

# Local Railway Items from Ottawa Papers - Eganville

**Monday 29/03/1875 Ottawa Citizen Eganville**

In view of the Pacific Railway running through Eganville, Mr. Thomas Murray of Pembroke has purchased a large building in that village for the purpose of starting a general store on a large scale. Several other persons are also investing in Eganville in anticipation of a rise in the price of property when the railway work is commenced.

**Monday 24/04/1876 Ottawa Citizen Eganville Eganville**

A general feeling of uncertainty prevails with regard to the extension of the C.C.R. through here which time will only remove.

**Friday 12/12/1884 Renfrew Mercury Eganville Eganville**

A meeting of ratepayers was held in the City Hotel, Eganville on Saturday evening last, to consider the best means to induce the Kingston and Pembroke Railway Company to build a branch line from Tenfrew to Eganville. More.

**Friday 16/04/1886 Renfrew Mercury Eganville**

Eighty of the residents of Eganville and vicinity have sent a communication to the Kingston Board of trade, setting forth the wants of that district for railway facilities, the agricultural and mining resources which would furnish a railway line with business, and asking the Board of Trade to use their influence with the Dominion Government to obtain a bonus for the road, and also with the directors of the K. & P.R. to induce them to build the road. Mr. Nash, the K. & P. engineer, states that the line over which the road runs is mostly level. The distance is about 23 miles, and he estimates the cost of construction would be \$15,000 a mile, or about \$345,000, for the whole line.

**Friday 23/04/1886 Renfrew Mercury Eganville**

Mr. B.W. Folger, superintendent of the Kingston and Pembroke R.R., when spoken to by a Whig reporter, about the extension of the road to Eganville, said, "The road will be built. It is only a matter of time. We have the necessary charter. The country back there is opening up, the farmers are becoming wealthy, and as traffic increases on our line the demand for the extension will make it imperative that it should be built." The Enterprise, this week states that Messrs. Wm. Gorman and Robert Turner, of Eganville, visited Ottawa, and were granted an interview with the Minister of Railways, to whom they were introduced by the M.P.'s of North and South Renfrew. The Minister promised that a grant would be recommended to the line, so soon as the company could show a reasonable scheme for building the road.

**Friday 31/12/1886 Renfrew Mercury Eganville**

It is understood that a meeting will shortly be held at Eganville and other points to ascertain the feelings of the people in regard to the extension of the K. & P. from Renfrew. It is proposed that an effort be made to extend the line to Combermere and make connection with the Irondale railway, now well under way in construction, which would be of more benefit to the company and the country in general. - Kingston Whig.

**Friday 30/12/1887 Renfrew Mercury Eganville**

B.W. Folger, superintendent of the K. & P.R. says that as soon as a bonus to the extent of \$6,000 per mile is provided the company will build from Renfrew to Eganville. The distance is 24 miles. Already the government has bonussed the line to the extent of \$3,200 per mile.

**Friday 25/10/1889 Renfrew Mercury Eganville Renfrew**

Several K. & P.R. "magnates" passed through Renfrew on their way to Eganville on Tuesday, to look over the line of the proposed extension to Eganville. In the party were Messrs. C.F. Goldersleeve, B.W. and H. Folger and M. Grady of Kingston, John Flower, Mr. Gilbert and R. Patterson of the States.

**Friday 01/11/1889 Renfrew Mercury Eganville**

Dispatches from Kingston say that the K. & P.R. capitalists and miners who visited Eganville last week "found a very rich country, and were very much impressed." Another despatch says, "They found a stirring village of about 1,000 inhabitants. If the new line is to be built, it will bring considerable trade to Kingston which now goes to Ottawa. In the near future the Company will meet and discuss the construction of the line. In all probability Kingston will be asked to assist in the way of a bonus.

**Friday 21/02/1890 Renfrew Mercury Eganville**

On Wednesday, Mr. C.F. Gildersleeve telegraphed to Mr. John Smith to gather a few citizens of Renfrew, Eganville and Douglas together at Renfrew. He wanted to get information regarding the probable traffic to and from the "back country" if the K. & P.R. were extended to Eganville; to lay before the New York capitalists who were interested in the road. Messrs. Campbell and McEachen came down from Douglas, but no delegation appeared from Eganville. Among those who were present at the meeting in the Dominion House in the evening were Messrs. A. Barnet, M. Russell, John Smith and S. O'Gorman, and they were able to give Mr. Gildersleeve considerable of the kind of information he wanted.

**Friday 15/09/1891 Renfrew Mercury Eganville**

The Enterprise advises the K. & P.R. to build an independent line from Calabogie to Pembroke via Eganville; instead of taking advantage of running powers over the C.P.R. line from Renfrew to the county town. The running right over another Company's line, without the free wish of that company, will not work well in the Eganville editor's opinion.

**Tuesday 26/07/1892 Ottawa Journal Eganville**

Gossip, however, has it that the C.P.R. will survey the line from Cobden to Parry Sound and when they have their plans completed, the company will apply to parliament at its next session for a charter for building the new line.

It is some two hundred miles from Cobden to Parry Sound. Cobden is ninety miles from Ottawa. Should this alleged proposal of the C.P.R. be carried into effect the Ottawa and Parry Sound railway would have a very powerful rival for the lake traffic, the C.P.R. having the advantage of striking their main line after traversing only some two hundred miles of territory.

Others have it that the C.P.R. are about to build a line from Cobden to Eganville where the Parry Sound would be tapped. For this short route there is said to be an existing charter. - also in Renfrew Mercury 29 July.

**Tuesday 26/07/1892 Ottawa Free Press Eganville**

Engineer Ramsay and his staff of surveying engineers have completed a survey of the country between Cobden and Parry Sound with a view to locating a line of railway between these two points. The rumor is that it is the intention of the C.P.Ry. directors who already have the connection between the city and Stittsville to construct a line which would be in operation before the line now under construction by the C.A.R. Be that how it may the arrival of the surveying staff in Cobden have caused no small sensation and excitement went up to fever height. Enquiry at the official headquarters of the C.P.R today could illicit no further information than that given above. The high officials were all courteous but said nothing. It was learned that the C.A.R. had been informed of the proceedings of Mr. Ramsay and his staff, and viewed the whole matter as a mere desire on the part of the C.P.R to straighten out their line between Eau Claire and the western points.

Mr. H.B. Spencer was seen by the Free Press this morning, and whilst not admitting or pretending that there was nothing to tell, quietly and decisively said that he could answer no enquiries.

The C.P.R route between Cobden and Parry Sound, would it is understood be some 200 miles shorter than the proposed Ottawa and Parry Sound route. It is also understood that when the scheme now under consideration is made public it will not be found without full sanction by charter. A few days will tell the whole story.

**27/07/1892 Eganville Enterprise Eganville**

The Enterprise reported that CPR officials had said: "that construction would commence within three weeks and be built as far as Eganville before Mr. Booth would be able to commence his line. Surveys would be commenced immediately, working east to Cobden and west to Parry Sound. When the survey was complete, the CPR would apply for a charter from Parliament."

**Wednesday 27/07/1892 Ottawa Journal Eganville**

It is said the C.P.R. has a charter for what is known as the Northwestern railway running from a point on the C.P.R. main line to Georgian Bay. This charter, it is understood, will be utilized for the present railway.

In the meantime Mr. Ramsay and his surveying staff are busy at work surveying from Cobden in the direction of Eganville, but the people from up there don't attach any weight to this trial survey because the natural route leads up the valley of the Bonnechere and this valley terminates at Renfrew. Cobden is about twenty miles west of Renfrew. Also in Renfrew Mercury July 29.

**29/07/1892 Renfrew Mercury Eganville**

An alert Renfrew citizen spotted Mr. W. A. Ramsay of Montreal, chief engineer of the CPR, driving down the main street of Renfrew. It was noted that Ramsay was meeting with people who held an old charter for a road from Cobden to Eganville. It was soon revealed that the CPR had purchased the Pontiac and Pacific Junction Railway, and planned to extend it across into Renfrew County and build it right on to Parry Sound, and that this would be done at once. Suggestions that Renfrew would be made a divisional point with workshops, etc., were made. Renfrew's Mr. Barnet told the CPR that there was little chance of giving a bonus; the Village was too heavily burdened as it was. The CPR thought that Renfrew may help securing the right-of-way, or donate land for sidings and workshops.

The CPR's superintendent estimated that it would cost over \$180,000 more to build from Renfrew than from Cobden, but that the route would be more direct. Mr. Barnet said that he understood that when there were two charters for a road in the same locality, the first to build got the subsidy. The Mercury felt that we had been suffering under CPR rates for so long that we should not antagonize the OA & PS or the CPR. Was it a game of bluff on the part of the CPR? The merchants felt that freight rate competition would be a good thing. In Ottawa, rail competition had saved \$100,000 alone in shipping apples. Renfrew didn't have much to thank the CPR for. 'We have the shabbiest accommodation of any place along the line, and the station was even put on the wrong side of the road. Their rates could not be higher, and they take advantage of every technicality to tack on the price. So it would be foolish to throw any obstruction in the way of the OA & PS.' Mr. Carswell spoke favourably of the exemption from taxation of any workshops. However, the meeting felt that they did not have enough definite information to make any definite decisions.

One day last week, a gentleman of Renfrew thought he noticed Mr. W.A. Ramsay, chief engineer of the Canadian Pacific Railway driving through town with a lady. He was sufficiently interested to go up to Plaunt's hotel and examine the register of guests. Sure enough, the names of "W.A. Ramsay and wife, of Montreal" appeared thereupon.

A railroad mans doings are always fair game for inquiry in this day of railroad enterprises: and a little inquiry elicited the information that Mr. Ramsay had driven by way of Cobden to Eganville and intended to return to Renfrew. The fact that Messrs. Duncan McIntyre, Jas. Worthington and others held an old charter for a road from Cobden to Eganville at once flashed upon the gentleman's memory and he communicated his intelligence to The Mercury with the query of "What's up?"

The matter was not long left in doubt. On Saturday evening the news flew about Renfrew that Mr. C.W. Spencer, superintendent of this Division of the C.P.R., was in town, that he was closeted with some citizens, that the C.P.R. had purchased the Pontiac and Pacific Junction Railway, and intended to extend that road across into Renfrew county and build it right on to Parry Sound: and that this would be done at once.

As a matter of fact, Mr. Spencer asked Mr. A.A. Wright for the use of his private office and asked Messrs. A. Barnet, M.L. Russell, and S. McDougall to meet with him and Mr. Wight there.

As a result of the conference then held, the following requisition was circulated and signed on Monday morning:-

Renfrew July 25, 1892

To. P.S. Stewart, Esq.

Reeve of the Village of Renfrew

Sir - As we understand that the Canadian Pacific Railway Company propose to build a railway, at once, from Cobden or Renfrew, or some point on their line between these two places, to Parry Sound, and as one of their officials has requested that a meeting be called, to see what assistance Renfrew would give, if any, if Renfrew were made a starting point and a Divisional Point on the new line, the undersigned would respectfully request you to call a meeting of the ratepayers for the consideration of this matter.

A.A. Wright

M. Devine

A. Barnet

D. Stewart

J. Brydge, Jr.

T.D. Galligan

H. Stevenson

T. Stafford

James Clarke

M.L. Russell

S. McDougall

W.E. Smallfield

W.A. Mackay

James Ward

A. Anderson

J.K. Rochester

G.W. McDonald

In compliance with this requisition, the Reeve, who was just about to start on his summer outing to Old Orchard Beach, issued a call for a public meeting of the ratepayers on Wednesday evening. A large number of ratepayers responded to the call, the Hall being well filled. In the absence of the Reeve, Mr. DF. Barr, councillor was moved to the chair. He knew nothing of what was the object of the meeting beyond the announcement of the poster: and called on some of the signers of the requisition to give definite information.

Mr. McDougall said that he had expected that some official from the C.P.R. would be present to make full explanations. As he understood the matter, the C.P.R. Company proposed to build from Cobden westward; but that Mr. Spencer had an idea that Renfrew would be, in the long run, a better starting point - a line from here would be through leveller country, and would save five miles in the through route. He thought that Mr. Spencer's idea was that Renfrew might provide the right of way to Douglas.

Mr. Barnett added that Mr. Spencer had said that some day the C.P.R. might take over the K. & P.R., and then in connection with this new road make Renfrew a Divisional point. Carleton Place was too far east for a Divisional point. Mr. Barnett said that they had told Mr. Spencer that there was not much chance of Renfrew giving a bonus - we were too heavily burdened already. But Mr. Spencer thought that we perhaps might do anything towards securing the right of way, or providing the extra land they would need here for sidings and workshops. Mr. Spencer said they had an old charter and subsidies for the road. It would cost the company \$180,000 or \$200,000 more to build from Renfrew than from Cobden, but the route would be more direct.

The Chairman said that he understood that where there were two charters for a road in the same locality, the first to build received the subsidies.

Mr. Barnett said that he hardly thought the C.P.R. expected to get the subsidies granted by the Government to the O.A. & P.S. Railway.

