

# Local Railway Items from Area Papers - Renfrew subdivision (including O.A. and P.S.)

**15/03/1890** *Ottawa Free Press* **Renfrew**

A number of surveyors are now engaged in locating the line of the Ottawa, Arnprior and Parry Sound Railway. It is said that the portion between Ottawa and Arnprior will be let to a well known contractor, and work will commence about May 1st.

**15/03/1890** *Ottawa Journal* **Renfrew**

The work of surveying the new line of railway from Ottawa to Parry Sound was commenced by Mr. G.A. Mountain, chief engineer of the C.A.R. and a competent staff on Thursday last. Mr. Mountain's assistants are Messrs. J.A. Simpson and A.H.N. Bruce.

This line will connect with the C.A.R. at Ottawa and the line is to be known as the Ottawa and Parry Sound Railway.

Mr. J.R. Booth who is one of the prominent directors of the new line, said in conversation with the Journal that morning "At present we are surveying our end of the road. Forty miles at the Myer Sound (sic) end of the line is contracted for and is being constructed. This portion connects with the Northern Pacific Junction at Eganville, as will also our line. Our line has not been surveyed and we are anxious to have it done as soon as possible as should engineering difficulties be discovered in connecting at the point now proposed their line will alter to meet ours. Construction will be begun early in the spring.

**11/04/1890** *Ottawa Journal* **Renfrew**

organizing the Ottawa and Parry Sound Railway

..the line is surveyed for nearly the whole distance and Mr. Mountain, C.E. and his staff are now engaged in surveying and locating the Parry Sound end. The line will form part of the western system of the C.A.R.

**06/06/1890** *Renfrew Mercury* **Renfrew** **Renfrew**

The surveyors are going on steadily with their work on the route of the Ottawa, Arnprior and Parry Sound Railway. By Tuesday, they had reached Moore's Corners, near Douglas and had it not been for a creek there, they would have had an almost perfectly straight line between Renfrew and Douglas. As it is, they took a second survey back some distance, on Tuesday, and will probably take another, locating the line about midway between the lines of the first two surveys.

**26/09/1890** *Renfrew Mercury* **Renfrew**

speculation about the Parry Sound Railway--

Messrs. George A. Martin, C.E., and Arthur H.N. Bruce, C.E. have commenced the preliminary survey of that part of the Canada Atlantic extension (the Ottawa, Arnprior and Parry Sound railway) lying between Ottawa and Arnprior. The point upon the existing line of the C.A.R. from which the extension will be made for Britannia has not yet been selected, but upon reaching the village by the lake a bee line will be made for Arnprior. The sections already ocated are those between Parry Sound and Elmsdale, and between Renfrew and Barrie's bay, leaving when the location to Arnprior has been made but about 100 miles to complete the survey of the entire line.

**02/10/1890** *Ottawa Free Press* **Renfrew**

An engineering party, under Mr. Bell, is engaged in surveying the line for the new railroad around March Corners, and the residents are jubilant over the prospects.

**10/10/1890** *Renfrew Mercury* **Renfrew**

The engineers of the Ottawa, Arnprior and Renfrew Railway went over the country lying between Arnprior and Ottawa, week before last, for the purpose of making a preliminary survey. They came up from Graham's Bay via the Torbolton route and returned by way of Kinburn and the Carp. They are now making, by order of the shareholders of the company, a more minute and instrumental survey of both routes; and at an adjourned meeting. To which the detailed reports will be presented in a few weeks, it will be definitely decided which of the two routes will be adopted.

**28/11/1890** *Renfrew Mercury* **Renfrew**

The preliminary survey of the Ottawa & Parry Sound Railway has been completed to Carp village on the alternative route back to Ottawa, and it is expected to reach the city by December 1. The two routes will then be ready for selection by the officers of the road.

The first route is the Torbolton or river route, and it was the first surveyed. It runs through the townships of Nepean, March, Torbolton and Fitzroy to Arnprior, and passes, among other places of interest, the Chats rapids and the galena lead mine, which is owned by Robertson Bros., Montreal.

The other route, the one now being surveyed, runs through Nepean, March, Huntley and Fitzroy to Arnprior. This route, which is called the Carp route, passes a phosphate mine that is now being opened up.

Mr. G.A. Mountain, the engineer in charge, says he found the country along both routes most excellent in every respect and the grades exceedingly good. The distance to Arnprior by this route is about 33 miles. Ther eis scarcely a mile difference in the two routes.

**08/01/1891** *Renfrew Mercury* **Renfrew**

Mr. Mountain and staff, who are now at work locating the line of the Ottawa, Arnprior & Parry Sound Railway, have reached Eganville's farm, on the Madawaska, about twenty miles west of Bark Lake. Mr. Mountain, the Enterprise says, reports a very favourable line, and says that from Renfrew to Eganville's Farm th e line is one of the most favourable he has ever travelled over.

**01/05/1891** *Renfrew Mercury* **Renfrew**

Mr. G.A. Mountain, Chief Engineer of the C.A.R. returned to Ottawa on April 23rd from a drive over the Ottawa, Arnprior & Parry Sound railway, from Ottawa to the Bonnechere Valley, a distance of 100 miles. The road has been located to that point, and Mr. Mountain went in company with a party of contractors who propose to tender for the construction. Mr. Mountain said that the contractors were highly pleased with the geographical features of the road. The grades and curves are easy, the grades being very similar to those of the C.A.R. But in some places the construction will be extremely expensive, owing to heavy rock cuttings and timber clearings. The distance to Renfrew by the proposed route will be 50 miles, as compared with 70 miles by the C.P.R. The 100 miles located is just half way to North Pacific Junction. The application for amalgamation by the Ottawa, Arnprior & Renfrew and the Renfrew and Parry Sound railways that will come before parliament this session is a mere matter of form, the charters for the two divisions, of the road having been granted at different times. - Ottawa Journal.

**12/06/1891** *Renfrew Mercury* **Renfrew**

The act for amalgamating the Ottawa and Arnprior and Ottawa and Parry Sound Railroads, received its second reading on June 1st. In connection with this event, Mr. R. Turner kindly showed us a letter from Mr. John Ferguson, M.P., for the South Riding, in which he states that negotiations are now in progress for the signing of a contract to build 200 miles of the road, commencing at Ottawa. Enterprise.

**24/07/1891 Renfrew Mercury Renfrew**

The bill for the amalgamation of the Ottawa, Arnprior and Renfrew Railway and the Renfrew and Parry Sound Railway charters under the title of "The Ottawa, Arnprior and Parry Sound Railway Company," has passed its third reading in the House of Commons, and is now before the Senate for confirmation. The Chronicle learns on good authority that as soon as the bill is passed by the Senate, operations will at once be commenced on the work of construction.

**20/11/1891 Ottawa Journal Renfrew**

Ottawa's New Railway

Forty miles of the road now under contract and will be finished next year. Mr. Reid of Montreal has the contract. More.

**09/01/1892 Ottawa Free Press Renfrew**

The survey of the line of the Ottawa and Parry Sound railway has now reached Eganville's farm on the Madawaska, a point which is about twelve miles west of Bark lake. The country through which the survey has assed of late is reported to be unusually fine and admirably suited to railroad building.

**03/03/1892 Ottawa Free Press Renfrew**

Account of the proposed route of the Parry Sound Railway - G.A. Mountain.

**11/03/1892 Renfrew Mercury Renfrew**

Mr. George A. Mountain, chief of the Ottawa, Arnprior and Parry Sound Railway surveying party and his staff are busy preparing their report on the line surveyed through the Nipissing district. The profiles and estimates will not be finished until next week, until which time no exact account of the possibilities of the projected line can be obtained. Mr. Mountain, however, states that his report will be a very favorable one and he has no doubt that the construction of the line will be begun in the spring.

The party, consisting of twenty-four men, left Ottawa on the 20th November, and returned Tuesday. During their absence, they surveyed 120 miles of road and travelled over 500 miles of rough country on foot. The cost of the expedition is estimated to be about \$60 per day during the whole trip. The surveyors met with extraordinary difficulties, having to cut their way through a wilderness of dense brush, travelling on snowshoes and dragging their supplies on sleds behind them. The country is not settled at all. During the whole trip only a few hunters and trappers were met. The scenery is described as being simply grand, the district is dotted over with small lakes, teeming with trout, and game is so plentiful that the camp was supplied with partridge and venison until the men ere tired of it and asked for a change of fare. On one occasion, however, they would have been glad enough to have had game. A cache which they expected to find about fifty miles from the Georgian Bay settlement could not be located, and supplies for twenty-four men consisted of half a barrel of flour and two hams until messengers returned from the settlement.

The most valuable product of the country is the great forests of maple, birch and beech. These timber ridges, as they are called, are already being worked. While the work of construction on the Parry Sound Colonization Road was going on the demand for timber could not be supplied, owing to lack of cars, to carry the wood as it was cut. These limits are principally owned by Messrs. Perley and J.R. Booth, and when the projected road is completed a new and valuable source of lumber supply will be developed. The country is rich in minerals. Mr. Mountain has brought back a large collection of specimens of ore which he intends to have assayed. Nickel and silver are believed to be the principal minerals of the district.

During the whole expedition the camp was remarkably free from sickness, the only cases being three attacks of "the grippe," all occurring at the same time. One accident is reported, a man having had his feet crushed under a rock, but on the whole the trip was remarkably successful/ Mr. Mountain's plans will be presented to Mr. J.R. Booth early next week when the course of procedure will be decided upon. - Ottawa Free Press.

**08/04/1892 Ottawa Free Press Renfrew**

It was learned today that a number of surveyors who were recently employed on the route of the Ottawa and Parry Sound railway survey, are at present in the vicinity of Renfrew selecting a route for a line from Shawville to that place. This means a change in the route of the line from Ottawa to Arnprior. Mr. J.R. Booth is the mover of the new scheme, and it is alleged that he intends to secure the Pontiac and Pacific Junction Railway from Shawville on the latter route and a branch will be constructed to Renfrew to meet there with the original survey of the Ottawa and Parry Sound, thus doing away with the proposed line between Ottawa and Arnprior. Mr. Booth will have no trouble in securing the P. & P. J. as it is said the directors are anxious to dispose of it.

**08/04/1892 Renfrew Mercury Renfrew**

A deputation consisting of Warden Kidd, Dr. Groves, James Wilson and D. McElroy, waited on Mr. J.R. Booth in connection with the Ottawa and Parry Sound railway. They exhibited plans for a new survey through Huntley and Fitzroy, which the deputation claimed was slightly shorter and would cost less in construction than the route fixed upon by the railway. Mr. Booth agreed to look into the matter.

The deputation presented the list of money actually subscribed for right of way through Huntley, which amounts to \$5,000. The right of way through Fitzroy is put at \$7,000. Mr. Booth will forward the plans spoken of to Mr. Mountain, C.E., who is at present at Renfrew running a line to Portage du Fort.

In connection with Mr. Mountain's survey between Renfrew and Portage du Fort, it is understood that if the people of Arnprior and the other townships refuse a bonus, the Parry Sound railway company will use the Pontiac and Pacific railway line as far as Portage du Fort, whence the line will be continued from that point up the Bonnechere, taking in Renfrew village. Ottawa Journal.

Renfrew has, indeed, been quite lively this week, with the surveying party parading the town once or twice a day with gaily painted and flagged poles. In fact, they might be mistaken for a small Twelfth of July procession. One of their preliminary routes is through the lower end of Mr. A.A. Wright's flower garden, across the end of Smith's creek bridge, through Mr. Wm. Airth's and the horse ring of the agricultural grounds. Another survey hugs close to the northern shore of Smith's creek from W. O'Connor's to the Show grounds. By Wednesday the party had reached the Bonnechere, which they cross near Mr. J.B. Gibbon's residence. It is Shawville, not Portage du Fort that they are aiming for.

**15/04/1892 Renfrew Mercury Renfrew**

AID ASKED FOR THE OA & PS RAILWAY. Dr. Dowling, M. P. P., introduced a deputation consisting of J. R. Booth, ex-mayor McDougall, and F. Fleck of Ottawa, as well as several local men of importance. The company wished to ask for government aid in building that part of the road which extended through the colonization and unorganized districts. There was no rail service to 15 townships, and the people had been clamouring for years for rail facilities. Dr. Dowling dwelt on the great advantage that the railway would prove to the district, and the members of the deputation supported him in this. The matter was promised due consideration.

The Arnprior papers were trying to stir up public interest in having the O. P. S. routed through Arnprior instead of reaching Renfrew by way of the Pontiac and Pacific Junction R. R., and by a branch, thence, across the Ottawa R. from Shawville as was now proposed.

**22/04/1892 Renfrew Mercury Renfrew Shawville**

The staff of engineers of the Parry Sound & Ottawa Railway Company struck town on Tuesday morning with a picket line from the Schneaux (snow) rapids - a continuation of the line previously run from Renfrew. Their impressions of the of the country for railway construction are favorable. This surprised no one, as the feasibility of such a route had been well-known for some time; but the presence of a strange party of railway engineers was enough to make our citizens prick up their ears, so to speak, and swell out the physical proportions of the real estate men very perceptibly: and little wonder, as the prospect, dim if you will, of placing Shawville on a through line of railway is something that doesn't loom up every day. Equity.

**11/05/1892 Eganville Enterprise Renfrew**

Mr. Ferguson, M. P., suggested that a delegation be sent to Ottawa to interview Mr. Booth as to the proposed changes to the route of the railway. Dr. Dowling, M. P. P., W. George, R. Turner, and J. Reeves were appointed. They met Mr. Booth, Mr. Fleck, manager of the Canada Atlantic Railway, and Mr. Mountain, chief engineer of the OA & PS R. R., and Mr. Ferguson, M. P.

It was pointed out that Eganville, in accepting a Dominion grant to have the Booth line connect, had lost out in having the Kingston and Pembroke R. R. extending its line there, and if the Booth line were extended to Pembroke, then Eganville, by losing all chance of railway, would be ruined.

J. R. Booth agreed to have his chief engineer Mountain re-examine the area.

The delegation hoped that if the Booth railway came, it would be carried right into the village, instead of a mile and a quarter south of it. When asked as to the time of the construction, Mr. Booth stated that if the involved townships (Grattan, Sebastopol, S. Algona, Haggarty and Brudenel) would give small bonuses, that he would, this fall, have men upon the line working from Eganville eastward.

The delegation was successful in impressing upon Mr. Booth, the great amount of trade the line passing through Eganville and west of it would secure, and they returned home well satisfied with their interview.

**20/05/1892 Renfrew Mercury Renfrew**

The new survey made by Mr. Mountain and his staff with the object of ascertaining if the proposed railway cannot be brought into the village of Eganville, instead of passing, as by the first survey, a short distance on the south, proves to be 4,000 feet or three quarters of a mile longer. It will also involve additional cost for rock cutting, to the amount of \$12,120: making the total cost some \$20,000 more than by the first line; exclusive of the difference in the right of way.

**21/05/1892 Ottawa Free Press Renfrew**

Mr. Mountain, chief engineer of the C.A.R. is now engaged in running a new line from Portage du Fort to Eganville, which will give the C.A.R. connection with the Pontiac and Pacific Junction, and will also be used in connection with the proposed Parry Sound railway.

**02/06/1892 Ottawa Citizen Renfrew**

Surveying of the Ottawa, Renfrew and Parry Sound Railway is now completed and construction of the road is expected to be commenced in the course of a few days. There are two roads surveyed from the city to Arnprior, one taking in the Carp and the other the village of Torbolton. Mr. J.R. Booth - the leading stockholder in the road, will inspect the two routes this week, and decide which one to be used.

**02/06/1892 Ottawa Journal Renfrew**

Mr. J.R. Booth, the leading stockholder of the Ottawa and Parry Sound Railway company will, this week, inspect the two lines surveyed out of Ottawa and will determine which one to adopt. After that the work of building the railroad will begin immediately.

**03/06/1892 Renfrew Mercury Renfrew Eganville**

The Enterprise says that Mr. Jas. Reeves has received the following letter from Mr. J.R. Booth, regarding bringing the O. & P.S. Railway line through the village of Eganville:-

"Mr. Mountain has reported and shown me the plan and profile of both lines, the last one showing some slight changes that would bring it about a mile from the town. I see by the plans that two very serious objections exist in the town line, viz., a heavier grade than on any other part of the whole line, and a bad curve, both of which would be a serious matter to contend with, more particularly the grade, which would mean at least 4 or 5 cars in a train for all time, then the cost of construction would be about \$24,000 more, which is quite an item, but if as good a line could be had by your town as the other I would make an effort to do it. Under these circumstances I fear I cannot hold out any inducements that the line can be made as I know you would like it. Railroad Companies now-a-day, where competition is keen and close, find that these objectionable grades are the most objectionable matter they have to deal with; and as you are doubtless aware, the Canadian Pacific are obliged to spend large amounts to remedy these defects, and cut down the objectionable grades. It is more than probable that if the line was to go as you desire, we would in a few years be compelled to adopt the route with the lighter grade.

"Mr. Mountain reports that quite an expensive piece of filling would have to be done to bring the line within a mile of the town or Dr. Dowling's lots, but this I would not mind.

"I hope your people will take these difficulties into consideration and do what they can to help in getting the road commenced as soon as possible, by the different municipalities providing the right of way, and have the line come via Eganville, Renfrew and Arnprior. Action taken by them in this matter will have a very material effect upon the Company, when a decision has to be made as to which route will be adopted.

**17/06/1892 Ottawa Free Press Renfrew Arnprior**

Mr. Fleck, secretary of the Ottawa and Parry Sound railway, went to Arnprior on Wednesday and handed over to the municipality the bonds and agreements made with the company. The debentures raised by the village are in the hands of Mr. George Burns, of the Bank of Ottawa, this city. It is now rumored that the contractors for the line between Ottawa and Arnprior will commence work next week.

Some of the people of Arnprior seem to be very much disturbed in temper because the people of Renfrew do not take enthusiastically to the hints which have been thrown out that it will be necessary for them to contribute something no matter if not a very great amount in the way of assistance to the construction of the Ottawa, Arnprior and Parry Sound Railway. Why Arnprior should be so troubled about the matter is not quite clear, seeing as it is triumphantly asserted that Arnprior, having contributed \$45,000, is certain to get the section between Ottawa and Arnprior built, and in operation, probably within a few months. Then the writer at the Arnprior Chronicle berates the Mercury reporter over the subject. 'Is it necessary,' says the Chronicle, 'for the railway to go to Renfrew at all, as it would be shorter to cut straight to Douglas, leaving Renfrew a few miles to leeward.'

Rumours in Renfrew strongly suggested that Renfrew not argue with Mr. Booth, in so doing, the road would get to Renfrew Village without any financial contribution. Booth denied this, saying, 'The Government had absolutely refused to grant one dollar for that part of the road. The decent plan is to inform the rate payers, have public meetings, and if there is a strong desire, then they will have it in their power to endorse the scheme as enthusiastically as they please.' (For some reason, there was opposition to the railway both from the public and the Mercury.)

Mr. Booth has made some clever moves on this great checkerboard of his, but it looks now as if his playing was losing its effectiveness.

Shortly after, several Renfrew gentlemen who were provisional directors of the old Renfrew and Parry Sound Railway (afterwards converted into the Ottawa & Parry Sound) went to Ottawa and conferred with Mr. Booth. They set out to correct misunderstandings, and explained that it would be difficult to carry a bonus by-law in Renfrew, on account of existing railway indebtedness (presumably to the CPR). Mr. Booth expressed a desire to have at least \$15,000 worth of stock in the road taken either by individuals or the village, in which case, he would have the road running into Renfrew by the fall of 1893.

Shortly after this article, the Hon. Mr. Haggart gave notice of the following railway subsidies on July 4, 1893:

O.A. & P.S. R. R. for 30 miles from Eganville to Barry's Bay —\$3,200 per mile

O.A. & P.S. R. R. for 30 miles from a point on the CPR to Eganville — \$3,200 per mile

O.A. & P.S.R. R. for 55 miles from Barry's Bay towards the Northern Pacific Junction R. R., a subsidy not exceeding \$6000 per mile on the first 27½ miles out from Barry's Bay, and not exceeding \$3,200 per mile on the second 27½ miles.

The Minister stated that the full length of this road would be 250 miles. 52 miles was already subsidized, or 107 including this vote. The estimated cost was \$23,000 a mile (or \$4,600,000). The object of the enterprise was to provide a route from the Georgian Bay and Upper Great Lakes to Montreal by way of a connection at Ottawa with the Canada Atlantic. The Minister said that the railway would be completed within two years (1894). The contract was being let for a considerable portion of the line. J. R. Booth would be building the line into Renfrew this summer out of his own capital. Mr. Booth had entered into a contract with Michigan capitalists for the construction of large mills on the lakes in the north, and it was in pursuance of that arrangement that he had made arrangements for pushing on the work.

The Mercury quoted the Arnprior Watchman: "Because we have assisted Booth to the extent of \$75,000, the railway is coming to Arnprior.' That it will go right on to Renfrew and through to Parry Sound, we doubt very much, unless material aid is vested by the upper townships. With J. R. Booth, it will take the most profitable route. That it will reach Arnprior even earlier, some of us anticipate there can be no doubt.

The Arnprior Chronicle of the same date said that "J. R. Booth made a trip over the proposed routes between Ottawa and Arnprior this week, with a view to selecting which way the line should be built. Yesterday he was examining the crossings of the Mississippi, and today will visit Galetta.

The O. & P.S. Railway

As Renfrew recently received intimations that it was now expected to assist in getting the road to Arnprior, in order to prevent that town as well as Renfrew "being left in a pocket," the following paragraph, which appeared in the Arnprior Watchman, of the 17th inst., may be of some interest to our readers:-

"The new railroad is coming to Arnprior. Let nobody be scared into the opinion that there is the slightest possibility of it going any other direction. Arnprior has assisted it to the extent of \$75,000 and the country through which it will pass between here and Ottawa, have also assisted the enterprise. That it will continue immediately from Arnprior, or that it will go right on to Renfrew and through to Parry Sound, we doubt very much, unless material aid is voted by the upper townships: but that it will make the most profitable route scarcely admits of a question when it is known such money makers as Booth & Co. are at the helm. Pontiac can offer everything in the way of inducements but business. That it cannot create, with the country in its present condition. A monopoly of the trade of Pontiac means the monopoly of a white elephant. And Mr. Booth's career thus far gives us the opinion that he is not dealing in white elephants just now. The upper townships, we believe, will assist the road and secure its immediate construction. We would not be at all surprised, nor displeased, were the road built to Arnprior within the specified time, and remain here a year or more until the anxiety of those without a road becomes worked up into practical heat, and good bonuses offered the company to continue. That it will reach Arnprior even earlier than some of us anticipate there can be no doubt."

The Arnprior Chronicle of the 17th, contained the following:-

"J.R. Booth, Esq., President of the Ottawa, Arnprior and Parry Sound Railway, made a trip over the proposed routes between Ottawa and Arnprior this week, with a view to selecting which way the line should be built. Yesterday (Thursday) he was at Fitzroy Harbour and today will be at Galetta, examining the crossings over the Mississippi. As soon as a decision is arrived at, we learn that the work of construction between Ottawa and Arnprior will be commenced."

Last night the contract for the first 40 miles was let to Mr. Fauquier of Toronto.

A deputation representing the Ottawa, Arnprior and Parry Sound Ry. Co., composed of Messrs. Fleck and McDougall, of Ottawa and Dulmage, of Arnprior, visited Eganville on railway business. They were met by Mr. Costello, Reeve of Brudenell, Mr. Roche, Reeve of Hagarty, Mr. Ryan, Reeve of South Algona, Mr. Maher, Reeve of Sebastopol, Mr. Whalen, tp. clerk, Brudenell, Mr. Connors, councillor, Sebastopol, Messrs. McRae and Gourlay, councillors of Eganville, Dr. Dowling, M.P.P., and Messrs. Wm. Gorman, W. George, D. Lacey, R. Turner, and J. Reeves of Eganville, and a number of others. The deputation laid before the Reeves the request of Mr. Booth that the municipalities should provide the company with a free right of way. They asked no bonus, but that the municipalities should show their interest in the road by purchasing for them the right of way. A lively discussion took place in which the delegates stated, that if the right of way was purchased, the grading of the line to the amount of between twenty and thirty thousand dollars would be proceeded with this fall west of Admaston, and they presumed the contracts for the ties and telegraph poles would also be given out this winter. It was finally decided that the parties through whose land runs should be seen, and their agreement obtained to sell the right of way through their lots at a price per acre for the land taken. That when the total cost of the land was known, a meeting of the Reeves should be held and the cost of purchase should be equitably divided between all the municipalities represented. That the councils should then be asked to introduce the necessary by-law for the issue of debentures for the amount of their proportion of the cost of the right of way, and submit the same to the vote of the ratepayers. That these debentures should bear five per cent interest and be payable in twenty years and when issued they should be handed over to Mr. Booth at par, in payment for stock to the amount of the debentures. Mr. Booth paying to the owners of the lands the amounts agreed upon for the purchase of the right of way. After the by-laws have been published, the delegates will return and will address public meetings in each of the municipalities interested. All persons present at the meeting were favorable to granting the reasonable requests of the delegates. - Enterprise.

Today (Warden Kidd) said a gang of men were engaged in the village (of Carp) locating the route for the Parry Sound railways between Ottawa and Arnprior. He expected that construction work would commence about Friday.

**11/07/1892 Ottawa Free Press Renfrew Arnprior**

The first sod was turned today, at Arnprior, in the construction of the Ottawa and Parry Sound railway. There were no formalities observed, work along the line being simply begun in real earnest. It is understood that the contracts for the construction were signed this afternoon.

**15/07/1892 Renfrew Mercury Renfrew**

Mr. Fauquier, one of the contractors for the building of the Ottawa & Parry Sound railway, in speaking to the Journal this morning said that the work of construction would probably commence the last of this week, but undoubtedly the beginning of next. The country being cleared and comparatively level between here and Arnprior will not be difficult of construction and the chief part of the work will be done with horses and scrapers. Mr. Fauquier says that in all probability the first sod will be turned next Monday. He says the road will be ready for the iron between Ottawa and Arnprior, a distance of 39 miles, by November 1, if everything goes as well as anticipated. The building will be rushed as fast as the right of way can be secured. He says the firm are fully prepared to get to work as soon as the engineers who are now working above the Carp get the survey completed. - Ottawa Journal.

**16/07/1892 Ottawa Journal Renfrew**

Mr. Fauquier will start work at the Carp on Tuesday

**19/07/1892 Ottawa Free Press Renfrew Carp**

The work of the construction of the Ottawa and Parry Sound railway commenced at the Carp yesterday. The work between Ottawa and the Carp will not be commenced for some time, the full title to the right of way not having been acquired yet.

**20/07/1892 Ottawa Free Press Renfrew Carp**

The Ottawa and Parry Sound railway have purchased the gravel pit of Mr. Jas. Rivington at Carp from which point the railway starts. The price paid is stated to be \$4,000. Another company of men will leave the city tomorrow morning to begin work on the new road.

**22/07/1892 Renfrew Mercury Renfrew**

The Mercury quoted the Arnprior Watchman of July 15: "The chances favour Arnprior being the terminus for a time at least." Renfrew, of course, looks for this, but we understand that Renfrew's indifference to the scheme, or rather independence has raised Mr. Booth's ire, and that unless she puts up the amount called for, her citizens will be compelled to listen to the tantalizing echo of the locomotive whistles on the new road about three miles outside of town. The Mercury chided the Watchman, saying that the act of Parliament to incorporate the Ottawa, Arnprior and Renfrew Railroad, March 23, 1888, provided for the construction of a railway from Ottawa to Renfrew, via Arnprior and Braeside, and that an amendment of May 4, 1891 only added the Ottawa & Parry Sound Railway as an addition to the OA & PS. So far, then, the railway must come to Renfrew by statute, and Renfrew-ites had not been asked to 'put up the amount alleged to have been called for,' and that Mr. Booth would use his own capital

**23/07/1892 Ottawa Free Press Renfrew Carp**

A gentleman from Carp village states that there are almost two hundred men working on the Ottawa and Parry Sound railway near that place. The work is progressing rapidly.

**25/07/1892 Ottawa Free Press Renfrew**

There were two miles of grading done on the Ottawa and Parry Sound railway in the first two days, Tuesday and Wednesday last week.

**27/07/1892 Ottawa Free Press Renfrew**

Mr. M. Haig informed the Free Press this morning that he has just returned to the city from Carp, and speaking of the construction of the Ottawa and Parry Sound railway, said that the new road had been ballasted for about six miles on each side of the village. About sixty or seventy team of horses and four hundred men are now engaged on the work. Men were yesterday measuring and making plans for the construction of the bridges across the Carp river and across the Mississippi at Galetta. The people of Galetta, he said, are in ecstasies over the prospect of the railway entering the town and with the excellent water power at that place a rapid advancement is being looked forward to. Mr. George Whyte of Galetta has granted the railway company sufficient land on which to erect a depot.

**27/07/1892 Eganville Enterprise Renfrew Carp**

Forty teams and lots of men are working at Carp on the OA & PS Ry. and more of both are being added every day.

**28/07/1892 Ottawa Journal Renfrew**

Mr. Fauquier expects to have all the grading completed by September 15. He has now 100 teams and 150 men at work. He is building east and west of Carp.

