. Colcleugh was born Jan. 10th, 1843, at West Flamboro, Ont. He entered the service of the Grand Trunk railroad at the age of nineteen, from which time he was continually in the service of that railroad, now the Canadian National, until his retirement in 1914 at the age of 71. He was first stationed at Goderich station as ticket agent and telegrapher, but was later transferred to Fort Erie as the Grand Trunk agent for the ferries which transported the trains between the American and Canadian shores.

When the International bridge connecting Black Rock and Bridgeburg was completed in 1873, Mr. Colcleugh was appointed its first superintendent, maintaining that position until the year of his retirement. It was while he was at the Goderich station that he became acquainted with Thomas A. Edison, who was at that time what is known as a 'news butcher' on the railroad. It was Malcolm Colcleugh who explained to Mr. Edison the operation of the telegraph at the railroad office, and taught him its practical use. The telegraph set which was used for the lessons is still in the possession of the family, both son and grandson of the senior Colcleugh having learned telegraphy on it.

52 Years of Railroadng

During the course of his 52 years of railroadng experience, which gave him a store of pleasant memories, both adventurous, and homely, the profession sunk deeply into Mr. Colcleugh's affections, and in the fifteen years which followed his retirement it was always evident that his heart was still in it. It was his habit to walk down to the station at Bridgeburg, a stone's throw from his house and watch the trains come through, and the men who work about the trains can tell of many long talks of old railroadng days in which the old gentleman affectionately recalled the past, and listened interestedly to accounts of incidents which carried his memory back to touch with the old happy experiences.

Awarded Medal in Fenian Raid

Among his store of memories was the time of the Fenian attack of 1866, of which he is a veteran. It was he who tapped the wires and sent word of the coming raid into the interior of the province. At that time he was a corporal in the Grand Trunk's (own) Battalion. For his exploit he received a grant of 160 acres of Ontario land and a government medal for veterans of the Fenian Raid.

In 1867 he was married to Miss Selina Parkins, of Brantford, Ont., by whom he is survived. They cele-

brated their Diamond Jubilee two years ago on Christmas day. Five children were born, of whom two survive: William Colcleugh of Bridgeburg, and Mrs. Edward Hayes of Spring Lake, N.J. One brother, George, and two grandchildren, Isla Ruth and Gordon Douglas Colcleugh, are also living.

Mr. Colcleugh was a prominent member of the Railroad Y.M.C.A., and there is a framed life-membership in his home, on which are inscribed the words: "In acknowledgement of his untiring fidelity to the work since its inception." He was also an elder of the Knox Presbyterian church and Clerk of the Session for a number of years. It was Mrs. Colcleugh who assisted in laying the cornerstone of the new Knox Church a short time ago. At the formation of the Society of Railroad Veterans he was present and was a prominent member thereafter.

Was Dr. Douglas' Friend

His tastes were quiet and he was of a contemplative and benevolent disposition. Of the things that delighted him most, especially after his retirement, a reunion with an old friend was perhaps the chief. His long friendship with Dr. Douglas continued to be a source of deep pleasure to both men right up until the time of the latter's death, Dr. Douglas having been in Mr. Colcleugh's house just before his departure on the motor trip which preceded his death by a few days. He was accustomed to watch from the windows of his house, in later days when increasing age prevented him from wandering abroad, and watch for the appearance of his railroad friends as they went along the tracks or passed by on the trains, when he would exchange waves with them, or call a greeting. Another source of deep pleasure to him were birds and flowers and trees. All the tall trees which surround his house were planted by him.

Although separated he and Mr. Edison have never lost contact. On anniversary days there was an exchange of letters in which they have kept their memories of the old days green. Not that the memory would have died or ever grown stale. Perhaps the most cherished of Mr. Colcleugh's recollections were of the days when he had taught Tom Edison the use of the telegraph.

Impressive Funeral Services

The funeral was on Tuesday last at 2.30, a service being held at the Colcleugh residence at 32 Lewis St. before proceeding thence to Ridge mount Cemetery, where another service was conducted at the graveside.

At the first service, which was conducted by the Rev. Robert Duncanson, assisted by the Rev. C. H. Lowry, of Tansley, selections of sacred music beloved by Mr. Colcleugh during his life were rendered by a quartette of singers from the Knox Presbyterian church. The quartette was composed of Mrs. Walden, soprano; Miss McKinley, alto; Mr. William Tait, tenor; and Mr. Peter Gordon, bass. Miss Bullard, organist of the church, was at the piano.

Among the musical selections were "Unto the Hills do I Lift up My Longing Eyes" and "Lead Kindly Light." These were especially loved by Mr. Colcleugh.

The second service was conducted by the Rev. William Burt, of St. Paul's church, Fort Erie. Both services were remarkably simple and beautiful.

A deluge of floral offerings were received, which filled four cars in the procession to the cemetery. The funeral was very largely attended and the automobiles in the procession numbered some twenty.

The following persons from out-of-town attended the funeral: Mr. and Mrs. Peter Idington, of Grimsby; the Misses Margaret, Kate, Flora and Janet Idington, of Ottawa; Jack Idington, Mr. and Mrs. Walter Idington, of Galt; Murray Colcleugh, of Winnipeg, Man.; Miss Maud Smith, of Burlington, Ont.; Mr. and Mrs. Marcus Day, of Detroit; Mr. Fred Bailey, of Toronto; Mr. Malcolm Idington, of Ottawa; Mr. and Mrs. Howard Colcleugh, of Buffalo; Mr. and Mrs. Hayes, of Spring Lake Beach, N.J. These were all relatives of the deceased. Other out-of-town people at the funeral were: A. E. Logan and Dan McMurray, of Pittsburg, Pa.; Mr. A. E. Grimm, of Buffalo. The of-

ficers and salesmen of the Kinse Realty Co., of Buffalo, with which firm Mr. William Colcleugh is connected, were present in a body.

Of pall bearers there were six active and eight honorary. They were respectively: Mr. J. H. North, Cap. R. McMurray, Mr. Wm. Dougall, Mr. C. McKeough, Mr. George Pepper and Mr. T. W. Saunders; Mr. Wm. Tait, Mr. Charles Glenny, Mr. Wm. Hogg, Mr. George Broadley, Mr. Cecil McKenzie, Mr. Blake Brown, Mr. Peter Gordon and Mr. A. R. Current.