Mr. Jas. Craig said that it was singular that at this late date, when another railway was assured, the C.P.R. should rush to the front in this manner. The O. & P.S. was now under construction, and part of the right of way between Renfrew and Eganville was purchased, and he (Mr. C) had been retained to go over the route and settle for the rest at an early date. The O. & P.S., he was authorized to say, would be built to Renfrew, and that without costing the town a cent. We have been suffering under C.P.R. rates so long that it would be bad policy to antagonize any rival line. It was not wise to antagonize the C.P.R. either; but still our sympathies should be with the rival line. This move may be a game of bluff on the part of the C.P.R. It was hard to say. But it would be folly to take any action that would dissuade the O. & P.S. from coming here, or cause it to sell out. If the O. & P.S. were frightened off, and the K. & P.R. bought up we would still be under the thumb of the C.P.R.

Mr. S. McDougall said that matters were in a delicate position. There was always a natural sympathy with a competing line, and an anxiety to get more than one railway into a town; but if the C.P.R. went ahead and pushed the building of their line first, would money be loaned by capitalists to build a parallel route? And in that case the O. & P.S. might never be finished to Renfrew.

The Chairman said that he knew that C.P.R. freight rates were cheaper to Cobden and Portage than to Renfrew (on account of the Pontiac road); and that since some of the Renfrew merchants had been getting their freight by K. & P. and the Grand trunk, the C.P.R. was giving a better service. This was the value of having a competing line.

Mr. Geo. Eady would like to see as many railroads as possible coming to Renfrew, but was inclined to think that the C.P.R. might be bluffing in this game. The right of way from Renfrew to Douglas - if that was what the company wanted - would cost from \$10,000 to \$20,000. He had had some experience as an arbitrator when the K. & P.R. was purchasing its right of way.

Mr. Barnett thought that a bonus from Renfrew was pretty much out of the question: but it might be well for the town to give land enough for workshops and sidings, and exemption from taxation to any company putting up workshops here and guaranteeing to employ so many hands a year. This was not necessarily to the C.P.R.; nor to any particular company - but say to the first one putting up the works.

Mr. P. Devine said that Mr. Booth had assured some Renfrew gentlemen that the O. & P.S. line would be completed to Renfrew by September, 1893, or earlier. On the one freight of apples alone the city of Ottawa had been saved \$100,000 in one season by having competing lines. He had no particular fault to find with the C.P.R. but Renfrew had not much to thank that company for either. We had the shabbiest accommodation of any place along the line, and the station as even put on the wrong side of the road. Their rates could hardly be any higher: and they take advantage of every technicality to tuck on the price. It would be foolish to throw any obstruction in the way of the Ottawa & Parry Sound line. Still he would like all the roads we could get. And if the C.P.R. had any straight business-like requests to make to Renfrew, we should give them fair consideration. He also thought well of Mr. Barnett's idea of encouraging the building here

of work-shops.

Mr. Jas. Caswell also spoke favorably of the exemption from taxation of any work-shops: and the meeting seemed to sympathize with this idea also.

But as there were no definite particulars before the meeting from the Railway Company's stand point: and it was thought probable that the Company would later on make some requests, the following motion of Mr. Geo. Eady, Jr., seconded by Mr. S. McDougall, was carried nem.con:-

"While cordially sympathizing with all railway enterposed which seek or tend to improve the material interests of the town, this meeting does not feel that it has sufficient information before it to take any action."

**Friday 29/07/1892 Renfrew Mercury Eganville**

The Eganville Enterprise, in its issue of the 27th inst., says that not much attention was paid to the report which spread abroad in the village on Saturday, that the Canadian Pacific intended to build a branch line from Cobden to Eganville, until Mr. C.W. Spencer, Mr. Ramsay and Mr. H. Carry, C.E., all of the C.P.R., arrived, when it caused quite an excitement. In conversation with several of the villagers, they stated that the C.P.R. would build a line through to Parry Sound, that it would be commenced within three weeks and built as far as Eganville before Mr. Booth would be prepared to commence his line. They also stated that surveys would be commenced on Tuesday (today) from Eganville as their headquarters, working east to Cobden and west to Parry Sound, had they made arrangements with the Foy House for the staff of twelve men who are to be engaged in it. They also engaged Mr. Kinkaid and instructed him to hire four men for choppers. They left in the afternoon, returning to Cobden by way of Douglas. One of the party remarked before leaving that the trade of this section was too valuable for the C.P.R. to lose. - The Enterprise inquires whether this is a bluff to intimidate Mr. Booth from building his line and said the sympathies of the people of this section are with Mr. Booth.

**Monday 01/08/1892 Ottawa Journal Eganville**

Work commenced - opposition to Booth. C.P.R. will run east and west out of Eganville.

**Friday 05/08/1892 Renfrew Mercury Eganville**

With trade in the towns and villages rather quiet at this particular season, the chief business of the people for the past week or two in this neighbourhood has been the consideration of the possibilities and probabilities of the railways projected hereabouts. Rumors are plentiful. Facts are rather otherwise.

This much is fact, however: that on Thursday of last week Mr. C.W. Spencer came back to Renfrew, and was driven by Mr. Barnet up the valley of the Bonnechere as far as Douglas; going up on one side of the river and coming back on the other; and that on Wednesday of this week, Mr. W.A. Ramsay, chief engineer, and his staff of surveyors came to Renfrew and commenced a survey of the route on the north side.

In conversation with Mr. Barnet, we learn that Mr. Spencer was favorably impressed with the route from Renfrew: though there are some slight disadvantages; but that, of course, no definite decision as to the starting point would be made until the surveyors had been over the ground and reported to the directors.

More.  
This week's Eganville Enterprise says:- On Saturday, Mr. C.W. Spencer, General Superintendent, accompanied by Chief Engineer Ramsay, again visited Eganville, met Reeve McCann and asked that some of the villagers should meet him. About 25 or 30 of the citizens assembled in Foy's hotel, when he explained to them the resolve of the C.P.R. to build to Parry Sound, and asked that the right of way should be given to them. After some discussion as to the route the road would take in passing the village, both Mr. Spencer and Chief Engineer Ramsay gave it to be understood that the line along John street would be taken. A resolution was then passed that the right of way through the village should be given free. The right of way through the village will be found to be an expensive one, as buildings have to be removed, and damages paid for properties cut off from access to the street. The C.P.R. are building the line for their own accommodation and it would be built bonus or no bonus. Eganville is in want of a railroad and it is quite right that reasonable aid should be given to the first one which will accommodate it, but we think it would have been better to have given a reasonable bonus and allowed the company to have purchased the right of way themselves. However, the honor of all those who voted for the resolution is virtually pledged to the company to use every exertion to see that the resolution is carried into effect. Eganville has suffered so many disappointments in railroad matters that it is hard to realize that we are likely to have the cars running into the village before the winter sets in, and yet we now believe such to be the case. There is a good deal of speculation as to whether the O.A. & P.S. Ry. will now build their line.

**Monday 15/08/1892 Ottawa Citizen Eganville**

The Renfrew Mercury says: It really looked as if the C.P.R. meant business in connection with their new line to Parry Sound, when Messrs. Spencer and Ramsay, who were here on Friday, were inquiring for different members of the village council and announcing that Duncan McIntyre and some other of the C.P.R. directors were coming up to inspect the proposed routes the next day. During the night Messrs. Duncan McIntyre, R.B. Angus, - Cassels and T.G. Shaughnessey did arrive; and bright and early next morning they were off - driving over the route from Renfrew to Eganville, along the north shore of the Bonnechere; and then driving on from Eganville to Cobden; and going down the line in a special in the evening.

The nearest approach to any definite information as to which route they decided to adopt - whether from Cobden or Renfrew - is that on Tuesday morning of this week, Mr. Ramsay, chief engineer, engaged a vacant store in Mr. T. Stafford's block in Renfrew, as headquarters for an engineering staff. As he would not take another suitable building because the owner would not guarantee them more than two month's tenancy, it is presumed that they expect to be here for some time; and it is also taken as an indication that Renfrew is to be the starting point of the new line.

The surveyors are now busily at work "locating" the line from both Renfrew and Eganville. The track will follow the course of the main line for about three and a half miles west of Renfrew, branching off to the west at the Payne farm, in rear of Dennis O'Connor's.

**Friday 26/08/1892 Ottawa Journal Eganville**

The C.P.R. have now commenced track building on their Parry Sound branch. They now have some 70 men at work in Renfrew village. They expect to reach Eganville village, which is twenty-two miles west of Eganville. by Christmas.

**Friday 26/08/1892 Renfrew Mercury Eganville**

The New Railway Under Construction

"All aboard for Douglas and Eganville!" There seem little doubt, now, that the new line the Parry Sound branch of the C.P.R. - will soon be running at least as far as Eganville. One day last week a switch was built out where the new track is to branch off from the main line: and an official car was located there for a day or two. On Tuesday of this week, work was actually commenced on construction: Mr. J.R. O'Brien, who had been engaged as foreman, having some fifty men employed. At present it seems likely that the Company will itself construct the line, instead of having it done by contract. They are advertising for 1,000 men and 300 teams, and expect to have 500 men at work by the end of next week. The work will all proceed from this end, the rails - which are on the way to Renfrew - being laid at once, as the grading is finished. The right of way, it is said, has been purchased between Renfrew and Douglas. The line starts at the farm of Joseph Payne, back of D. O'Connor's, and goes on through the properties of Robt. Henderson, Thos. McKeddie, John Peever, A. Carswell, Chris Crzozier, John McKeddie, Peter Dalglish, Robt. Moir, H. Keeleese and C. Crozier. Beyond that point we have not the names of those through whose farms the line runs, but the foregoing will give our readers an idea of the route.

The laying of the rails will probably commence next week.

The engineers have removed their offices to the shady side of Main street - into Mr. P.S. Stewarts residential building, opposite the Merchants' Bank. Renfrew will probably be their head office till the line is completed to the Soo.

Mr. Cleophas Deroche is running the large boarding house required by the construction gang.

This week's Eganville Enterprise says:-

The surveyors are continuing the locating of the line to Eganville. The ones working from Renfrew had reached Douglas and those from Eganville have reached the Fourth Chute. The right of way from the main line to Douglas has been purchased and as soon as the locating is completed the work of construction will be commenced. Mr. Plaunt, of Vanbrugh, commenced on Monday (yesterday) to engage men for the work. It is expected that the locating will be completed Wednesday and that work will commence this week.

The Cobden correspondent of the Pembroke Standard this week says:-

"The railroad which is to be built from the main line of the C.P.R. to Parry Sound, and which we fondly hoped would start from here, is now, it appears, going to start from a point five miles on this side of Renfrew. C.W. Spencer is reported to have said in Ottawa a short time ago that had it not been for the 'pigheadedness' of some of the property owners of Cobden the management of the company, in all probability, would never have thought of starting to build the road from any point other than this. Cobden is becoming a veritable graveyard for blasted hopes. Many are now buried here and it is strange if their spectral forms do not haunt some of those who have earned for themselves the expressive, though non-euphemistic epithet 'pigheaded.'"

**Saturday 27/08/1892 Ottawa Free Press Eganville**

The C.P.R. are advertising for 1,000 men and 300 teams to work on the construction of their line from Renfrew to Eganville. About fifty men are now engaged on the job, it being expected that the work of laying the rails will be commenced next week.

**Saturday 27/08/1892 Ottawa Citizen Eganville**

The C.P.R. have about fifty men employed on their proposed new line from Renfrew to Eganville. Mr. J. O'Brien is foreman. The company is advertising for 1,000 men and 300 teams and expect to have 500 men at work by the end of next week. The work will all proceed from Renfrew. The rails, which are on the way there, are to be laid as soon as the grading is finished. The work of laying them will commence next week.

**Saturday 27/08/1892 Ottawa Journal Eganville**

The C.P.R. are evidently going to push their Parry Sound branch with all possible speed. They are advertising for 1,000 men and 300 teams and expect to have 500 men at work next week. Grading and rail laying will be pushed forward with all alacrity. About 50 men are now working on the line under Mr. M.J.R. O'Brien. The line is being constructed from Renfrew westward.

**Thursday 01/09/1892 Brockville Recorder Eganville Eganville**

The C.P.R. are advertising for a 1,000 men and 300 teams to work on the construction of the line from Renfrew to Eganville. About fifty men are now engaged on the job, it being expected that the work of laying the rails will commence next week.

**Friday 02/09/1892 Renfrew Mercury Eganville**

Atlantic & North-Western

If there is anything in a name, then the new line of railway which the C.P.R. has started to build from Renfrew is to be no side line built for bluff, as has been suggested or surmised by those who thought their interests left out in the cold. "The Atlantic & North-Western" is its title: and out of that, anyone with a vivid imagination can build a great future. That within a short time a large proportion of the western traffic will come over the line: a good many people conjecture: and some even think that next summer the C.P.R. steamships to and from Fort William will connect with the railway at Parry Sound instead of Owen Sound. At all events, the work is being pushed forward rapidly. Nearly every morning gangs of men from various places arrive and are at once taken up to the work. On Monday two or three carloads of rails were sent up to the point of construction.