**29/07/1892 Renfrew Mercury Renfrew Carp**

The first permanent stake on the location of the O.A. & P.S. Ry. was driven near Carp village on Monday week by David McElroy, Esq., who has taken a lively interest in the construction of the road. The engineers and staff are busy at work and hope to give a good account of themselves during the long days and pleasant weather which has at length set in.

**03/08/1892 Ottawa Free Press Renfrew Carp**

A contractor on the Ottawa and Parry Sound railway informed the Free Press this afternoon that the work of building the road at Carp was advancing most favorably. Already five or six miles of road have been graded and with the large number of men and horses the construction of the road is progressing marvelously. The boom at the Carp village, he said, was great. Every house is filled from cellar to attic with working men and a number of boarding houses are being erected along the construction. He stated that the work would be commenced at Arnprior in about a month, proceeding in the direction of Carp, and the road would be running between Arnprior and Ottawa about the first of October. The most difficult part of construction was between Carp and Ottawa. Speaking of the proposed competing line to be built by the C.P.R he considered it would rather benefit than injure the Ottawa and Parry Sound railway. Mr. Booth is sending up a gang of millwrights and laborers to do the trestle work on the Ottawa, Arnprior and Parry Sound Railway. Also in the Renfrew Mercury 5 August.

**09/08/1892 Ottawa Free Press Renfrew**

The construction work on the Ottawa and Parry Sound railway is progressing rapidly through the township of March where it crosses third line through a portion of Mr. Arthur Read's farm. The farmers of that vicinity are to apply for a station in the neighbourhood of Mr. Read's farm.

**13/08/1892 Ottawa Citizen Renfrew Carp**

About fifty Italians from Montreal passed through the city on their way to Carp to work on the Ottawa and Parry Sound Railway.

**17/08/1892 Eganville Enterprise Renfrew**

The surveyors are now locating the the line between Renfrew and Eganville, working from both ends, the preliminary surveys have been completed. It is reported that the work of grading will be commenced this week. Also in the Renfrew Mercury 26 August.

**22/08/1892 Ottawa Citizen Renfrew**

Mr. Delaney, contractor of Manotick, will start a gang of men to work this morning on the Ottawa, Arnprior and Parry Sound road, near Judge Mosgrove's residence on the Richmond Road. They will work in a westerly direction.

**23/08/1892 Ottawa Journal Renfrew**

Ties for the Ottawa and Parry Sound railway are being taken out down the line of the C.A.R.

**23/08/1892 Ottawa Citizen Renfrew**

The C.A. Railway Company are getting out ties for the Ottawa and Parry Sound road.

It is rumored that the C.A. Railway Company will shortly purchase land from Mr. Stewart, on which they will erect workshops.

**24/08/1892 Ottawa Journal Renfrew**

Mr. Booth is now securing right of way for the Ottawa and Parry Sound road between the city and a point five miles out.

**26/08/1892 Renfrew Mercury Renfrew Carp**

Three hundred men and one hundred teams are working on the line at Carp, and ten miles has been graded in the townships of Huntly, Fitzroy and March. Mr. Mountain is chief engineer and Messrs. Bruce and Hibbard have charge of the work. The contractors are the Fauquier Brothers, who build about three-quarters of a mile a day. The construction H.Q. is at Carp. The Mississippi will be crossed at Galetta; stone for the bridge will be limestone quarried at Pakenham and floated to site on a scow.

J. R. Booth will build the first three miles of line outside of Ottawa to test what is the exact cost of construction. It is expected to operate the forty miles between Ottawa and Arnprior by electricity, there being splendid water power at both ends of the line.

**27/08/1892 Ottawa Citizen Renfrew Galetta**

Work has commenced on the Ottawa, Arnprior and Parry Sound Railway bridge over the Mississippi river at Galetta. The method of bringing down the stone from the Pakenham quarries by means of a scow towed by a small steamer has been found to work very well.

**31/08/1892 Ottawa Journal Renfrew**

J.R. Booth has decided to route the Parry Sound road through Pembroke.

**02/09/1892 Montreal Witness Renfrew**

A RAILWAY DEAL: The Canada Atlantic had a notion that it would like to extend its line from Ottawa to Parry Sound. The CPR, which is credited with keeping, even in sleep, one eye open, thought it would like to get there too. The Canada Atlantic has the Grand Trunk but not the whole country, at its back. The CPR about owns everything and Mr. Van Horne is credited with being in England just now for the sole purpose of capturing it. However, the CPR got there first. They started from Renfrew, and by next Christmas they will be in Eganville, a distance of 26 miles. The Canada Atlantic threatened to 'get there' by a more northern route, but it is more than likely that the company will elect to take a rest. Mr. J. R. Booth is a heavy investor in it, and as he is a man of great enterprise, he may yet think out a scheme that will checkmate that of the CPR.

**02/09/1892 Renfrew Mercury Renfrew**

The stone for the bridges on the Ottawa and Parry Sound railway is splendid clear limestone from the Pakenham quarry.

**07/09/1892 Ottawa Free Press Renfrew**

A gentleman who has just returned from a business trip to Galetta, speaking to a free Press reporter this morning, said that the building of the Ottawa and Parry Sound railway is being pushed forward with great rapidity. The furthest extension of operations on the line has reached within eight miles of Arnprior, a gang of over forty men being now engaged between Kinburn and Galetta. It is also expected that another contingent of men will be placed at Galetta to work in the direction of Arnprior next week. The road is now graded in sections from where it crossed the C.P.R six miles outside the city to Kinburn village. Timbers for the construction of culverts and bridges are cut at Booth's mill in the city and shipped to Stittsville from where they are drawn to the construction. It is probable that traffic will be opened between Arnprior and Ottawa by the end of November.

**08/09/1892 The Equity, Shawville Renfrew Galetta**

Work has been commenced on the Ottawa, Arnprior and Parry Sound Railway bridge over the Mississippi River at Galetta. The method of bringing down the stone from the Pakenham quarries by means of a scow towed by a small steamer has been found to work very well.

**09/09/1892 Renfrew Mercury Renfrew Galetta**

The "corner stone" of the Ottawa, Arnprior and Parry Sound Railway bridge over the Mississippi at Galetta was placed in position on Monday, and the work of construction is being pushed vigorously by the contractors. A large number of men and teams are now at work grading between Kinburn and Galetta.

**09/09/1892 Renfrew Mercury Renfrew Galetta**

The 'corner stone' of the OA & PS bridge over the Mississippi at Galetta was placed, and the work of construction is being pushed vigorously by the contractors, Fauquier Bros. A large number of men and teams are now at work grading between Kinburn and Galetta.

**14/09/1892 Ottawa Journal Renfrew**

Men are now working on the Parry Sound road close to Ottawa and the line will likely strike the C.A.R. near the St. Louis dam. At the west end of the line the work is also being pushed vigorously.

**16/09/1892 Parry Sound Star Renfrew**

The Star is pleased to be able to pronounce that arrangements have been completed with a new construction syndicate by which work on the Parry Sound Colonization Railway will be resumed at once, and will be pushed forward as far as possible through the winter, and that the line will be completed some time next summer. The work of chopping and clearing and rock-blasting, where necessary, will be carried on throughout the winter, and track-laying will be commenced in the spring as early as possible. A handsome new passenger coach has been placed on the line, and a daily passenger and freight service will be continued throughout the winter on the part of the railway already completed. viz: from Bear Lake to Scotia on the Nipissing and Parry Sound Railway.

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

In its "Railroad News" last week the Enterprise said:

In a letter to a person in Eganville, Mr. J.R. Booth said that if the township carried out the giving of sufficient bonuses to purchase the right of way through them, that some grading would be done this fall, and tie and timber contracts would be given out this winter for 50 miles.

It is reported and on good authority, that Mr. Booth has purchased the Parry Sound Colonization Railway. This is the line from the Northern to Parry Sound which at one time was reported that the C.P.R. had control of. This shows that Mr. Booth is determined to build his line.

**30/09/1892 Renfrew Mercury Renfrew Ottawa**

Account of the meeting of the Ottawa Board of Trade on Tuesday.

**04/10/1892 Ottawa Free Press Renfrew**

Proposal that city should grant a bonus to the Parry Sound railway. Article.

**06/10/1892 Ottawa Free Press Renfrew**

Two barges loaded with railway ties were towed up the Ottawa river yesterday from Rockland to be used in the construction of the Ottawa, Arnprior and Parry Sound railway. They were taken up the canal and unloaded at the St. Louis dam this afternoon. It is learned that almost all of the grading of the line has been completed between this city and Arnprior and that ties are being laid on certain portions of the road.

**07/10/1892 Renfrew Mercury Renfrew**

OTTAWA & PARRY SOUND RAILWAY: A meeting of the Ottawa Board of Trade was held on Monday night, at which the principal subject discussed was an application from Mr. A. W. Fleck for a bonus for the Ottawa and Parry Sound Railway. Addresses were made by Mr. Mountain, the engineer of the road, and Mr. C. J. Smith, the traffic manager of the Canada Atlantic Railway, as to the importance of the trade the O. & P. R. R. would develop, and the benefits which would accrue to Ottawa from the building of the road. Mr. Mountain incidentally mentioned that contracts had been let for the first portion of the road, and that they would be completed within the specified time, which was the 20th of the present month. Senator Clemow and Hon. Mr. Bronson were among the other members of the Board who spoke in favour of building the road. The latter favoured the city granting a bonus of \$100,000 to the road, on condition that the line be kept independent, so that it should not be swallowed up by either the CPR or the GTR. Ex-Mayor McDougall moved a resolution that the Board would respectfully ask the City Council to submit a by-law to the ratepayers for \$125,000: \$100,000 for stock in the railway and \$25,000 in promoting a grand central railway depot in the city. An amendment was moved by Mr. J. W. McRae, seconded by Mr. Egan, to the effect that a committee be appointed to prepare a detailed report to be presented to the city council, recommending that a substantial bonus be granted to the road, such report to be first ratified by the Board, and that the following be appointed a committee to deal with the matter: J. M. Garland, C. Magee, F. McDougall, Hon. E. H. Bronson, Senator Clemow, J. W. McRae and H. K. Egan. The amendment was carried unanimously.

**08/10/1892 Ottawa Free Press Renfrew**

Account of Railway Committee of the Privy Council meeting - crossing of the C.P.R

**08/10/1892 Ottawa Journal Renfrew**

The application of the Ottawa, Arnprior and Parry Sound railway for a level crossing over the Canadian Pacific Railway in Nepean township, some six miles west of Ottawa, was not decided yesterday at the meeting of the railway committee of the privy council. It was postponed in order that Mr. Schreiber, the government engineer, might inspect the plans and profiles and report thereon.

**10/10/1892 Ottawa Free Press Renfrew**

Rochester street was this morning a scene of hurry and bustle, when at 7 o'clock gangs of men with their picks and shovels and other implements, gathered to commence work on the Ottawa terminus of the Ottawa, Arnprior and Parry Sound railway. Soon afterwards the foreman came along and the work begun. The new line will connect with the C.A.R. line running from the Elgin street depot to the Chaudiere, within a few feet of the west side of the crossing on Rochester street. At that point the old line makes a curve towards the Richmond road and it is at the spring of this curve that work has been commenced. Here a gang of thirty five men are busy making a grade of the same elevation as that of the old line. This is about fourteen feet above the level of the ground. These are kept supplied with gravel for the fill by ballast trains which run from Hurdman's Cut, in fact close to Hurdman's bridge.

#### A FINE BRIDGE

On Preston street some twenty-one stone cutters are engaged preparing the stone for the high bridge which will carry the line over the street and which will be about equal in height to the existing bridge on he Chaudiere extension. There are also a number of carpenters and others engaged bringing the number up in all to between seventy and eighty men already at work.

After crossing Preston street the line enters the Sparks estate, and here more cutting will have to be done. The line crosses Fourth avenue near Mr. Cameron's and Mr. Geo. Rochester's houses, and running through to Hintonburg, passes the residences of Mr. J. Lorne McDougall, auditor-general, and enters on the Holland farm. All along the line smaller gangs of men are busily employed, and in a few days the scene will be one of immense activity, approaching to some of the pictures of life on the C.P.R. construction when it was rushing to the close.

#### WASHING DAY

In connection with this a very droll scene is described. Yesterday the Italian gang repaired to the cleansing waters of Dows' Lake and converted it into a huge wash tub. The men, supplied with plenty of soap, waded in knee deep, and then commenced scrubbing at garments of various descriptions. As soon as one garment was washed and wrung out it was pitched to a man on the bank, who proceeded to convert the Experimental farm fence into an elongated clothes line. Another man on the bank kept the washers supplied with garments. This proceeding lasted for a great part of the day.

The line is to be rushed at express speed throughout its entire length.

**14/10/1892 Renfrew Mercury Renfrew**

TROUBLE BETWEEN THE CPR AND O & PS: There is trouble between the Canadian Pacific & the Ottawa & Parry Sound Railway Companies, regarding the crossing of the two lines in the township of Nepean. The matter was before the Railway Committee of the Privy Council last week, when the O & PS applied for a level crossing of the CPR at this point. The Ottawa Free Press reports as follows: Mr. Christie appeared for the applicants, & was assisted by Mr. J. R. Booth, who is building the line, & Mr. Fleck, secretary of the company. Mr. T. G. Shaughnessy, vice-president of the CPR opposed the application, & asked that the new road be compelled to cross either under or over the CPR. Mr. Christie said no such objection had ever been raised by any railway and he asked the customary decision in such cases. The cost of an overhead crossing would be immense, while a subway would place their line below the level of the river. Mr. Mountain, the engineer of the OA & PS line, produced plans to prove the contention of Mr. Christie. Judge Clarke, for the CPR, said theirs being a through line, care should be taken not to interfere with the traffic and Mr. Shaughnessy said that the grade was heavy there, and it would be difficult to stop a heavy train. Mr. Christie replied that his line was also a through one, and crossings were often made where much heavier grades existed. The committee decided to send Mr. Schreiber, the government engineer, to the point in question, and on his report they will give a decision. (Ottawa Free Press)

**14/10/1892 Ottawa Journal Renfrew**

"Yes, I have bought the Parry Sound Colonization Railway," said Mr. J.R. Booth to the Journal today, "I did not intend to have made the matter public for some time yet, but as it has leaked out I might as well say that I have purchased it and it will never become a part of the Parry Sound trunk line.

More

This is the piece of road which some weeks ago was reported to have been purchased by the C.P.R. when that company projected a line from Renfrew to the Sound. Mr. Booth has now the advantage that he will have \$6,400 per mile to help him build the 30 miles yet to be constructed whereas if the C.P.R. intend to continue to the Sound they will have to do so entirely at their own expense.

#### THE OTTAWA AND ARNPRIOR SECTION

Mr. Booth is now pushing the construction of the line in the eastern section so that in a very short time the grading will be finished between Ottawa and Arnprior.

He went out this afternoon to visit the section about seven miles out. where a large force of men with horses, plows and scrapers, were at work.

The construction of the Ottawa end of the Ottawa and Parry Sound railway is progressing with notable rapidity. A Journal representative visited the section from Rochester street westward this morning and found the scene a busy one. At Rochester street the new road is connected with the Canada Atlantic and from that point west the work is being rushed as fast as men and horses can do it.

The dip in the land t Preston street is overcome by a trestle bridge, which when completed will be 1,100 feet long. More than half of the trestle work is now completed. The bridge is some twenty-eight feet in height, built in a solid compact manner. The piers which support the bridge on each side of Preston street are constructed of concrete and will be stronger than the ordinary mason work. The trestle work will be all filled in with earth drawn from near Hurdman's bridge in flat cars. Some of the filling on the east side has already been done.

To he west of the trestlework gangs of men and horses are busy grading and have broken ground as far west as St. Mary's church in Bayswater. The work is comparatively easy here as there is no rock to be dealt with but further westward there is a good mixture of rock with the clay.

ALL ABOARD FOR ARNPRIOR

A conspicuous figure at the work this morning was Mr. J.R. Booth who went around at a lively gait superintending things generally. He told the Journal that he expected that all the grading between Ottawa and Arnprior would be completed in eight or ten days and just as soon as the grading was completed the iron would be laid.

The contractors for the section from Bell's Corners to Arnprior have all the grading done and are busy at the bridge work at Galetta. The work, it is expected, will be accomplished in about eight days and by that time, all the sub-contractors east of Bell's Corners will have their grading completed and will meet the grading gang now west of the trestlework or city end. At this end there are some 120 men employed in various departments. The only difficulty expected in the work of building will be that section of railway which traverses the townships of Haggarty, Sevastopol and Mattawachan. Here the country is pretty rocky and sterile and some heavy work will have to be done. Fortunately for the company, however, there are not many miles of this rough country.

THE LAST LINE

Mr. Booth's purchase of the Parry Sound Colonization Railway which runs from Emadale on the line of the Northern Pacific Junction railway to the Sound will much facilitate matters generally for this branch now becomes a part of the main line. A typographical error in the Journal a few days ago when referring to this subject, made the article say that it would "never" become part of the main line. Instead of "never" it should have read "now."

More - Parry Sound etc.

Within the course of a few weeks track laying will be commenced on the Ottawa, Arnprior and Parry Sound Railway commencing at the junction of the road with the Canada Atlantic in Rochesterville. The grading of the new road has been carried on in a very enterprising manner between Ottawa and Arnprior, and is now completed to within short distances of each of these points.

Mr. Brewder, of the firm of Brewder & McNaughton, contractors, is in the city for a day or two, having come down from his contracts on the Ottawa, Arnprior and Parry Sound Railway. He is personally superintending the building of a bridge over the Mississippi river at Hobb's Falls and expects if the weather holds to have the bridge ready for metal laying in a couple of week's time. The bridge at the Carp is being rapidly pushed forward and will be finished before winter. Mr. McNaughton is at work on the Hunter's Creek bridge, which will be thorough in a few days. Mr. Brewder states that work on the whole construction is being rapidly rushed, and done well. The construction is being completed as it goes along wherever possible, and a good start in track laying has been made last week from the junction with the C.A.R. at the head of Rochester street. As soon as the trestle bridge across Preston street is completed a busy time with the metals will commence. Also in the Renfrew Mercury 28 October.

Two more engines of popular build have been added to the rolling stock of the Canada Atlantic railway.

Discussion at City Council about a bonus for the O.A. & P.S.

The work on the Ottawa, Arnprior and Parry Sound railway is now making great headway. The trestle bridge over Preston street and the old St. Lawrence and Ottawa track is nearly completed. Large gangs of men are filling in the dump along the trestle, except where the roads cross, and every fifteen minutes a ballast train is received and emptied.

The Ottawa, Arnprior and Parry Sound railway is still being rushed, though circumstances which caused a cessation of part of the work at the bridge over Preston street. The first part of the trestle is a busy scene, On each side of Preston street large caissons have been erected, and a number of men are engaged in filling them with concrete which is to compose the material of the abutments. The concrete is made of small syenite about the same size as that used in macadamizing, and Hull Portland cement made by C. Wright & Co. The caisson on the north or city side of Preston street is some twenty feet thick, containing an arched tunnel over the sidewalk for foot passengers, whilst that on the south side is A SQUARE, MASSIVE ABUTMENT.

The trestle work has already been carried over the roadway and runs up to the C.P.R. old St. Lawrence & Ottawa railway limits, where it abruptly stops. Beyond, on the Sparks estate, the work is being pushed forward, whilst on both sides gangs are busy building up the embankment to the trestle.

The reason for the stoppage of work at the C.P.R. boundary arises from the notification of Mr. Booth and the Ottawa, Arnprior and Parry Sound railway company, of the fact that the C.P.R. object to any building or construction on the ground under their control. This, if insisted on, will necessitate the construction of a steel bridge with a span of over one hundred feet. At present negotiations are pending and an amicable arrangement is hoped for.

All the masonry work on the Ottawa and Parry Sound railway bridge at Galetta has now been completed and is ready for the iron work.

PARRY SOUND RAILWAY: Mr. Brewder, of the firm of Brewder & McNaughton, contractors, is in the city for a day or two, having come down from his contracts on the Ottawa, Arnprior and Parry Sound railway. He is personally superintending the building of a bridge over the Mississippi River at Hobb's Falls and expects if the weather holds to have the bridge ready for metal laying in a couple of weeks' time. The bridge at the Carp is being rapidly pushed forward and will be completed before winter. Mr. McNaughton is at work on the Hunter's Creek bridge, which will be through in a few days. Mr. Brewder states that work on the whole construction is being rapidly rushed and done well. The construction is being completed as it goes along wherever possible, and a good start in track laying has been made last week from the junction with the CAR at the head of Rochester Street. As soon as the trestle bridge across Preston Street is completed a busy time with the metals will commence. Ottawa Free Press.

Work on the Ottawa, Arnprior and Parry Sound Railway bridge across the Mississippi at Galetta is rapidly nearing completion. The two shore abutments are finished, and the centre pier pretty well advanced. It is expected that in about ten days all of the stone work will be completed and ready for the bridging. The contractors are now at work within a mile of Arnprior, and expect to have their work finished about the 15th of next month.



Ottawa and Parry Sound and the CPR before the cabinet

Mr. Christie QC, hints at ulterior objects and the CPR solicitor retorts quite warmly.

The application of the Ottawa, Arnprior and Parry Sound railway for railway crossing over the Canadian Pacific Railway was heard again before the railway Committee of the privy Council today.

There were present: I Hon. John Haggart in the chair, Sir John Thompson, Hon Mackenzie Bowell and Hon. John Carling. A.J. Christie, QC appeared for the Ottawa and Parry Sound Road, and ex-Judge Clarke and Mr. Shaughnessy, vice president for the CPR and Mr. J.R. Booth and Mr. Mountain, engineer of the Parry Sound road, were also in attendance.

The first application was for an overhead bridge over the St. Lawrence and Ottawa Railway about half a mile from the Richmond road, Ottawa. The only dispute between the two companies was as to the width of the span. The CPR wanted the bridge to be 100 feet of a span while the O.A. & P. and P said that 40 feet were sufficient.

Mr. Christie said the St. Lawrence and Ottawa was a small railway operated in connection with the Canadian Pacific. The width of 40 feet was sufficient for two tracks although only one track was required. There was no likelihood of two tracks ever being needed. He then cited several crossings which already had been ordered by the committee showing that this width of span was large enough. Among those he mentioned the Brockville and Westport road crossing the Grand Trunk, the span being 44 ft, the crossing of the Canadian Pacific at Rockfield near the Lachine bridge, one of the most important crossings in Canada was 42½ in the skew and 35½ at the right angles. There was also the bridge at St Catherine Street, Montreal, which was 54 ft in the skew and 35 feet at right angles. He also refer to certain crossings in the United States showing that the objection to the width of the span was unreasonable.

Sir John Thompson - I thought it was a level crossing you wanted.

Mr. Christie - that is the other application. When we want to go over head they want us to go under, and when we want to cross on the level they ask us to go over head.

Mr. Clarke spoke in general terms against the 40 ft span, showing the necessity of providing for sufficient accommodation for the future. The difference in the two bridges would only be about \$3,500. The company owns the land at the crossing for 300 feet across.

Mr. Christie said that this would mean that no railway could cross the St. Lawrence & Ottawa unless by span of 300 feet if it meant anything at all. This was the first time that ever such an application as 100 feet was made to the committee, and the committee might as soon ask, on the same principle, for 300. The opposition to the crossing was for an ulterior purpose. "I might remind the committee that two or three years ago," said Mr. Christie, "I asked for a crossing and the Canadian Pacific opposed it. Two or three months later the St. Lawrence & Ottawa became part of the Canadian Pacific and they applied for the very same crossing themselves."

Mr. Clarke - I object because it is not fair to bring in here what the company did in some other case.

Mr. Christie - it refers to this case.

Mr. Clarke - it is absurd.

Mr. Christie - I want to show that your objections are for ulterior motives.

Mr. Clarke - it is not true.

Mr. Christie - the question is true.

Mr. Clarke - I say the ulterior object is not true.

Mr. Christie - very well, let the matter drop.

Mr. Clarke - It is sheer nonsense

The question as to cost was then discussed, Mr. Christie showing that the 100 feet span would cost about \$10,000 more while Mr. Clarke and Mr. Shaughnessy maintained the figures were too large. The latter said that there was stationed guards at this point.

Mr. Booth pointed out that some years ago Mr. Perley had used this part as a station for lumber purposes, but he was now out of the business. This concluded the argument in the case. A decision will be given tomorrow.

The next application was that of the Ottawa, Arnprior and Parry Sound railway for a level crossing over the Canadian Pacific some 34 miles west of Ottawa. The report of Mr. Schrieber on the matter was presented. It was favorable to a level crossing, but the difference between an overhead and level was not very much except in the extra cost. The difference of cost would be about \$40,000. The other proposition submitted by the C.P.R. for a subway some 4,000 feet from the proposed level crossing would cost about \$73,000. The figures of Mr Mountain on the other hand gave dollars \$51,000 for the overhead bridge while the Canadian Pacific said that \$33,000 was sufficient. As to masonry, Mr. Mountain said that it cost the Canada Atlantic \$12 per yard, while Mr Shaughnessy said the C.P.R. were only paying \$7.23.

Sir John Thompson, But Mr. Schrieber seems to favor a level crossing, then it does not matter should we decide on such things as to the cost of the bridge.

Mr. Shaughnessy said that the level crossing would be dangerous

Further argument and the judgment was postponed until tomorrow.

Parry Sound vs. C.P.R.

Another skirmish before the Railway Committee

The railway committee of the Privy Council met again today when the application of the Ottawa, Arnprior and Parry Sound Railway for two crossings over the Canadian Pacific road were taken into consideration.

There were present at the meeting: Sir John Thompson; Hon. John Haggarty, Sir Adolphia Caron and Hon. John Carling. Mr. Clarke, solicitor; Hon. R.W. Scott and H.B. Spencer were present for the Canadian Pacific and Messrs. A.J. Christie, J.R. Booth, E.J. Chamberlain and G.A. Mountain attended for the Ottawa and Parry Sound.

#### THE LEVEL CROSSING APPLICATION

The argument for the application for the level crossing over the C.P.R. some six miles west of Ottawa, was proceeded with by Judge Clarke, who went into the question of the cost of the overhead bridge instead of a crossing.

Sir John Thompson - I mentioned yesterday that if a level crossing would do as well there was no use of going into the cost of the bridge. To that you replied that a level crossing would be dangerous. That such was the case you were going to prove today.

#### ALL LEVEL CROSSINGS SOMEWHAT DANGEROUS

Mr. Clarke - I intend to do that.

Sir John Thompson - Are not all level crossings more or less dangerous?

Mr. Clarke - Yes, they are to some extent more or less dangerous.

Sir John Thompson - Then whenever you come to ask for a level crossing we will have to ask you to build an overhead bridge. Your contention would mean that.

Mr. Clarke - There is also the question of expense.

Sir John Thompson - And is not \$40,000 the difference between the cost of the level crossing and the bridge one of sufficient consideration?

Mr. Clarke then proceeded to show through examining Mr. Schreiber on his report, that the bridge would cost \$40,000. He referred to the price of the masonry.

#### MR. CLARKE GETS ANGRY

Mr. Christie - Do you men to say that masonry could be done for the figures you say during the past two or three years?

Mr. Clarke (speaking angrily) - If you will listen to what I am saying you probably will see what I am endeavoring to show. I don't propose to discuss the matter with you. There is no use of discussing it with a man who would tell me that it was trash. I was talking.

Mr. Clarke then took up the question of danger, disputing that part of Mr. Schreiber's report which said that the grade on the C.P.R. lay 3,000 feet west of where the level crossing was asked for.

Mr. Schreiber adhered to the fact that there was no danger. There was some cross firing between Mr. Clarke and the witness.

Mr. Clarke - You are arguing the case?

Mr. Schreiber - No, I am not arguing the case.

Mr. Clarke - You are, and I have got you now. You are biased.

Mr. Schreiber - No, I don't think that I am biased.

Mr. Clarke - I don't mean anything improper. I mean that you are biased as a professional man who would support his own conclusions.

#### ANOTHER SPAT

Another spat took place on the question of distances, Mr. Clarke stating that Mr. Schreiber's reasoning was wrong.

Mr. Schreiber - I will show you all the distances on the plan.

Mr. Clarke - I will not permit you to look at the plan.

Mr. Schreiber - Then I can't point out the distances.

Mr. Clarke - But I want to test your memory.

Mr. Schreiber - If you don't show me the plan then I won't tell you.

In reply to Mr. Christie, Mr. Schreiber said that there were crossings now at very much more unfavorable places than this.

To Mr. Haggart, Mr. Schreiber replied that the interlocking switches prevented the trains from having to stop but that would be on few occasions. There was no danger of derailing.

#### C.P.R. ENGINEER'S EVIDENCE.

Albert Hudson, a locomotive engineer of the C.P.R. was next examined. His evidence was to the effect that a crossing at the point specified would be dangerous as a rush was required to get up the grade west of it, or it would be difficult to stop running east. Bell's Corners station was abandoned because of the difficulty of stopping there owing to this grade.

To Mr. Christie the witness said that he was now in the employ of the C.P.R. C.W. Spencer told him why the Company abandoned Bells Corners station. He did not know that it was because the company not obtaining the right of way that they gave up Bells Corners station.

The committee adjourned at one o'clock until this evening at 7.30 when the matter will be taken up.

Discussion in Railway Committee over crossing C.P.R. in Nepean.

Parry Sound Case.

