

RAILWAYS BUSY WITH XMAS TRAVEL

Was Much Heavier Than Ex-
pected Especially for Short
Distance Runs

COLD DELAYED TRAINS

Traffic Nearly Equal to Last
Year's Record—Party of
Enemy Aliens Sent Off
to Petewawa

While there was some sign of general retrenchment in Christmas travel this year it was not nearly so pronounced as had been expected. In fact at the Bonaventure station it was stated that the holiday business had been practically as brisk as last year, especially as regards short trips, the inference being that a great many people whose relatives lived in the country were going home to spend their holidays.

At the Windsor street and Place Viger stations it was stated that while traffic was not as great as last year, it was a good deal better than had been expected. In fact so many people were taking trips that the traffic officials were surprised, and had to call out a number more cars than they planned for. In this again the greater demand was for short distance trips, chiefly to country places.

There was a great deal of journeying to Ottawa on both the Grand Trunk and C.P.R., the afternoon and night trains having to put on extra cars. In the same way a considerable exodus to Toronto and other suburban points took place on Christmas Eve, the night trains for Chicago on the Grand Trunk going out in two sections, with a solid train of eight sleepers for Toronto, while the second section had two through sleepers for Chicago, one for Hamilton and one for Detroit, besides the usual first class coaches.

A large number of people also went to New York, the D. & H. train on Christmas Eve pulling out with twelve sleepers. This was too heavy for one train, but other cars were picked up en route, and at Plattsburg, it was split into two sections.

Local business was very heavy, quite equal to that of last year, especially on trains running to Sherbrooke, Ste. Hyacinthe, Massena Springs, etc.

Incoming trains were also heavily loaded, the night Grand Trunk train from Toronto coming in yesterday morning with nine sleepers and a first class coach, while incoming trains from other points were all well filled and carrying extra cars.

On the Canadian Pacific the afternoon trains for Ottawa, Christmas

Even, had to run in two sections, while all the local trains for Ottawa, Perth, Newport, Vt., and Sherbrooke were loaded with extra cars. Long distance travel was not as heavy as usual, although the Toronto trains, both going and coming, were heavily loaded, while the Quebec trains handled capacity business.

COLD DELAYED TRAINS.

The sudden cold snap coming at the same time as the heavy Christmas traffic caused a good deal of delay, and many of the trains yesterday and on Christmas Day ran late. The frozen rails and axles made it hard pulling for the engines, everything freezing up each time a train would stop, so that with frequent and long stops it was hard for engineers to keep up to time. The Intercolonial trains from Halifax were among the worst sufferers from the weather, pulling in several hours late, while the trains from New York and Chicago also added an hour or two to their schedule. Even the Ottawa trains, which generally try to run to the minute, several times registered a half-hour behind time.

ALIENS FOR PETEWAHA.

Amongst the Christmas trippers was a party of enemy aliens, who left last night to spend the holiday season, and such further season as the war may last, at the Petewawa Detention Camp. There were 75 men in the crowd, most of them Austrians, and they seemed quite cheerful over their trip, evidently regarding it as a welcome change from the monotony of life in the detention prison on St. Antoine street. They were attended by a military guard, with fixed bayonets, but the soldiers were not called upon for much work, the main fear of the prisoners seeming to be that they might be forgotten and left behind. The alien enemies were comfortably fixed up for their northern trip, with sheepskin lined coats, Arctic rubbers and plenty of underclothing.