Men are easier to get than teams. Horse owners want more than the \$2.75 a day offered for a team and teamster.

Quite a lengthy trestle will be required along Robert Henderson's farm. The track through his place is about half a mile away from the main line.

Councillor Kosmack was hunting for the engineers on Monday, to see what arrangements could be made for a good crossing at the "Cedar Bridge" hill. The railway crosses the road there right on the brow of the hill: and it will be difficult for the corporation of Admaston to go on reducing the incline of the hill, as they have been doing.

Last week we gave the names of a few of the farmers through whose property the new road would run. This week we are able to add to the list. After leaving Christopher Crozier's, through the farms of H. Behm, F. Menke, Thomas Hynes, Albert Hanniman, Franz Thom, Johnson Patterson, Wesley Phillips, Wm. Morrow, Wm. Kohnke, Geo. Phillips, H. Barr, J. Code, - Peever, D. Dewar and Jas Stocks; and at this point it crosses the river, within a mile of Douglas.

Thos. Murray was in town last Saturday. Speaking with him on the Parry Sound railway construction, the gentleman told our reporter that his firm had tendered for the 10 miles now being made by the C.P.R. The section tendered for by Mr. Murray is very easy of construction and the job is not expected to last long. Pontiac Advance.

**Thursday 08/09/1892 Ottawa Free Press Eganville**

Mr. H.B. Spencer, assistant superintendent of the C.P.R. returned this morning from Pembroke and a trip over the route of the Renfrew and Parry Sound line. He states that there are three and one half miles of metals laid already and that the work of construction is being carried on vigorously.

**Thursday 08/09/1892 Ottawa Citizen Eganville**

A gentleman who arrived in the city yesterday from Renfrew states that about 150 men are now engaged on the C.P.R. extension to Parry Sound. Efforts are being made by the company to reach Eganville by Christmas.

**Friday 09/09/1892 Renfrew Mercury Eganville**

A. & N.W. Railway Notes

In describing the route to be taken by the Atlantic & North west Railway, the Mercury last week was in error in stating that the line would cross the Bonnechere at Stock's Farm. It was the intention at one time to cross there, but the latest is that the road will go right up to Douglas village on the north side m passing close to the doors of Mr. McNab's grist mill, and crossing some little distance above the bridge.

A large quantity of trestle timber is being unloaded on to the Mathieson Farm, from trains on the main (C.P.R.) line: and taken by teams to the trestles on the new line. The steam pile driver has been working away for some days at the trestle on Henderson's Farm

A semaphore has been erected on the main line on the Jamieson Farm: for use with construction trains.

The number of workmen and teams is constantly increasing: though a few drop off as the work gets further away from their homes.

Mr. Kosmack saw Mr. Ramsay, the chief engineer of the A. & N.W.R., with reference to the crossing at the Cedar Bridge, and in company with him, pointed out, on the spot, the difficulty, with the proposed grade of the railway, in getting an easy road up the hill, from the bridge. Mr. Ramsay promised to look into the matter and submit a proposal to the Council, at their meeting on Sept. 3rd, and be present if he could. Probably a press of other business prevented Mr. Ramsay from fulfilling the engagement.

The Enterprise says the C.P.R. wants Eganville to give free right of way, station grounds and shunting grounds, and hints are given that if this is not done, the line will be built to the south of the village. The proposed line is along the riverbank, in rfear of the stores occupied by John George and J.C. Hardy, and would necessitate the purchase of the store of Mr. Casey the buildings of Mr. John Brydges, the Briggs' tannery, as well as two or three streets and several vacant lots. The proposition is to have the station where Brydges' store now stands, and the shunting grounds on the commons near Coyne's landing. Altogether it would involve the expenditure by the Council of \$10,000 or \$15,000: and the Enterprise is dead against it.

**Friday 15/09/1892 Renfrew Mercury Eganville**

The work on the new line is going ahead at C.P.R. pace. Mr. W.A. Ramsay, the chief engineer, informs us that the trestle, (400 feet long and 35 feet high) on the Henderson farm will be completed fit for trains to go over this week: and that the first four miles - to the Cedar Bridge - will also be graded by the end of next week. Grading is going on all the way to Douglas: and next week that work wil be commenced between Douglas and Eganville.

**Friday 23/09/1892 Ottawa Journal Eganville**

The C.P.R. Renfrew extension.

The C.P.R. from Renfrew is being pushed forward rapidly, some 500 men being now employed on the work. It is expected that the rails will be laid as far as Douglas by the end of the week.

**Friday 23/09/1892 Renfrew Mercury Eganville**

The Enterprise says:- "Mr. Spencer, of the C.P.R., was in Eganville again on Thursday, 8th inst., and insisted that the promise of a free right of way and station grounds mad eto him at the meeting in Foy's hotel, should be carried out, and threatened that unless it was done, Eganville would be left without a station and that the traain would pass the village at a rate of forty miles an hour. The Enterprise says that the cost of carrying out the promise would be \$15,000, and that such a grant would be certain ruin to Eganville interests; and it contends that the C.P.R. Co., must eventually give Eganville good treatment, for the sake of securing its trade.

**Friday 23/09/1892 Ottawa Citizen Eganville**

Construction is being pushed rapidly forward says the Enterprise, about 500 men are now employed on the road. The rails are laid as far as the cedar bridge, in the township of Admaston, where there is considerable trestle work to make. It is said that they will have this finished by the end of this week and the rails will then be laid as far as Douglas as it is expected that grading to that point will be completed by that time. The road is being ballasted as far as the rails are laid. The line is being cut out west of Douglas and the work of grading it will commence this week and they are preparing to quarry the stone for the bridge across the Bonnechere.

**Friday 30/09/1892 Renfrew Mercury Eganville Eganville**

A meeting of the ratepayers of Eganville was held on the 16th inst., for the purpose of discussing the advisability of granting a bonus to the A. & N.-W. Railway Company to induce them to bring their line through the village. - Dr. Chanonhouse and Messrs. Childerhouse and Lacey advocated giving a bonus of \$3,000: Mr. James Reeves sis not believe that the people of Eganville would derive any benefit by the railway coming in; and Dr. Dowling thought the people could not afford to pay anything; but if they gave any bonus, he thought about \$1,500 divided between the two roads, tro cause competition between them, would be the best that could be done. A motion by Dr. Chanonhouse, seconded by Mr. Wm. Gorman for a bonus of \$3,000, was lost on division.

In the course of his remarks in opposition to a bonus to the C.P.R., Mr. James Reeves read a letter from Mr. J.R. Booth, saying that he was determined on pushing on his road as rapidly as possible.

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The majority of the owners of property along John street have offered to enter into a bond, agreeing that should the Council give to the C.P.R. twenty-six feet of the centre of that street that they will ask for no damages to be done to their property by such occupation. This is th emost sensible move yet and would enable the Company to pass through the village with comparatively little expense in the purchase of the right of way.

**Friday 30/09/1892 Renfrew Mercury Eganville Renfrew**

ON Friday evening, a gang of navvies who had been working on the A. & N.-W. Railway, came into town. Some of them had been paid off, and straightaway proceeded to deposit some of their cash in the whiskey tills - with the usual result. They grew hilarious, and one of them had accidentally (!) jostled against P.C. McDermott and then begged his pardon, they started an Indian dance in front of the Ottawa House. McDermott ordered them to move on. One of the men, a big fellow named Joseph O'Grady, commenced to swear vigorously. McDermott took hold of him and told him to come along, he wanted to talk to him. About Clark's store, O'Grady tried to upset the Chief, and there commenced a tussle. McDermott used his baton, and got the chain handcuff on the rowdy; but the latter was a heavy man, and as his companions grew somewhat menacing, McD. Requested assistance from some of the villagers standing around. This request met with a ready response from Messrs. F. Hilliard, J.D. McNicol, D.A. Ward, J.A. Fraser and others. O'Grady was then taken along to the lock-up on the quick march. Some of his friends followed : and one of them, James Mitchell, grew so obstreperous that Magistrate Eady ordered him to be put in the cells also. Next morning, O'Grady and Mitchell were brought before Mr. Eady, who fined them each \$5 and \$3.50 costs, or 21 days in gaol with hard labor. O'Grady's friends paid his fine. Mitchell was taken to Pembroke on Saturday evening. Both men are Montrealers and bragged of having been through the justice mill frequently before.

**Friday 30/09/1892 Renfrew Mercury Eganville**

The A. & N.W. Railway has now been graded as far as Douglas; and rthe right of way cut out for some four miles beyond that village. A slight delay in the rapid progress of the work has been caused by the lack of rails, but it was expected that this would be remedied by Thursday. Mr. C.W. Spencer was in town this week, inspecting the new road. On his return to Ottawa he said they expected to have trains sunning from Ottawa to Eganville by the 20th of October.

A meeting of Eganville ratepayers was recently held to discuss the possibility of granting a bonus to the Atlantic and North West Railroad (later, the CPR) to induce them to bring their line through the village. Dr. Channonhouse suggested \$3,000. Mr. James Reeves did not believe that the people of Eganville would derive any benefit from the railway coming in. Dr. Dowling, M. P. P. thought that the people could not afford anything — but he thought that if they gave a bonus, about \$1,500 divided between the two roads, to cause competition between them would be best. However, the vote was lost.

Mr. Reeves read a letter from Mr. J. R. Booth saying that he was determined on pushing on with his road as rapidly as possible. He said that if the townships put out enough money to buy the right-of-way through them, that some grading would be done and contracts let for timber and tie contracts for a 50 mile radius. It was reported that Mr. Booth had purchased the Parry Sound Colonization Railway. This is the line from the Northern Railway to Parry Sound which was at one time reported to be under CPR control.

Residents of John Street agreed that should Council give the CPR twenty-six feet of that street, they will ask for no damages.

Friday 30/09/1892 Ottawa Free Press Eganville

The A. & N.W. railway line has now been graded as far as Douglas and the right of way cut four miles beyond that village. The progress of the work was delayed this week by a lack of rails, but these will be forwarded there at once. Mr. C.W. Spencer has made an inspection of the line, and he is of the opinion it will be in running order by the end of October, when a train will be started from Eganville.

30/09/1892 Renfrew Mercury Eganville

Eganville and competing railways - transcribe article.

Friday 07/10/1892 Ottawa Free Press Eganville

Operation at the construction of the Parry Sound railway, otherwise the Atlantic and North Western as it is to be known are being pushed forward with accelerated speed and general satisfaction. At present there are over 600 men employed and 156 teams. It is the purpose of the contractor to have the rails laid as far as Douglas by tomorrow night. The road is graded as far as Eganville. They are laying the steel at the rate of one mile and a half per day. As an evidence of the energy and push being shown it is confidently expected that the road will be open for traffic to Eganville by November 15th.

Friday 07/10/1892 Renfrew Mercury Eganville

In answer to the Mercury's query if there was any foundation to the rumour that the C.P.R. would abandon the A. & N-W. Railway, now under construction, the chief engineer, Mr. W.A. Ramsay, laughed and said that a trip up the line would probably dispel that idea from the mind of anyone who held it. They now have two miles and a half railed and ballasted; and expect to have all the rock cutting done and the grading to Douglas finished some time next week, and if the steel comes along promptly, as they now expect it to do, the rails will be laid to Douglas by Saturday, Oct. 15th. A large force is at work above Douglas; arrangements have been completed with the Eganville Council for the line to go through that village: and Mr. Ramsay expects the line to be completed to that point by the 15th November at the very latest. Besides this, an evidence that the company means business is the fact that locating parties are out west of Eganville, and have already located the line for 15 miles beyond that village.

Friday 07/10/1892 Renfrew Mercury Eganville

Admaston Council

(Mr. Kosmack) also stated that the new branch line of the C.P.R. now under construction from Renfrew to Eganville, crosses the public road which leads over the cedar bridge exactly on the brink of the hill on the north side of the Bonnechere, where a station would be erected. The hill was very steep and the grade of the road would require to be improved so as to make it possible for teams drawing heavy loads from the south side of the river to reach the station. He had conferred with the chief engineer on the matter and had his promise that he would take it into consideration and lay a proposition before the Council today.

Saturday 08/10/1892 Ottawa Free Press Eganville

The construction work of the new C.P.R. line to Eganville is going ahead rapidly, and the grading will soon be completed through to Douglas. Workmen are now cutting through rock to the river towards the terminus. An iron bridge will be erected over the Bonnechere, the contract for which has already been let. It will be finished about the middle of November.

Friday 14/10/1892 Ottawa Free Press Eganville

All the ties for the construction of the C.P.R. branch line from Renfrew to Parry Sound have been sent up to the line. Mr. T. Walldate, the company's inspector of ties and lumber, who has been in the city for some days, left for Sudbury this afternoon.

Thursday 20/10/1892 Ottawa Free Press Eganville

The application of the C.P.R. for a bonus from the village of Eganville has not been granted by that municipality, but an offer has been made of a free right of way through the village. The latter has been accepted by the company and work will be commenced shortly.