The application of the Ottawa, Arnprior and Parry Sound Railway for an overhead crossing with a 40-foot span, over the C. P. R. In the vicinity of the Experimental Farm and about half a mile from the Richmond Road, was then taken up

Ex-judge Clarke, in behalf of the C. P. R. objected to the granting of a crossing with less than a 100 foot span.

Mr. Christie, in support of the application said that a 100 foot span at that point was .necessary and uncalled for. (sic) This branch of the C. P.R. is. known as the old St. Lawrence and Ottawa Railway was a very small line and where they asked to cross there was no business carried on of any sort and there would likely be none for some time. There was only a single track there, and a 40 foot opening over it was sufficient for a double track and for all necessary purposes. They made inquiries from several companies in the States as to the average width of openings and from the New Haven and Hartford Company received a reply that they only required a 16 foot abutment over a single track and a 28 foot abutment over a double track .

The CP R. Side of it.

Mr. Clarke said that a great difficulty being experienced by railly companies now was procuring of sufficient space for their operations. As time went on they found their work increasing and if that span was made only 40 feet they would likely be compelled to have it widened in the future and that would necessitate considerable trouble. There was no immense sum of money involved and no engineering required about the work at all. Mr. Christie was not fortunate enough to inquire from parties who have had to make a clear span fo 100 feet. They themselves, had to do so for the Grand Trunk. There ought not be a principle established where by one company would cause inconvenient to another by having an insufficient opening and expropriating a portion of its land to build abutments upon.

Mr. Christie. Q. C. - At no time before has such a crossing been asked by any company, and if the committee decided to establish the precedent of having clear spans over single tracks than they are powerless in the matter.

Hon. Mr. Bowell - What about when it is near a station ?

Mr. Christie - Then, the company always requires three or four tracks. This line is hall a mile away from the company's station and any person acquainted with the particulars of the case, will know well that the objection has been taken with an ulterior motive.

Mr. Clark - I object to such a statement. It is not true.

Mr. Christie - Well, there is no need for such a span, and is it likely the committee will say for an imaginery thing that we have to spend \$10,000 extra to please you ?

Mr. Clarke - Mr. Chairman, Mr. Shaughnessy has just informed me that this crossing is on the station ground.

A Question of Bonus.

Mr. Christie - If the company have left a passenger off there during the past 20 years we will submit to your proposition.

Mr. Clarke - There is a platform erected there.

Mr. Christie - Yes, it was erected by Messrs. Perley & Pattee for lumber purposes, but they have abandoned their piling grounds in that vicinity and there is no shipping going on there whatever.

Mr. Shaughnessy, who was also present on behalf of the C. P. R., said that the point in question was just what the company wanted to keep clear of crossings altogether. They would not object if it were outside the city, but being inside the city .limits, where the traffic was always increasing, they considered it absurd that the O. A. & P. S. would not put in a sufficiently large span while they were about it.

Mr. J. R. Booth stated lthat if ever they required the opening increased they could have it done with little difficulty. They were going to put in iron structure there and it seemed perfectly useless to go to the expense of putting in such a large span when it was not required.

Mr. Clarke - Of course there would be some compensation anyway in the event of their expropriating any of our property on which to erect abutments if they build the 40-foot span, and there would be no claim made at all if they erect the clear span.

Mr. Christie - We are not afraid of any compensation that will be asked for That is a matter, however, for arbitration.

Mr. Schreiber, in answer to a question by Hon. Mr. Bowell, said he thought the difference in a 40 and a 100-foot span would be about \$4000 or \$5000 for an iron structure.

Mr. Mountain, chief engineer of the C. A. R. said he had made a calculation, making a difference of \$5 500 in the superstructure work alone, \$10,300 on the whole thing. He calculated the necessary work on the abutments at \$13 a cubic yard.

Mr. Shaughnessy said the engineer informed him that they were getting work of a similar character done for \$7.25 a yard .

Mr. Christie - It must be second class work.

Mr. Shaughnessy - There may not be frills on it, but it is good enough frothat purpose.

The committee stated that they would give their decision in the matter this morning.

Mr. Screiber's Report.

The report of Mr. Schreiber on the question of a level crossing by the O. A. and P. S., over tho C. P. R. in the township of Nepean, was then presented. It stated that the distance from the level crossing applied for and the subway crossing suggested by the C. P. R. was 4000 leet on the present site of the O. A. and P.S.route, he slightly favored the level crossing.

Both Ex-Judge Clarke and Mr. Shaughnessy pointed out what they claimed to be disadvantages of the level crossing, namelv the cost of attending to the switches and the heavy grade at the west side. which made it very difficult for trains to slow up before coming to the crossing.

The committee eaid itthey would also give their decision in this matter this morning.

Carried Down Stream.

One of the men engaged on the Ottawa, Arnprior and Parry Sound Railway had a very narrow escape from drowning at Galetta a few days ago. A couple of logs he was standing on beside a pier gave way and he was carried down stream to the brink of a high waterfall, when the logs fortunately stuck on a rock. The current was so swift that it was only after a hard task on the part of Mr. Brannen and Mr. Bruce that he was relieved from his perilous position.

## ARGUING THE CROSSING CASE

## THE PARRY SOUXD PEOPLE AND THE C. P. R..

Two Long Sessions of the Railway Committee of the Privy Council and no Decision Reached as yet.

An application of the Ottawa, Arnprior and Parry Sound Railway for two crossings over the C. P. R. was taken up for consideration again Saturday morning (29/10) by the Railway Committee of the Privy Council. The members of the committee present were Sir John Thompson, Hon. John Haggart, Hon. John Carling and Sir Adolphe Caron.

Ex-Judge Clarke proceeded to show that the cost of an overhead crossing where the level one was applied for, would be comparatively small, and contended that such a crossing should be placed there, in view of the danger they would be exposed to with a level one.

Sir John Thomson inquired: if it was not a fact that all level crossings were dangerous.

Mr. Clarke replied that they were to some extent, but the trifling difference in this case in the cost between the two crossings, was a matter to be considered..

Sir John Thompson stated that by this contention, they would have to ask the C.P.R. to make all crossings overhead in the future. The estimated cost of \$40,000 for the overhead one was quite a consideration.

Mr. Clarke said it would not cost \$40,000. The masonry would only cost \$7 or \$8 per yard instead of \$13 in the estimate.

Mr. Christie - Do you mean to say you could get masonry done for those figures during this past two or three years?

Mr. Clarke - If you listen to what I am saying, you will probably understand me. At any rate, I do not want to discuss the matter with you.

Mr. Clarke then disputed that part of Mr. Schreiber's report stating that there was no danger of a level crossing and that the grade was 3,000 feet west of where the crossing was asked.

Lawyer Versus Engineer.

Mr. Schreiber adhered to his report throughout, and as a result, some fiery tidbits passed between him and Mr. Clarke.

Mr. Clarke held that his reasoning was wrong in regard to the 3000 feet.

Mr. Schreiber said he would prove this statement by the plan.

Mr. Clarke told him never to mind the plan, whereupon Mr. Schreiber replied: "Well, then, I will not tell you."

In answer to Mr. Christie, Mr. Schreiber said there were level crossings now on the C. P. R. at very much more unfavorable places than the proposed one. The interlocking switches prevented trains from having to stop at crossings and there was no danger of derailing.

Albert Hudson, locomotive engineer of the C. P. R., in evidence said that a level crossing would be inconvenient and expensive to the C. P. R. They could not take such heavy loads west as they do now, as the crossing would prevent them from making a rush to get up the heavy trade at the other side. It would also be very difficult to slow up trains coming east before reaching the crossing. He understood that Bell's Corners Station was abandoned owing to this grade.

In answer to Mr. Christie, he said he did not understand that it was abandoned because of the township refusing to give a right of way.

The committee then rose to meet again at 7.30.

The Evening Session.

The full committee were present at the evening session and the room was well filled with a number of the leading officials of both companies.

Aaron James Barr, locomotive engineer of the C. P. R., was first called. In his opinion, the grade west of the proposed crossing was the worst between Ottawa and Chalk River. With the crossing there he should judge they would have to take four cars off a twenty-car train in order to get over the grade, as they would have to slow up passing the crossing. It was also a bad spot for snow in winter.

In reply to Mr. Christie, witness said this matter was spoken of at a little a meeting in Montreal of engineers. The meeting however, was not called for the purpose of discussing it. They only said if the crossing were put there they would have to run four cars light. Coming down this grade there was always a danger of them losing control of the trains. He could not swear positively whether he could stop a train going at the rate of eight miles an hour within a distance of 1700 feet at the crossing. Eight miles an hour was pretty slow.

Mr. Christie - But the law does not allow you to go any faster at this point

Witness - At that rate we would have to commence to stop on the top of the grade

To Avoid Accidents.

Sir John Thompson - I should think in a dangerous place like this they would always do so, at this rate it would be a good thing to have a level crossing so that there would be no accidents.

Mr. Christie (to witness) - Don't you always slow up going down grade?

Witness It all depends whether we are on time. If we are late, we let her flicker. (laughter) J. B. Evans, master mechanic of the C. P. R. on the eastern division.

He always considered this grade a hard one, and on one occasion lost control of a ballast train on it and had a narrow escape from a pitch in. The meeting referred to in Montreal was composed of engineers and was called to talk over an increase of wages. It had nothing to do with the crossing.

Mr. Christie - Do you tell the public of Ottawa that there is danger of a train breaking away and thundering down a grade some three miles long, and passing several cross roads?

Witness - Yes there is always a certain amount of danger.

Mr. Christie - Is it a danger that the Company ought to take notice of?

Mr. Clarke - That has nothing to do with the question.

Mr. Christie - What I say is that if there is such a danger, no company like the C. P. R. would run a train over it. The conduct of the C. P. R. is contrary to the evidence of this witness.

An eye to the bad spots.

Mr. Christie (to witness) - Is there any better place from Britannia to Bell's Corners for a crossing?

Witness - Not that I know of. We are not so apt to make note of good places as we are bad.

William Anderson who has been conductor on this portion of the road for seven or eight years, gave similar evidence to that of the previous witness.

H.B. Spencer, assistant superintendent of the eastern division said they abandoned the Bell's Corners station because of the difficulty of stopping there and going over the grade.

In reply to Mr. Christie, witness said he made no written report to head quarters to the effect, that this would be a dangerous crossing. They had a civil engineer to attend to business of that character. He took out a squad of drivers and showed them where the crossing was to be, and explained to them that it was a dangerous place for such a thing.

Mr. Macpherson, division engineer was examined on the question of cost. He calculated that it would take \$3,680 to put in the level crossing and equip it with signals and interlocking apparatus. For the overhead crossing it would take \$34,580. He put down the masonry at \$9 per yard.

Mr. Christie - Where have you got it done for that?

Witness - At Arnprior - and in fifteen feet of water.

Mr. Christie What is the name of the contractor? We advertised for tenders, and the lowest offer was \$13.

Witness I don't feel at liberty to give the name.

It was then 10 o'clock and Hon. Mr. Haggart pronounced the meeting adjourned until to-morrow morning at 11 o'clock

Quite a large number of people visited the C.P.R. (sic) depot this morning to view the engine and car of the Vermont Central road, which ran in last night to take home Col. Smith, president of the road and his party, who came up yesterday on the C.A.R. and are on a pleasure trip, their special following them from St. Albans. They left at noon today for home.

Such an engine was never before seen in this section of the country. It was turned out this spring from the Schenectady locomotive works and is an engine that shows a speed of 70 miles an hour, and is commonly run at a mile a minute. The boiler is very long and low down, erected over it is a heated cab, luxuriously furnished and giving accommodation for about a dozen people and commanding a splendid view of the country. The engineer works behind in a most comfortable compartment, separated by glass, through which he sees through the car ahead of him.

Everything in the way of machinery to be seen is either brass or nickel plated. The engine is called the St. Lawrence and has attached to it the Bellevue, the private car of Col. Smith.

01/11/1892 *Ottawa Free Press* *Renfrew*

Messrs. Brewder & McNaughton were both in the city yesterday. They report that they are nearly through with their contract for bridge building on the Ottawa, Arnprior and Parry Sound railway. So far they have made satisfactory progress with their work and will be through before the hard weather sets in.

04/11/1892 *Renfrew Mercury* *Renfrew* *Wilno*

The Eganville Star says that considerable trouble is expected between the C.P.R. and O. & P.S. Ry. companies in the vicinity of Adam Prince's, near Wilno. There is only one pass between two large mountains and both appear to claim the right to run through it. We are informed that Mr. Mountain, chief engineer for the O. & P.S. Ry., has purchased all the lands in that vicinity and at present holds the deeds of the same, and has posted up notices forbidding any person to trespass thereon.

04/11/1892 *Eganville Enterprise* *Renfrew*

It was reported that diphtheria is prevalent in the shanties in the Bonnechere and Madawaska Rivers. A sure cure, it is said, is sulphur and water as a gargle, or fumigation of the room in which the patient is in, with lots of brimstone smoke.

04/11/1892 *Renfrew Mercury* *Renfrew*

Briefly, the OA & PS Railway wanted an overhead crossing over the CPR near the Ottawa Experimental Farm, with 40 feet between abutments. The CPR wanted 100 feet between abutments, which would cost the OA & PS \$10,000. The second crossing was in Nepean, where a level crossing was sought. OA & PS would pay for switches, etc. The CPR deemed a level crossing too dangerous and wanted another overhead bridge. As we will see, these were not the first obstacles put in Booth's way by the CPR

The Montreal Witness glowingly described J. R. Booth as a far-seeing man: "He is worth millions, gained by foresight. In early life he was worth very little. He grew rich as a result of native talent; college never helped him. A few years ago, he went about buying up many timber units. People said 'Booth's crazy.' But when prices went up, and when \$2½ million in timber was sold, people said, 'Booth has prescience "Booth is a shrewd man.' Well, Mr. Booth is now working on another scheme. This is nothing less than the construction of a railway line from Ottawa to Parry Sound.

On the same day, the Montreal Star quoted E. J. Chamberlain, General Manager of the Canada Atlantic Railway, saying that: "OA & PS will be shorter than any other land or water route, from Minneapolis, St. Paul, Duluth and Chicago to the sea by six hundred miles; and this route will pass through Montreal. The line passes through the richest timber regions in Eastern Canada, moreover, it runs through a magnificent area for tourists.

08/11/1892 *Ottawa Journal* *Renfrew*

Mr. G.E. Mountain C.E. of the Ottawa and Parry Sound railway went up the line yesterday on a tour of inspection from here to the terminus at Arnprior. The grading from Ottawa to Arnprior is almost completed with the exception of a few little gaps here and there where culverts will be put in. The culverts will be constructed of cedar. The timber for the trestle in the township of Nepean is all ready and work will go on at once. It is expected that in ten day or two weeks the work of laying the iron will begin. The company have opened a ballast pit about half way between here and Arnprior and ballasting will be done both ways at the same time. The trestlework of the track across the old St. Lawrence and Ottawa railway track is being pushed vigorously along.

09/11/1892 *Ottawa Citizen* *Renfrew* *Crossing with CPR*

The first shipment of timber for the Ottawa, Arnprior and Parry Sound Railway crossing on the March Road was taken out from the city by the C.P.R. yesterday. The balance of the timber, which will amount to about fifty cars, is being sawed in Mr. Booth's mills.

12/11/1892 *Ottawa Citizen* *Renfrew* *Galetta*

The centre pier of the Ottawa, Arnprior and Parry Sound Railway bridge across the Mississippi River at Galetta will be finished this week, when the contractors will be ready for another job. The men who were at work on the trestle approaches to the bridge have completed their work so far as it is possible to do until the stringers are brought forward, and have removed to Carp to do some trestling in that vicinity.

18/11/1892 *Ottawa Free Press* *Renfrew*

Mr. J.R. Booth is pushing forward the construction of the trestle bridge over the old St. L. and O. line, now C.P.R. at Preston street.

Mr. J.P. Goulden has entered into a new contract with Mr. Booth for the construction of five miles of the road west of the Nepean crossing. He will rush the work as much as possible this fall.

Mr. Goulden has nearly completed his work on the first contract, and it is said to be one of the best pieces of road in the whole line.

#### PUSHING THE WORK

Mr. Delaney has ceased work on his contract, and yesterday Mr. J.R. Booth sent a gang of men on to the section. The new men are using Mr. Delaney's plant to rush the work.

The construction line is now extending into the Nepean sand hills, and large quantities of sand for ballast are being drawn from this section.

#### A WATER PIPE DIFFICULTY

The new line, where it crosses the Richmond road at Fourth avenue, requires that an excavation be made which brings the grade to within six inches of the main water pipe to the Experimental Farm. This would leave the pipe too exposed, and it will have to be moved. At first it was intended to cut the pipe at the crossing and merely sink it four feet, but this would mean cutting off the farm water supply for three days. To avoid this, Mr. Booth will cut a trench parallel to the present pipe trench but four feet deeper, lay in his pipes and join them to the present pipe at each side of the crossing by bends, thus necessitating the stoppage of the farm supply for some hours or so.

What caused the explosion

Whereby two lives were lost is still a mystery.

An employee however confesses to having left Dynamite Cartridges to thaw above a fire - The Inquest.

A shocking dynamite explosion occurred shortly before eight o'clock yesterday morning, which threw the southern suburbs of the city into a state of great excitement. It occurred at the work of construction on the Ottawa, Arnprior and Parry Sound railway, in Nepean Township, just outside the city limits, and resulted in the instant death of Jule Therien, and fatal injuries to Thomas Brown, from which he died about an hour afterwards at the Protestant Hospital. The explosion wrought considerable damage to surrounding buildings and terrified the occupants. Windows were smashed in several buildings in Rochesterville and in many cases, chairs and other light articles of furniture were overturned.

Scene of the accident.

The scene of the accident is within a hundred yards of St. Mary's Church, where the railway men were excavating the rock. Within seventy-five yards or so from the excavation, there was a large toolbox, in which was a quantity of dynamite cartridges and caps, and a couple of feet from it was a small cabin, used exclusively as a screen for the fire at which dynamite cartridges were "thawed out" or softened for use. Therien was seen going to the toolbox for a file, Brown following a step or two in his rear. As they reached the box there was a flash and a report. The dynamite had exploded with fearful results.

After the explosion, the body of Therien was found lifeless and bleeding about thirty feet from the toolbox. His chest was horribly crushed and his arms broken in many places. The body of Brown was found lying about twenty feet away from his dead companion, and although the victim of frightful injuries, still showed signs of life. He was removed in the ambulance to the hospital, where he died shortly after. The unfortunate fellow was seriously cut and bruised about the face, and his two arms and several of his ribs were broken.

An inquiry.

As soon as coroner Mark returned from the hospital he proceeded to hold an inquest on the remains of Therien. It was held in the basement of St. Mary's church and the jury was composed of the following : - Jas. Campbell, John F. Kennedy, David Cuthbertson, Moses Chase, Robert Conway, James Riddle, William Allen, John Hogan, John Murray, A. Warnock, John Martin, F. O'Malley, P. Baxter, James Byers and James Stanley.

From the evidence adduced it was utterly impossible to form any idea of what caused the explosion. Mr. J. L. Pratt who was foreman of the works, said that yesterday morning he gave an order to W. Gagnon, a sub-oreman to get some fuse and Gagnon sent Philip Castor after it. Castor was engaged to handle and take care of the dynamite. He did not think there was any fire in the cabin immediately before the explosion, as he felt the ground where they were accustomed to have the fire, and the ground was quite cool.

William Gagnon, the sub-foreman on the works, said he was not aware that Castor had started a fire yesterday morning. He sent Castor for the fuse to a store on Duke Street if he had known there was a fire there he would not have allowed him to leave without putting a man in charge of the fire in Castor's stead. At any rate he did not think the cartridges were exploded by a fire, as he often saw them set on fire and burn like grease.

A Plausible Theory

Philip Castor who was engaged to supply the dynamite in a condition ready for blasting purposes, said he started the fire in the cabin shortly after seven o'clock yesterday morning and placed about a dozen cartridges over the fire on a piece of sheet iron covered with sand. The fire was quite small when he left to get the fuse. He did not tell Gagnon that he was leaving a fire there. It was not the cartridges in the box that exploded as they were found afterwards lying around. On top of the box of cartridges in the toolbox there was a box of caps without a cover and he thought that the caps were exploded in some way and the concussion set off the cartridges that were thawing in the cabin. The cartridges in the box were "frozen" and it would be very hard to start them off. He submitted as a theory that Therrien, who was known as a heavy smoker, let fall a spark from his pipe into the box of caps which exploded, starting the cartridges in the cabin.

A Wonderful Escape.

Napoleon Frigon, of Hintonburg, had a most wonderful escape. In his evidence he said he was only about fifteen feet from the shanty when the explosion occurred. He was struck on the back with a piece of board and this together with the shock rendered him almost unconscious. He was on his way from the shanty where he had gone to get a file. He had just passed Brown, who was going to the shanty for the same purpose, and he should judge Brown was about six feet from the shanty when the explosion occurred. The foreman always warned them against smoking when using dynamite in any shape or when they went to the box to get tools.

The other witnesses were J. Ryan, N. Bergon, J. Derois, L. Lehais, M. McPhillips, J. Leclair, L. Crate, L. Remon, A. Gervais, F. Robillard, J. Fitzgerald and Dr. Dewar. The most of them simply testified to seeing the two deceased men leave their gang to go to the toolbox, and a few minutes afterwards they heard the explosion for which none of them could account. When they ran to the scene immediately afterwards, they found the cabin and the toolbox had been blown to pieces, and their unfortunate companions lying motionless close by.

The jury after a short deliberation, rendered a verdict that the deceased, Jules Therien came to his death through a dynamite explosion, the cause of which there was no evidence to show.

A second inquest.

In the evening an inquest conducted by Coroner Mark was held in Kerr's hotel on the death of Thomas Brown. The jury were as follows : James Ryan (foreman), Richard Ryan, Thomas Crook, C. Kehoe, A. Miller, C.W. McCulloch, McDermid, C.J. Broth, A. Johnson, L. Labrosse, Louis Crate, Frank Crate, M. McPhillips and John Dawson.

The witnesses examined were the same as on the Inquest held in the afternoon, and similar testimony was given. The jury also returned a similar verdict, but in addition stated that as it could not be shown what caused the explosion, no blame could be attached to any particular person.

The force of the explosion was something terrific. In the neighborhood of the railway works trees have been shattered, and minor damages were done to houses nearby. The windows of Maria Street School were shaking so badly that many panes of glass were broken. As far as New Edinburgh the shock was quite perceptible.

The jury after a short deliberation, rather than verdict that the deceased, Jules Syrian came to his death. Through a dynamite explosion, the cause of which there was no evidence to show

25/11/1892 *Ottawa Citizen**Renfrew*

Mr. Mountain, chief engineer of the Parry Sound Railway says track laying will shortly be commenced and will be pushed at the rate of over a mile per day.

30/11/1892 *Ottawa Citizen**Renfrew*

It is reported that a contract has been give out for the building of the Parry Sound Railway from Eganville to Barrington's Bay, and that the work of cutting out the right of way will be done this winter.

03/12/1892 *Ottawa Citizen**Renfrew**Eganville*

Mr. Bruce and a company of surveyors in the employ of the O..A. & P.S. Ry. Co. are in Eganville this week to locate the company's line above Eganville.

09/12/1892 *Ottawa Citizen**Renfrew**CPR crossing*

Messrs. Goldie and Starrs, contractors, have completed their work of grading on the Ottawa Arnprior and Parry Sound Railway from near the Merivale crossing westwards. Two miles of track is now laid from the old St. Lawrence and Ottawa crossing.

**16/12/1892 Renfrew Mercury Renfrew**

The work of grading the roadbed of the Ottawa, Arnprior and Parry Sound Railway between Ottawa and Arnprior has been completed, and the work of track laying is now being pushed ahead. We learn that the iron has been put down to a point four miles this side of Ottawa. As soon as the trestle over the C.P.R. is completed, the rails will be pushed forward with vigor.

**24/12/1892 Ottawa Free Press Renfrew**

Terms of agreement between the City and Parry Sound Railway Co. - bonus.

**27/12/1892 Ottawa Citizen Renfrew**

O. A. & P.S. bonus --

**28/12/1892 Ottawa Citizen Renfrew**

Last week the engineering staff of the Ottawa, Arnprior and Parry Sound Railway started work on the survey from Arnprior to Renfrew. Mr. Mountain went over the route previously, and found it would be easy to construct, as it passes over a perfectly level tract of country. The road will cross the C.P.R. a short distance west of Arnprior.

**30/12/1892 Renfrew Mercury Renfrew**

On Wednesday morning last the engineering staff of the Ottawa, Arnprior and Parry Sound Railway started work on the survey from Arnprior to Renfrew. Mr. Mountain went over the proposed route on Tuesday, and informs us that this section of road will be very easy to construct, as it passes over a perfectly level tract of country. The road will cross the C.P.R. a short distance west of the Arnprior station and take a direct line for Renfrew via New Glasgow. - Chronicle.

**01/01/1893 Canada Lumberman Renfrew**

Ottawa - Our people are showing an appreciative interest in the building of the Parry Sound Colonization Railway owned by Mr. J.R. Booth, Ottawa log lumberman. A great meeting was held here on 21st inst. In which the feeling of the citizens was strongly in favor of giving Mr. Booth a bonus. The advantages to the city would be many and in the opinion of our shrewd business men it would be the means of making Ottawa, in a comparatively short time, a large commercial centre. The railway is the terminal end of the Ottawa, Arnprior & Parry Soud Railway. Some twenty-five miles of the road have been completed west of Elmsdale, where the road crossed the North Bar branch of the Grand Trunk, and is now in running order. A large number of men are in the woods getting out next season's supply of logs for the mills in the vicinity of Georgian Bay - one firm alone having 400 men in camp. The lumber manufactures from these logs is now principally barged to the United States market via Georgian Bay, Lake Erie and Tonawanda, but on the completion of the Parry Sound road will seek the all rail route via Ottawa and Albany. Four or five small villages have sprung up along the line and several small saw mills are being built. Large quantities of bark, ties, pulpwood, cordwood and hardwood logs are being hauled for shipment, there being good sleighing in the locality.

**02/01/1893 Ottawa Journal Renfrew**

Letter from J.R. Booth.

On behalf of the Ottawa and Parry Sound Railway, as well as for myself, I beg to return you very sincere thanks for the right royal support you accorded to the Railway Bylaw yesterday.

**06/01/1893 Ottawa Free Press Renfrew**

The directors of the Ottawa and Parry Sound railway expect to run slow freights between Ottawa and Arnprior next month. The road bed is being rapidly completed and a portion of the line will be ready for inspection within a fortnight.

**12/01/1893 Ottawa Citizen Renfrew**

About twenty miles of track is now laid westwards on the Ottawa, Arnprior and Parry Sound Railway. Most of the ties for the road are being taken from along the Central Counties branch of the C.A.R.

**13/01/1893 Ottawa Journal Renfrew**

The sites for the stations on the Parry Sound Railway have been selected. They are:

March Corners

Carp

Kinburn

Galetta

Arnprior

Also several flag stations will be placed between Ottawa and March Corners.

The stations will be neat frame buildings something similar to those on the C.A.R. and work on them will be commenced early in the spring.

It is expected by Feb. 12 the first train will run from Ottawa to Arnprior. The track is now laid 15 miles out to March Corners. Mr. Booth said he could have the trains running in 20 days, but for the building of the bridge over the Mississippi at Galetta.

This bridge will be 280 feet long, of the rivetted lattice variety, in two spans 140 feet each. One span is now going up.

Two hundred men are now employed on the road.

Also in the Renfrew Mercury 20 January and Shawville Equity 19 January.

**13/01/1893 Renfrew Mercury Renfrew**

The directors of the Ottawa and Parry Sound railway expect to run slow freights between Ottawa and Arnprior early next month. The road bed is being rapidly completed, and a portion of the line will be ready for inspection within a fortnight.

The O.A. & P.S. engineers had surveyed a line to within three miles of this village by last Friday night. The fierce storms have interfered somewhat with the work.

**17/01/1893 Ottawa Citizen Renfrew Galetta**

The ironwork for the Ottawa, Arnprior and Parry Sound Railway bridge over the Mississippi at Galetta arrived at this station in the early part of the week, and was at once taken by teams to Galetta, says the Arnprior Chronicle. A large gang of workmen arrived on Tuesday evening for the purpose of putting the bridge together, Galetta will be a very busy place for the next few weeks.

**18/01/1893**     *Ottawa Citizen*                     *Renfrew*

The action taken by the Ottawa, Arnprior and Parry Sound Railway Company to restrain the Atlantic and Northwest Company from going over a portion of their surveyed route, came on for trial yesterday morning in the court house before Mr. Justice Falconbridge. Acting for the plaintiffs were Christopher Robinson Q.C., Dalton McCarthy Q.C., D.C. MacDonald Q.C., A.J. Christie Q.C. and John Christie and for the defense Messrs. Moss, Q.C., and W.R. White, Q.C., Pembroke.

Mr. McCarthy opened the case by a few introductory remarks, stating that the Ottawa, Arnprior and Parry Sound Railway Company asked for an injunction to prevent the Atlantic and Northwestern Railway, under the control of the C.P.R., from building upon the line located by the plaintiffs, and to order that under their charter they have no privilege of building to the shore of Lake Huron because their charter was for a line of railway from the Bay of Fundy to the shore of Lake Huron by way of French River. This charter expired two years ago, but was renewed on condition that the work commence before 1894. The survey of the Atlantic and Northwestern Railway was made after that of the Ottawa, Arnprior and Parry Sound Railway and the defendants now claim possession of certain passes between mountains situated in the Townships of Haggarty and Jones in the County of Renfrew, to which they were not entitled.

Mr. Mountain, the engineer for the plaintiff's company was under examination during the day up to the time the court adjourned. His evidence was of a technical nature, dealing principally with the explanation of the plans, profiles etc., in connection with the survey of the road. He testified that a survey was made continuously from Renfrew to Ernsdale, the terminus of one section of the road. In 1890 he made an exploration survey from Renfrew westwards, and this was the first made through that county.

There are several witnesses who will be examined at length and it is thought that the case will last the remainder of the week. It is said the defendants will argue that the matter is a case for the Railway Committee of the Privy Council to decide rather than the courts.

**19/01/1893**     *Ottawa Citizen*                     *Renfrew*

The case of the Ottawa, Arnprior and Parry Sound Railway against the C.P.R. for trespass was before Judge Falconbridge yesterday in the Assize Court. The examination of Mr. Mountain, engineer, lasted up to three o'clock, and Mr. Holgate, engineer, was then called upon and gave evidence confirming the surveys of the O.,A. & P.S. road. Mr. Drinkwater of the C.P.R. was then called by the plaintiffs to give evidence as to the organization of the Atlantic and Northwest Railway Company.

**20/01/1893**     *Ottawa Citizen*                     *Renfrew*

The opposing counsel in the suit of the Parry Sound Railway Company vs. the C.P.R. Co., at the suggestion of Judge Falconbridge, held a conference to try and settle out of court. Mr. A.W. Fleck stated that they had not done so up to last evening.

**20/01/1893**     *Renfrew Mercury*                     *Renfrew*

OA & PS station sites have been selected and stations will be neat frame buildings similar to those of CAR.

**23/01/1893**     *Ottawa Citizen*                     *Renfrew*                                     *Carp*

A special train conveying Mr. J.R. Booth, Mr. Chamberlain of the C.A.R. and several other leading officials of that road, was run as far as Carp on Saturday on the Ottawa, Arnprior and Parry Sound Railway for inspection purposes. Track laying on the road has now reached a few miles beyond the Carp.

**08/02/1893**     *Ottawa Citizen*                     *Renfrew*

The first through shipment on the Parry Sound passed through Ottawa for Montreal last week.

**09/02/1893**     *Ottawa Citizen*                     *Renfrew*                                     *Arnprior*

Tracklaying on the Ottawa, Arnprior and Parry Sound Railway has been suspended during the past few days owing to the bridge over the Mississippi River at Galetta not being completed in time to allow the work to be continued from that point to Arnprior, which is situated four and a half miles further westward. The bridge is expected to be completed today or tomorrow, and if so, track laying will be proceeded with again immediately. A staff of men are engaged along the road erecting telegraph poles.

Arnprior. The staff of R.R. engineers, at present quartered here, are running different lines through the town, in order to procure the best available route. It is expected they will cross the river Madawaska lower down than according to their preliminary survey and traverse the C.P.R. track within the town limits.

Mr. John R. Booth was in town at the close of last week. He came over the new road and was investigating the most likely route through this municipality.

**14/02/1893**     *Ottawa Citizen*                     *Renfrew*

The case of the Ottawa, Arnprior and Parry Sound Railway against the C.P.R. in relation to surveys between Eganville and the Madawaska river was continued yesterday before Mr. Justice Falconbridge. Messrs. Dalton McCarthy, Q.C., Mr. MacDonald, Q.C. and John Christie were present for the plaintiff company and Messrs. Moss, Q.C. and White, Q.C. for the defense. Technical evidence from an engineering point of view was submitted by Mr. M. Shanly of Montreal, Mr. Peterson, Toronto and Mr. N.R. Poulin in support of the accuracy of the surveys made by the O.A. & P.S. Railway. It is expected that evidence will be heard today for the defense.

**17/02/1893**     *Renfrew Mercury*                     *Renfrew*

The bridge at Arnprior will be ready this week, the Dominion Bridge Co. say, for crossing. Within a week afterwards the remaining four miles of track will be laid and the first trains run through. Telegraph poles are being distributed along the track and the rush is somewhat over until the crossing is made.

The Chronicle says that the engineers of the Ottawa, Arnprior and Parry Sound Railway last week ran a new line through Arnprior, which in many respects will be better than the one originally surveyed. The change was necessitated owing to the difficulty found in getting a good bottom in the Madawaska for the centre pier of the bridge on the old line of survey. By the new line a splendid crossing crossing of the river can be made, the depth of water being only about 18 feet, against 65 feet by the old survey.

**18/02/1893**     *Ottawa Citizen*                     *Renfrew*                                     *Arnprior*

A rumor has been circulated during the past few days to the effect that Mr. Booth had been made an offer by Mr. Van Horne for the purchase of the Ottawa, Arnprior and Parry Sound Railway. Mr. Booth was interviewed on the matter last evening and stated that there was not a word of truth in it.

The Parry Sound Railway bridge at Arnprior is to be ready for crossing today.

A gentleman, who arrived from Arnprior last evening, stated that the inhabitants of that town have been delighted during the past few days to hear the whistle of the distant engine engaged on the construction work of the Ottawa, Arnprior and Parry Sound Railway. The sound of the whistle was becoming more audible daily as the work approached the town and in the course of a few more days they expected the engine would be in sight. The tracks were laid now to within about a mile of that place.

**22/02/1893**     *Ottawa Free Press*                     *Renfrew*

The Canada Atlantic railway company intends converting car No. 37, of their rolling stock, into a private Pullman car, and it will make a handsome one.



The proposed new survey of the Parry Sound railway through the heart of the town of Arnprior is being objected to by many residents, as it would cut the town in half, and would be dangerous to life and detrimental to traffic.

Mr. J.R. Booth informed the Ottawa Free Press on the 15th that the railway bridge at Galetta was completed yesterday and the construction trains of the O.A. & P.S. railway are now running over that structure. He entertained the hope that the first train would run into Arnprior by Saturday evening, although there are yet portions of the road between Galetta and Arnprior that are not quite completed. Work will commence immediately on the railway bridge across the Madawaska at Arnprior. The survey between Arnprior and Renfrew has just been completed and work on that section will be begun towards the end of next month. It is not the intention to run passenger trains between Ottawa and Arnprior until spring because the grading cannot be finished until the frost is out of the ground.

Freight, however, will be carried between those two points beginning next week.

The first car of freight on the Ottawa, Arnprior and Parry Sound Railway was a car of flour leaving Galetta for Ottawa, on Saturday. The first consignment to Arnprior was the plate glass for the windows of Memzies' drug store, recently damaged by fire, and this was expected to be delivered in Arnprior on Wednesday of this week.

A couple of strong and handsome new locomotives have arrived for service on the Canada Atlantic railway. Two others have been turned out of the repair shops.

Inspecting the OA&PS

First passenger coach over the new road.

The first passenger coach over the Ottawa, Arnprior and Parry Sound Railway was run between the capital and Arnprior yesterday.

It was "a special" for inspection purposes and on board were Mr. John R. Booth, Mr. Geo. A. Mountain, chief engineer and other officials of the new line.

Considering that the road is not yet ballasted the "run" was made in splendid style, an average of twenty-five miles an hour being made. Through the courtesy of chief engineer Mountain the Journal had the courtesy of an enjoyable trip.

The special left the Elgin street station at 8.30 on its flight to the west. After crossing the trestlework at Preston street a magnificent view is presented to the sightseer. Away to the north the snow clad Laurentian range looms out in stately grandeur, and the bright sun of yesterday morning made the view doubly charming.

#### A RETROSPECT OF THE CITY

When Bayswater is reached the city can be seen stretching out on all sides with the tall spires and shining roofs reflecting back the sunlight. At no approach to the city can it be seen at better advantage than from the commanding eminences of Bayswater through which the line runs.

#### SCENE OF BUSTLE

The first point of importance reached is Carp village 10 miles west of Ottawa and by the number of freight cars standing on the siding a stranger would be sure to think the road had been in running order for ever so long. Here everything is bustle. The farmers with grain laden sleighs, loading up the cars for passage to the east. The station grounds at this place, as well as at other points, have been located, and the work of putting up suitable buildings will go on at once. The road is wire fenced all the way.

Kinburn, eight miles further west, is next reached, and it may be stated that these eight miles are the straightest piece of railroad line in America. Kinburn is a pretty little village surrounded by a very rich agricultural country, and the evidence of its producing qualities can be seen in the grain shed close to the siding, into which farmers are constantly pouring their grain for shipment. At this point the bustle witnessed at Carp is repeated only in a greater volume. As the train sped through there yesterday 19 teams were unloading their cereal binders.

#### A SUBSTANTIAL BRIDGE

Galetta is the next point of importance reached. Here the Mississippi is bridged by a magnificent steel truss bridge of the most modern pattern and of great strength. The iron superstructure rests on two massive stone abutments and an equally massive pier in midstream. The cutwater of the pier as well as all the masonry is built to resist not only the river currents and freshets but it looks strong enough to successfully resist even the hand of time itself.

#### AT THE TERMINUS

Arnprior, an ambitious town of 3,000 inhabitants, was reached a few minutes after ten o'clock. This bustling little hive is overjoyed at the building of the Parry Sound railway, for they expect, and not without good and sufficient reasons, that the new road will give a boom to everything. The Journal had a talk with many of the leading citizens and one and all expressed the great satisfaction they all felt at the enterprise of Mr. Booth in giving them an outlet, both convenient and - as compared to rates they have been compelled to pay - cheap. The chief industry of the town is the great saw mills of the McLaughlin Brothers who employ about 700 men and have an annual output of 83,000,000 feet of lumber. Arnprior is built on the banks of the Madawaska, has pretty wide streets, substantial buildings and some city-like business houses. Some two miles from the town are several mineral springs. Next week work on the new railway bridge spanning the Madawaska will be commenced. It will be an iron superstructure resting on stonework.

#### ALL OF THE BEST

As soon as weather permits ballasting trains will be put on the road, and the ballasting completed at the very earliest moment. The rails on the road are of Sheffield manufacture, weighing 72 pounds to the yard. They are the best rail in the market. When all the ties are laid there will be 3,000 to the mile, some 350 more to the mile than any railway in the Dominion. The idea of placing additional ties is to solidify the roadbed.

#### A MILE A MINUTE

As the road is today, coaches glide smoothly, but when additional ties are placed, and the ballasting completed there will not be a jolt and the road will be capable of bearing a speed of a mile a minute.

When the road is completed to the Sound, and Mr. Booth promises to push it forward with all despatch, it is destined to become a great excursion route, not only for citizens of Canada, but for the people of the eastern States who desire an outing in the wilderness convenient to their homes. The run between Boston and Parry Sound can be made in twenty-four hours and the Parry Sound country is a Paradise for hunting and fishing and this is not speaking of the country that lies between the Madawaska river and the Sound itself.

#### THE FIRST THROUGH FREIGHT

Freighting on the new road is very active. This morning the engine "Nellie Bly" with J. King at the lever, and J. Blythe as assistant took up ten cars of merchandise and four empty boxcars. The train was in charge of conductor A.O. Boyle with Messrs. Nicholson and Arris as brakemen. This is the first through freight to Arnprior although for days past freight has been taken up to points nearer to Ottawa. Yesterday ten carloads of grain were taken down from Kinburn. Freight trains will run regularly but no passenger service will be established until the road is ballasted and inspected.

Mr. Booth has not only on hand the contest in the law courts with the CPR in connection with OA & PS but now has to fight against the strenuous opposition from the Toronto Board of Trade to his receiving any more Dominion funds.

Toronto claimed that the \$868,400 given to Mr. Booth had practically subsidized the cost of the railway to Parry Sound, and that the governments should not give anymore to a line which is 'being constructed principally in the personal and business interests of its promoter.' If the rail line went through, it would be extremely disastrous for Toronto and surrounding commercial interests. Other ports on Georgian Bay would be adversely affected as well. Lumber from the Georgian Bay area was sent to Toronto for exportation; now this would go to Ottawa and Montreal.

A large gang of men are at work this week constructing the centre pier in the Madawaska River for the Ottawa, Arnprior and Parry Sound railway bridge. The crib work for the foundation is being built of solid square timber, which will be filled with stone and concrete. Upon the top of this the masonry will rest. A good rock bottom has been found by the engineers. Seventy or eighty men are now employed by the company at Arnprior.

**21/03/1893 Ottawa Citizen Renfrew Madawaska River**

Messrs. Wright & Sons of Hull have been awarded the contract for supplying stone from the Hull quarries for the construction of the Ottawa, Arnprior and Parry Sound Railway bridge across the Madawaska at Arnprior.

**24/03/1893 Ottawa Citizen Renfrew Madawaska River**

A large gang of men are at work constructing the centre pier in the Madawaska river for the Ottawa, Arnprior and Parry Sound Railway bridge. The crib work for the foundation is being laid in solid square timber, which will be filled with stone and concrete. Upon top of this the masonry will rest. A good rock bottom has been obtained by the engineers. Seventy or eighty men are now employed by the company at Arnprior.

**25/03/1893 Ottawa Citizen Renfrew Madawaska River**

Over one hundred men are engaged in the construction of the O.A. & P.S. railway bridge over the Madawaska river at Arnprior. The work is being pushed with great vigour and it is expected that the bridge will be almost completed in the course of a couple of months.

**27/03/1893 Ottawa Journal Renfrew Madawaska river**

One hundred barrels of cement were shipped by McRae & Co. on Saturday for use on the Ottawa & Parry Sound Railway in building the masonry of the bridge over the Madawaska.

**28/03/1893 Ottawa Citizen Renfrew Kinburn**

The Parry Sound Railway is causing Kinburn to become more lively. A new hotel, temperance, has been started there by a Mr. Olmstead.

**29/03/1893 Ottawa Free Press Renfrew**

The Canada Atlantic railway employees have broken up some forty of the old cars which were in use when the line was first opened. The wheels will be used for new freight cars.

**01/04/1893 Ottawa Free Press Renfrew**

Last Thursday evening there arrived at the C.A.R. the new steam shovel to be used in the construction of the Parry Sound railway. The shovel is of a new patent and is built to propel itself. It will be moved up to the Carp as soon as the frost is out of the ground sufficient to permit its being set to work. There will most likely be two shovels starting from the Carp which will work both ways.

Also in the Renfrew Mercury of 7 April.

**04/04/1893 Ottawa Free Press Renfrew locomotive**

Two handsome new passenger and one extra heavy freight locomotive will arrive in the city next week for the Canada Atlantic railway, and were manufactured at Providence, Rhode Island.

**05/04/1893 Ottawa Citizen Renfrew**

Mr. Justice Falconbridge this morning commenced a final hearing of the dispute between the Ottawa, Arnprior and Parry Sound Railway and the Atlantic and Northwestern Railway. The dispute is about a right of way over a narrow strip of land between two lakes and running through the townships of Haggarty, Sherwood and Jones in Renfrew County. The matter has been in litigation for some time, but it is thought that it will be terminated at this hearing.

**06/04/1893 Ottawa Citizen Renfrew Madawaska river**

Mr. M.J. O'Brien, the well known contractor of Renfrew, arrived in the city yesterday. Mr. O'Brien states that the large pier in the centre of the Madawaska River for the O.A. & P.S. railway bridge is completed and a big staff of men are now at work on the abutments.

**07/04/1893 Renfrew Mercury Renfrew**

Mr. Mountain, chief of the Ottawa & Parry Sound Railway surveying staff, with a number of assistants, arrived in town on Monday evening. They were busily at work the next day - again, paying particular attention to Mr. A.A. Wright's garden, which the line may run through. They are working towards Douglas.

**10/04/1893 Ottawa Free Press Renfrew**

A large new steam shovel with a capacity of three yards in width, and known as "The Marion" has arrived for service on the Canada Atlantic. It will be used in grading the Parry Sound railway between Ottawa and Arnprior. A number of gravel cars are being put in readiness immediately for the work.

**13/04/1893 Ottawa Free Press Renfrew**

The first accident on the Ottawa, Arnprior and Parry Sound railway occurred Wednesday afternoon about six miles from the city, and a short distance beyond the point where the line crosses the C.P.R. The regular way freight which runs daily between the city and Arnprior was derailed by the roadbed being washed out by a spring freshet. The engine crossed the impaired roadway but five freight cars of the train were thrown off and badly smashed. Three of the cars were loaded but the other two were empty. It took several hours to remove the wreck, but the regular train was allowed to go up the line yesterday morning without being much delayed. Fortunately no one on the train was injured which might have been the result if the train had been running at a rapid rate of speed.

**13/04/1893 Ottawa Citizen Renfrew**

Ballasting was commenced yesterday on the Ottawa, Arnprior and Parry Sound Railway, between Renfrew and Arnprior.

Mr. Mountain, chief engineer of the C.A.R. stated yesterday that the new O. A. & P.S. Railway bridge over the Madawaska River at Arnprior would be completed about June 1st.

**14/04/1893 Renfrew Mercury Renfrew**

The engineering staff of OA & PS leaves Arnprior for Renfrew. Mr. Mountain and his men will be missed.

(There were economic spin-offs from the railway construction.)

In December of 1892, the editor of the Arnprior Chronicle proudly proclaimed that he was enlarging his paper from forty-eight to fifty-six columns and boasted that it would be the largest in the Ottawa Valley. All this because of Booth's railway, the OA & PS coming through!

**17/04/1893 Ottawa Free Press Renfrew**

No trains except ballast cars have gone over the Parry Sound railway since the recent slide which took place. Ballast trains are going up continually however.

**18/04/1893 Ottawa Journal Renfrew Rochester street**

City council.

J.R. Booth wrote asking permission to build a crossing over Preston Street for the parry Sound railway, for the purpose of connecting the road with the Rochesterville lumber yards. On motion of Ald. Bingham it was decided to grant the request on condition of the company putting up a gate, placing a watchman and taking all necessary precautions for the protection of life.

**21/04/1893 Renfrew Mercury Renfrew**

The Arnprior correspondent of the C.P. Herald, furnishes the following notes: Ballasting was commenced on Wednesday last on the Ottawa, Arnprior and Parry Sound Railway, between Renfrew and Arnprior.

Mr. Mountain, chief engineer of the Canada Atlantic railway stated yesterday that the new O.A. & P.S. railway bridge across the Madawaska river at Arnprior, would be completed about June 1st.

According to the programme at present laid out for the construction of the Ottawa, Arnprior and Parry Sound Railway, it is intended to complete the work to the village of Renfrew by about the middle of July, to Eganville about September first, and then as far west as possible before winter sets in.

**21/04/1893 Ottawa Journal Renfrew Eganville**

Booth wins the pass.

Received word from Toronto yesterday that Mr. Justice Falconbridge gave judgment in favor of Mr. Booth in the Haggarty pass case, the CPR to pay all costs of the suit. More.

**21/04/1893 Ottawa Citizen Renfrew**

Two vans are being constructed at the C.A.R. workshops for the Ottawa, Arnprior and Parry Sound Railway.

**26/04/1893 Ottawa Free Press Renfrew**

A beautiful new private car arrived at the C.A.R. station yesterday and is now being fitted on its new trucks. The car is the first official one that the company has yet purchased and was built in first class style at Coburg. The inside has not yet been altogether completed, but it will soon be fitted out for the use of the officials of the road on which it will be remarkable for its beauty.

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

Mr. J.R. Booth arrived in town on Wednesday night, and early on Thursday morning was out taking a tramp over the town, inspecting the several locations made for the line by his surveying parties.

He was at once interviewed by Mr. A.A. Wright, who, as a business man, is deeply interested in having a union station, and wanted to know how Mr. Booth felt on the matter. Mr. Booth expressed himself as willing to co-operate with the C.P.R., if they were willing to so-operate with him. And further questioned whether he would be willing to meet the Renfrew civic authorities and representatives of the C.P.R. to discuss the situation, Mr. Booth said he would, if such a meeting were arranged by the local Council

And then Mr. Booth tramped on.

We gather also that the probable route through the village - in case there is no union railway station arranged for - will be through the Agricultural Grounds, Rouselle's windmill, Mrs. Freer's residence, and down through the Sadler section and the lacrosse grounds, with station and yard in rear of the British Hotel.

The tenders for the construction of the line between Arnprior and Renfrew are to be opened today (Friday), but Mr. Mountain, the Chief Engineer, thinks it will be three or four days before all the tenders have been examined and the awards made.

**28/04/1893 Ottawa Journal Renfrew Douglas**

The headquarters of the surveyors of the Ottawa and Parry Sound Railway are at Douglas and they will remain there until they have located the railway as far as Eganville.

It is the intention of the company to complete the construction of the road as far as Renfrew by the middle of July, to Eganville about September 1st and then as far west as possible before winter sets in.

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

MR. J. R. BOOTH'S RAILWAY. Mr. J. R. Booth, president and owner of the Ottawa, Arnprior and Parry Sound railway, interviewed the Ontario Government on Monday, and asked for a grant of \$3,000 a mile in order to construct that portion of the line from Barry's bay to Scotia, where it will intersect the Northern and Pacific Junction railway, a distance of 105 miles. Mr. Booth says that 25 miles have been constructed at the western end, and 35 miles at the eastern end of the proposed railway. These points of the road are open for freight traffic. About 60 miles is to be built westward from Arnprior in the direction of Barry's Bay this summer. The Empire says that there is scarcely any probability of Mr. Booth's request being granted.

**01/05/1893 Ottawa Free Press Renfrew**

A number of men living in Rochesterville are engaged on railway work at the Carp, which they reach by special train daily, returning by another at night.

**03/05/1893 Ottawa Free Press Renfrew**

The engineers and construction gang of the Ottawa & Parry Sound railway company are today removing the temporary wooden trestle on that portion of the track which crosses Preston street and putting in a permanent iron bridge.

**03/05/1893 Ottawa Citizen Renfrew**

The contract for the construction of the Ottawa, Arnprior and Parry Sound Railway between Arnprior and Eganville was awarded yesterday to Mr. Fauquier of Toronto.

**05/05/1893 Ottawa Citizen Renfrew**

Mr. J.R. Booth expects to have the Parry Sound road completed to Renfrew by Dominion Day and to Eganville by September. He will grade the road as far as possible before the winter sets in. In reply to Mr. A.A. Wright of Renfrew, Mr. Booth expressed himself as willing to cooperate with the CPR in the building of a Union station at Renfrew.

**05/05/1893 Ottawa Free Press Renfrew**

The new official car which was recently purchased by the Canada Atlantic Co., is attracting much attention by its beautiful appearance. The car recently made its first trip to Montreal.

**06/05/1893 Ottawa Journal Renfrew**

Work is being rapidly carried on between Ottawa and Arnprior, in grading and ballasting, although the weather has been unfavorable for such operations. No passenger trains run, nor will they, it is said, during this month. Indeed, so wet is the land and so damaging is the wet to the newly formed roadbed that the construction trains find it difficult to carry on operations.

Freight has been, previous to the late rains, handled to a considerable extent, but for a time shipments will be light. As showing what they may expect from Carleton trade alone, it may be stated that 120 carloads of grain have left Kinburn station already this spring. The principal stations on the line between Ottawa and Arnprior will be Carp, Kinburn and Galetta, with flag stations at other points. There is a lively interest throughout in the Parry Sound Railway, but Kinburn people say they will certainly lead in their shipments.

**08/05/1893 Ottawa Journal Renfrew Carp**

The men who are working on the O.A. & P.S. are making quite a commotion at Carp at present. Barnhardt's steam shovel which was built by the Marian Steam Shovel Co., Marian, Ohio, USA., is at work cutting a track through Mr. William Rivington's hill. This shovel does excellent work and vast crowds of ladies and gentlemen visit it daily to see it while it is in operation.

*12/05/1893 Renfrew Mercury Renfrew Arnprior*

The iron bridge over the Madawaska at Arnprior is now ready for the railway iron. Ottawa Journal.

*12/05/1893 Renfrew Mercury Renfrew*

A Humorous Document. The CPR doesn't know Such a Railway as the OA & PS.

At the meeting of the Council on Monday evening, the Reeve presented the following correspondence:

Renfrew, April 27th, 1893.

W. C. Van Horne, Esq.,

President Canadian Pacific Ry., Mtl.

Dear Sir: - Under instruction from the Council of this Corporation, I take the liberty of writing you re a union station with the Ottawa, Arnprior & Parry Sound Ry..

I understand that that road will shortly be built to Renfrew, and it is felt by the Council and citizens to be desirable if possible, to have a union station. The site chosen for the station of the OA & PS Railway is central enough, but I think public interests and the interest of both roads would be served by a union.

I have not yet officially communicated with the OA & PS Ry.. Co., but private citizens have, and I believe they are favourable if it can be arranged.

I would be much obliged if you would indicate your views on the matter, and, if favourable to the proposal, let me know when I could meet your representative.

I am, your obedient servant,

Jas. Craig,

Reeve of Renfrew

The CPR replied on May 8th:

Dear Sir, \_ Referring to your letter of April 27th. We know nothing about the railway to which you refer, and are not, therefore, prepared to discuss the question of terminal arrangements with them, for the present at least. We have some plans for improved station accommodation at Renfrew to be provided for the traffic of our own line, and which we expect to carry out during the current season.

Yours truly,

T. G. Shaughnessy,

Vice-President

*12/05/1893 Renfrew Mercury Renfrew Renfrew*

The O.A. & P.S. surveyors were in town again this week, picketing out the line on the north side of the creek, through the village. It seems to be certain that the route mapped out in The Mercury of two weeks ago is the one to be taken. We understand that the work of purchasing the right of way through the village is now (Thursday) in progress; and that the house recently occupied by Mr. J. Brousseau, opposite Mr. A.A. Wright's residence, has been rented as offices for the use of the staff.

*13/05/1893 Ottawa Journal Renfrew*

It is expected the ballasting of the Parry Sound (sic) between Ottawa and Arnprior will be completed by July. The late spring and frequent rain have prevented progress.

*18/05/1893 Ottawa Journal Renfrew*

The O.A. & P.S. railway began running passenger trains over their line on Monday. The train for Arnprior leaves the C.A.R. depot at 7 o'clock in the morning and returns to the city at six o'clock in the evening. The trip is made in little less than three hours. Faster times will be made when the road is fully ballasted.

*19/05/1893 Renfrew Mercury Renfrew*

The sub-contractors for the construction of the O. & P.S. from Arnprior are for the eight miles from Arnprior - Wm. Heald; and for the eight miles from Renfrew - Messrs. Golden & Secarton. The grading is to be done to Renfrew by the 15th of July, and the iron laid by the 15th of August.

*20/05/1893 Ottawa Free Press Renfrew*

There was quite a lively time last Thursday evening in the C.A.R. yards when No. 4 shunter collided with a boxcar which was a little foul of the track. The shock was pretty strong and badly damaged the cabin of the shunter taking it almost off the locomotive. The men running the engine luckily escaped serious injury and were only a little jostled about by the cabin being torn down above their heads. The track is yet covered by glass and bits of iron where the accident occurred, and both boxcar and shunter are in for repairs.

*29/05/1893 Ottawa Journal Renfrew*

Mr. W. Heald of Arnprior has secured the contract for the first eight miles of the O.A. & P.S. Railway between Arnprior and Renfrew and has a large gang of men and teams at work.

*01/06/1893 Ottawa Citizen Renfrew Madawaska River*

The iron bridge for the Ottawa, Arnprior and Parry Sound Railway which will span the Madawaska River is nearing completion at the Dominion Bridge Company's works at Lachine. It will be ready for removal in a couple of weeks.

*02/06/1893 Renfrew Mercury Renfrew Chaudiere*

The houses in which the men working on the construction of the Parry Sound railway will sleep, are being constructed in the C.A.R. car yards at the Chaudiere. The buildings are in sections, so they may be portable and the different sections are put together by means of bolts. The buildings will soon be ready for shipment up the line to where the men are now working, above the Carp. - Ottawa Free Press.

*03/06/1893 Ottawa Free Press Renfrew*

There are over a dozen car loads of fine steel rails at the C.P.R. Chaudiere yard ready to go the Parry Sound road where they will be used.

*05/06/1893 Ottawa Free Press Renfrew*

A dry wall is being built by the Parry Sound R.R. company at the embankment at the Preston street crossing. The high embankment was filled in with clay and during the recent wet weather the clay began to slide, rendering the road at that point unsafe. The stone wall is being constructed to keep the clay in its place.

*05/06/1893 Ottawa Journal Renfrew Madawaska River*

The railway bridge of the O.A. & P.S. railway over the Madawaska river at Arnprior will be completed in about two weeks. The construction of the line has advanced to within a few miles of Renfrew.

*06/06/1893 Ottawa Free Press Renfrew Elgin Street*

A fine first class car has just been turned out of the C.A.R. shops here, having been repainted, varnished and fitted out anew. The car looks like a new one and will soon be put on the regular line.

**06/06/1893** *Ottawa Free Press* **Renfrew**

Ballasting along the line of the Ottawa and Parry Sound from Ottawa to Arnprior is being pushed forward as rapidly as possible, but owing to the continued wet weather much delay has been met with. It is anticipated, however, that if the weather of the next few weeks should prove at all favorable, this section will be completed for the formal opening of passenger traffic on July 15th.