Friday 21/10/1892 Renfrew Mercury Eganville

The grading as far as the crossing of the Bonnechere, is now completed with the exception of a rock cut near the Douglas bridge. All the trestle work is completed, except one, about four miles east of Douglas, which will also be completed this week. The laying of the ties and steel is steadily progressing and will probably be completed as far as Douglas this week. All the graders are now working on the south side of the river with the exception of one gang who are finishing up the work on the north side. The rock cutting at the Fourth Chute is going on rapidly and will be completed by the 1st of November. On Saturday a gang of trestle builders moved to Eganville and commenced preparations for the moving back of Mr. James Bulger's hotel at which work they are now engaged. On Monday a gang of choppers commenced chopping out the right of way at this end and by the end of this week their work will have been completed. On Monday evening a gang of graders arrived in town and will commence work today (Tuesday). If the weather remains favorable there is little doubt but that the line will be graded into Eganville by the 15th of November. The only doubt about the cars running into the village this winter is whether the steel rails can be obtained. Enterprise.

Friday 21/10/1892 Ottawa Journal Eganville

It is expected that the grading on the Eganville branch of the C.P.R. which starts at Renfrew will be completed to Renfrew by November 15th. The ties and iron will all be placed between Renfrew and Douglas in the course of a week.

Friday 21/10/1892 Ottawa Citizen Eganville

The grading of the Eganville branch of the C.P.R. as far as the crossing of the Bonnechere west of Douglas, is now completed, with the exception of a rock cut near the Douglas bridge, which will be finished this week. All the trestle work is completed, except one, about 4 miles east of Douglas which will also be completed this week. The laying of the ties and steel is steadily progressing and will probably be completed as far as Douglas this week. All the graders are now working upon the south side of the river with the exception of one gang who are finishing up the work on the north side. The rock cutting at the Fourth Chute is going on rapidly and will be completed by the 1st of November. On Monday a gang of choppers moved to Eganville and commenced chopping out the right of way at this end and by the end of this week their work will be completed. If the weather remains favorable there is little doubt but that the line will be graded into Eganville by the 15th of November.

**Friday 28/10/1892 Renfrew Mercury Eganville**

The Eganville Star says:- "Already our village is beginning to feel the effects of the railroad. Every house in it appears to be occupied and still families from other places are anxious to move in but are unable to find suitable houses. It would be well if some of our enterprising citizens would build several homes to meet these demands. Eganville has many natural advantages which are bound to make it a town of considerable importance."

**Friday 28/10/1892 Renfrew Mercury Eganville**

Owing to slow delivery of the steel, the Atlantic & North-West Railway did not get into Douglas quite as promptly as anticipated; but by Wednesday night they were within two mile sof that village: and probably by Saturday night, 29th Oct. the first ocomotive will run into the coming city.

Up beyond Eganville, we learn, the surveyors of the rival roads are locating their lines side by side.

**Friday 04/11/1892 Renfrew Mercury Eganville**

From the Eganville Enterprise.

Mr. Bulger's hotel has been moved back by the railroad men the forty feet required by them for railroad purposes.

A merchant of our village who was proposing to defer getting in several car loads of salt, coal, etc., which he wanted, until the C.P.R. had their line running into Eganville, asked Mr. Ramsay, the Chief Engineer, if he was safe in doing so. Mr. Ramsay told him he was perfectly safe in doing so, that they would be carrying goods into Eganville by Christmas.

The people of Eganville will be glad to hear that Mr. Ramsay, Chief Engineer of the C.P.R., has decided to place the station much closer to the village than was at first intended. The station will be near where the grading at the first little gully was commenced, which is fully twelve chains nearer the village than the first proposed site. It is intended to build a temporary station and office for this winter, and to build a good station next summer.

**Friday 11/11/1892 Renfrew Mercury Eganville**

There seems to be great rivalry, even to the point of bitterness, between the two Parry Sound roads. On Friday last, the Ottawa Free Press came out with a column long interview with Mr. Geo. E. Kidd, a barrister, who has just returned from a trip to Parry Sound and the Soo, booming the C.P.R. line and stating that the symnpathies of th epeople of Douglas and Eganville seemed to be with it. Next morning the Citizen comes out with an interview with Mr. M.J. O'Brien, all in favor of the O. & P.S. Railway - Meanwhile work progresses rapidly on the C.P.R.'s branch, which was completed half a mile or more beyone Douglas on Tuesday.

**Tuesday 15/11/1892 Ottawa Citizen Eganville**

A merchant of Eganville who was proposing to defer getting in several car loads of salt, coal, etc., which he wanted, until after the C.P.R. had their line running into Eganville, asked Mr. Ramsay, the chief engineer, if he was safe in doing so. Mr. Ramsay told him it was perfectly safe: that they would be carrying goods into Eganville before Christmas.

**Friday 18/11/1892 Renfrew Mercury Eganville Douglas**

The material for the C.P.R. station at Douglas is now being placed upon the ground, and its construction being proceeded with.

The rails are now laid as far as Reilly's camp, about two miles beyonf the Bonnechere bridge.

**Tuesday 22/11/1892 Ottawa Free Press Eganville**

A leading businessman of Eganville arrived in the city last evening and in conversation with the Free Press said that the construction work on the new line of the C.P.R. to that village was advancing rapidly. Last week an immense piece of the road was graded, and all that remains to be done now is three and a half miles. Work on the station at Douglas has begun, to which place trains are now running. Considerable freight is moving along the line already.

**Friday 02/12/1892 Renfrew Mercury Eganville**

It is said that a number of people in and around Douglas go down on the construction train and purchase their goods at Renfrew. If this is true the Douglas merchants must exert themselves or the railway will be an injury in place of a benefit to the village.

A good many of what were considered hopeless debts are being paid through money earned on the A. & N.-W. Ry. The work being near their homes has induced numbers to work upon it who would not otherwise have done so.

C.P.R. Construction. The past week has been favorable for work and good progress was made. The roak cutting at Mr. J. Reilly's is finished and the laying of rails recommenced on Monday. At Mr. Tracey's corner is a rock cutting which will be finished today (Tuesday). The road is graded from that point to Mr. Melchor's, across whose lot two gangs are grading and who will have it completed by the time the rail gang reaches there. The grading is then completed across the lots of Mr. Goltz, Mr. Kruger and Mr. O'Donnell. The work across the lot of Mr. Scheer and Mr. Pilon is well advanced and will also be completed by the time the rails reach there. Upon Mrs. Bonfield's lot, adjoining the village, known as the Jessup lot, work was commenced last week and before the end of the week another gang is to be at work upon it, and work will also be commenced within the village limits. From the bridge to the station grounds the grading is completed.

**Friday 16/12/1892 Renfrew Mercury Eganville Eganville**

The whistling of the approaching train of the A. & N.-W. Ry. can now be heard very distinctly every day. The train is expected in the village this week

All of the surveying parties of the A. & N.-W. Ry., with the exception of Mr. Carey's, have got through with their work west of Eganville for the present and returned on Tuesday last. The men in charge of Mr. Carey are locating the line in the vicinity of Barry's Bay, having about 8 miles or thereabouts to locate yet.

**Saturday 17/12/1892 Ottawa Free Press Eganville**

The tracklaying on the Eganville branch of the C.P.R. was completed on Saturday afternoon and the construction train was run into the village for the first time. Nearly half a mile of track remains to be cut down along John street. The company will fix up the road as rapidly as possible and have it ready for government inspection which is to take place on the 26th inst. The regular traffic service, it is expected, will begin shortly after the new year.

**Monday 19/12/1892 Ottawa Citizen Eganville**

Grading has been finished to Eganville on the Eganville branch and the rails will be laid to the village today (Friday). Several gangs have been discharged and the C.P.R. will not push the road further than Eganville this winter. Pembroke Observer.

**Friday 23/12/1892 Renfrew Mercury Eganville Douglas**

The C.P.R. station is beginning to assume a more finished appearance, and when completed, judging from the plans, will prove to be an ornament to that portion of Douglas. We believe it is the intention of the company to build a commodious freight shed beside the station.

Dr. Brouse, of the A. & N.-W. Railway, who is now located in Eganville, paid a flying visit last Friday.



**Friday 30/12/1892 Renfrew Mercury Eganville Eganville**

That for which Eganville has for so many years worked and anxiously looked forward to, has at last become an accomplished fact, and we now have a railroad built to our village. On Saturday evening the cars and engine passed over the trestlework on John street, and on Monday and Tuesday the laying of the rails continued through the rails to the station grounds.

All the graders have been paid off except two gangs of fifteen men each, under foremen Campbell and Fraser, who are working west of Hurd's Creek making a dump over the low ground on the west side of the creek, and the men engaged in cutting out the right of way west of Eganville have also been paid off. The work of ballasting the line is being rapidly pushed forward, there being two trains engaged in the work: and it is the intention of the company to have the line opened for traffic by the first day of January. Eganville, for the present winter, will be the terminus of the line, and this ensures for its merchants and traders a brisk season. We congratulate our village on being, after so many disappointments, at last placed in connection with the rest of the world by rail; and we congratulate them on the fact that principally through the exertion of three of their citizens they have the railroad without being burdened with a bonus. Eganville Enterprise.

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The first passenger train over the new railway to Eganville - the A. & N.-W., - will leave Renfrew on Friday afternoon, to carry visitors to a Presbyterian concert in Eganville that night. The government engineer inspected the road last week: and it is expected that a regular train service will be started on January 1st.

**Tuesday 03/01/1893 Ottawa Free Press Eganville water**

The C.P.R. will run a regular passenger train over their new branch to Eganville this week. A new freight shed is being erected at the latter place, which when completed will be 200 feet long and 30 feet wide. A water tank is also being built.

**Friday 06/01/1893 Renfrew Mercury Eganville Eganville water**

The A. & N.-W. Ry. Co. are making preparations to build a freight shed at Eganville 200 feet long by 30 feet wide. The water tank is now nearly completed and a temporary round house will be built to hold an engine.

**Friday 06/01/1893 Renfrew Mercury Eganville**

The opening trip to Eganville

About 180 passengers took advantage of what, so far as the A. & N.-W.R. was concerned, was practically a free excursion on the opening of the line as far as Eganville for regular passenger traffic, which event occurred on Friday, Dec. 30th. A 25c. ticket carried each passenger and gave admission as well to a Presbyterian tea-meeting. The train left Renfrew a little before five o'clock in the evening, and took somewhat over an hour to reach Eganville. Its departure from Renfrew was witnessed by a crowd of spectators, a considerable number were gathered at Douglas also, and a jubilant concourse greeted its entrance into Eganville with an attempt at a cheer. As some forty or fifty Douglas people had been added to the Renfrew contingent, and all Eganville was out at the entertainment, standing room in the Town Hall, where it was held, was at a premium. Mr. James Stewart, student minister, of Douglas, was chairman. The speakers were - Rev. Messrs. Patterson, of Pakenham; McKay of Douglas; and Mr. McKenzie, the pastor. Miss Boland of Eganville gave a splendid recitation; Miss Mona Watson of Renfrew both recited and sang; and the Renfrew choir, under the leadership of Mr. A.W. Easton, gave half a dozen anthems in fine style. Coming back to Renfrew the excursionists had a "glorious time" - with song and story and laughter.

The Mercury also reported that "the first regular passenger train on the A & NW Ry. came into Renfrew from Eganville on January 2, at 8 a.m. with about a dozen passengers on board. This train would make connections with the 'Soo' train, both east and westbound.

The rate payers in Ottawa carried a by-law to bonus Mr. Booth's railway: \$50,000 to be paid when the road is completed to Arnprior, \$50,000 when completed to Renfrew and \$50,000 on the completion of a fine station in Ottawa. The vote was 2,938 in favour and 396 against."

**Saturday 07/01/1893 Ottawa Free Press Eganville**

A business man who came down from Eganville yesterday over the new branch of the C.P.R. --

**Friday 13/01/1893 Renfrew Mercury Eganville**

Mr. Thomas J. Quealy has been appointed station master of the A. & N.-W. Ry. Co. at Eganville. The appointment is an excellent one both for the company and the public. Mr. Quealy is capable, honest, attentive to his business, is civil, obliging and a first class telegraph operator. A better or more popular appointment could not have been made. Mr. John Bonfield has been placed in charge of the freight department, and is an excellent and popular appointment. Mr. Carrol has been appointed conductor of the Eganville train and Mr. Laurence Furlong is one of the brakemen. It is the intention of Mr. Furlong to move his to Eganville - Enterprise - We understand that on Monday 9th inst., Mr. Wm. Ander took charge of the train as conductor, - Mr. Carrol resuming a former position.

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Mr. J.W. Munro has made a contract with the C.P.R. to build an iron bridge, on stone foundation, over the Bonnechere River at Douglas.

**Friday 13/01/1893 Renfrew Mercury Eganville**

Mr. R.S. Drysdale made the first shipment of freight direct from Arnprior to Eganville over the new C.P.R. line on Tuesday last. It was a consignment of washing machines and other implements. The Chronicle learns that there is a large quantity of freight moving over the Eganville branch, notwithstanding the fact that it has only been opened a few days.

**Friday 18/01/1893 Renfrew Mercury Eganville Eganville**

The first car load of goods over the A. & N.-W. Ry. line for Eganville arrived on Wednesday, when Messrs. Mills Bros. received a carload of salt and fish.

**Thursday 09/02/1893 Ottawa Citizen Eganville**

The first excursion over the Eganville branch of the C.P.R. to Ottawa was run yesterday under the auspices of the Roman Catholic church in that town. Nearly three hundred people were on board.

**Friday 10/02/1893 Renfrew Mercury Eganville**

The reception building for the engine of the A. & N.-W. Ry. at Eganville will be finished in a few days. If the line is completed to Parry Sound next summer, it will make a first class agricultural building for the Grattan and Wilberforce Agricultural Society, as it is close to the exhibition grounds.

Mr. Munro will finish the abutments for the new railway bridge at Douglas in the course of a week. The span across the Bonnechere is one hundred and forty feet, the abutments being situated on each bank, no centre pier being necessary. The iron bridge will arrive from Montreal before long the the bridge will be ready for use early in spring. The structure now being used is but a temporary one, built of great timbers. The new bridge will be a fine structure.

**Friday 24/02/1893 Renfrew Mercury Eganville**

The three gangs of men employed on the A. & N.-W. Ry. Co.'s buildings and improvements at the Eganville station grounds will be discharged today (Wednesday.) No more work will be done this winter. - Eganville Enterprise.

The Enterprise says that a train of twenty-three cars, the longest that has yet come over the branch - was run from Renfrew to Eganville on Tuesday night. Nineteen of them were flat cars, which were to be loaded with hop poles at Eganville, Fourth Chute and Douglas.

**Friday 24/03/1893 Renfrew Mercury Eganville**

At the Fourth Chute there is said to be at least from six to eight acres of ground covered with pulpwood, hop poles and ties for transshipment by the A. & N.-W. Railway: from five to thirteen carloads, principally of hop poles, coming in every day. And at Eganville there is an equal rush.

**Saturday 08/04/1893 Ottawa Free Press Eganville**

The C.P.R. have today invited tenders for the construction of 50 miles of railway from Eganville on the Atlantic and Northwestern railway.

**Friday 14/04/1893 Renfrew Mercury Eganville**

The Atlantic & North-West Railway Company (operated by Can. Pac. R. Co.) have advertised for tenders for the work of clearing and grading the Northern Ontario Extension of the above railway westward from Eganville.

**Friday 21/04/1893 Renfrew Mercury Eganville**

Two trains a day between Renfrew and Eganville were put on by the Atlantic and Northwest Railway, commencing on Monday. The second train leaves Renfrew at 11 a.m. and returning leaves Eganville at 4 p.m.

**28/04/1893 Renfrew Mercury Eganville**

ANOTHER RAILWAY SUIT IN SIGHT. The Atlantic & North Western Railway company (CPR) have filed (sic) plans on one and three quarter miles on the shores of Golden Lake on a line already surveyed by the Parry Sound railway, and another legal battle may follow as to which of the companies has the right to the route. The merit of this action is parallel with the dispute over the Hagarty pass.

**Wednesday 03/05/1893 Ottawa Free Press Eganville**

The Eganville express jumped the track yesterday a quarter of a mile east of that village, but a little delay was the only damage worth mentioning, and nobody was hurt.

**Friday 05/05/1893 Renfrew Mercury Eganville Eganville**

The first accident to a passenger train on the Eganville branch of the C.P.R. took place yesterday (Monday). The noon train, which consisted of the engine and tender, two flat cars loaded with the alligator tug, "Bonnehchere No. 1," tow freight cars, a baggage car and two passenger cars, had just passed the street leading to the bridge on its way to the station when the wheels under the first freight car by some means became detached and coming against the wheels of the second freight car, also detached them. The engine with the flat cars and the body of the first freight car, after it became detached from the others, went on for some distance, the body of the car bumping along the ties and rails. The second freight car and baggage car went off the track toward the embankment. The passenger cars did not leave the rails. The first freight car, which was loaded with buggies for Mr. R. Reeves, received comparatively little damage from its rough usage. The second freight car was badly smashed up and the baggage car was also considerably damaged. Fortunately the second freight car and the baggage car went off the track towards the embankment, in rear of Mr. T.G. Roland's house. Had they gone off towards the other side they would have gone down an embankment of twelve feet and might have dragged the passenger coaches after them. Fortunately no one was injured. - Enterprise.

**05/05/1893 Eganville Enterprise Eganville**

THE NEW TUG BOAT. The alligator tug, 'Bonnehchere No. 1,' which arrived by the noon train on Monday, attracted a good deal of attention from our villagers, a large number going to the station grounds to view it. The boat is thirty seven feet long, by ten in width, flat bottomed and very strongly built. It carries an engine of twenty horse power and carries one mile of strong wire cable. As its name implies, it is able to travel upon land as well as over water, being able to travel over portages where there are falls in the river, though it is able to go up any ordinary rapids. Mr. West, of Simcoe, the inventor and manufacturer, accompanies it and will take it to its destination, Golden Lake. The boat will be put in the river at the station grounds, and it is expected will be ready to start on its travels today (Tuesday). It has been purchased by the Messrs. McLachlin Bros., to tow their logs on the Bonnehchere Lakes, and it is probable that they will put a second one on Round Lake. The boat travelled from its place of manufacture in Simcoe to the railroad station, over half a mile on a macadamized\* road, to test its strength.

**05/05/1893 Eganville Enterprise Eganville**

THE A & NW Ry. IN HARD LUCK: Two Smash-Ups in One Week. The first accident to a passenger train on the Eganville Branch of the CPR took place yesterday (Monday.) The noon train which consisted of the engine and tender, two flat cars loaded with the alligator tug, "Bonnehchere No. 1," two freight cars, a baggage car and two passenger cars, had just passed the street leading to the bridge on its way to the station, when the wheels under the first freight car by some means became detached and coming against the wheels of the second freight car also detached them. The engine with the flat cars and the body of the first freight car, after it became detached from the others, went on for some distance, the body of the car bumping along the ties and rails. The second freight car and baggage car went off the track toward the embankment. The passenger cars did not leave the rails. The first freight car, which was loaded with buggies for Mr. R. Reeves received comparatively little damage from its rough usage. The second freight car was badly smashed up and the baggage car was also considerably damaged. Fortunately the second freight car and the baggage car went off the track toward the embankment in rear of Mr. T. G. Boland's house. Had they gone off towards the other side they would have gone down an embankment of twelve feet and might have dragged the passenger coaches after them. Fortunately no one was injured.

About nine o'clock on Thursday morning, the residents of the Plaunt section of Renfrew were startled by a report of cannon-like force. Hasty inspection showed there had been an accident of some sort on the CPR line - a large flat-car standing high in the air. It seems that the A. & N. - W. engine with a box-car attached was being shunted, and a line of flat-cars being obscured from the engineer's view, he dashed his engine and car into them with considerable force. The brakes were on the flats and the first car of the line was simply doubled up like cardboard, the large timbers being snapped in half; and the iron-work being bent in all directions. The box-car was slightly damaged and the hind trucks forced off the rails. The damaged flat overhung the CPR main line, but was quickly pulled away from its dangerous position.

**Saturday 20/05/1893 Ottawa Citizen Eganville**

There was a washout on the track of the A. & N.W. Railway below Douglas on Wednesday and the trains were delayed several hours.

**Friday 09/06/1893 Renfrew Mercury Eganville**

The farmers along the line of the C.P.R. between Douglas and Eganville are complaining of the line not being fenced. They say that they are in continual danger of having their cattle wander on the track and getting killed, and that their fields are open to their neighbours' cattle, which wander along the unfenced road and enter them.

**Friday 07/07/1893 Renfrew Mercury Eganville Douglas**

The C.P.R. are putting in a siding to Campbell and McNab's mills at Douglas.

The first shipment of cattle from Eganville by the new railroad took place on Saturday, when Mr. Wm. Haryett, of Rockingham, shipped a carload of them to Montreal.

**Friday 29/09/1893 Renfrew Mercury Eganville**

It is said that the number of cattle killed on the Eganville branch of the C.P.R. since its opening last fall numbers forty-five. The compensation paid would have gone a long way towards fencing the line. - Enterprise.



The Chief Wins - but has lively fight before he does.

Desperate resistance to arrest.

A woman turned pugilist and gives C.P.R. engineer a right-hander.

Chief McDermott had about the liveliest experience of his official career last week.

Early in May a fence was built across the A. & N.-W. track between the Fourth Chute and Eganville. The sectionmen removed it once; the train hands removed it a couple of times.

About two weeks ago, a steel or iron angle bar was placed across the track near the Chute.

Then the C.P.R. sent detective policeman Graves, of Ottawa, up to investigate.

The railway men were fairly sure who was the offender in the fence case: but it required two or three visits into the neighbourhood before Graves located the suspected angle bar offender.

On Wednesday night he appeared before Magistrate Eady and had warrants sworn out for the arrest of John Kruger, of Grattan, on the charge of obstructing the track with the fence on May 4th, and of Mary Jane Tracey (wife of Samuel Tracey), living near the Fourth Chute, for obstructing the track with the angle bar, and with driving cattle upon the track.

Policeman Graves then asked Chief McDermott to execute the warrants. The Chief had almost take a solemn vow after his trip to Lanark in the Carnegie case, that he would act in no more cases outside the town: but as Constable O'Gorman did not feel inclined, at his years, to take the warrants, and Mr. Faichney was busily engaged on the streets, the Chief finally agreed to go.

McDermott and Graves started on their errand on Friday morning. They went to Eganville on the morning train and had dinner there. Then doffing his uniform and donning a suit of brakeman's blue derry, the Chief and the Ottawa man took special train for Fourth Chute.

Their first visit was to Mrs. Tracey. Beyond the fact that at first it was somewhat difficult to make her understand that she would have to come at once with them, they had little difficulty in getting her to the car.

The train was run back towards Eganville and when near Kruger's place was stopped again on the track. Mrs. Tracey was left in charge of Mr. Graves; while the Chief and Expressman Morton, who knew Kruger, stated off to arrest him. When the house was entered and the warrant read to Kruger, he declared that he would not go. The Chief reasoned with him a little; and Kruger seemed to quieten down asking permission to get his horse from the field before he started. To this the Chief consented: and went to the field while the horse was caught and stabled. Then Kruger walked off very independently to the house and engaged in conversation (in German) with his wife. The Chief told him that they must go: and then Kruger asked permission to change his clothes. This also the Chief permitted: sitting down stairs while Kruger went up to the garret above. First his wife went up: then one married daughter: and then another married daughter climbed the stairway. Time went by. The Chief looked at his watch. He had been sitting there nearly half an hour. Just then the engineer of the trains tuck his head in the doorway. He had come to see what was the matter. It was time they were starting. So the Chief called up the stairway the instruction to hurry up. No answer. Again he called. This time an answer came. It was an order in no uncertain terms for the Chief and his companion to leave the house. The Chief's response was to start up the stairway. As his head and shoulders protruded above the trap door opening he found Kruger standing above him with an upraised stick, commanding him to go back. The Chief advised him to come peaceably, as he would have to. Kruger thereupon placed the stick against the wall. The Chief raised himself a step or two, and Kruger at once again seized a board about six feet long in both hands and made a savage strike at McDermott. There were several loose boards around and McD. grasped one with which to ward off the coming blow. As he moved the board, two of the women grabbed the upper end of it, but he managed to parry the blow considerably, and only received a light blow on the arm; but the board went right through the stairway and raised a great clatter among the pots and pans on the stove on which it fell. As the board went down, the Chief went up; but he found his way barred by the women. He pushed against them: and Kruger picked up another weapon and threw it at McDermott. He ducked and the weapon only took off his hat. Then McD. drew his baton, and called on the reserves below stairs. Morton was the first to come up cautiously: and while McDermott engaged the attention of the three women, Morton grabbed Kruger. Then a regular scuffle, pulling and mauling occurred. One of the women drew her fist and hit engineer Ed. Woods, a sounding crack on the neck. Finally, to get Kruger down the stairway, the Chief hit him a slight tap with his baton. They then managed to crowd him down, closely followed by the women. But the troubles of the law enforcers were not yet ended. The family dog came to the rescue: and introduced his teeth to Wood's pants. McDermott by this time had slipped the chain on Kruger's wrist, the latter exclaiming that he would sooner be killed than taken. And he kept up a desperate resistance, digging hands and feet into the earth, until, to make any headway at all, the Chief was again compelled to use his baton on Kruger's hands. Finally Kruger saw that he was conquered, and thoroughly exhausted, walked some distance to the train quietly. The two prisoners were then taken to Eganville and brought back by the evening train to Renfrew.