On the Parry Sound road there are between 80 and 100 cars a day loaded with freight leaving the station and going to Arnprior and other points all (sic) the line. One passenger train a day is all that yet runs over the line and this has freight with it every time.

**07/06/1893** *Ottawa Free Press* **Renfrew**

The big gravel plow used on the Parry Sound railway construction has had to be brought down from Arnprior and placed in the Canada Atlantic work shops for repair.

**08/06/1893** *Ottawa Free Press* **Renfrew**

The C.A.R. authorities are laying a new track in their yards, which will accommodate a number of cars while being unloaded. The yard is portioned off, so much room being given to coal, so much to lumber. There is such an immense quantity of coal coming in at present that the new siding will be kept for Russian coal.

**13/06/1893** *Ottawa Citizen* **Renfrew** **Galetta**

About 80 or 100 men are employed at Galetta, a short distance east of Arnprior in ballasting on the O.A. & P.S. railway. When Arnprior is reached the men will be started at work to complete the ballasting between Arnprior and Kinburn.

**14/06/1893** *Ottawa Free Press* **Renfrew** **Carp**

It is rumored today that Mr. J.R. Booth has purchased the large gravel pit and plant belonging to Mr. Rivington at Carp village.

**15/06/1893** *Ottawa Free Press* **Renfrew** **Bank Street**

Shunting engine No. 2 of the C.A.R. while making a flying shunt this morning was the cause of considerable damage. A miscalculation somewhere sent the cars flying through the oil office of W.S.D. Morris, completely wrecking it. A telegraph pole was cut in two and hung by the wires. The swing gate on once side was smashed, and only for the iron standards which support the swing bars across bank street, some oil would have been spilled. The usual group of officials are busily locating the cause of the wreck. No one was injured.

**20/06/1893** *Ottawa Journal* **Renfrew** **Archville bridge**

A train of freight cars, partly loaded with lumber, dashed into the passenger swing bridge over the canal at Ottawa East yesterday. One of the cars was badly wrecked and the bridge was considerably damaged. A barge hand attempted to take the train down the grade to the dock to load the lumber, but could not work the brakes right.

(Note - presume this refers to the passenger bridge over the canal north of the railway bridge.)

**21/06/1893** *Ottawa Journal* **Renfrew** **Eganville**

Chief Engineer Mountain says the O.A. & P.S. will be completed to Eganville by September 1.

**22/06/1893** *Ottawa Journal* **Renfrew** **Archville bridge**

Repairs to the Ottawa East bridge were commenced today. The delay was due to the non arrival of suitable timber.

**23/06/1893** *Ottawa Free Press* **Renfrew** **locomotive wood**

No. 1 locomotive from the Parry Sound Colonization company's road has just been turned out of the C.A.R. shops repaired and repainted and generally fixed up. This engine is of a very old construction burning wood altogether. The smoke stack has a funnel on the top of it fully five feet in diameter, making the whole engine appear ancient indeed. The company find it easier to use wood on their line because it is handier and cheaper there than coal would be.

**24/06/1893** *Ottawa Journal* **Renfrew** **Arnprior**

The Ottawa, Arnprior and parry Sound railway have stationed an agent at Arnprior to attend to their interests there.

**29/06/1893** *Ottawa Free Press* **Renfrew** **locomotive wood**

Locomotive No. 2 of the Parry Sound Colonization railway which was down here for repairs, yet lingers around the depot yet waiting for its tender which is being repaired and repainted. The engine attracts much attention by its unique and ancient appearance. It burns wood altogether. (N.B. This should presumably be No. 1.)

**29/06/1893** *Ottawa Free Press* **Renfrew** **Elgin Street**

The large coal dump on the south side of the C.A.R. depot which has been going up for some two weeks now is about completed. The dump will accommodate ten to twelve cars at once and a trial for its strength was made yesterday afternoon when the track was filled to its utmost capacity with heavy loaded cars. The dump is by far the largest in this section and will be ready for use in about a month.

**30/06/1893** *Renfrew Mercury* **Renfrew**

Mr. Jas. Contway of Renfrew, has been awarded the contract to fence 16 miles of the O. & P.S. Ry. between Renfrew and Eganville.

**05/07/1893** *Ottawa Free Press* **Renfrew**

There are now two new combination cars at the station which are used, one on the Parry Sound and one on the Boston in place of the old baggage cars. The new carriages are of the very best build and will accommodate about half as many passengers as an ordinary first class coach.

**05/07/1893** *Ottawa Journal* **Renfrew** **Archville bridge**

The CAR authorities commenced work yesterday on the Archville bridge, injured about two weeks ago by a runaway train.

**14/07/1893** *Renfrew Mercury* **Renfrew** **Arnprior**

Last weeks Chronicle says that the O. & P.S. have paid good prices for the property purchased in Arnprior for the right of way. The iron work for the bridge across the Madawaska has all been completed and was expected to arrive this week. The bridge building gang were already in town the town, preparing the trestles.

**14/07/1893** *Ottawa Journal* **Renfrew** **Douglas**

The O.A. & P.S. R. is not going to run into Douglas on account of the grade on the proposed route being too expensive and the cuttings too heavy.

**14/07/1893 Renfrew Mercury Renfrew Kinburn**

Kinburn. The O.A. & P.S. railway company are building a station here, the dimensions of which are 40x20 ft. There are a force of eight men working under the supervision of Mr. Tomlinson, of Ottawa, who has the contract for the building of all the stations on the line between Ottawa and Arnprior. The company also has a large number of men employed here grading and levelling the yard, and putting in sidings and switches. Ballasting is completed on eight miles of the road, and at their present rate of speed, it will be three months yet before they are through with ballasting.

**17/07/1893 Ottawa Free Press Renfrew**

Two cars, one a first class, and the other a second class and baggage combined, were added this morning to the rolling stock of the Parry Sound railway.

**20/07/1893 Ottawa Citizen Renfrew**

It is expected the Parry Sound railway will be ready for passenger service by the first week of October. All the grading has been done between Arnprior and Renfrew and the stations between Ottawa and Renfrew are being built.

**21/07/1893 Ottawa Free Press Renfrew Elgin Street**

A large gravel plow is being constructed at the C.A.R. sheds. This is the first attempt to build a plow of this magnitude in Ottawa. The work is going rapidly ahead and the new engine, mounted on a flat car, will soon be in condition for shipment up the line of the Parry Sound.

**24/07/1893 Ottawa Journal Renfrew**

There has been an impression abroad that the work on the Ottawa and Parry Sound railway was progressing very slowly, but we understand that there is little more than a mile between Arnprior and Renfrew that is not graded and that trains will most likely be running here by the end of August. Construction is also progressing steadily between Renfrew and Eganville, and the purchase of right of way through Haggarty etc. is being proceeded with. Renfrew Mercury.

**26/07/1893 Ottawa Free Press Renfrew**

The gravel plow which has been built at the C.A.R. yards this summer left on Monday last for work on the construction lines of the Parry Sound railway. Over one hundred new flat cars have been purchased for the new O.A. & P.S. railway and all are sent up immediately to be employed in ballasting the line. The new cars have all been built at Coburg.

**26/07/1893 Ottawa Free Press Renfrew locomotive**

Locomotive No. 32 of the C.A.R. has been turned out of the sheds entirely rebuilt. This locomotive has been running for several years and although no accident has happened to it a thorough repairing was thought necessary.

The old locomotive No. 6 which ran on the regular morning train over the Parry Sound road, has been sent down the line to Coteau, where it will act as a shunter. In its place the old engine from the Colonization road has been placed.

**27/07/1893 Ottawa Citizen Renfrew**

If the current rumor is to be relied upon, Mr. Booth is likely to be allowed to proceed with the construction of his line to Parry Sound unmolested by interests on the part of the C.P.R. It was said last night that the latter company had abandoned intention to construct a parallel line through the district traversed by the Ottawa, Arnprior and Parry Sound Railway and had consequently withdrawn all their staff engaged upon the survey of their rival route.

**27/07/1893 Ottawa Journal Renfrew Archville bridge**

The Archville bridge which was recently damaged by a runaway train, is being fixed up and given a coat of paint.

**28/07/1893 Renfrew Mercury Renfrew Kinburn**

Ballasting is now completed from Arnprior to within two miles of Carp. Three hundred car loads of ballast is the daily output from the Willis' gravel pit near Arnprior. There is also a train hauling earth from Rivington's gravel pit at carp, to fill the big trestle over the C.P.R. near Bell's Corners. The station here is nearly completed, and when finished, will be "a thing of beauty and a joy forever," to the inhabitants of Kinburn, as it will be the handsomest building in the village.

Some of the bosses on the line are regular hustlers. There is John Hogan of the C.A.R., who has charge of the lift, whose stentorian tones as he issues his orders, remind me forcibly of a long haired patent medicine vendor whom your readers will remember making a tour of the Ottawa Valley a few years ago; Barney Cassidy, who has charge of a gang laying steel from the present terminus of the line at Arnprior to the Madawaska bridge, who also speaks with no uncertain sound, and when he does speak is accustomed to being obeyed, and who doubtless thinks that were he to resign his position the line would stop short, never to go again; also J. Lafontaine, a former employee of the C.P.R., and well known around Renfrew, who has charge of the work of putting in the sidings and switches, a very quiet, unassuming Frenchman, who scarcely speaks above his breath, but gets there all the same.

The iron superstructure of the bridge over the Madawaska river passed over the line last Wednesday. The Dominion Bridge Company of Lachine are already at work placing it in position. Pawnee Bill's Wild West circus train consisting of ten cars, passed here this morning en route to Arnprior.

**28/07/1893 Ottawa Journal Renfrew**

Along the line of the O. & P.S. railway the work is progressing steadily. ballasting is now completed from Arnprior within two miles of Carp. Three hundred carloads of ballast is the daily output from the Willis' gravel pit near Arnprior. There is also a train hauling earth from Rivington's gravel pit at Carp to fill in the big trestle over the C.P.R. near Bell's Corners. A station is being built at Kinburn. Renfrew Mercury.

The town council of Arnprior are giving part of Tierney street to the O.A. & P.S. Ry. Co. for station grounds. If they did not get part of this street they would have had to place their station in Mansfield.

**01/08/1893 Ottawa Free Press Renfrew**

C.A.R. employees excursion to Clark's Island. Two trains, one with seventeen and one with ten coaches.

**02/08/1893 Ottawa Journal Renfrew**

Messrs. J.R. Booth and A.W. Fleck went over the O.A. & P.S. Ry. this afternoon as far as Arnprior inspecting the work along the line.

**03/08/1893 Ottawa Journal Renfrew**

Mr. G.A. Mountain, chief engineer of the construction of the O.A. & P.S. Railway is in the city. He stated to the Journal that the work along the line is progressing favorably. The stations at Kinburn and Galetta are nearing completion. Work will soon begin on the station at Carp which will be built east of city limits. The Arnprior station will be erected on Tierney street in that town. The company, he said, will soon be ready to build freight sheds at these places. At Kinburn, grounds have already been located for the building of a freight shed and granary.

The approach to the Madawaska bridge at Arnprior, he says, is about complete. The first span of the bridge is up and the second span has been started. The grading is already well advanced through the town of Arnprior, and the grading between there and Renfrew is almost complete. There will be but one station between these two places and that will be at New Glasgow ten mile, above Arnprior. Only five bridges were required to be built between Arnprior and Renfrew, the principal of them being across the Dochart and the other across Lochel creek. They are both of good masonry.

The road between Renfrew and Eganville, he says, is half completed. This morning the contract for constructing the first ten miles section west of Eganville was awarded to Mr. Wm. Heald. It is the company's intention to get a considerable distance past Eganville this fall and it is probable another ten mile section will be given out shortly. Preparations are now being made to erect a signal house at the point where the line crosses the C.P.R. at Arnprior.

**03/08/1893**    *Ottawa Free Press*                      **Renfrew**                                      **Elgin Street**

Another large gravel plow for the Parry Sound railway is being built in the C.A.R. sheds on Elgin street. The plow is expected to be finished early next week, when it will be shipped up the line to the Carp or Arnprior. This is the second one built here this year.

**04/08/1893**    *Ottawa Journal*                                      **Renfrew**

Over one hundred new flatcars have been purchased for the new O., A. & P. S. railway, and all are being sent up as they arrive immediately to be employed in ballasting the line. The new cars have all been built at Coburg.

**04/08/1893**    *Ottawa Free Press*                                      **Renfrew**

Regular trains on the Parry Sound line will be running between Ottawa and Arnprior by September 1st and Eganville one month later. A ten mile contract running from Eganville westward was awarded to Mr. Heald yesterday.

**08/08/1893**    *Ottawa Free Press*                                      **Renfrew**                                      **Elgin Street**

The new gravel plow being constructed in the car shops will not be ready for shipment up to its destination among the ballasting cars above Arnprior before the end of this week. The frame has yet to be sheeted with iron.

**08/08/1893**    *Ottawa Free Press*                                      **Renfrew**                                      **locomotive**

Locomotive No. 61 is in the sheds for a thorough overhauling. Already the monster is greatly reduced in bulk until only the boiler and flues remain. A new firebox will be placed in her and new tires will be set on the drivers.

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Two new locomotives for the Ottawa, Arnprior and Parry Sound railway are expected here next week. The engines, one a freight mogul and the other a heavy passenger, have been built entirely in the Kingston Locomotive works. The freight engine will be much the heaviest in this part of the country, her cylinders being 18x26. She will pull 45 loaded cars on a slight incline with ease. The passenger engine will be of the very best make and is expected to surpass the engines at present running on the C.A.R. lines, which are far above the ordinary, so far as weight and speed are concerned. The two engines will be set to work as soon as they arrive, their assistance being "needed at once". Another passenger engine of the same build will be ready for active service in less than a month.

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Engine No. 2 of the Parry Sound road, is expected down to the shops in a few days when it will be thoroughly overhauled and repaired. Of the three locomotives on this road, two will then have been overhauled this year and later on the third will be sent on for the same purpose.

**09/08/1893**    *Ottawa Citizen*                                      **Renfrew**                                      **Arnprior**

The Ottawa, Arnprior and Parry Sound Railway is making rapid progress through our town. We expect to have a fully established passenger service with the metropolis shortly. The iron bridge over the Madawaska is about half constructed. The right of way through the south western section is making a material change in the surroundings. Mr. Booth and party were here last week making final arrangements for the ground for the station a short distance south of that of the C.P.R. The site is a good one, both roomy and conveniently located.

**10/08/1893**    *Ottawa Journal*                                      **Renfrew**                                      **Madawaska river**

The railway bridge across the Madawaska at Arnprior will be completed in about two weeks and then the laying of track can be quickly pushed forward to a point at least ten miles beyond Renfrew.

**11/08/1893**    *Ottawa Journal*                                      **Renfrew**

Locomotives for the O.A. & P.S. Railway.

Two new locomotives for the Ottawa, Arnprior and Parry Sound Railway are expected here next week. The engines, one a freight mogul, and the other a heavy passenger, have been built entirely in the Kingston Locomotive Works. The freight engine will be much the heaviest in this part of the country, her cylinders being 18x26. She will pull 45 cars on a slight incline with ease. The passenger locomotive will be of the very best make and is expected to surpass the engines running on the C.A.R. lines, which are far above the ordinary, so far as speed and weight are concerned. The two engines will be set to work as soon as they arrive, their assistance being "needed at once". Another passenger engine of the same built will be ready for active service in less than a month. Arnprior Chronicle.

**11/08/1893**    *Ottawa Citizen*                                      **Renfrew**                                      **Arnprior**

Mr. Donaldson of the O.A. & P.S. Ry. was in Arnprior the other day for the purpose of arranging for the delivery of the building material for the O.A. & P.S. Ry. station at Arnprior.

**15/08/1893**    *Ottawa Citizen*                                      **Renfrew**

? For the excursion on the new Parry Sound railway to Galetta and Arnprior on Civic Holiday Thursday next. A beautiful ride to beautiful grounds where there is beautiful scenery, a beautiful dancing platform, and there will be beautiful music by the Guard's band and beautiful fishing in the Mississippi river. Train leaves C.A.R. station 7.30 a.m. Adults 75c, children 40c. Home again 7.30 p.m. Refreshments on the grounds at city prices.

**17/08/1893**    *Ottawa Citizen*                                      **Renfrew**                                      **Arnprior**

Mr. Simpson, surveyor on the Parry Sound Railway, is in the city and at the Grand Union. He reports that the men are erecting the second span of the bridge on the Mississippi. sic)

**18/08/1893**    *Renfrew Mercury*                                      **Renfrew**                                      **Kinburn**

Ten carloads of steel per day has arrived at Arnprior this last fortnight to be used on the extension of the O.A. & P.S. R., and there are 200 carloads yet in the C.A.R. yard in Ottawa. Ballasting is now completed from Arnprior to Doyle's cut, five miles east of Carp. Fifteen men worked last Sunday and twenty-six the Sunday before last lifting a sunken trestle near the station here.

**18/08/1893**    *Renfrew Mercury*                                      **Renfrew**                                      **Renfrew**

Mr. J.R. Booth and Chief Engineer Mountain were in town on Thursday. They called in to see Mr. A. Wright, who had been urging them to try to accommodate the people of Renfrew and save the town from too much cutting up by railway tracks, by locating their line alongside and their station near the C.P.R. station. Mr. Booth said they had been all over the ground and, and that to come alongside the C.P.R. would make a route so much more expensive to build that the extra cost would be \$30,000.

Hence the Creek route is to be followed. Instead of cutting through Rouselle's windmill and Mrs. Freer's residence, however the bed of the creek will be "piled"; the Opeongo road crossed on James street just beyond the residence of Mr. R. Sim and Mrs. Jas. Reynolds; and the track will go through Mr. John Smith's vacant lot (in rear of Mr. William Aird's old residence), through the block on which Mr. R. McEwen's new house stands, through the south-west corner of the lacrosse grounds, and on till it crosses the K. & P.R. track just at the town line between Horton and Admaston.

The station will be either on the Smith vacant lot, facing Moffat's factory; or on the adjoining McEwen block.

In Galetta Grove.

Picnic at Galetta. 700 people and OA&PS put on 13 cars. Going up the train was run slowly to give the excursionists a view of the country through which the new road runs. at Kinburn and Galetta the stations are about finished and at March Corners the foundation is in.

19/08/1893 *Ottawa Journal* *Renfrew* *Renfrew*

The Renfrew people have endeavored to get Mr. J.R. Booth to change the proposed line and site of the depot at Renfrew and to locate next the C.P.R. depot. Mr. Booth found that the extra cost of the change asked for would be \$30,000, but will make every concession possible to meet the views of the residents and the new station will either be on the Smith vacant lot near Moffatt's factory on that adjoining the McEwan block.

19/08/1893 *Ottawa Citizen* *Renfrew* *Renfrew*

Renfrew Mercury. Mr. J.R. Booth and Chief Engineer Mountain were in town on Thursday. They called in to see Mr. A.A. Wright, who has been urging them to try to accommodate the people of Renfrew and save the town from too much cutting up by the railway tracks, by locating their line alongside and their station near the C.P.R. station.

Mr. Booth said that they had been over the ground and that to come alongside the C.P.R. would make a route so much longer, and so much more expensive to build, that the extra cost would be \$30,000.

The station will be either on the Smith vacant lot, facing Moffatt's factory, on the adjoining McEwan block.

19/08/1893 *Ottawa Free Press* *Renfrew* *Elgin Street*

The frame work of a large new snow plow was begun this morning in the C.A.R. mechanical shops. The new plow will have flanges on both sides and will be of the most approved make.

19/08/1893 *Ottawa Free Press* *Renfrew* *locomotive wood*

This morning there arrived at the C.A.R. yards here one of the oldest locomotives to be found in this part of Canada. Engine No. 2 of the Colonization railway, named the "Wm. Beatty" is one of a batch of twelve which were brought from Wales some twenty years ago to work for the Toronto, Grey and Bruce road. The engines have been running ever since and this particular one was up on the Parry Sound Colonization since the inception of that road. Originally she was built without any cabin but a comfortable one has long since been erected as a shelter to the driver and fireman. The driving wheels are forty inches in height, built of forged wrought iron. The cylinders are fully up to the strength of the present style of construction. The fuel burned is entirely wood and the broad topped smoke stack gives abundant evidence of the old fashioned make. The old ten wheeled mogul (sic) is badly in need of repairs which will be made at once. The men working on her say that with a thorough overhauling she will be fit for steady work for several years to come.

Driver Teague took up the companion engine No. 1 and brought No. 2 down by way of Toronto and the Grand trunk. It took from Monday morning until half past five this a.m. to make the trip of 550 miles. The engine will ply around the yards for a while after the repairs are complete and will then be taken up to the Colonization road again.

22/08/1893 *Ottawa Citizen* *Renfrew* *Arnprior*

On Thursday last an excursion train of 15 cars ran from Ottawa over the new line to Galetta. Four car loads came on to Arnprior, the remainder remaining at the primary destination of the party. The day was not very favourable but about 600 took in the new route over the Ottawa, Arnprior Ry. which destined, no doubt, to form an important link between the city and the Upper Ottawa.

A signal tower is being erected at the junction of the Parry Sound and Canadian Pacific railroads in the western part of town.

Work has commenced on the last span of the new iron railway bridge across the Madawaska and the structure will be completed at an early date.

22/08/1893 *Ottawa Citizen* *Renfrew*

Mr. G.A. Mountain, chief engineer of the Canada Atlantic Ry. was in the city yesterday after spending a considerable amount of time superintending the work under construction on the Ottawa, Arnprior and Parry Sound Railway. Mr. Mountain states that the work is proceeding very satisfactorily. The bridge over the Madawaska river at Arnprior will be completed today and the ballasting on the eastern division on Saturday.

An interlocking system at the crossing of the tracks of the C.P.R. is being placed at Arnprior. The building of the station at that town on the site mentioned some time ago in the Citizen has been commenced. The site for the station at Renfrew was selected last week. It is one block south west of Main street in the south end of the town.

Mr. Mountain leaves today again to look after the work.

22/08/1893 *Ottawa Journal* *Renfrew* *Madawaska river*

The iron work of the O.A. & P.S. Railway over the Madawaska river at Arnprior is now about half completed. It will take three weeks yet before the bridge will be ready for traffic.

From another part of the same paper - Mr. G.A. Mountain, chief engineer of the O.A. & P.S. Ry was in the city today. He reports the construction as progressing rapidly. "The railway bridge over the Madawaska river at Arnprior was to be finished today. It is a magnificent structure and built only about a hundred yards below the C.P.R. bridge.

By the end of this week ballasting on the portion of the road between Ottawa and Arnprior will be completed. Above Arnprior large gangs of men are working and the road is being pushed forward with all possible speed.

23/08/1893 *Renfrew Mercury* *Renfrew*

It is said that the OA & PS line is being very carefully and thoroughly graded. A gentleman remarked to Mr. Booth that he supposed that the trains would travel at a good rate - about forty m.p.h. - and it is said that Mr. Booth's reply was that his trains would go at sixty m.p.h., or he would have no use for them. The track is being graded to stand that speed.

(The following week a correction was made.) "The line was being ballasted for this speed too."

25/08/1893 *Ottawa Free Press* *Renfrew*

An extra yard shunter has been put on the C.A.R. Elgin street yards. This makes three shunters now working, one of which is engaged all night.

A fine combination car of the Hawkesbury branch will be turned out of the C.A.R. painting shops next Monday. The car is divided into three apartments for first and second class passengers and baggage.

The new gravel plough which has been building in the C.A.R. mechanical shop for some time past is now being sheeted with iron. It is mounted on a flat car and will shortly be taken up the Parry Sound shortly.

26/08/1893 *Ottawa Journal* *Renfrew* *Arnprior*

The signal tower at the crossing of the O.A. & P.S. and C.P.R. at Arnprior is nearly finished. It is to be in charge of two men, one appointed by the C.P.R. and the other by the O.A. & P.S.

The construction of the O.A. & P.S. Ry. station at Arnprior has begun. It is located at the end of Tierney street and will be a large handsome building.

26/08/1893 *Ottawa Citizen* *Renfrew* *Madawaska river*

The trestle work of the O.A. & P.S. railway bridge over the Madawaska is now completed. The excursion train to Arnprior next Thursday will cross the new bridge.



**26/08/1893**    *Ottawa Free Press*                      *Renfrew*                                      *Elgin Street*

Radical changes are being made at the C.A.R. Elgin street depot. The big baggage room building will be moved eastward and a siding which runs past the freight shed will be carried down on the northern side of the station to the station house. As the yard is now situated there is only one track off which the passenger trains start. Since the Parry Sound road has started running its morning train the one track has not been sufficient to accommodate the trains. This new siding on the north side of the station will be solely for the Parry Sound trains. A siding will also be placed on the north side of the long freight shed and off this all freight can be unloaded. A gang of men are engaged this morning tearing up the switch in front of the baggage room. The new track will not be of any great length as it will only be a continuation of the siding further up the yards. Two long platforms will extend on each side of this Parry Sound landing for quite a distance. Mr. Donaldson says the change is a matter of trial and if it works will be continued and if not then the track can easily be torn up again. The railway company owns considerable land behind their station so that there is plenty of room for new sidings.

**31/08/1893**    *Ottawa Free Press*                      *Renfrew*                                      *locomotive*

The old Welsh locomotive, No. 2, of the Parry Sound Colonization railroad has been repaired and is now used as a shunter throughout the C.A.R. yards.

**31/08/1893**    *Ottawa Journal*                              *Renfrew*

There is an active scene of railway operation right now. Two construction trains are drawing gravel from Rivington's pit, right in the village, to fill up the big trestle where the road crosses over the C.P.R. The loading is done by a large steam shovel which has a capacity of from eighty to one hundred platform cars a day. The new depot at that place is being rapidly pushed forward. It will be a very commodious building and completed in about two weeks after which the freight sheds and other buildings of the company will be erected.

Three gravel trains are drawing from Willis' pit near Galetta to complete the ballasting of the road from that point to Arnprior.

The lengthy approach to the bridge across the Madawaska is being filled in. This bridge will, it is expected, be completed by Saturday night and then trains can enter the town.

**01/09/1893**    *Renfrew Mercury*                      *Renfrew*                                      *Arnprior*

The signal tower at the intersection of the C.P.R. and Parry Sound railways in the Harrington section of Arnprior, is now being erected.

**02/09/1893**    *Ottawa Journal*                              *Renfrew*

Last week when Messrs. J.R. Booth and chief engineer Mountain were in town they instructed Mr. A.A. Wright to prepare to wire the new O.& P.S. railway station with the incandescent electric light; and this week an official is in town directing the planting of the posts. We learn also that the track will go right through the horse ring of the S.R.A.S. show grounds; running below the level of the ring. The earth from this cut will be used to "fill in" at the Smiths Creek bridge which the track will cross at the present level. Trains are to be across the bridge at Arnprior on Thursday evening of this week; they will be up to the CPR crossing here on Saturday; and the engineers expect to have the construction trains running into Renfrew on the 23rd. Renfrew Mercury.

(Note - it is not clear what date this refers to.)

It is said that the Ottawa and Parry Sound line is being very carefully and thoroughly graded. A gentleman remarked to Mr. Booth that he supposed that the trains would run at a good rate - about forty miles an hour; and it is said that Mr. Booth's reply was that the trains would run sixty miles an hour, or he would have no use for them. The track is being graded to stand that speed. Renfrew Mercury.

**05/09/1893**    *Ottawa Journal*                              *Renfrew*                                      *Madawaska River*

The first train ran over the new bridge of the O.A.& P.S. Ry. across the Madawaska at Arnprior yesterday. It is yet uncertain when the regular passenger service between here and Arnprior will begin but it will be some day this week.

**05/09/1893**    *Ottawa Free Press*                      *Renfrew*                                      *Arnprior*

The track laying on the Parry Sound road bridge at Arnprior was completed on Friday last, under the supervision of Foreman Leslie, and was creditable done in quick shape.

**07/09/1893**    *Ottawa Citizen*                              *Renfrew*                                      *Arnprior*

The rails on the Parry Sound R.R. are now laid up to the station in this town, and there is the likelihood of a regular passenger service at an early date. It is expected that the road will reach Renfrew in about three weeks.

**08/09/1893**    *Ottawa Journal*                              *Renfrew*

The O.A.& P.S. construction between Renfrew and Eganville is being rapidly pushed on, and by the time the line is built through the village of Renfrew the road between that village and Eganville will be ready for the ties.

The contract for the ten miles of the O.A.& P.S. Ry. from Indian Point, Golden Lake to Killaloe will be awarded this week. There were seven tenders in for it.

**11/09/1893**    *Ottawa Citizen*                              *Renfrew*

Parry Sound Railway will run through a corner of Algonquin National Park. More.

**13/09/1893**    *Ottawa Citizen*                              *Renfrew*

Government Inspector Ridout inspected the Parry Sound road as far as Arnprior on Monday. He will make another inspection today.

**14/09/1893**    *Ottawa Free Press*                      *Renfrew*                                      *Elgin Street*

The new sidings and platforms at the C.A.R. depot are about completed. The Parry Sound train will start from the new track at the beginning of next week.

**14/09/1893**    *Ottawa Free Press*                      *Renfrew*                                      *locomotive*

The three new O.A. & P.S. Ry. engines are expected here on Saturday from the shop, where they have been fitted up. There are one mogul, ten tons heavier than the heavies now on the line, and two passenger locomotives. The engines were expected last Monday, but owing to some delay in the shop, they could not be ready.

**15/09/1893**    *Ottawa Journal*                              *Renfrew*

There is still considerable stir on the O.A. & P.S. Railway between here and Arnprior although the road is practically completed. The steam shovel is still working in Rivington's pit at Carp, but the material that is taken from the pit is very inferior quality and entirely unfit for ballast being a mixture of clay and gravel. They are using it to fill in the big trestle over the C.P.R. east of Corkstown and some of it is being hauled to Ottawa to the C.A.R. yard where a long siding is being built east of Bank street.

The new railway station at Carp is almost completed. Messrs. Kidd and Rivington are surveying off a large number of village lots and the village is growing rapidly.

At Kinburn, B.W. Dunnett's elevator is in course of erection, and when completed will have a capacity of twenty-five thousand bushels. Foreman W. Winchester, with a gang of twelve men, is now building a siding to the elevator and making other necessary improvements, such as gravelling the yard and grading the roadways to the station and elevator.

**16/09/1893 Ottawa Journal Renfrew**

The O.A. & P.S. Railway station at Renfrew will be lighted by electricity. The track will run through the fair grounds. Construction trains will be running into Renfrew by the 23rd.

The rails for the track laying on the O.A. & P.S.R. west of Arnprior have now arrived at that town. The men are, however, awaiting the arrival of the fish plates before they can begin this work. The "Y" at Arnprior is now being ballasted.

**18/09/1893 Ottawa Free Press Renfrew Elgin Street**

Improvement around the Canada Atlantic railway Elgin street depot are going on rapidly. The platforms have been repaired and extended towards Bank street. The new sidings for the Parry Sound railway are complete.

**18/09/1893 Ottawa Journal Renfrew**

The regular passenger service on the O.A. & P.S. Ry. between here and Arnprior was opened today. Elegant new coaches and engines have been put on this route and fast service is assured.

There will be two trains daily each way. The trains leave Ottawa at 9 a.m. and 5 p.m. and returning leave Arnprior at 7 a.m. and 5.10 p.m. The distance is covered in an hour.

Also reported in Ottawa Free Press.

The contract for building the O.A. & P.S. railway line through Renfrew village has been sub-let to Messrs. McCarthy Bros.

**19/09/1893 Ottawa Citizen Renfrew Eganville**

Mr. McCarthy, contractor for the Renfrew branch of the Parry Sound Railway stated yesterday his part of the track would be completed to Eganville by November.

**20/09/1893 Ottawa Citizen Renfrew Arnprior diamond**

On Sunday last a gang of workmen put in the Diamond crossing for the Parry Sound road over the C.P.R. at this point. As the grading is nearly done below here and Renfrew, the track laying will be pushed forward without delay.

**20/09/1893 Ottawa Journal Renfrew**

\$75,000 in rolling stock.

Partial equipment of the O.A. & P.S. Railway

The Ottawa, Arnprior and Parry Sound Railway which began their regular passenger and freight service between here and Arnprior on Monday has a rolling stock valued at \$75,000.

The accommodation for passenger traffic consists of two first and two second class coaches and a couple of combination cars.

The first class coaches are beautifully finished in mahogany, and have comfortable high backed seats, the same as are in the C.A.R. passenger coaches. At the end of each coach is a commodious state smoking department, the seats having a leather covering. The smoking compartment is reached by a side passage.

The second class coaches are similar to those used on other roads as are also the combination coaches. Each coach is 54 feet in length.

ONE HUNDRED PLATFORM CARS

Besides these there are one hundred platform cars, all 34 feet in length. These, as well as the passenger coaches, were manufactured by the Crossen Car Manufacturing Co. of Coburg, Ont. (Limited).

The boxcars to be used will be supplied in the meantime by the C.A.R. It is contemplated to build box cars here shortly, also a number of passenger coaches. A large amount of material for this purpose has already been ordered. Some of their material ordered is four hundred yellow pitch pine car sills from the Southern States, and a quantity of Canadian white pine and oak timber, the latter for treasits (sic).

AS TO LOCOMOTIVES

The C.A.R. locomotives will be used for the present but others will be built for special use on the line. There are two steam shovels working on the line at present, one of them at Willis' pit near Arnprior and the other at Carp village.

THE TIMTABLE

There are three stations between this city and Arnprior - Carp, Kinburn and Galetta. The distances of these places from Ottawa are as follows: - Carp, 19 miles; Kinburn, 27 miles; Galetta, 32; Arnprior 37. There are two trains each way daily. Trains leave Ottawa at 9 a.m. and 5 p.m. reaching Arnprior at 11.20 a.m. and 6.15 p.m. respectively. Trains going east leave Arnprior at 7 a.m. and 4.10 p.m. reaching Ottawa at 3.15 p.m. and 6.45 p.m.

**20/09/1893 Ottawa Citizen Renfrew Arnprior**

The regular passenger service on the Ottawa, Arnprior and Parry Sound Railway began this morning. We have a passenger train leaving for Ottawa at 7 a.m. returning at 6.10 p.m. The make up of the train going out in the morning was exceedingly creditable. The run to the metropolis will be made in a little over an hour.

**21/09/1893 Ottawa Journal Renfrew**

Track laying on the O.A. & P.S. Ry. has now begun on the first ten mile section west of Arnprior. The road from Arnprior to Renfrew will be quickly pushed forward as the ballasting is almost completed.

**21/09/1893 Ottawa Citizen Renfrew Arnprior**

Timetables just issued for the Ottawa, Arnprior and Parry Sound Railway show a very convenient passenger service both ways. There are two trains each way daily. Trains leaving Ottawa at 9 a.m. and 5 p.m. arrive in Arnprior respectively at 11 a.m. and 6.15 p.m. respectively. From Arnprior the morning train leaving at 7 gets here at 8.15, and the 4.10 p.m. train arrives in Ottawa at 6.15.

The distance, 36 miles is thus covered in 1 hour and 15 minutes, including stops, and the Arnprior train connects with the through service on the Canada Atlantic, and connections to Montreal, Boston and New York.

The stations and the distances from Ottawa are: Carp, 19 miles; Kinburn, 27 miles; Galetta, 32 miles and Arnprior, 37 miles.

**22/09/1893 Ottawa Journal Renfrew**

First time card of the O.A. & P.S. Ry. dated September 18, 1893.

Through parlour car service between Ottawa and Montreal.

Sleeping car service daily to New York, Boston etc.

All trains arrive and depart from the Canada Atlantic Elgin Street depot.

**22/09/1893 Renfrew Mercury Renfrew**

OA & PS construction has reached near Golden Lake, about twenty miles above Eganville. Three new engines are expected from the shops where they have been fitted up. One mogul, ten tons heavier than the heaviest now in use on the line, and two passenger locomotives are expected soon.

E. J. Chamberlain, General Manager, Geo. A. Mountain, Chief Engineer, and T. G. Rideout, Government Engineer, have inspected the railway line.

**22/09/1893 Renfrew Mercury Renfrew**

A large staff of men are employed on the O.A. & P.S. Ry. at Arnprior laying the diamond crossing over the C.P.R. It will be some days before this is completed, after which the laying of iron from Arnprior to several miles west of Renfrew will be begun and pushed forward with as much speed as possible. The construction has reached a point near Golden Lake, about twenty miles above Eganville.

The three new O.A. & P.S. Ry. engines were expected to be in Ottawa on Saturday last from the shop, where they have been fitted up. There are one mogul, ten tons heavier than the heaviest now on the line, and two passenger locomotives.

**22/09/1893 Renfrew Mercury Renfrew Renfrew**

On Wednesday there was a rumor that there had been more trouble between the Canadian Pacific and the Ottawa, Arnprior and Parry Sound railway, this time over the level crossing at Arnprior. It was said, even, that there had nearly been bloodshed between the workmen of the two lines. We learn that the difficulty was no more than this - that the "diamond" at the crossing was put in on Sunday. Before the O. & P.S. can run their cars over this it is necessary that they should have 1,700 feet of rail laid on the opposite side of the track on which their trains can stand clear of the C.P.R. lines. In building this 1,700 feet the O.A. & P.S. workmen ran their line close to the C.P.R. track so that they had to carry their rails only over a few feet of trackway. The C.P.R. authorities gave instructions to their men to tear up the O.A. & P.S. line on their property until the 1,700 feet had been completed, compelling the O.A. & P.S. workmen to cart their rails over 66 feet of land, instead of over the railway track only. The C.P.R. men tore up the O. & P.S. track while the O. & P.S. men were at dinner. The O. & P.S. men promptly laid it down again and there the affair ended up to the time of The Mercury's information. Also in the Ottawa Journal, 25th Sept..

**22/09/1893 Ottawa Free Press Renfrew locomotive**

Locomotive No. 2, of the colonization road, has been taken to pieces while she undergoes a complete overhauling previous to being shipped back to her run on the far end of the Parry Sound railway.

Locomotive No. 30, a Central Vermont engine which has been in use by the Canada Atlantic for several years now runs the Parry Sound morning train. The engine has been in use all summer on the Hawkesbury branch.

Two of the three new engines for the Canada Atlantic railway have already arrived from the St. Albans shops. No. 21 is a heavy and powerful passenger locomotive and No. 100 is by far the strongest mogul which runs into Ottawa. The third engine is expected from St. Albans every day.

**23/09/1893 Ottawa Journal Renfrew**

Another large mogul freight engine arrived at the C.A.R. shops yesterday from St. Albans Vt. This is the third of these powerful locomotives that have arrived this week.

**23/09/1893 Ottawa Citizen Renfrew**

The first excursion from Arnprior on the O.A. & P.S. railway into Ottawa takes place today on account of the Fair. From reports received yesterday the excursion will be taken advantage of by a large number of people along the line.

**25/09/1893 Ottawa Free Press Renfrew**

The Ottawa, Arnprior and Parry Sound Railway Co., has lately ordered a dozen first and second class coaches for the regular services. Two first class and one second class have already arrived and are now running. The first class are way above the ordinary, fitted with washrooms for both gentlemen and ladies and a capital smoking compartment. This latter is a new idea, for first class passengers used always to be forced to take a second class car when they wished to smoke. The cars are upholstered with red plush, the seats having high backs. The cars as they arrive will be placed on the daily service.

**26/09/1893 Ottawa Journal Renfrew**

A carload of more than twenty Italians were at the C.A.R. depot yesterday en route for Eganville where they will work on the construction of the O.A. & P.S. Ry. They came from New York.

**29/09/1893 Ottawa Journal Renfrew Renfrew**

The O.A. & P.S.R.R. Co. are making a cutting five feet deep through the Renfrew fair grounds. The society will have new and improved grounds next year.

**29/09/1893 Ottawa Free Press Renfrew Elgin Street**

To accommodate the increase in freights traveling over the Ottawa, Arnprior and Parry Sound railway since its opening a couple of weeks ago, two long sidings, each over five hundred yards in length, have just been constructed just west of Bank street. The new tracks have been laid on either side of the main line. Owing to the elevation of the track in this locality a great deal of filling was required to grade the additional tracks.

**03/10/1893 Ottawa Free Press Renfrew locomotive**

Engine 60 of the Canada Atlantic railway, which has been undergoing repairs for the last two months will be turned out of the shops tomorrow. She has been thoroughly overhauled throughout.

**03/10/1893 Renfrew Mercury Renfrew Renfrew**

The location of the Ottawa, Arnprior and Parry Sound Railway station in Renfrew, has been definitely decided on. It will be on Doyle street, just to the residence of Mr. P. McManus and alongside the lacrosse grounds - the entrance being on Elizabeth street, which a good many of our readers may not know is the map title of the street leading from the post office past the lacrosse grounds. A special meeting of the Council was held on Monday evening to consider the petition from the O.A. & P.S. Railway company asking that a portion of Doyle street be closed, as the station at that point would be convenient to the public and was recommended by Government Engineer Schreiber, and stating that all property affected by the closing of the street had been or would be purchased by the company.

All the members of the Council were present.

The Reeve explained that the Council had absolute power to close any street as long as did not prevent anyone on it from having ingress or egress. The Company had bought or was buying all the property that thus affected. As solicitor for the Company he did not care to say much on the matter.

As the Council could not see that any person's property would be injured by the closing of a portion of Doyle street, they agreed to close it as requested, Mr. Clark giving notice of the introduction of the necessary by-law, to be carried in a month's time. Work on the foundation of the station building will be begun at once.

**05/10/1893 Ottawa Journal Renfrew**

The construction of the O.A. & P.S. Ry. west of Arnprior is steadily progressing. Mr. Heald, the contractor between Arnprior and Renfrew, a distance of about twenty miles, has the work between these two towns nearly completed and in a few days will transfer his men to another section west of Eganville.

The line is now being built through the village of Renfrew. It runs directly through the South Renfrew Agricultural association grounds and as a consequence new exhibition grounds will need to be secured. The company have paid \$750 for the right of way.

The diamond crossing over the C.P.R. at Arnprior is now completed and the laying of rails westward of that town has begun. The Eganville Enterprise of yesterday credits Mr. J.R. Booth with having said while in Renfrew last week that the rails would be laid into Renfrew by the fifteenth inst. and regular trains running three or four days later.

By the time the rails reach Renfrew the line from that town to Eganville will also be ready for track laying.

**07/10/1893**    *Ottawa Free Press*                      *Renfrew*    *Elgin Street*

The Canada Atlantic railway station house at the Elgin street depot is undergoing repairs. The verandahs have all been painted and the general waiting room is being kalsomined. The station looks much brighter.

**07/10/1893**    *Ottawa Journal*                                      *Renfrew*    *Renfrew*

The village council have given the O.A. & P.S. Ry. permission to build their depot on Doyle street and in consequence a portion of that street will be closed. Work on the foundation of the depot will be begun at once.

**11/10/1893**    *Ottawa Free Press*                                      *Renfrew*    *Elgin Street*

A new siding has been laid in rear of Catherine street by the Canada Atlantic railway and a quantity of lumber is being removed from Perley's Chaudiere piling grounds and deposited in this new yard. It is possible the whole of the strip laying along the track between Kent street and Concession will shortly be utilized for the same purpose.

**12/10/1893**    *Ottawa Journal*                                      *Renfrew*

Tracklaying on the O.A. & P.S. Ry. has now reached about five miles beyond Arnprior. It will be rushed on the (sic) Renfrew as the road is now altogether ballasted to that point.

**13/10/1893**    *Renfrew Mercury*                                      *Renfrew*    *Renfrew*

On Tuesday, the O.A. & P.S. Railway settled with Mr. Jas. O'Connor for right of way through his lot on the north-west side of Smith's creek, and on Wednesday morning a gang of men were at work, tearing up part of the bridge along the Main street. They will leave the bridge so that traffic will not be interrupted for more than a day. - All rights of way through the town have now been settled, except with Mr. John Smith (tanner).

**17/10/1893**    *Renfrew Mercury*                                      *Renfrew*

Mr. J.R. Booth and staff went steaming up the O.A. & P.S. line as far as Douglas on Thursday morning. They expect to have the rails as far as Eganville by Saturday night.

The construction of the station for the O.A. & P.S. Railway, on Doyle stree, in the Saddler section, is sufficiently completed to show what its outward appearance will be. There is a veranda round about it, which is an improvement on many of the country stations on older lines, as it will afford shelter, in sultry or stormy weather, to those who may not care to remain all the time in the waiting room, pending the arrival of trains.

A construction train on the new railway left Arnprior for Renfrew on the afternoon of Sundat, 5th inst., and returned at night. The trip was taken by quite a number of Arnpriorites.

**18/10/1893**    *Ottawa Free Press*                                      *Renfrew*    *locomotive*

On Saturday afternoon last one of the construction engines working on the Ottawa, Arnprior and Parry Sound railway some miles above Arnprior, ran over the dump with a train of four cars. The rails were covered with blue clay and the driving wheels would not catch. The engine, it is said, went full over on her side smashing the cabin and all the trimmings on top of her boiler. She was hauled out of the ditch and brought down to the Elgin street depot. Luckily no one was hurt in the run off.

**19/10/1893**    *Ottawa Free Press*                                      *Renfrew*    *Carp*

The steam shovel is now doing good work, the gravel pile is fast disappearing and the public can now see away down the railway line where not long since stood the gravel hill.

**20/10/1893**    *Ottawa Free Press*                                      *Renfrew*

An electric dynamo is being placed on a special car at the Canada Atlantic railway workshops for the purpose of furnishing electric light to the workmen on the Parry Sound road above Arnprior, where the work of laying the steel is to be pushed forward night and day until Renfrew is reached. The rails are already laid for seven miles beyond the former place, and at the rate they are now proceeding trains may be expected to be running to Renfrew before very long.

**20/10/1893**    *Renfrew Mercury*                                      *Renfrew*    *Renfrew*

Taking advantage of the fine weather during the nost of the past week, track-laying on the O.A. & P.S. road has been pushed rapidly. By Thursday morning, the rails were laid as far as Mr. D. Airth's farm, in the corporation limits, and the engine could be seen from Mr. D. Barr's residence, with the probability, all going well, of reaching the Agricultural grounds by night time. The fill in of the creek side enar Mrs. Freer's, and of the gully at the old "Broken Bridge" on the west side of the Lacrosse grounds, have been heavy, but are now getting on towards completion. Work has been started on the station building. By some mistake, the workmen first entered on the rear of Mr. James Reid's lot, frontong on Saddler street, and commenced preparations for the foundation of the building there, instead of on Doyle street to which they quickly removed.

**21/10/1893**    *Ottawa Journal*                                      *Renfrew*

It is expected that the station of the O.A. & P.S. at Arnprior will be completed in about a week or ten days. This week a number of men employed on it left for Renfrew to begin the building of a station at that place.

The track laying gang of the O.A. & P.S. railway expect to reach Renfrew this evening with the "end of the iron". The track is ballasted to a point about seven miles west of Renfrew and on reaching Renfrew the construction gang will work back this way to finish the ballasting. Regular train service will be opened as far as Renfrew in a few weeks. Arnprior Chronicle.

**21/10/1893**    *Ottawa Free Press*                                      *Renfrew*    *locomotive*

The engine which was smashed up last Saturday near Arnprior on the construction of the Parry Sound road has been entirely repaired and sent back to the far end of the line where it is required. The cabin had to be rebuilt, a new pilot put on and several small castings replaced. The cars which were smashed up at the run off have not been brought down yet.

Coach 34 of the Canada Atlantic railway, a fine second class car, is undergoing repairs at the shops.

One of the two new passenger locomotives, No. 21, has been tested up to 67 miles per hour. She made that time seemingly without great exertion and could probably go much faster if required.

**21/10/1893**    *Ottawa Free Press*                                      *Renfrew*    *Elgin Street*

A new lumber yard at the south end of Kent street, between the C.A.R. and Catherine street, now extends across the line of the former thoroughfare.

**21/10/1893**    *Ottawa Free Press*                                      *Renfrew*

Tracklaying on the Ottawa, Arnprior and Parry Sound Railway now extends as far as Renfrew. A very large gang of men are employed putting down rails at the rate of about a mile and a half a day. If the weather continues fine the company will have the track laid as far as Eganville before the winter sets in. The ballasting crew have been augmented so that they are running night and day. The electric plant will be ready to start next week at Willis' pit between Galetta and Arnprior.

**21/10/1893 Ottawa Citizen Renfrew**

The Arnprior Watchman has the following re the accident on the Parry Sound Railway last Saturday. "The construction train, consisting of a locomotive and a number of flatcars, while passing over a portion of the roadbed not previously travelled by so heavy a train caused the spongy element underneath it to crumble and give way under the great strain, throwing the locomotive and several cars from the track. It appears that the engineer in charge was aware, to some extent, of the danger of passing over this particular spot, and put on extra pressure in the hope of avoiding accident. But his calculations were wide of the mark. Both engineer and fireman leaped from the wrecked train in time to escape injury. But while the great locomotive lay upon her side, and the machinery still in motion with the wheels still revolving at a 40 mile-an-hour rate, and hissing mud in all directions, the plucky engineer got inside and stopped the engine. A wrecking train came up shortly and attended to the repairing of the disordered cars.

**23/10/1893 Ottawa Journal Renfrew**

The first locomotive of the O.A. & P.S. Ry.. reached Renfrew Friday and the citizens all turned out to welcome it. While the same engine was about half way between Arnprior and Renfrew it slid off into a ditch. It took considerable time to place her on the rails again.

**27/10/1893 Renfrew Mercury Renfrew Goshen**

A siding was put in last week on the new railway at the town line crossing on the farm of Mr. Andrew McArthur. So that the farmers in this part of the country won't need to haul their peas up one of the worst hilld between this and Belfast - Ireland.

**27/10/1893 Renfrew Mercury Renfrew Renfrew**

Just after the Mercury went to press Thursday afternoon, the laying of the rails on the O.A. & P.S. Railway was completed as far as the Agricultural Show Grounds; and the event was joyfully signalled to the town by a steady tooting of the locomotive whittle for some minutes. It will be a day or two yet before the heavy "fills" at the creek and Broken Bridge will be completed.

**27/10/1893 Renfrew Mercury Renfrew**

Mr. A.J. Campbell of Arnprior, is about to erect a commodious grain shed and warehouse at McIntosh's crossing on the O.A. & P.S. Railway. This point is situated midway between Arnprior and Renfrew, in the township of McNab and, with a railway station, is likely eventually to become a good sized village.

**28/10/1893 Ottawa Journal Renfrew**

Ottawa & Parry Sound and the CPR before the cabinet.

The application of the Ottawa, Arnprior and Parry Sound Railway for railway crossing over the Canadian Pacific railway was again heard before the railway committee of the Privy council today.

There were present: Hon. John Haggard in the chair, Sir John Thompson, Hon. MacKenzie Bowell and Hon. John Carling. A.J. Christie, Q.C. appeared for the Ottawa & Parry Sound road, and ex-Judge Clarke and Mr. Shaughnessy, vice president, for the CPR and Mr. Booth and Mr. Mountain, engineer of the Parry Sound Road were also in attendance.

The first application was for a bridge over the St. Lawrence and Ottawa railway, about half a mile from the Richmond Road, Ottawa. The only dispute between the companies was as to the width of the span. The C.P.R. wanted the bridge to be 100 feet of a span while the O.A. & P. said the 40 feet were sufficient.

Mr. Christie said the St. Lawrence and Ottawa was a small railway operated in connection with the Canadian Pacific. The width of 40 feet was sufficient for two tracks although only one track was required. There was no likelihood of two tracks ever being needed. He then cited several crossings which had already been ordered by the committee showing that this width of span was large enough. Among those mentioned, the Brockville and Westport road crossing the Grand Trunk the span being 44 feet, the crossing of the Canadian Pacific at Roefield near the Lachine bridge, one of the most important crossings in Canada, was 43 feet in the skew and 35½ at right angles. There was also the bridge at St. Catherines street, Montreal, which was 54 feet in the skew and 35 feet at right angles. He also referred to certain crossings in the United States showing that the objection to the width of span was unreasonable.

Sir John Thomson - I thought it was a level crossing you wanted.

Mr. Christie - that is the other application. When we want to go over head they want us to go under, and when we want to cross on the level they ask us to go over head.

Mr. Clarke spoke in general terms against the 40 feet span showing the necessity of providing for sufficient accommodation for the future. The difference in the two bridges would only be about \$3,500. The company owned the land at the crossing for 300 feet across.

Mr. Christie said that this would mean that no railway could cross the St. Lawrence and Ottawa unless by a span of 300 feet if it meant anything at all. This was the first time that ever such an application as 100 feet was made to the committee, and the committee might as soon ask, on the same principle for 300 feet. The opposition to the crossing was for an ulterior purpose. "I might remind the committee that two or three years ago," said Mr. Christie "I asked for a crossing and the Canadian Pacific opposed it. Two or three months later the St. Lawrence and Ottawa became part of Canadian Pacific and they applied for the same crossing themselves."

Mr. Clarke - I object because it is not fair to bring in here what the company did in some other case.

Mr. Christie - It refers to this case.

Mr. Clarke - It is absurd.

Mr. Christie - I want to show that your objections are for ulterior motives.

Mr. Clarke - It is not true.

Mr. Christie - The question is true.

Mr. Clarke - I say the ulterior object is not true.

Mr. Christie - Very well let the matter drop.

Mr. Clarke - It is sheer nonsense.

The question as to the cost was then discussed, Mr. Christie showing that the 100 feet span would cost about \$10,000 more while Mr. Clarke and Mr.

Shaughnessy maintained the figures were too large. The latter said that there were station guards at that point.

Mr. Booth pointed out that some years ago Mr. Perley had used this part as a station for lumber purposes, but he was now out of the business. This concluded the argument in the case. A decision will be given tomorrow.

The next case was an application by the Ottawa, Arnprior & Parry Sound Railway for a level crossing over the Canadian Pacific some 34 miles west of Ottawa. The report of Mr. Schreiber was presented. It was favorable to a level crossing, but the difference between an overhead and level was not very much in the extra cost. The difference of cost would be about \$40,000. The other proposal submitted by the CPR, for a subway some 4,000 feet from the proposed level crossing would cost about \$73,000. The figures of Mr. Mountain, on the other hand, gave \$51,000 for the overhead bridge while the Canadian Pacific said that \$33,000 was sufficient. As to masonry, Mr. Mountain said it would cost the Canada Atlantic \$12 per yard, while Mr. Shaughnessy said that the CPR were only paying \$7.23.

Sir John Thompson - But Mr. Schreiber seems to favor a level crossing, then it does not matter what we should decided on such things as to the cost of the bridge.

Mr. Shaughnessy said that the level crossing would be dangerous.

Further argument and the judgment was postponed until tomorrow.

**30/10/1893 Ottawa Journal Renfrew**

Just after the Mercury went to press last Thursday afternoon the laying of the rails of the O.A. & P.S. railway was completed as far as the agricultural show grounds; and the event was joyfully signaled to the town by a steady tooting of the locomotive whistle for some minutes. It will be a day or two yet before the heavy "fills" at the creek and the Broken Bridge will be completed - Renfrew Mercury.

It is very probable that an inspection of the newly completed portion of the Ottawa Arnprior and Parry Sound railway between Arnprior and Renfrew will take place before the end of this week.

Passenger trains will be running as far as Renfrew next week.

The last stage of the construction "the lifting" is now almost completed between these two places and the telegraph line is being erected with all possible speed.

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There will be only one station between Arnprior and Renfrew and that at a small country village called New Glasgow, equally distant from both the foregoing towns.

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Beyond Renfrew there are already several miles of track laying completed. The construction has reached eight or nine miles beyond Eganville but Eganville will be the terminus of the line for the winter.

That part of the O.A. & P.S. R. east of Eganville, which was being graded by Messrs. Fauquier Bros., and extending over eight miles, is completed, the men being discharged last week. - Eganville Enterprise.

A MAN OF COURAGE AND FAITH. Such is Mr. J. R. Booth, Ottawa's Railway King.

A Pen Sketch of the Builder of the two big Railroads that Centre at the Capital -

A Notable Career. (From the Ottawa Evening Journal.)

Now that Ottawa is fast becoming a great railway centre a brief sketch of one of the men largely instrumental in making it such cannot but prove interesting.

It is a fact generally admitted that the construction of the Canadian Atlantic railway was a most important factor in bringing Ottawa within easy reach of the seaboard, while at the same time opening up a wealthy section of country and making it tributary to the capital. And while the Canada Atlantic has done this to the east, the Parry Sound railway, stretching out to bring the great trade of the lakes to our doors, will do the same thing to the west, and not only carry the trade of the lakes to and past our doors, but open a new territory rich in timber, minerals and agricultural wealth.

And the foremost figure in both great enterprises is John R. Booth.

MR. BOOTH IS A CANADIAN: It will be news to some people to know that Mr. Booth is a Canadian, born in Sheffock, county of Waterloo, in the Eastern Townships of Quebec, sixty-five years ago. With many it is believed that Mr. Booth is an American, but he is not. He is a Canadian born and bred.

Thirty-eight years ago Mr. Booth came to Ottawa and with a foresight peculiarly his own, saw the great possibilities of the Chaudiere with its vast water power.

He was not long setting about taking advantage of these fine possibilities, and in company with the late Mr. Soper, father of Mr. W. Y. Soper, built a small shingle mill on the site of his present big mill. That was his first venture, and on that small beginning he has reared a colossal fortune, the fruit of downright pluck, indomitable energy, unwearied industry, and the close application of first class business talents.

HE HAD FORESIGHT AND FAITH. As an illustration of Mr. Booth's great foresight and faith in the country of his birth, it is related of him that he astonished the lumbermen during the prevalence of hard times between 1874 and 1879. There was a general want of courage amongst limit holders. They thought that the bottom had dropped out of the lumber market and it was going to keep that way, and as a matter of course took the earliest opportunity of disposing of their limits. When these limits were put up at auction, Mr. Booth was always there to bid and the lumbermen were astonished. But Mr. Booth paid no attention to their astonishment. He had faith in the lumber industry and bought limits right and left, and now they are worth five times the amount he paid for them, and in the meantime he has cut all the logs off them he required for his business. In 1881 he threw himself into the building of the Canada Atlantic and in a very short time the road was constructed and at once took a first place amongst Canadian railways. Those who know the man best say the Parry Sound Railway will be in complete running order from the Sound inside of three years.—Renfrew Mercury/Ottawa Evening Journal

The gravel trains on the Ottawa, Arnprior and Parry Sound Railway will, it is expected, reach Renfrew today. The gravelling will be pushed ahead at once through Renfrew and beyond to Eganville as quickly as possible as the company is desirous of reaching the latter place before the ground freezes up for the winter. The section between Arnprior was accomplished in a very short time owing partly to the nature of the country through which the line passed and the fact that good gravel pits were met with at short intervals. The distance from Ottawa to Renfrew, about forty-six miles, will be covered by trains in about ten days. In the interval, the latest section will be gone over again to see that it is equally firm throughout.