They appeared before Magistrate Eady on Saturday morning and were remanded until Monday, Mrs. Tracey being allowed her freedom on giving satisfactory bail for her appearance for trial.

The preliminary hearing of the cases took place in the Town Hall, Renfrew, on Monday, before Magistrate Eady. The court was crowded most of the day with witnesses and spectators, from among the neighbours of the accused, and interested villagers. Thomas Graves, C.P.R. policeman at Ottawa, was the complainant (for the railway company). Mr. W.R. White, C.P.R. Solicitor, was the prosecuting counsel. Mr. T.W. McGarry appeared for the defendants.

The case against Mrs. Tracey was first taken up. Conductor Wm. Anderson and baggageman Howard Morton testified to being warned by the fencing foreman on May 17th that he had that day removed some obstructions, and therefore to run their train slowly; and to finding the angle bar propped with stones lengthwise along one rail, and a 6 inch cedar post across the other rail, on a curve at a fill-in a short distance from the Chute and half a mile from the defendant's house. Morton was dropped off and went to her house. She said her husband was away on the drive, and that she and her children had not been on the track that day. One child was very sick with fever. John Tracey, father-in-law of the defendant, testified that on the evening of the 17th. When driving some cows along, the defendant was also driving her two cows home. He saw her on the track between four and five o'clock. Before this date he had heard her say that if the company did not fence the track, it would not be John Kruger they would have to deal with. She was angry at the time. Sometimes he and she had had disputes - Thomas Knight, 14 years old, testified that he had seen Mrs. Tracey about 25 yards from the track, about four or five o'clock, driving her cows. Agnes Knight, his 12 year old sister, testified to the same effect.

After statements by Thomas Graves about conversations he had had with the various witnesses, Mrs. Tracey made the following statement. "On the 17th of May, when Mr. John Tracey was driving the cows across the track into our corn, I met Mr. Tracey, and the two of us drove them around the fence, and came around to where I milked them, and then I came into the house. I took the horse out of my garden and tied him with two chains out in his own pasture. I then came in and skimmed my milk and fed my calves and pigs. I then went out and milked my cow and strained the milk. I then put the horse in the stable and prepared for bed. I had the sick child on my knee feeding her. That is all I have to say."

The magistrate did not consider there was sufficient evidence against Mrs. Tracey to warrant him committing her for trial: and she was at once placed at liberty. In the case against John Kruger, for placing a fence across the track on 4th May, James Macklem, section foreman, testified that on the 4th he found a fence across the track. Thought Kruger put it there. He was about at the time. Spoke to Kruger about it. Kruger said he was going to fence it if the Company did not put up their fences. The line fence of Kruger was in line with the fence across the railway track. There was no railway fence at that time. There is one there now. Prisoner told him the day before that if the Company did not fence the road within 24 hours he would block the track: that he wanted to protect his grain. John Wilson, sectionman, gave corroborative evidence. Kruger then made a statement admitting that he had placed the fence across the rails, to keep the cattle out of his grain. He said, "I lost \$150 damages last year. I notified the Company three times to have the fenced up to save my small farm and business. I have never done any obstruction since then." The Magistrate committed Kruger for trial on this charge.

On the charge against Kruger for obstructing the track on the 6th of May, James Macklem again gave evidence. About 9 or 10 o'clock on the night of the 6th, he found a log, eight or ten inches through on the track. His gang removed it. Did not see any person at that time. Saw Kruger a few days after. Two other men and Shanks, the roadmaster, were present. Shanks asked him if he was the person who built the fence across the road. He admitted that it was he who did so: said that he had lost his crop last year and wanted to save it this year. On this charge also, Kruger was committed for trial.

Mr. McGarry applied for bail. Mr. White was agreeable: but it was decided that the magistrate could not grant it. Mr. White said he would facilitate the granting of bail, if the application were made to the County Judge.

**Friday 21/09/1894 Renfrew Mercury Eganville Eganville**

It is said that it is the intention of the C.P.Ry. Co. to send surveyors this fall to survey a line west of Eganville to French River, and thence to Spanish River, there to connect with the Soo branch of their line. The survey, it is said, will follow the Harris line up the Bonnechere.

**Tuesday 16/10/1894 Ottawa Free Press Eganville**

Toronto. At the Chancery Divisional court yesterday, the second round of the long fought contest between the Ottawa, Arnprior and Parry Sound Railway company and the Atlantic and Northwest Railway company, resulted in a victory for the latter with costs. The former will, however, shortly enter a further appeal to restore the new dissolved injunction, which, until now, has prevented the latter company from laying their line in a certain way in Carleton county.

**Friday 17/01/1896 Renfrew Mercury Eganville Eganville water**

From the Eganville Star.

Jack Frost on Tuesday morning took possession of the water tank at the C.P.R. station here which delayed the train one hour in leaving for Renfrew.

**Friday 20/05/1898 Renfrew Mercury Eganville**

It is reported that the C.P.R. will in a short time run two trains a day to and from Eganville. The stopping of the passenger trains at the end of the bridge has been such a convenience to the public that their passenger trade has largely increased, and when they run their two trains they will find it a profitable move, as many take the O.A. & P.S. train in order to be enabled to return during the day and not to have to wait until the evening.

**Friday 05/08/1898 Renfrew Mercury Eganville Eganville**

It is within the probabilities that the C.P.R. Co. will purchase sufficient land from Mrs. Bonfield for the purpose of erecting a new station and putting in a siding. The land selected will be a short distance below Mr. J.W. Cann's old residence. If these changes are carried out the Village Council will continue the sidewalk on Jon street to the station. We think the general public will countenance the measure, as such a site would be larger, more convenient, and allowing greater facilities for shipping grain and livestock.

**Thursday 15/09/1898 Ottawa Journal Eganville Eganville**

Sept 16. Mr. H.B. Spencer, Superintendent of the CPRy is expected here in a few days for the purpose of taking into consideration the building of a station in the centre of the village, which, if done, will supply a much needed want, and will doubtless increase the business of the railway company as our present station is too far away from the centre of town.

**Friday 18/11/1898 Renfrew Mercury Eganville Eganville**

The name of the Eganville branch railway has been changed on the timetables of the C.P.R. from the A. & N.W. Ry. to the Eganville branch of the C.P.R., and the name of the junction to Eganville Junction. A new timetable went into effect on Monday, the afternoon train leaving here ten minutes earlier, or at 3:50, instead of at four as heretofore. The trains on the main line, with which our branch connects, have not been changed. Eganville Enterprise.

**Friday 07/07/1899 Renfrew Mercury Eganville Eganville**

Superintendent H.B. Spencer of the C.P.R. says that the new Arnprior station will be put up with all possible haste - so says the Ottawa Citizen. He told us the same story five weeks ago - that the new station at Eganville would be pushed ahead at once. Still no work has been commenced.

**Friday 11/05/1900 Renfrew Mercury Eganville Eganville**

The C.P.R. Co. is making some local improvements. Men are at work planking the railway for several hundred feet east of the post office. - Eganville Enterprise.

**Friday 22/03/1901 Renfrew Mercury Eganville Eganville**

From the Enterprise. C.P.R. roadmaster James Kelley, and bridge foreman, Mr. Best were in Eganville yesterday. They inspected portions of the local branch line, in view of the proposed improvements which the company contemplates doing this year. The trestle, near the village, will be filled in, and in all likelihood the entire line between Eganville and Renfrew will be ballasted.

**Friday 21/03/1902 Renfrew Mercury Eganville Eganville**

Roadmaster Jelly, of the C.P.R., was in Eganville one day last week and gave out the information that during the coming summer all trestles along the Renfrew and Eganville branch would be filled in.

**Friday 25/04/1902 Renfrew Mercury Eganville Eganville**

From the Star Enterprise. An unsuccessful attempt was made last night to rob the safe at the C.P.R. freight station, which is at the west end of town. An entrance was effected by one of the windows, after the would be burglars failed to force the door. Once inside they proceeded to operate upon the safe. The combination handle was broken off as well as the door handle, and a good chisel was used upon the hinges. These were cut but the door was securely locked and failed to open. No doubt these thieves in the night felt considerably chagrined when, after smashing the hinges and handles, they could not reach the contents of the safe. The burglars also smashed a drawer, which they no doubt thought might contain money or valuables. The station hammer, as well as two iron teeth taken off a seeded in the freight shed, were used. A hurried exit must have been made for a lamp was left burning as found this morning. The evidence of the burglars' visit, and the manner in which they bungled their work go to show that they were amateurs at safe opening. The safe remains locked as the combination handle was broken.

**20/06/1902 Eganville Leader Eganville Eganville**

We must direct the attention of our general officer to the growing practice amongst young boys who every evening play about the C.P.R. depot and when the whistle blows announcing the coming of the night train, rush down the track and climb upon the moving cars. An accident with fatal consequences is the substance of opinion by those who witness the pranks of these juveniles

**Friday 19/09/1902 Renfrew Mercury Eganville Eganville**

A special trip was made to Renfrew by the Eganville C.P.R. Branch train last Thursday night. It was for the purpose of bringing up a carload of dynamite for use in the Radnor iron mine, Grattan township. Similar note on 23 January 1903.

**Friday 28/11/1902 Renfrew Mercury Eganville Eganville**

Old 249, the engine which has done service for years on the Eganville C.P.R. branch, has been taken off the road and put in the shops to be rebuilt. No. 13, a rebuilt engine of the large smoke-stack type, has been placed on the Eganville branch in charge of Engineer Wood.

**Friday 10/04/1903 Renfrew Mercury Eganville Eganville**

A couple of C.P.R. bridge inspectors travelled over the Egan branch one day last week on a gasoline motor car. They were inspecting the bridges along the line.

**Friday 24/07/1903 Renfrew Mercury Eganville Eganville**

From the Eganville Star Enterprise. A work train in charge of Mr. A. Price of Pembroke was here last week gathering stone to fill in the wash-out on the local C.P.R. branch at Eganville Junction. We are informed that it is the intention of the company in the near future to fill in the trestles on the Eganville branch line. A steam shovel was to be placed this week near Haley's station, where gravel for the purpose will be obtained. Carpenters are now at work repairing the trestles.

**Friday 31/07/1903 Renfrew Mercury Eganville Eganville**

At last the C.P.R. trestle is being filled in. A large gang of men with a work train are now engaged on the work. The gravel is obtained from a pit near the Exhibition Grounds. We understand it is the intention of the company to put the Eganville branch line in first class condition, so that the run from here to Renfrew can be made in forty minutes, instead of an hour and fifteen minutes as at present.

**21/10/1903 Eganville Leader Eganville Eganville**

A New CPR Station

There are most encouraging signs that Eganville will have a new CPR station in the very near future and the travelling public no longer compelled to submit to the miserable accommodation which is at present provided in that respect. On Tuesday Mr. H. B. Spencer, district superintendent, in company with Mr. Wainwright, engineer, held a consultation with members of the village council. Mr. Spencer advanced the proposition that if the corporation would provide a suitable site, 100 feet square, the company would erect a new station in keeping with the needs and requirements of the local trade. The ground on the east side of Mrs. Ploss' property on the north side of John street was looked over, and it is probable that if there is no hitch in the arrangements the council will purchase the necessary ground from Mrs. Bonfield, and grant it as a free site to the company. The company officials will submit a plan of their new station to the village council, and then further action will be taken in the matter. By all means let us have a new station.

**Friday 30/10/1903 Renfrew Mercury Eganville Eganville**

On Tuesday Mr. H.B. Spencer, C.P.R. divisional superintendent, visited Eganville accompanied by a Company engineer, the object being to view the proposed site of a new station and sidings at the east end of John street. Mr. Spencer interviewed Reeve McCann and Messrs. A. Mills and J.A. Acton, member of the town council and informed them that he would shortly submit plans and estimates for their consideration, and if these were found favourable work would be commenced at once. Later on, Mr. Spencer asked the village to present the Company with two lots as a site for the new station, and the Star Enterprise vigorously opposes any such action by the village.

**05/08/1904 Eganville Leader Eganville Eganville**

Messrs. Osborne and Spencer, CPR officials -- the former general superintendent - the latter general manager over transportation, visited Eganville on Saturday last. While here they called on the Reeve to discuss the question of a new station and a convenient site for it. Nothing practical resulted, and a new CPR station for Eganville is still a delightful castle in the air. Some day, however, it may descend to earth and become a reality.

**06/01/1905 Eganville Leader Eganville Fourth Chute**

The residents of the Fourth Chute feel that the CPR Co. should build a station at that point, and they have many reasons to advance in support of their claim. There are large quantities of lumber - raw and manufactured - shipped from there, and, while the passenger patronage is not of a great extent, better accommodation would no doubt increase it. At least, it would not cost the company much outlay to give Fourth Chute the same station accommodation as Eganville possesses.

**Friday 13/01/1905 Renfrew Mercury Eganville Fourth Chute**

From the Eganville Leader. The residents of Fourth Chute feel that the C.P.R. Co., should build a station at that point, and they have many reasons to advance in support of that claim. There are large quantities of lumber - raw and manufactured - shipped from there, and while the passenger patronage is not of a great extent, better accommodation would undoubtedly increase it. At least it would not cost the Company much outlay to give Fourth Chute the same accommodation as Eganville possesses.

**03/03/1905 Eganville Leader Eganville Eganville**

The local C.P.R. service is gradually improving. We are now accommodated with a first-class car wherein is a smoking compartment.

**Friday 13/10/1905 Renfrew Mercury Eganville Eganville**

The visit of C.P.R. officials here on Tuesday to confer with village authorities has given rise to rumours of a new railway station. -- Eganville Leader.

**12/01/1906 Eganville Leader Eganville Eganville**

A number of C.P.R. officials arrived in Eganville on Friday by special train. On board were Gen. Superintendent Osborne, Dis. Superintendent H. B. Spencer, Roadmaster Jelly and Building Inspector O'Hara. We understand plans for a new station here have been made, and the project seems likely to be pushed ahead.

**Friday 19/01/1906 Renfrew Mercury Eganville Eganville**

From the Star Enterprise: Messrs. Jas. Osborne, General Superintendent: H.B. Spencer, Divisional Superintendent: F. O'Hara, Bridge and Building Inspector and J. Jelly: Roadmaster on this division of the C.P.R., visited Eganville by special train on Friday last in connection with the erection of a new station here, for which it was announced some time ago, plans had been prepared. Whether this last visit of officials will be productive of anything definite we are unable to say.

**Friday 04/05/1906 Renfrew Mercury Eganville Eganville**

From the Star Enterprise: On and after May 6th there will be only one train each way daily on the local C.P.R. branch. Such was the information conveyed this week in a letter giving a negative reply to the petition of local merchants and business men for a continuance of the present train service. After above date there will be no morning or evening train, and there will be less prospect of a new C.P.R. station at this point.

**Friday 11/05/1906 Renfrew Mercury Eganville Eganville**

From the Leader: The Canadian Pacific Railway management have reached the conclusion that it is in their own and the public interest to continue the present train service between here and Renfrew. This intelligence was conveyed in a telegram to the local agent, Mr. C. White, on Saturday morning last. The community as a whole, welcome the announcement, and now if this great railway corporation will rise to the occasion and build a handsome and commodious station wherein the travelling public will have protection from wind and storm, the action will receive the acclamation of an appreciative people. And again, let the combination car disappear from the service and in its place have a first class car with smoking compartment.

**Friday 17/08/1906 Renfrew Mercury Eganville Dominion Rock Products**

From the Star-Enterprise: Mr. J.A. Jamieson of the Renfrew Lime Works, was in Eganville yesterday making preparations for opening the limestone quarry east of town, purchased by him last spring from Mr. Jno. Jones. A C.P.R. engineer was also there running the lines for a siding which will shortly be put in at the quarry. Mr. Jamieson informs us that a gang of men will be sent up this week to commence quarrying and one lime kiln will be built in the early future, with a probability of a second one at a later date.

**Friday 07/09/1906 Renfrew Mercury Eganville Dominion Rock Products**

About five o'clock on Friday evening the fire bell rang. The reels went up town - to the Jamieson lime kiln, where the high wind had carried fire into the wood piles surrounding the kilns. Mr. Jamieson had expected to put the fire out with his own employees alone; but someone else saw the dense smoke and gave the alarm, with considerable possibilities in it, but the brigade soon had the fire out.

**Friday 19/10/1906 Renfrew Mercury Eganville Dominion Rock Products**

Work at the Jamieson lime quarry is progressing steadily though some difficulty is being experienced in securing laborers. The large derrick has been placed in position and the men are engaged at present on the foundation of a dwelling house for the foreman, Mr. George Barnes, which will be erected this fall opposite the residence of Mr. R.T. Conlon. As soon as the foundation is finished the construction of the lime kiln will be commenced.

**Friday 29/03/1907 Renfrew Mercury Eganville Dominion Rock Products**

From the Star-Enterprise: About 2,000 cords of wood is now piled on the Jamieson quarry property, and to view it one would imagine that the supply now on hand would be almost inexhaustible. But burning day and night, the kiln will consume a lot of fuel in 24 hours and it is likely that at least 2,500 cords will be required every year.--

**Friday 03/05/1907 Renfrew Mercury Eganville Dominion Rock Products**

From the Eganville Leader: The Jamieson lime kiln, located just east of the village, was fired on Tuesday for the first time.--

**Friday 17/05/1907 Renfrew Mercury Eganville Dominion Rock Products**

From the Eganville Star-Enterprise: Several car loads of lime were shipped during the past week from the Jamieson lime kiln.--

**Friday 24/05/1907 Renfrew Mercury Eganville Dominion Rock Products**

From the Eganville Star-Enterprise: A work train reached Eganville on Monday with a large gang of men who are now engaged building a short spur from the C.P.R. main line into the Jamieson lime kiln.--

**15/03/1908 Eganville Leader Eganville Eganville**

Owing to the damage by fire to the engine cab the night previous, the local C.P.R. train did not make the trip to Renfrew on Saturday morning. The fire occurred at 10:30 p.m. when the caretaker of the round-house, Mr. J. Walsh, was attending the coaches some distance away. When he returned he discovered the engine cab on fire, and is at a loss to explain how it started as he had taken the usual precautions before leaving his charge to perform other duties. A train crew came up from Carleton Place on Saturday to take the damaged engine to the shops there for repair.

**Friday 22/05/1908 Renfrew Mercury Eganville Eganville**

From the Eganville Star-Enterprise. Messrs. Reinke & Boland this week shipped a carload of door and window frames to Algonquin Park. This is a portion of a contract received from them for the new hotel at that place and is probably the first carload of material of this nature ever shipped out of town.

**Friday 12/02/1909 Renfrew Mercury Eganville Dominion Rock Products**

The Star-Enterprise says that the Jamieson lime kiln at Eganville is affording a market for a large quantity of wood this winter, and day after day many cords are unloaded there. --

**Thursday 29/07/1909 The Equity, Shawville Eganville Eganville**

The C.P.R. have a station house in Eganville the dimensions of which are: 12 x 14 feet with an eight foot wall. The Dstar-Enterprise gives a picture of this hut in its last week issue so there can be no mistake about it. And our cotem, very properly, indeed, is roasting the big company for imposing such a monstrous indignity upon a town the size and importance of Eganville. But the trouble is, these big soul-lacking corporations have somehow been provided with rhinoceros hides.

**Friday 03/12/1909 Renfrew Mercury Eganville Eganville**

C.P.R. officials had conference last week with the municipal authorities of Eganville regarding the station difficulty there. The railway men said that they were prepared to spend \$3,000 in building a station on part of their property west of the municipality, but that they were not prepared to expend \$10,000 in buying land and building new station and freight sheds down in the heart of the village where the people most desire it. Athe village is considering presenting the company with a site or getting them to build at the point of their property nearest to the village.

**Wednesday 08/12/1909 Ottawa Journal Eganville Eganville**

The Railway Commission dealt with an application from the town of Eganville for a better station accommodation yesterday afetenoon and ordered the C.P.R. to build a new depot. The company promised to erect a building similar to the one at Stittsville. The company also agreed to put planks between the tracks when necessary.

**Friday 10/12/1909 Renfrew Mercury Eganville Eganville**

The Board of Railway Commissioners has ordered the C.P.R. to build a news station at Eganville and put planks between the tracks through part of the village. The laurel wreath should rest on editor Dan A. Jone's brow. He forced the fighting.

**Friday 29/04/1910 Renfrew Mercury Eganville Eganville**

The C.P.R. has complied with one of the orders of the Railway Commissioners in respect to the demands made by the municipality of Eganville, namely the planking of its track along John street as far as the trestle, and persons driving can now cross the track easily at any point on that street. As yet work has not been started on the erection of the new station which must be completed nexr month. Eganville Star-Enterprise.

**10/06/1910 Eganville Leader Eganville Eganville**

A Central Station Wanted

While Messrs. Reinke and Boland have begun their preliminary work on their contract to build the new C.P.R. station here, the Council is making a final effort to have the site changed to a more central location. There is no denying the fact that the citizens as a whole are not enamored of the idea of the new station being erected on a bush lot to the west of the village, and, with the removal of the humble ticket office to the new building, the last condition of the community, for travelling convenience, will be worse than the first. Reeve Lawson left for Montreal on Saturday for the purpose of consulting the C.P.R. officials and to propose to them the building of the new train station on a site near their trestle on John Street.

**Friday 17/06/1910 Renfrew Mercury Eganville Eganville**

Eganville's station troubles.

The C.P.R. has awarded to Reinke & Boland the contract for the erection of a new station at Eganville, to be completed by August 1st. The station is to be some distance out of the village: and according to the Star-Enterprise Reeve Lawson has visited Superintendent Murphy to urge that it be built in a central position: as the council would rather help pay for such a site rather than expend money in building out to where the new station will be. Mr. Murphy's argument that the line is not a paying one was met by Mr. Lawson with the reply that the service given is not such a one as to make it so, the line being in poor condition and the schedule one which offers little or n competition with the G.T.R. so far at least as passenger traffic is concerned. While Mr. Murphy seemed desirous to do the right thing by the town, he expressed a fear that the cost of the filling which would be required for the site mentioned, would be too great and held out little encouragement for any change in the plans adopted. However, an engineer is to visit Eganville again today (Thursday) and everythign will probably depend uipon his report.

**Friday 29/07/1910 Renfrew Mercury Eganville Eganville**

The efforts of the cillage council to have the C.P.R. Co. to build its new station on a more central site have evidently failed, for Messrs. Reinke & Boland, local contractors, have commenced the erection of the new building near the site of the old freight station. Two propositions were before the Company and the Council for a central site. One was to procure land from Mrs. Bonfield on the north side of the trestle on John street. Surveyors examined this site and their report to their superiors was that the cost of grading and preparing the ground would be \$22,500. The Company had no thoughts of expending this sum. Another site was available on the south side of John street; the grading at this was estimated at \$3,100, but this proposed expenditure did not meet with the approval of the governing heads. On Tuesday evening two employees of the Company visited Eganville to consult with Messrs. Reinke & Boland and arrange for the immediate construction of the new station. Eganville Leader.

**Friday 21/10/1910 Renfrew Mercury Eganville Dominion Rock Products**

Front page article about Jamieson Lime operations in Renfrew. --  
But the Jamieson Co. manufactures another grade of lime. This is at Eganville where Mr. Geo. Barnes is in command and where about a dozen men are employed. --

**Friday 10/02/1911 Renfrew Mercury Eganville Dominion Rock Products**

The Eganville Leader says that the first payments made there by the Standard Chemical Co., the new owners of the lime kiln, totalled six thousand dollars. This for wages, running operations and wood. At present 2,500 cords of wood are piled on the ground.

**Friday 26/04/1912 Renfrew Mercury Eganville Eganville**

Eganville council is asking Mr. Boyle, the new superintendent of the C.P.R., to come to Eganville to arrange for the removal of the railway station to the former site or to some other central position.

**Friday 07/08/1914 Renfrew Mercury Eganville Eganville**

The Canadian Pacific Railway Company have purchased the vacant lot, opposite the Central hotel, of Mr. E.A. Lisk, for the purpose of erecting a station thereon. The price paid was \$500.00. For some years the general public have expressed the desire for a more central location of the C.P.R. station. When the present superintendent first came to Eganville he was surprised to find the station in such a location and immediately took steps to have the same placed in some central portion of the town, with the result that the Lisk property was purchased and we confidently look forward to seeing, in a month or so, the C.P.R. station close at hand. We understand that the present building will be moved to the new site. - New Enterprise.

**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.

**18/08/1922 Eganville Leader Eganville Eganville**

Reduced Train Service

After this week the C.P.R. train service between Eganville and Renfrew will be reduced. The noon train will be taken off, leaving the morning and evening trains running on the same time schedule. The shortage of coal is the reason given by the company for the new arrangement.



There is a picture of #30, but it looks like a builder's photo. And the caption reads:

OLD NUMBER 30 HAS RUN A MILLION MILES

Any time now, they'll be pulling this locomotive, old No 30, off her Renfrew-Eganville run for good. The 58-year-old smoke eater is scheduled for the scrap heap, although she has been a fixture in these parts for 30 years. "What's wrong?" asks Evening Citizen writer Austin Cross, "with Mayor Stanley Lewis asking for old No. 30 for one of the city parks?"

'Number 30 is as distinctly Ottawa's engine as Vancouver's recently acquired No. #374, and Winnipeg has long had its No. 1. The old locomotive, according to Mr. Cross, would be a suitable memorial to bygone railroading days in one of Ottawa's parks with happy youngsters climbing in and out of its spic and span cab. (?)

Austin Cross, Saviour of Engines, Wants Old No. 30 for City Park.

Old No. 30, formerly a diamond-stacked wood burner, and most ancient of locomotives in this part of the world, is still running between Renfrew and Eganville. The Canadian Pacific Railway's old timer is 58 years of age, for she came into this world in 1887. That was the year that Sir John A. Macdonald made his second last appeal to the Canadian people, and the Americans had, only two years before, installed their first democratic president since the Civil War, Gover Cleveland. It seems a long time ago.