The gang of trainmen in the gravelling have for some time past been working from four o'clock in the morning until midnight. The government inspection of the road from Arnprior to Renfrew will be got through as soon as possible. The regular night gang will be started in a week. The electric lights have not been started yet as the dynamo car is yet in the Stewarton yards.

Mr. Heald has 280 men at work on the ten miles between Eganville and Golden Lake. This does not include road cutters, masons and men working at bridges or culvert builders. - Renfrew Mercury.

"Tickets to Renfrew" is the heading with which the Ottawa Journal on Tuesday announced that a government inspection of the O.A. & P.S. between Arnprior and Renfrew will probably take place towards the end of next week, and that passenger trains will be running as far as Renfrew next week. The Journal adds that the country through which this part of the line runs is as fine an agricultural section as can be found; and that there will be but one station between Arnprior and Renfrew: midway: at New Glasgow.

The old Welsh locomotive, Wm. Beatty, which came down from the Parry Sound Colonization railroad last summer, has been entirely rebuilt in the Elgin street shops and is now ready to go up the line again to its work on the far end. Steam was gotten up this morning for the first time since its arrival and the engine was started working in the yard.

Almost all the work being done at present in the C.A.R. mechanical shops is for the Ottawa, Arnprior and Parry Sound Railway. A fine snow plough is being put into shape for work this winter. The box has been built and it awaits wings and fore lift.

The poles for the O.A. & P.S. Ry. telegraph line have now been erected as far as Renfrew and in a few days the wires will be up and the service will be opened.

There is a rumor that the K. & P.R. and the O.A. & P.S.R. may amalgamate to the extent of the K. & P.R. trains running into the new O.A. & P.S.R. station. A switch has been put in at the diamond on the town line at Kings. Renfrew Mercury. Also in Ottawa Citizen, same date.

A construction train on the new railway left Arnprior for Renfrew Sunday afternoon and returned at night. The trip was taken in by quite a number of Arnpriorites. - Chronicle.

It is expected that the Arnprior station of the O.A. & P.S. will be finished by the end of next week.

**10/11/1893 Renfrew Mercury Renfrew Renfrew**

The jokers say that although the O.A. & P.S. Railway Company are fighting Mr. John Smith on land values, they did him the honor of performing on his property a bit of railroading that has probably never been excelled for speed. The teams were at work grading the line, the ties were laid, the rails were laid, the trains run over, and ballasting done on his property, all during the one day.

Bright and early on Friday morning last the tracklaying gang of the O.A. & P.S. resumed operations; and commenced to extend the rails from the Agricultural Show Grounds. With a strong force, well handled, they did the work rapidly, and by noon were past the station, and within a few yards of the lacrosse grounds. Favored by fine weather the work has gone steadily on; and by Wednesday of this week they were near the brick church in Admaston with the rails, besides having put in some sidings in town, and a switch at the K. & P.R. crossing. The ballasting and lifting gangs follow closely on the heels of the rail-placers; and the ballast trains have been working day and night. Large crowds of citizens have interestedly watched the various operations: and unite in the methodical, business-like and pushing manner in which every stage of the work is accomplished. As far as unprofessional eyes can judge, the road bed will be a splendid one.

**10/11/1893 Renfrew Mercury Renfrew Admaston**

There was trouble up the line of the O.A. & P.S. in Admaston this week. Mr. Donald Campbell and the Company had not come to terms about the right of way, but he allowed them to grade through his land, so as not to interfere with the work. This was some time ago, and the Company has not yet settled with him. So Mr. Campbell built a fence across the track, to stop the laying of rails. The railway employees tore the fence down. Mr. Campbell and some neighbours built it up again. Then the railroaders came down to Renfrew for legal instructions. They were told to force their way through; that Mr. Campbell having at the outset given the Company to enter upon his land, they could now legally complete the work in spite of his wishes. The men went back and laid the rails.

**10/11/1893 Renfrew Mercury Renfrew**

Navvies on the O.A. & P.S. construction were well behaved. Out of three hundred men, only one or two were problems, involving theft and alcohol mainly. Two Irishmen and one Swede were prosecuted.

Complaints regarding ballasting trains, moving backwards and forwards, day and night, and whistles preventing sleep and prevalence of lots of smoke, have been made. However, the correspondent says these are only a minor inconvenience.

In Renfrew, J. R. Booth gave \$1,000 for the property and \$400 for damages caused by building his station in Renfrew, to a Mr. O'Keefe. The man can live all his life on the land now owned by J. R.

Fifty flat cars have been prepared for ballasting between Round and Golden Lake. Canvas shelters for the brakemen are at each end. One steam shovel is still working in the Galetta pit, filling cars with gravel as fast as it can.

**10/11/1893 Renfrew Mercury Renfrew Carp**

Carp. The O. & P.S. station here is now completed, and the agent, F.K. Morrison, moved from the little shanty - which he occupied as an office - into it last week. The company are also building houses for the section hand-cars along the line. Two were built here last week. They also intend to build a residence for the section men at Corkstown, as there is no boarding house convenient to the railway at that point.

The steam shovel is still working in Rivington's pit, taking out ballast to fill the trestle over the C.P.R. They intend to work it until New Year, and at that time the trestle will not be filled. There is a force of twenty-five men under the supervision of foreman G. Christopher, grading the yard here and laying track for the steam shovel.

**14/11/1893 Ottawa Free Press Renfrew Carp**

The steam shovel working here since early last spring suddenly came to a standstill on Wednesday last. The railway men worked all day on Sunday preparing new track for Monday morning so urgent was the case stated by their foreman, when your correspondent replied there was no necessity. The violation of the Sabbath has no product but disappointment. Hence another proof: in three days they were all discharged.

**15/11/1893 Ottawa Citizen Renfrew**

Mr. Cunningham left last evening for Renfrew as an arbitrator in the matter of John Smith and the O.A. & P.S. Railway in regard to the valuation of certain properties appropriated for railway purposes. The other arbitrators are James Reeves, of Eganville and George Eadt of Renfrew.

**16/11/1893 Ottawa Journal Renfrew water**

Large train loads of gravel pass up daily on the Ottawa and Parry Sound Railway for ballast. The steel gangs are progressing towards Eganville and will probably reach there by the end of this week. The company is building a large tank on the side of the track a little beyond the station house, and from this an aqueduct is being dug to the creek beyond the lacrosse grounds from which the water supply is to be drawn. - Renfrew Journal.

**21/11/1893 Ottawa Free Press Renfrew**

The Ottawa, Arnprior and Parry Sound Railway will be completed this week as far as it will run this year - to Eganville. Yesterday the rails were laid to within four miles of that station; and the ballasting keeps but a short distance behind. There are some two hundred flat cars working between Willis' pit near Galetta and the end of the track. Eight engines are required to manage all the gravel trains that pass along the line. After the track is completed to Eganville a large percentage of men will continue on the reballasting and general arrangements for next spring's opening. This (Ties?) will be distributed for miles in advance, and the bed of the track will be built up. The station house at Douglas, between Renfrew and Eganville, will be commenced this week. Next summer the company will likely push the road as far as Barry's Bay, a distance of 200 miles from this city.

Also in the Renfrew Mercury, November 24.

**22/11/1893 Ottawa Citizen Renfrew Carp**

The officials of the Ottawa, Arnprior and Parry Sound Railway are endeavouring to do all in their power to make their road second to none. They have of late spared themselves no pains in levelling off the grounds in the vicinity of the station here, and sinking drains taking water from culvert to culvert. The road reflects great credit on the R.R. company. It has greatly assisted the improvement of the adjacent lands.

**24/11/1893 Ottawa Citizen Renfrew Caldwell**

The Eganville Enterprise says: The laying of rails on the O.A. & P.S. Ry. line reached the crossing of the Scotch Bush road at Caldwell's Corners on Saturday. They are pushing the work and will reach Eganville not later than Saturday. As soon as the rails are laid to Eganville the lumbers for the station will be brought up and the station erected. The line is being rapidly ballasted, several trains being engaged for the purpose.

**24/11/1893 Renfrew Mercury Renfrew**

It is thought that the new line will be opened for passenger traffic some time next week. The roadbed is all in readiness, but while the fine weather lasts every energy is being directed to track laying and ballasting between Renfrew and Eganville.

**24/11/1893 Ottawa Citizen Renfrew Renfrew**

The Renfrew Mercury has the following re the Parry Sound Railway: It is thought that the new line to Renfrew will be opened for passenger traffic some time next week. The roadbed is all in readiness, but while the fine weather lasts every energy is being directed to tracklaying and ballasting between Renfrew and Eganville.

Galetta's gravel pit.

An immense amount of gravel has been taken from the pit between Arnprior and Galetta, and it is still being operated night and day. Since being opened there has been a telegraph office at the pit, and last week witnesses the introduction of the electric light. The light is powerful, illuminating the whole pit and dispelling the darkness for some distance away. it is an interesting sight to witness the loading of gravel cars during the day, but at night the scene has the additional benefit of picturesque ness. Only one shovel is used. - Arnprior Chronicle.

Now that the winter weather is setting in a new contrivance to shelter the brakemen who run the ballast trains on the Parry Sound construction line has been arranged for. Small canvas shelters which are fastened to the flat cars are being constructed in the mechanical shops on Elgin street. Some five thousand sections of snow fences for the Parry Sound railway will be built this winter to stretch from this city to the end of the track. Some fifty more flat cars are to be prepared for ballasting work on the road this week. The track, it is said, will be run as far as Golden Lake, some eight miles past Eganville. The Galetta ballast pit is being worked as fast as the one steam shovel can load cars night and day. Also in the Renfrew Mercury December 1.

Mr. W.H. McGuire, contractor, who has been working on the O.A. & P.S. railway, has returned home after finishing his contract.

Ballasting and grading is being proceeded with on an extensive scale on the Ottawa, Arnprior and Parry Sound Railway between Arnprior and Eganville. Although the track is laid as far as Eganville no passenger trains will run to that place until the ballasting is finished.

The laying of rails on the O.A. & P.S. Ry. line reached Eganville on Friday. The ballasting of the road is now complete to this side of the Scotch Bush road and is being pushed rapidly forward, and it is expected it will reach Eganville next week and that by the 10th of December the line will be ready to be inspected and opened for passenger traffic. The line will not be opened for traffic from Renfrew to Arnprior until it is opened from Eganville, as doing so would seriously interfere with the ballasting, the greater part of the ballast being brought from east of Renfrew. - Enterprise.

Eganville merchants are rejoicing in the prospect of reduced freight and passenger rates now that the town has become the terminus of competing lines, the C.P.R. and O.A. & P.S. railways.

The new station of the O.A. & P.S. at Arnprior has now been completed and is occupied. The rooms are large, clean looking, airy and handsomely furnished. The finish is red pine stained and varnished. The depot is a model one in every respect. The waiting rooms are gems of neatness.

The O.A. & P.S. railway track is now graded to a point about five miles from Eganville, and it is expected that the entire work of grading and "lifting" will be completed by the 15th of December.

The official car of the C.A.R. and engine No. 2 ran off the track in the Bank Street yard this morning. One end of the car was smashed in and Paul Brennan, a yardman had his shoulder dislocated.

A LETTER FROM MR. SMITH TO THE EDITOR OF THE RENFREW MERCURY.

Renfrew, Dec. 1, 1893.

SIR, - I have taken notice of what is in last paper about the arbitration between the Railway Company and myself. It is quite clear there is a wish to slide off a certain way and cause a wrong impression. It is quite true that I thought, and am now convinced, that the damage to me caused by inconvenience, annoyance, and danger from fire for all time to come, along with land, building, etc., was worth \$12,000; for which I offered to settle for \$7,500; and for which, in the first place, I was only offered \$2,200. And as a proof of what I told Mr. Booth, that he was either badly advised or making a great mistake, or both, in making me such an offer, - he since has come up \$1,500, and a crossing (which is worth hundreds to me); making \$3,700 and the crossing, instead of \$2,200 and no crossing. This I was advised to accept by friends; and having some days before agreed to abide by whatever they thought about right and fair, I would not break my word. I more readily accepted this advice, as I felt certain the award would be based very closely on the evidence given to them. There was no necessity of any uneasiness about settlement on my part, as it was conceded by almost every one that an award would be in my favour. I have no doubt, Mr. Editor, what is said is as you got it. Anyone having doubt as to what I here say, I will privately give them the name of the party I refer to, who will give the facts. I thought, and still think I ought to have got more. Some of my friends think if I would take advantage of the close connection with my mills, I would think otherwise. I shall study this out and act accordingly.

Respectfully yours,  
JNO. Smith.

There was to be a private inspection of the O.A. & P.S. Railway between Arnprior and Renfrew today. The government inspection of the road to Eganville will take place within another week.

The Parry Sound Railway will be opened for passenger traffic between Ottawa and Eganville, a distance of 74 miles, on Monday next when two passenger trains daily will be put into service.

The cessation of work on the O.A. & P.S. railway has caused a large influx of navvies to the city. Groups of ten and twelve is a familiar sight on the street.

Passenger and freight service opened between Ottawa and Eganville. OA&PS timetable advertisement also dated this day,



**18/12/1893   Ottawa Free Press   Renfrew   Eganville**

A carload of cattle and lambs collected by Mr. S. Howard was shipped to Ottawa Tuesday for Messrs. Terrance and Slattery, butchers. This is the first to go over the O.A. & P.S. railway from this point (Eganville Star). Also in Renfrew Mercury December 22.

The frame work for the O.A. & P.S. railway station has been completed and the work of closing it in has been commenced. They are also busy building the station platform which is to be two hundred feet long. Up to the present there were some twenty boarding cars on the side track, but on Monday nine of them were taken down to Douglas where men were commencing the building of the railway station for that place. Also in Renfrew Mercury, December 22.

**19/12/1893   Ottawa Citizen   Renfrew   Eganville**

The Samuel Rogers Oil Company were the first to ship freight to Eganville over the Parry Sound Railway. It was a car load of oil. An Ottawa firm, Messrs. Slattery & Terrance were the first to ship from Eganville to this city. The consignment consisted of several car loads of sheep.

**19/12/1893   Ottawa Free Press   Renfrew**

Yesterday the additional passenger and freight service between Ottawa and Eganville on the Ottawa, Arnprior and Parry Sound Railway was instituted. The passenger trains both ways were well patronized and the road officials seemed satisfied of the fact that the trade in general freight will keep up all winter through. The contract for grading another ten miles of the road has just been allotted.

**20/12/1893   Ottawa Citizen   Renfrew   Eganville**

The station of the O.A. & P.S. at Eganville is just about complete. It is now being painted.

**21/12/1893   Ottawa Free Press   Renfrew   locomotive**

Two of the old locomotives which have been working on the construction of the O.A. & P.S. railway during the past summer have arrived at the Elgin street yard. They are numbers 2 and 5, both light engines. Unless they are required for extra service in the yard here they will be shipped for the winter. Two more engines remain on the far end of the road laying ties and steel this side of Indian Pond. The work goes on but slowly owing to the fact that the ground is frozen. This section of the road will be finished in perhaps two weeks, after which the engines will come down to this city for the winter.

**22/12/1893   Renfrew Mercury   Renfrew**

Let it be remembered that the 18th of December, 1893, was the date on which regular passenger service from Renfrew to Ottawa was commenced over the O.A. & P.S. line. The first train - two passenger cars- arrived from Eganville on time. The weather was intensely cold, the thermometer then ranging close to ten degrees below zero; consequently there were but few persons around the station to witness the arrival and departure of the first train. The heavy fall of snow had made walking very tiring, and at the station a number of hands were hard at work for quite a while, clearing the heavy pile of snow off the platform. There was nothing to tempt people out, in such weather, with any idea of enjoyment: and we understand that the only passenger from Renfrew, was Mr. J.A. Ferguson, of Arnprior; and if any got off here from up the line they were not specifically noticed. Speaking of the arrival of the train at Ottawa the Evening Journal, however, says: "It conveyed a number of prominent people from all along the line, particularly from Eganville Douglas and Renfrew." - The fact is, so far as this place is concerned, all business men are too busy at this season to get away; and of those who might have had leisure, too many are, unfortunately, suffering, from grippe, in varying degrees of intensity. The first train came down from Eganville at a good pace; a big snow plough having gone up the line in Sunday and cleared the track. We understand that both freight and passenger business is already fairly developing.

**22/12/1893   Renfrew Mercury   Renfrew**

Mr. Heald, the contractor, who has just completed his contract for grading the O.A. & P.S. Ry. from Eganville to Golden Lake, has been awarded the contract for ten miles west of Golden Lake. These ten miles will reach the village of Killaloe. Mr. Heald will at once take steps to have the right of way cut out and work will be carried on all winter.

The bush around Wilno is alive with men making railroad ties and fence posts.

**28/12/1893   Ottawa Journal   Renfrew**

Track laying on the Ottawa, Arnprior and Parry Sound railway was finished yesterday for this year, when the end of the grading was reached at Indian Point, a place nine or ten miles beyond Eganville.

Before long passenger trains will run to this point which will be the terminus of the line for this winter. A temporary roundhouse is now being built at this place. Also in Renfrew Mercury January 5, 1894.

**02/01/1894   Ottawa Free Press   Renfrew**

Today the Ottawa, Arnprior and Parry Sound Railway will have their track completed as far as Indian Point on Golden Lake, a distance of eighty-five miles from this city, but the trains will run only as far as Eganville this winter.

**19/01/1894   Ottawa Journal   Renfrew   Eganville**

Comment that goods from Montreal were now arriving by train before the invoices which came by mail.

**19/01/1894   Renfrew Mercury   Renfrew   Renfrew**

"Fault is beginning to be found with the new railway already." remarked a merchant to The Mercury last week. "What is the complaint?" was the query. "Why, goods from Montreal are now delivered so quickly that we have to keep them lying around until the invoices arrive by mail."

**24/01/1894   Ottawa Free Press   Renfrew   Kinburn**

An official of the Parry Sound railway says that at various points along the route of the new road grain elevators are being erected. The one at Kinburn is now complete and several farther up the line will open a local trade within a short time.

**28/01/1894   Renfrew Mercury   Renfrew   Golden Lake**

The O.A. & P.S. Ry., will this week commence the regular delivery of freight at Golden Lake. Passenger trains will not pass Eganville. Eganville Enterprise.

**29/01/1894   Ottawa Journal   Renfrew   Arnprior**

It may not be generally known but it is a fact nevertheless that Gillies Bros., lumbermen of Braeside, find it sufficiently profitable to warrant their drawing lumber by sleigh to Arnprior and shipping it over the OA&PS tracks. Who says the latter company is not offering inducements? We are not surprised at the C.P.R. making so careful diagnosis of the situation by sending a representative up the line to investigate. According to the Renfrew Mercury, a travelling official of the C.P.R. visited that village recently in search of traffic. - Arnprior Watchman.

**02/02/1894   Renfrew Mercury   Renfrew**

Mail service between Ottawa and Eganville, and intervening points, on the Ottawa, Arnprior and Parry Sound Railway, commenced on Thursday, February 1st. The mail from Ottawa, etc., will arrive by the train due here at 10 a.m.; and from Eganville by the train due at 2.49 p.m. The service will be a great accommodation to merchants and others all along the line.

**03/02/1894   Ottawa Journal   Renfrew   Killaloe**

Mr. M.J. O'Brien of Renfrew will commence work next week on his contract west of Killaloe on the O.A. & P.S. He will employ about 60 men for the present, and will increase the number considerably in the spring time.

At a meeting of the railway committee of the Privy Council this morning were present Sir John Thompson, Hon. John Haggart, Sir Adolphe Caron, and Hon. T.M. Daly.

The next application was from the Ottawa, Arnprior and Parry Sound railway for the extension of time for completing the two bridges across the Canadian Pacific near Ottawa. One of these bridges is to cross the St. Lawrence and Ottawa road near Rochesterville and the other is in the township of Nepean, some six or seven miles from the city near Bell's Corners, to cross the C.P.R.

Mr. Christie appeared for the railway committee (sic) and said that owing to the frost coming on before the bridges were built the work in both cases was stopped. He asked that the time for completion be extended to June next. The Canadian Pacific had no objection to the extension.

Mr. Haggart - Are the piers completed?

Mr. Christie - Yes.

Mr. Haggart - Is the material for the superstructure on the ground?

Mr. Christie - No. I think it has been purchased.

Mr. Haggart - When can they be completed?

Mr. Christie - Before the month of June so I would ask an adjournment until then.

Mr. Clarke of the C.P.R. said he had no objection. The application was granted.

15/02/1894 *Ottawa Free Press* *Renfrew* *Elgin Street*

The car cleaners shanty at the Canada Atlantic railway Elgin street depot was destroyed by fire yesterday morning. The damage will be repaired immediately.

16/02/1894 *Ottawa Journal* *Renfrew* *Rideau Canal drawbridge*

A very singular railway accident occurred on the C.A.R. swing bridge last evening shortly after seven o'clock. A heavily loaded freight train of twenty-eight cars was leaving the yards for Rouse's Point. As usual the train was moving slowly over the swing bridge, in fact part of the train had crossed over and part was upon the bridge, when in some unaccountable way, the two rear cars and the van were derailed. Before the train could be brought to a standstill these cars had been dragged bumping over the timbers of the bridge. Reaching the further end of the bridge the coupling broke and the cars slid down a low embankment into a huge snow drift.

When the cars were at first derailed, conductor Lemieux, fearing that they would tumble over the bridge, jumped from the top of the van to the ice of the canal below, a distance of about twenty-five feet, but fortunately was uninjured. One of the brakemen kept on the van until the far end of the bridge was reached where the cars went into the embankment. So severely shaken up were the cars that the trucks of two of them were detached.

No one appears to know how the cars became derailed. The switch at the west end of the bridge was securely locked and the only feasible theory for the accident is that a beam of one of the cars broke and, falling across the rail, derailed the cars. No one is blamed for the accident.

Also reported in the Ottawa Free Press, same date. Summary in Renfrew Mercury 23 February.

16/02/1894 *Renfrew Mercury* *Renfrew* *Glasgow*

The O.A. & P.S. station here (New Glasgow) is about completed, and will soon be ready for occupation. It is a fine structure and a credit for both company and contractor. Besides, we have the most obliging and gentlemanly agent on the line.

01/03/1894 *Ottawa Free Press* *Renfrew* *Rideau canal*

The damage which was done to the swing bridge across the canal at the Canada Atlantic railway by the run off two weeks ago has been repaired. --

01/03/1894 *Ottawa Free Press* *Renfrew* *locomotive*

The work of preparing for next summer's operations on the construction of the Ottawa, Arnprior and Parry Sound Railway is going on around the Elgin street depot. Several of the engines which will be employed on the construction have already been rebuilt. No. 6 has lately come out of the shops after a complete overhauling.

15/03/1894 *Ottawa Free Press* *Renfrew* *locomotive*

Arrangements for the coming season's work on the Ottawa, Arnprior and Parry Sound Railway are being pushed ahead. The two steam shovels which did such effective work last year will begin to operate next week. The shovels are now undergoing some repairs. One shovel which has been at the Carp this winter will operate in the large gravel pit near that place. The other one which is now in the Elgin street yards will probably be located at the newer pit in the neighborhood of Eganville. Until the snowfall disappears and the frost is out of the ground several of the trestle works will be filled up and the roadbed further strengthened wherever necessary. For about one week past men have been employed filling up a trestle work on this side of Eganville where the track crosses Moore's Creek. This will probably be completed by next week and the staff of workmen will move to neighboring trestles. At least two hundred flatcars will go up the line as soon as the shovels commence work and it is likely that a number of those who were engaged on the construction last year will resume this work again.

#### MORE NEW ENGINES

It is said that the company has ordered three new locomotives from Philadelphia to be used on the Ottawa, Arnprior and Parry Sound Railway. These engines have been found necessary on account of the largely increased traffic over the Canada Atlantic and Parry Sound Railways. They will be freight engines and slightly smaller than the Canada Atlantic mogul No. 100. They will be here, it is thought, early in the month of May.

As soon as the yards are cleared of snow a number of the hands now employed in the mechanical shops in this city will start the erection of a large number of new flat cars to be used on the Parry Sound Railway. The material has already arrived and it is expected that in all about one hundred cars will be built this spring.

#### INCREASING THE SHOPS

For some time back since the work on the Parry Sound Railway the present mechanical shops in this city have been found rather small for the amount of repairs which have to be done for both the C.A.R. and Parry Sound lines. It is now said that the company will erect a larger and more suitable structure in another part of the yards. The present mechanical shops will be used as painting shops.

21/03/1894 *Ottawa Free Press* *Renfrew* *Carp*

The workers of the steam shovel are beginning to talk gravel. They are billed for the 1st of April.

23/03/1894 *Renfrew Mercury* *Renfrew* *Wilno*

Mr. J. O'Brien, contractor, has the Wilno pass cleared, and is commencing the rock cut in it, which is very heavy. The materials will be used in a long dump at the foot of the pass. This dump will, in some places, be forty-one feet high.

24/03/1894 *Ottawa Journal* *Renfrew* *Barrys Bay*

The contract for next summer's work on the O.A. & P.S.R. construction was let this morning. It went to E.F. Fauquier. He will construct thirty-five miles of road from Barry's Bay, the present terminus of the line, one hundred and seven miles distant from Ottawa, to Long Lake, 142 miles from this city. This is considered the heaviest part of the construction between here and Parry Sound.

Also reported in Ottawa Free Press on 30 March and Renfrew Mercury March 30.

26/03/1894 *Ottawa Free Press* *Renfrew*

The construction of a large number of new cars for the Parry Sound railway has started in the mechanical shops of the Elgin street depot. The work will likely be continued for a large part of the summer as many cars will be required to keep up with the increased trade over the line.

One of the two steam shovels owned by the Ottawa, Arnprior and Parry Sound Railway went up the line yesterday morning to commence work in the gravel pit at Eganville. Until the frost has disappeared from the ground the gravel will only be used to fill up spots that were not completed last year. Two gravel trains are expected to go up the line tomorrow.

26/03/1894 *Ottawa Journal* *Renfrew*

Including the 35 miles of road the contract for which was given out Saturday to E.F. Fauquier, the O.A. & P.S. will construct 77 miles of road this summer. Besides the 35 miles contract given to Mr. Fauquier today, twenty miles have been given to Wm. Heald; twelve miles to J. O'Brien, through the Haggarty Pass, and ten miles to Poelan and Fitzpatrick at the furthest end of the proposed line extending towards the terminus of the old colonization railway. This will leave about seventy miles of the road left to be completed next year.

30/03/1894 *Renfrew Mercury* *Renfrew*

Work on the construction of the O.A. & P.S. Railway above Golden Lake is being pushed ahead, and mucyh progress has been made during the past few weeks. Should the weather continue fine Mr. Heald expects to have his contract completed a month ahead of the time allotted to him. Mr. Booth has decided to immediately let the contract for another 35 mile section, which will bring the road to the Eganville Estate. This portion will be built this summer, and next year the remainder of the line through to Elmsdale (the point where the O.A. & P.S. will make connection with eh Parry Sound Colonization Railway) will be finished. Then through traffic will be commenced from Georgian Bay to the seaboard. Enterprise.

05/04/1894 *Ottawa Journal* *Renfrew*

Owing to the spring floods having damaged the roadway of the O.A. & P.S. line in several places between Eganville and Golden Lake, the carriage of freight west of Eganville has been stopped. They are now busily repairing damages.

Mr. J.R. Booth passed over the line last week as far as Golden Lake and inspected some of the new work. He was accompanied by Mr. Chamberlain, manager of the company.

The construction of the line from Barry's Bay to Long Lake, a distance of thirty-five miles, will be pushed through rapidly. It is said the contractors are bound to have it completed by the first of November so as to be ready to ship lumber from the mills being erected by the American company which purchased the Perley and Pattee limits.

The company which purchased the limits of Perley & Pattee took in last winter a portable steam saw to saw the necessary lumber for their new saw mill. They expect to have it ready by the time the O.A. & P.S. reach there.

It is said by some who think they ought to know that the division station between Ottawa and Parry Sound will be at Long Lake. - Eganville Enterprise.

05/04/1894 *The Equity, Shawville* *Renfrew*

The Free Press says that arrangements for the coming season's work on the construction of the O.A. & P.S. are being pushed ahead. The steam shovels commenced work last week - one at Carp, the other at Eganville. Until the snow all disappears, the trestles will be filled up, and the roadbed strengthened. Two hundred flatcars will be used with the shovels. It is said the company has ordered three new freight locomotives from Philadelphia. One hundred cars will be built at the Ottawa works this spring. A new and larger mechanical shop is to be erected in the Ottawa yard, the present shops being used for painting shops. The Arnprior Chronicle says:- Including the 35 miles of road, the contract for which was given out Saturday, 24th ult., E.F. Fauquier, the Ottawa, Arnprior and Parry Sound Railway will construct 77 miles of road this summer. Besides the 35 mile contract given to Fauquier Saturday, 20 mile shave been given to Wm. Heald, 18 miles to Mr. O'Brien, through the Haggarty pass, and 10 miles to Poolan anf Fitzpatrick at the farther end of the proposed line extending inwards from the terminus of the old colonization railway. This will leave about 70 miles of the road to be completed next year.