Visited Old Girl

This writer went up to pay a visit to the old girl the other day. No. 30 starts out bravely each week day morning to Eganville, from Renfrew, a distance of 22.9 miles. She leaves Renfrew at 11:30 a.m. and arrives at Eganville at 12:45 p.m. Then she spends an hour in Eganville, and turning around, comes back out again to Renfrew at 3:15 p.m. When she reaches the creamery town, her day's chore is over. The stations out of Renfrew are Payne, Northcote, Douglas, Fourth Chute and Eganville.

Your correspondent was determined to ride the cab of 30, but by the time he reached Renfrew, it was a question of how far down the line he could go and still catch the 58-year-old engine. He finally decided on Payne.

So you see me, veteran of 102 railways, trying to find out where Payne was. A gasoline station attendant was completely fuddled, and admitted that he did not know how to direct me to Payne station. He just advised me to keep on going out the highway, watching the side roads.

With important minutes ticking away, here I was, chasing down country roads trying to find Payne station. At last, I found a farmer harvesting a belated hay-crop.

They tore it down.

"Payne Station?" he said. "They tore it down. But look down there, see that little building? Well, that's all that is left of it. You go down to the next road, turn off the highway, and drive down to the tracks. Then get out of your car, and walk along the track. It's only a quarter mile walk."

"I'd better hurry," I remarked, "I have only seven minutes."

The farmer laughed. "She's due at five past three, all right, but she's due actually only when she gets there. You'll have plenty of time." He was right; I did.

I got back into the car, doubled back to Highway No. 17, breezed a fast mile, then turned down the next concession road. After that, when we came to the high iron of the C.P.R., I walked west a quarter mile, and there, as big as a telephone booth, is Payne Station.

Originally Some Station.

Originally, there was quite a station at Payne, but business has languished the last 25 years or so, and it is now just used as a dispatching point. When No. 582 rolls in from Eganville (don't be confused, that's the number of the train that Engine 30 pulls), she has to stop here and pick her way onto the main line. Payne really is a junction. There is some phoning, some other protective ritual, and then No. 30 hauls slowly onto the main stem, resetting the switch carefully behind her.

So remote is Payne now, that I wonder if she would have a dozen passengers a year. Certainly the C.P.R. isn't out for business there!

While the grasshoppers tried their long range leaps, while the goldenrod nodded drowsily, and while the crickets tuned up for the fall field concerts, I sat and waited for old No. 30. It was so pleasant there, far from Parliament Hill, and the hubub of the new house, that I couldn't help thinking that I had all the best of it. Here I was waiting to ride a train, amid the beauties of a lovely junction in beautiful Renfrew County, while my fellow writers were pounding out politics on their overworked machines back in Ottawa.

Funny Little Toot

Finally, there was a funny little toot to the westward, and I knew that No. 30 was a-coming. I had an order to ride the cab from the C.P.R.'s Mr. J. Fortier, and so I quickly hopped into the head end. Handling the throttle was engineer L. Ritchie of Smiths Falls, while dispensing the black diamonds was fireman C. Hogan. (He retired as an engineer on #1 out of Ottawa with one of the VIA cuts, either 1981 or 1990). Far behind, way beyond the seven cars of freight, and back in the combination baggage-coach, was conductor Eric Peever if Eganville. Rounding out the crew were the two brakemen, J. Delahunt (he just lived up the street from me here in Ottawa) and J. M. Fraser.

Conductor Peever, in working clothes instead of traditional conductor's cap, gave us the signal, and away we scooted down the mail line of the C.P.R. We had left the branch with its 25-mile-and-hour maximum, and were riding down the heavy rails, rolling on the track of the limited.

Actually, there is nothing much to say about a trip from Payne to Renfrew, except that it is over quickly. But not too quickly to have a look around. The engine cab is as neat as a pin, and no svelte 2800 is any more spic and span that the train crew keep old No. 30.

If you had seen the original engine come out of the Canadian Pacific's old Delorimier Avenue shops back in 1887, you might not recognize the old girl today. To say that she has had her face lifted would be an understatement. When brand new, she was a smart, wood-burning job, and boasted of a great, bulging diamond stack. In those days, she didn't pull up to the coal chute for her load of black diamonds, but instead sidled up to the cordwood pile, loaded her heap of slivers, and snorted away in a shower of sparks.

Her cow catcher, quite the mode of the year of Queen Victoria's Golden Jubilee, has long since been removed, and she boasts of a more modern bull tosser.

In 1913, she was re-boilered. but long before that, she had been converted to coal and her coutours had been changed to suit the age.

What her original number was, I am not sure, but I remember looking at the old numbers on the drivers of some sister locomotive down at the C.P.R. roundhouse back in 1913, and they were all somewhere between 200 and 218.

Once a Main Liner

In her heyday, old No. 30 hightailed it down the main line between Montreal and Toronto, and was regarded as a classy job. Even today, if they let her go, No. 30

can run a mile a minute with relish. Trouble is, she cannot take enough cars at 60 miles per hour to make it worthwhile.

No. 30 got her brand new number in 1913, and could be seen in Ottawa for some years thereafter.

She was definitely in Ottawa in 1940, however, and ran on the Waltham train, making the 79.8 miles each way once a day. On Friday, when the Pontiac trade was heavy, they sometimes gave her a long week-end, and coupled on a heavy 400 class instead.

But with the progress of the war, the chore got to be too heavy for old 30, and so she was sent up to Renfrew county, where the air is renowned for its powers of longevity. There today, in the serenity of old age, No. 30 rolls in freight plus one passenger car every day of the week to and from Renfrew,

During her day, No. 30, both during her recent reincarnation and in her previous wood-burning life, has run more than a million miles.

But No. 30 today is in her late twilight. She cannot last much longer. Heavier steel, heavier loads, heavier demands, are gradually crowding such lovable oldtimers off the rails. Of her sisters, only 105 and 144 in the Maritimes, and 136 on the Smiths Falls-Renfrew run, still survive, in all the 20,000 odd miles of the C.P.R.'s tracks. In the newspaper business, "30" usually means the end. Perhaps some of these days too, they'll pull in the old timer, and she'll write her funeral notice with her own number--30.

**18/07/1968 Eganville Leader**

**Eganville**

**Eganville**

**The End of Steel For Herman Scheer**

Coincidental with the closing of the Eganville Section of the C.P.R., Mr. Herman Scheer, the last man to hold the post of foreman, also closed out his career and he is pictured above as he pulls into the station with the "speeder" to be warmly hosted by fellow C.P.R. employees and also to be presented with a purse of money on their behalf by Mr. Deb. Rose, of Haley's, Ont.

Mr. Scheer began his railroad career in 1926, under the fore-manship of the late Ira Whalen, who prided himself on being able to accomplish a great deal without too much exertion. Most of Herman's time was spent in Eganville, with the exception of five years in Douglas, and short stints at Chalk River, Meath, Renfrew and Pembroke. Mr. Scheer recalls that \$2.00 a day was the going wage when he started but the daily rate was \$21.21 when he wrapped up the job in April. The other steady man on the Eganville Section, Mr. Reinhold Lemke, has been absorbed by the Renfrew Section, which has a greatly enlarged beat.

**23/04/1970 Eganville Leader**

**Eganville**

**Eganville**

**Old CPR Station Is Disappearing**

This week brought the first sign that the long-awaited face lift for the Village of Eganville may be getting underway as demolition was started in the CPR station, by Alec Rutledge, of Shawville, Que. The station has stood in its present site in the centre of the village for around half a century, but the property will now revert to the municipality. The tracks leading to it will also be removed as work commences on the installation of the new sewage system.

**11/06/1970 Eganville Leader**

**Eganville**

**Eganville**

**CPR's Eganville Line Loses \$112,679 In Three Years**

CP Railway had actual losses totalling \$ 112,679 on its Eganville branch line during the three years 1966-1968, the Canadian Transport Commission reported today in a formal notice.

A decision on whether to allow abandonment of the line is to be made June 22.

The railway filed an application 21/2 years ago for authority to remove the 19-mile freight line, but the application, along with a number of others, was held in abeyance during completion of the Commission's costing procedures.

Commission analysts have determined that CP Rail's actual loss on the Eganville line rose from \$33,221 in 1966 to \$39,894 in 1967 and declined slightly to \$39,564 the following year. Carload traffic dropped from 372 cars in 1966 and 127 in 1968.

The Eganville branch runs off CP Rail's transcontinental line half-way between Ottawa and Pembroke. It was built in 1892 by the old Atlantic and Northwest Railway to serve a string of small Ottawa Valley communities.

**07/10/1970 Eganville Leader**

**Eganville**

**Eganville**

**CPR Rail Removal Ends An Era**

The C.P.R. rails which once ran through the centre of Eganville and contributed to its prosperity have almost disappeared. A work crew from the firm of John Wheelwright Ltd., Railroad Contractors, have almost completed the removal of 1500 feet of rail which have been a part of the village since 1892. The job was planned by Dalton G. Dow, P.Eng., railway division manager and the work is proceeding at a fast pace. The removal of the track is necessary to facilitate the forthcoming road building program through the village. While the passing of the rails is essential to progress, they were welcomed by an earlier generation of Eganville residents when it took well over four hours to reach Cobden by stage in fine weather. But the stage could be mired for hours in mud, while the train awaited its arrival in Cobden.

**25/11/1970 Eganville Leader**

**Eganville**

**Railway News**

The Canadian Transport Commission has approved part of a Canadian Pacific Railway application asking to abandon the company's branch line between Payne and Eganville, it was announced last Thursday.

CP rail originally asked to cease operations for the full 18.9 miles between the two points. The commission ordered only partial abandonment 9.5 miles between Douglas and Eganville when a Douglas business firm opposed complete cessation of service.

The commission said the branch line "is uneconomic and is likely to continue to be uneconomic."

**27/09/1972 Eganville Leader**

**Eganville**

**Eganville**

**September 27 C.P.R. Line Being Lifted Between Douglas And Eganville**

In one month's time the C.P.R. line between Eganville and Douglas will no longer exist and all that will be left will be a graded railway bed and memories in older minds of when the line was a busy one.

A Burlington firm, Penvidic Contracting Co., which builds and tears up railways, has been engaged in the ripping up of the Eganville-Douglas line for the past month.

The line is being lifted from the yard in Eganville for 9.7 miles to the switch in Douglas in the area of where the old station was located.

The line between Eganville and Douglas was closed about three years ago because it wasn't paying for itself. The company recorded thousands of dollars in losses.

**13/02/1980 Eganville Leader**

**Eganville**

**CP Line Abandoned Rail Service To Douglas To End**

The 9.5 mile stretch of Canadian Pacific Rail Line between Payne and Douglas will be closing in the near future - for the second time.

The Payne to Douglas stretch was part of the Eganville subdivision line. The tracks from Douglas to Eganville were lifted in 1971.

Canadian Pacific attempted to close the line to Douglas in 1976, however, the Railway Transport Committee ordered the company to keep it open. Although the committee had determined at that time that the operation of the line was uneconomical and that it would likely continue to be uneconomical, the committee said the line would not be abandoned..

**28/05/1986 Eganville Leader**

**Eganville**

**CP Rail Line Goes Onto Marketplace**

Grattan Township Reeve Mike Keller remarked dryly that when it rains it pours.

Reeve Keller made the comment upon the introduction of a letter from G.A. Swanson, general manager of Canadian Pacific Railway, regarding company practice on abandoned rail lines.

The CP line from Payne (near Renfrew) to Eganville was abandoned in 1982 and the firm was writing the township asking if it had any interest in it, should the province turn down the opportunity to purchase it. Admaston and Bromley Townships have also been forwarded letters.

For the past couple of years, Grattan has addressed the matter of the abandoned Canadian National right-of-way and has recently indicated to CN it would be interested in entering negotiations for the purchase of the portion of the line in the township and the Eganville Station.

As of last week's meeting, no further correspondence has been received by CN to the municipality's initiative.

As far as the CP situation is concerned, the township will hold tight until which time it is advised by the company the province has no interest in the line. Reeve Keller said he hoped there would be some input from the public if and when that juncture comes to pass.

Residents Willing To Buy CP Railway Land

An informal survey by two members of Grattan township council has revealed that a number of residents living along the abandoned Canadian Pacific rail line in the municipality would be interested in purchasing the abutting right-of-way if it is offered for sale.

Reeve Orland McNamara and councillor Claude Verch checked with the majority of landowners living along the discarded line, and, said councillor Verch "they were all in favour of taking it back... paying for it."

The CP line from Payne (near Renfrew) to Eganville was abandoned in 1982. The right-of-way from the Eganville village limits east towards Douglas is located in Grattan township. Several years ago Eganville purchased the line from its limits west, in the direction of Augsburg.

The issue of the abandoned Canadian National Railway line in the township continues to be in limbo.

"As far as the CN (line) is concerned, it will pop open someday," Reeve McNamara said dryly.