06/04/1894 *Renfrew Mercury* *Renfrew*

Lots of lumber is going through on the O. A. P. S. It is going to Albany and Boston. Flood damage between Eganville and Golden Lake. Repairs are under way. The divisional point will be at Long Lake (now Whitney).

09/04/1894 *Ottawa Journal* *Renfrew*

The engine which went through the swing bridge of the canal last fall is repaired and turned out of the shops in splendid shape and will again be put on the line this week.

13/04/1894 *Eastern Ontario Review* *Renfrew*

Work on the O.A. & P.S. Railway

The spring floods having damaged the roadway of the O.A. & P.S line in several places between Eganville and Golden Lake, they are now busily repairing damages.

The construction from Barry's Bay to Long Lake, a distance of thirty-five miles will be pushed through rapidly. It is said the contractors are bound to have it completed by the first of November, so as to be ready to ship lumber from the mills being erected by the American company which purchased the Pattee and Perley limits.

The company took in last winter a portable steam saw mill, to saw the necessary lumber for their new mill. They expect to have it ready by the time the O.A. & P.S. reaches here..

13/04/1894 *Renfrew Mercury* *Renfrew*

The O.A. & P.S. Railway Company has decided not to build a station between Carp and Ottawa. The people of March, who were pretty confident of having one built in teir township, are somewhat disappointed. In consequence of this decision, the veteran mail carrier, Mr. Phillip Orchard, will continue his rounds as usual.

21/04/1894 *Ottawa Journal* *Renfrew*

The lengthy trestle at the approach to the O.A. & P.S. bridge over the Madawaska river at Arnprior is being filled in with clay and gravel.

The O.A. & P.S. Ry.. have begun construction of station houses at Golden Lake and other places along the line. Mr. C. Tomlinson of this city is building the station at Golden lake.

23/04/1894 *Ottawa Free Press* *Renfrew*

Almost every day men are leaving by the morning train to secure employment on the construction of the Ottawa, Arnprior and Parry Sound Railway. This morning there was a large gang of Italians going up to work on one of the contracts above Golden Lake. So far there has been no steel laid this year, but it is expected that men will shortly commence on the department of the the construction. The steam shovel is now working at Eganville and a large part of the ballast is taken to fill up the trestle work at Arnprior.

Also in the Renfrew Mercury 27 April.

27/04/1894 *Renfrew Mercury* *Renfrew*

The O.A. & P.S. Ry. have begun the erection of station houses at Golden Lake and other places along the line. Mr. C. Tomlinson, of Ottawa, is building the station at Golden Lake.

**01/05/1894 Renfrew Mercury Renfrew**

QUEEN'S PARK: A cash subsidy is granted of \$3,000 per mile to OA & PS contractor Fauquier, to build thirty-five miles west of Barry's Bay, conditional on regulations for the protection from fire of timber. These railways would open up new and important sections of the country, and be close to large tracts of mineral and other natural wealth, and would open up valuable agricultural land.

The Toronto Board of Trade opposed this grant on the ground that it was practically a private line and as such, not entitled to a subsidy. Mr. Meridith charged that grants had been given as a result of petitions from Liberal organizations - which he described as a most extraordinary state of things.

A NEW BRIDGE OVER THE BONNECHERE: J. W. Monroe, Pembroke, F. Hilliard, Renfrew, were the competing contractors, but R. Weddel got the contract.

Twenty new cars, 34 feet long have been built in CAR workshops. They will soon be in service to meet the demands of shipping livestock.

A government official had expressed concern about the railway's locomotives causing forest fire damage to the pine. Booth's officials reported that the line as surveyed followed the swamps and lowlands, and that very little pine is passed through, for where it is not swamp, and along the lake shores it is through hardwood; there is therefore no danger to be apprehended from fire.

**03/05/1894 Ottawa Journal Renfrew locomotive**

Two new passenger locomotives weighing 95,000 pounds each with tender and two freight locomotives each weighing 105,000 pounds have arrived at the C.A.R depot from the Baldwin Locomotives Works in Philadelphia to be used on the C.A.R and O.A. & P.S. Ry. The cost of each locomotive was \$8,000.

**04/05/1894 Ottawa Journal Renfrew**

Twenty new stock cars, each 34 feet in length, built in the C.A.R. workshops, will shortly be put in service on the O.A. & P.S. railway and the C.A.R. to meet an increased demand on these lines by shippers of livestock.

**11/05/1894 Renfrew Mercury Renfrew**

Twenty new stock cars, each thirty-four feet in length, built at the C.A.R. workshops, will shortly be put into service on the O.A. & P.S. railway and C.A.R. to meet an increased demand on these lines by shoppers of live cattle.

**14/05/1894 Ottawa Free Press Renfrew**

Mr. G.A. Mountain, chief engineer of the Canada Atlantic and Ottawa and Parry Sound railway, returned from the far end of the latter line this morning. In conversation with the Free Press he said that the construction of the Parry Sound road is advancing rapidly. The contract to Killaloe is winding up and the track from Eganville to Golden Lake has been thoroughly ballasted. This part of the road will be ready for government inspection in a few days and when this is over the O.A. & P.S. will be in operation for 84 miles from Ottawa. The work is well advanced to Haggerty pass, 109 miles from here. And from that point to the 129th mile the ground has been broken. From the latter point up to the 142nd mile the right of way is being cleared. Frost is still to be found in many of the swamps. The company expects to have track laid this year from Ottawa 250 miles westward. Mr. Mountain leaves in a day or two for the Parry Sound Colonization railway, which is now within ten miles of its destination, Parry Sound. When the year's construction is completed there will be a gap of 65 miles between the work which started from Ottawa and the Colonization road which is working in the opposite direction.

**15/05/1894 Ottawa Free Press Renfrew**

Steel for the new Parry Sound railway is arriving in this city at the rate of about twenty-five car loads a day. The rails are taken up at once to the far end of the road where they are distributed ready for laying later in the season. Also in the Renfrew Mercury 25 May.

Twenty new cattle cars for the Ottawa, Arnprior and Parry Sound Railway have just been built in the mechanical shops of the Elgin street depot. A few cattle are coming down the line at present and the cars will be used for different kinds of freight until the autumn comes.

**15/05/1894 Ottawa Free Press Renfrew**

'Construction of the Parry Sound Railway: Mr. G. A. Mountain, chief engineer of the Canada Atlantic and Ottawa & Parry Sound railways, returned from the far end of the latter line this morning. In conversation with the Free Press he said that the construction of the Parry Sound Road is advancing rapidly. The contract to Killaloe is winding up and the track from Eganville to Golden Lake has been thoroughly ballasted. This part of the road will be ready for government inspection in a few days, and when this is over the O., A. & P. S. Ry.. will be in operation 84 miles from Ottawa. The work is well advanced in Haggarty pass, 109 miles from here, and from that point to the 129th mile the ground has been broken. From the latter point up to the 142nd mile the right of way is being cleared. Frost is still to be found in many of the swamps. The company expects to have track laid this year from Ottawa 250 miles westward. Mr. Mountain leaves in a day or two for the Parry Sound Colonization railway, which is now within ten miles of its destination, Parry Sound. When the year's construction is completed there will be a gap of 65 miles between the work which started from the Ottawa and the Colonization road which is working in the opposite direction. —Ottawa Free Press, Tuesday, 15th"/Renfrew Mercury

**16/05/1894 Ottawa Journal Renfrew**

The ten mile section of the O.A. & P.S. Ry. above Golden Lake has been sub-let by the contractor Mr. Fauquier to J.C. O'Neil of Kemptville.

**18/05/1894 Renfrew Mercury Renfrew**

Messrs. Jos. Boucher, (Almonte) James Wilson and Arthur Beggs, stone masons, have taken a contract for all the stonework required on twenty-five miles of the O.A. & P.S. R. beyond Eganville. There will be about 4,000 square yards in all, costing in the neighbourhood of \$40,000, and it has to be completed in 1894.

**18/05/1894 Renfrew Mercury Renfrew Galetta**

For the present the railway company have abandoned the gravel pit lying between Arnprior and Galetta. The sidings having been taken up.

**21/05/1894 Ottawa Journal Renfrew Eganville**

The streets at night seem deserted since the opening of the boarding cars on the O.A. & P.S. Railway. Until very recently the hotel accommodation was taxed to the utmost and many private dwellings were filled with men working on the construction. Work on this line is now in full swing and the line is completed for some miles beyond Golden Lake. It is expected that regular train service will be opened to that point in the near future.

**22/05/1894 Ottawa Citizen Renfrew**

The Canada Atlantic Railway company are leaving nothing undone to ensure ample accommodation and every convenience for all who intend patronizing the excursion of the 43rd battalion to Arnprior on the 24th. Yesterday the company were fortunate in securing a number of first class coaches for the occasion.

**25/05/1894 Renfrew Mercury Renfrew**

Mr. Fauquier, contractor on the O.A. & P.S. Railway, has sub-contracted ten miles of his recent contract of thirty-five miles to Mr. J.C. O'Neil, of Kemptville. Mr. George Ferguson, son of the M.P., has the lower end and Mr. Heald, has ten miles at the west end. Eganville Star.

The bridge contractor on the O.A. & P.S. Ry. has purchased from Mr. Oliver Menard, the right to quarry stone on his land in Grattan for five years. A switch is now being placed into the quarry. It is expected that about fifteen men will be employed and that the stone for the new Roman Catholic church in Eganville will also be taken from Mr. Menard's land. Eganville Enterprise.

**28/05/1894**    *Ottawa Journal*                      *Renfrew*    *Golden Lake*

The O.A. & P.S. railway have arranged to run freight through over their line to Golden Lake twice a week. Golden Lake is eight miles beyond Eganville the present terminus of the line.

**29/05/1894**    *Ottawa Citizen*                      *Renfrew*

Freight trains now run on Mondays and Thursdays on the O.A. & P.S. railway, as far as Golden Lake, eight miles west of Eganville.

**29/05/1894**    *Ottawa Journal*                      *Renfrew*    *Arnprior*

Eleven hundred and seventy people were carried into Arnprior on the Queen's birthday by the O.A. & P.S. Ry.. Of this number 841 were from this city.

**01/06/1894**    *Renfrew Mercury*                      *Renfrew*    *Eganville*

On Wednesday evening after the arrival of the C.P.R. train, the engine with the baggage car attached, returned to Renfrew and during the night returned with a car loaded with dynamite for use on the O.A. & P.S. Ry. construction west of Eganville. Eganville Enterprise.

**01/06/1894**    *Renfrew Mercury*                      *Renfrew*    *Goshen*

A petition has been in circulation here to have a flag station erected at the town line on the O.A. & P.S. Railway (Goshen).

**04/06/1894**    *Ottawa Journal*                      *Renfrew*    *Goshen*

It is possible that the O.A. & P.S. railway will shortly erect a flag station at Goshen between Arnprior and Renfrew.

**08/06/1894**    *Renfrew Mercury*                      *Renfrew*    *Caldwell*

Renfrew County News. A flag station has been established at the crossing of the O.A. & P.S. Ry. at the Scotch Bush road, and a siding will also be placed there.

**08/06/1894**    *Ottawa Journal*                      *Renfrew*

In addition to the train leaving at 9.45 a.m. tomorrow morning for the Dominion SS picnic at Carp, arrangements have been made for a special to leave at 2 p.m. also. The 9.45 train will stop at Richmond Road crossing.

**08/06/1894**    *Renfrew Mercury*                      *Renfrew*    *Golden Lake water*

The work of laying steel for the new Ottawa, Arnprior and Parry Sound Railway from Golden Lake station westward was commenced on Tuesday. Several miles will be finished at this stretch and rails will be laid as far as the ties are ready. One hundred and seventy-five cars are loaded with ballast every day at the Eganville pit for distribution along the far end of the road. The work is also progressing well from Parry Sound towards Ottawa, where the construction gang are now engaged on the fourth ten mile contract.

There were shipped from the Elgin street depot yesterday three carloads of material for the construction of a station house nineteen miles on this side of Parry Sound. There were also shipped today three carloads of material containing everything necessary for the building of a very large water tank on the far end of the Parry Sound road. The tank end station house were all purchased in this city. The tank, which will contain 60,00 gallons of water, will be put up by men who will go west for the work next week under the direction of Mr. George Tomlinson. Ottawa Free Press.

**08/06/1894**    *Renfrew Mercury*                      *Renfrew*

Laying of steel started from Golden Lake to the west. One hundred and seventy-five ballast cars are loaded every day. Work from Parry Sound to the east is going well, and now they are on the 4th ten-mile contract.

George Richardson is the OA & PS contractor beyond Eganville.

**15/06/1894**    *Renfrew Mercury*                      *Renfrew*    *Caldwell*

On Monday, last week, at the gravel pit at Caldwell's Corners a wreck took place on the O.A. & P.S. Ry. As a train of twenty loaded ballast cars were going east, 8 or 10 of the flatcars passed over the switch safe, one truck took the siding and the others kept the main line and the car became crosswise in the centre of the line. Several of the cars became so badly broken up that they were set on fire and burned. The wreck trains arrived on Tuesday and cleared the track.

The gravel pit on the O.A. & P.S. Ry. near Eganville has been abandoned, it becoming almost a solid bed of stone after sinking a few feet. The steam shovel, men and boarding cars were removed on Thursday to Caldwell's Corners, where the company have procured a good gravel pit which lies partly on the farm of Mr. M. Egan and partly upon that of Mr. W. McLeod. This removal will seriously affect the boarding houses at the station here, one boarding house losing 40 boarders and the other one 30. The total number of men employed in connection with the work at the pit is 115. Eganville Enterprise.

**26/06/1894**    *Ottawa Journal*                      *Renfrew*

The steel of the O.A. & P.S. is now laid to Killaloe, about fifteen miles beyond Eganville, and the work of construction advanced well advanced over that distance.

The O.A. & P.S. Ry. has been surveyed by the government engineer for ten miles west of Eganville to enable the company to draw the bonus for that distance.

**28/06/1894**    *The Equity, Shawville*                      *Renfrew*

The steel of the O.A. & P.S. is now laid as far as Killaloe, about fifteen miles beyond Eganville, and the work of construction well advanced over that district.

**30/06/1894**    *Ottawa Free Press*                      *Renfrew*

The company has purchased another steam shovel of the Marion build, which will probably start work in a few days at the far end of the line. The shovel has just arrived in the Ottawa yards and is to match the same style as the one purchased last year.

Another gravel pit has been purchased just above Eganville and from it will be taken the ballast for that portion of the line. The new station building at Golden lake has just been completed and a similar structure is in the course of erection at the next station, Killaloe.

**03/07/1894**    *Ottawa Journal*                      *Renfrew*    *Eganville*

The pretty little town of Eganville was taken possession of yesterday by nearly 5,00 Ottawans who took in the excursion to that place conducted by St. Patrick's literary (or library) association. -- The excursion from Ottawa was run over the O.A. & P.S.

**05/07/1894**    *Ottawa Journal*                      *Renfrew*    *Killaloe*

In the course of a few weeks passenger trains on the O.A. & P.S. Ry. will be running to Killaloe, a point twenty miles beyond Eganville the present terminus of the line.

**06/07/1894**    *Renfrew Mercury*                      *Renfrew*    *Killaloe*

The Killaloe station grounds have been laid out and masons are at work on the foundation of the station.

**07/07/1894**    *Ottawa Journal*                      *Renfrew*    *Elgin Street*

The large coal shed that is being erected at the C.A.R. depot is on a fair way to completion. The shed is about five hundred feet in length and of considerable width and will cost some thousands of dollars before completion.

**08/07/1894 Renfrew Mercury Renfrew**

Plenty of whiskey peddlers on the OA & PS, and doing a good business too. There are 1,100 men working on the project now.

**12/07/1894 Ottawa Free Press Renfrew**

Work on the Ottawa and Parry Sound line has been completed as far as Killaloe, 92 miles from this city. Here bridges will delay the work a little but grading westward of this point is being pushed along.

**20/07/1894 Renfrew Mercury Renfrew**

Wanted

To work on the OA & PS Ry.. at Wilno.

100 Good Men and 30 Good Teams.

Also, Station Men, to work by the yard.

Wages \$1.25 and \$3.00.\*

Apply on the works to

O'BRIEN & McDONALD.

**20/07/1894 Renfrew Mercury Renfrew**

The Parry Sound Colonization railroad received a grant for \$64,000 for twenty miles.

A special excursion rate - Renfrew to Portland, return - \$9.95. Moncton - \$12.05.

E. C. Whitney from Minneapolis, and E. N. Briggs from Saginaw were up to oversee the erection of a large lumber mill.

**21/07/1894 Ottawa Journal Renfrew**

Over 2000 men at work

Yesterday, Chief Engineer Mountain and some of his assistants came down from the scene of active operations between Eganville and Killaloe, and report all going on lively.

Mr. C.D. Chitty, who is hiring men and sending them forward as they can be grouped together was also a passenger down by the afternoon train, having been up to the works with a lot of English navvies whom he secured in Montreal through the emigrant agent there, and they are said to be a desirable lot of men.

**A PROMISING ROADWAY**

In conversation with a member of the Journal staff, Mr. Chitty gave some items of information that may be interesting at this time when such decided efforts are being made to push on to completion a railway enterprise fraught with great advantages, it is confidently believed to the Capital and the whole Ottawa country.

There are now 35 miles under contract above Killaloe, to which point the iron horse now travels regularly, all of which it is proposed to finish this fall. That being accomplished there will then remain 70 miles to finish the road to the Soo, thus tapping the western trade at an important point for the interests of the country generally. The scheme will be completed next season.

**THE CONTRACTORS**

The following are the different contractors for the seven sections into which the levelling and grading, and making the road ready for the rails, is now going on: No. 1 - R.N. Slater; 2 - J. O'Brien; 3 - W. Heald; 4 - O'Neil and Ferguson; 5 - E. Fauquier; 6 - W. Heald; 7 - Burford, all being sub-contractors under Mr. Fauquier.

Following the grading the company have gangs laying rails and putting the finishing touches on the roadbed, and thus the supplies of all kind are being pushed forward, and keeping with the advance party as the clearing of the right of way goes on, and such is the energy exhibited at present that night gangs are employed on some sections where it is necessary to connect.

**KILLALOO EN FETE**

Thursday was pay day, and Killaloe, the depot from which the shekels were issued; and as can readily be imagined, there was a high old time. It so happens that the musical (sic) Killaloe is not a city nor a town where architectural beauty is considered, but is composed of a few "shanties" of the original backwoods type, at nearly all of which firewater is retailed, an extra effort being made by the different licensees - for the county of Renfrew collects the revenue - to pass around the fluid freely on the day the men receive their pay. And accordingly yesterday there was fun and frolic, with a knock-down not infrequently a la Donneybrook in honor of the occasion.

**THE NATIONS CHIEFLY REPRESENTED**

There is more or less grog drinking on all public works, and where the gangs are composed of Swedes, Finlanders, Poles, Italians, Frenchmen and Irishmen, added to which the last gangs were of the Cockney type, it can readily be imagined that occasionally there is rough times.

The trouble in the management of such an agglomeration, even motley as it is, would be much minimized were there no selling of liquor. But revenue is sought after, and as the licensees appear before the commissioners armed with the necessary petitions and forms the licenses are granted directly without regard to the interests of the men or the employer.

Mr. Chitty again left for Montreal last evening for the hiring of men for it is proposed to put all available help on the work so that the 35 mile division now in hand may be completed early in December.

**WHY NOT OTTAWA MEN?**

The question why Ottawa men were not hired was replied to by the statement that many have already gone up from here, but of late the demand for work has been so lessened that it is scarcely worth while looking after the applicants. There are not many idle men in Ottawa and only a few are willing to become railway navvies. The average shantyman disdains the shovel and the spade.

**21/07/1894 Ottawa Free Press Renfrew**

The work of construction on the Parry Sound line has reached to within 2½ miles of the famous Haggarty's pass. Work is carried on, in some cases, by night and day gangs. The rails are laid as far as Killaloe, the trains crossing the bridge at that point yesterday.

The new stream shovel for work on the Ottawa, Arnprior and Parry Sound was taken up to Arnprior in the regular morning train and commenced work at once in a new gravel pit which the road has recently purchased at a point west of Arnprior.

**26/07/1894 Ottawa Journal Renfrew**

The O.A. & P.S. Ry. are running two gravel trains between here and Arnprior and will have the grading on this section completed in a few days.

**27/07/1894 Ottawa Free Press Renfrew Elgin Street**

A long train of steel rails for the Ottawa, Arnprior and Parry Sound Railway arrived at the Elgin street depot last evening, and was immediately taken up to the far end of Mr. Booth's new road. A large force of men have been laying steel for a couple of months, but the supply ran out last week, and as a result the work had to be closed down for a few days.

**31/07/1894 Ottawa Free Press Renfrew Elgin Street locomotive**

One of the C.A.R. locomotives is in the repairing shops at the Elgin street depot today as a result of an accident which occurred on Saturday last. It is said that the C.A.R. mogul rain against one of the Central Vermont engines in the yard at Rouses Point, and had the front of her boiler pretty well bruised.

**01/08/1894 Ottawa Free Press Renfrew**

Mr. Donaldson, superintendent of the Ottawa, Arnprior and Parry Sound Railway has returned from a trip to the far end of the Parry Sound road where construction is being pushed in an easterly (sic) direction. Five hundred and sixty men are hard at work, and steel is being laid steadily. There are something like 600 men working on the Parry Sound construction above Eganville. Steel is being laid above Killaloe. The location of the next station has not been fully decided upon yet. The contractors preparing the roadbed through the woods have now more than a thousand navvies employed and more are being taken on every week. The reported strike among these navvies seem to have been incorrect, for with the exception of a very few Frenchmen from Hull, these navvies are all steady at work.

**01/08/1894 Eganville Leader Renfrew**

Rumours of diphtheria outbreaks in the area "and no wonder, says the local doctor " some very small houses are accommodating twelve to eighteen men. When one gets up, another tumbles into his warm bed. Some men have died of diphtheria."  
Exact day in August 1894 not recorded.

**02/08/1894 Ottawa Free Press Renfrew Barrys Bay**

On Tuesday last a sad accident occurred at the works of the O.A. & P.S. railway in the vicinity of Barry's Bay. A charge of dynamite exploded, instantly killing three men and injuring several others. --

**10/08/1894 Ottawa Journal Renfrew**

The rails of the O.A. & P.S. Ry.. are laid to three miles beyond Killaloe.

**10/08/1894 Renfrew Mercury Renfrew**

"THE FATAL DYNAMITE EXPLOSION. The Ottawa Evening Journal of Friday last, published the following account of the dynamite explosion, mentioned in last week's MERCURY. It will be seen that it varies from the report received here as to the number of men killed and injured: The particulars of the dynamite explosion of the OA & PS Ry.. construction at Barry's Bay, which resulted in the loss of three lives as mentioned in yesterday's Journal are now at hand.

Mr. G. A. Mountain, chief engineer of the OA & PS railway returned to the city last evening from a trip to the vicinity where the accident occurred. In conversation with a Journal reporter last evening he stated that the three men who met their death were 'loading a hole' with dynamite, had placed three cartridges in position and were about to place a fourth when the explosion occurred, from what cause will never be explained. The three men were blown many feet high in the air and one of them named Geo. Marsten from Carlow was killed outright. Another named William Kellar of Palmer Rapids, lived for an hour and the other, an unknown Englishman died four hours afterwards. The bodies were horribly mangled. During the night coffins were made in which the remains were placed. Kellar's remains were taken to his home at Palmer Rapids, the other remains were buried in the vicinity. The accident occurred in a part of a rock cut at the western outlet of the Hagarty Pass. Between fifteen and twenty men were working within a few yards of where the explosion occurred. "The "George Marsten, of Carlow," was the only son of Mr. Marsten, who, many years since kept the Basin Depot house, at Barnet & Mackay's depot at the Basin. Mr. Marsten subsequently kept other stopping places between Renfrew and the Basin and kept a store in lower centre town. George was then a growing boy of about a dozen years of age, and gave promise of turning out a young man of good character and disposition. His father, after leaving Renfrew, took charge of Mr. McGuire's lumbering farm near Mattawa, and still resides there. Mr. and Mrs. Marsten came down by the CPR from Mattawa, and took the OA & PS train to attend the funeral of their unfortunate and lamented son.

**10/08/1894 Brockville Recorder Renfrew Killaloe**

A row occurred on the O.A. & P.S. at Killaloe on Saturday, says the Pembroke Standard, that will be remembered for some time to come by at least one party. Archie Stewart, a navvie working on the line, went into Mr. Grand's (sic) store and started to tear things up generally. He fired around crockery and had broken several articles when Grant ventured to protest. A fight ensues and Stewart bit Grant's ear clean off. The latter carries it around to show friends and vows that when he meets Stewart the latter will have something to remember the meeting by.

**14/08/1894 Ottawa Journal Renfrew**

Four car loads of horses and one hundred men passed up the O.A. & P.S. Ry. this morning for the St. Anthony Lumber Co.'s limits beyond Barrys Bay. It was this company that bought the old Perley limits in this locality and this is the first season that the company will work them. It is evident that the company intend making a big cut this winter since they have begun operations in the bush so early. The company are erecting a sawmill about sixty miles beyond Killaloe where their logs will be cut and the lumber shipped over the O.A. & P.S. Ry. and C.A.R. to the States.

**17/08/1894 Renfrew Mercury Renfrew**

Heald, the contractor has moved his men from Killaloe to his upper contract at Long Lake. The rails are now three miles past Killaloe. Contractor O'Brien will be finished soon. All the rock cuts are completed.

**17/08/1894 Renfrew Mercury Renfrew**

The Enterprise, in its report of the late fatal dynamite explosion at Barry's Bay, says that the foreman, Raymond Dunning, was within six feet of the charge when it exploded, and was blown by the concussion of the air, fully 150 feet up the side of a hill, but fortunately fell on a brush heap, and in a few minutes was able to get up. Marsten was found about thirty feet from the point of explosion, resting on his knees and face. He was still breathing, but unconscious, and died in twenty-five minutes. One arm and one leg were broken; the upper part of his faced filled with gravel, and his breast injured with stones. Wm. Deep had his clothes completely torn off; and one leg and one hand had been blown off. He was delirious, sometimes calling on his mother. He died in about three hours. He was from England and had been in Canada about a couple of years, and the day before his death had been saying he would go to see his mother next year. Louis Kellar's body was fearfully mangled and disembowelled. He was from Palmer Rapids, and leaves a wife and four children. He and his brother intended to start for home the next day. The remains of young Marsten were taken by his sister, and brother-in-law, Wm. George, who reside at Barry's Bay, to Eganville, and interred in Melville cemetery; Rev. Mr. Rattray officiating at the funeral. Mr. M. J. O'Brien informs us that the foreman was not blown so far, as above-mentioned; but only about 20 feet.

**18/08/1894 Ottawa Free Press Renfrew**

Government inspection of the latest section of the Ottawa, Arnprior and Parry Sound Railway from Golden Lake to Killaloe was performed yesterday, Mr. Thomas Ridout, C.E., acting for the Dominion government and Mr. McCallum C.E., for the provincial. There were on board the special train Mr. John R. Booth, Mr. Mountain, chief engineer, and Mr. Morley Donaldson. The latest part of the new road is getting pretty well beyond the bounds of settlement. The country is for the most part hilly and wooded, and will no doubt be used for grazing in a few years. It was ten o'clock last night when the party returned to Ottawa. Trains will be run as far as Killaloe in a short space of time, the station house and yard at that place being about ready for occupation. The next section will bring the line into the famous Haggarty Pass on which men have been engaged blasting a rock cutting since early spring.

**20/08/1894 Ottawa Journal Renfrew Elgin Street**

Passengers who come in at the C.A.R. station complain at the way they are "mobbed" by the cabmen. One gentleman a few nights ago nearly had his satchel torn out of his hand by a driver who wanted to carry him.

**23/08/1894    *The Equity, Shawville*        *Renfrew***

Referring to the progress which is being made in constructing the Ottawa, Arnprior and Parry Sound Railway, the Eganville Star says:- Mr. Heald, contractor, has finished his contract at Killaloe and has moved his men and teams to his upper job at Long Lake. O'Brien will have his job completed by the end of the month. All his rock cuts are about completed.

**24/08/1894    *Ottawa Journal*                      *Renfrew*                                      *Barrys Bay***

A contractor with a number of men will start next week to build a railway station at Barry's Bay on the Parry Sound railway. The track is constructed as far as the bay and passenger and freight trains will soon be running to that point.

**24/08/1894    *Renfrew Mercury*                      *Renfrew*                                      *Wilno***

The directors have received an application from near Wilno, on the line of the O.A. & P.S.R., for the establishment of a skimming station there. An answer has been returned that the application will be favourably entertained, if a sufficient number of cows to supply enough cream can be obtained. About this there can be little doubt.

**27/08/1894    *Ottawa Journal*                      *Renfrew*                                      *Booths Piling grounds***

Big fire in Booth Piling grounds at Rochesterville. (this was north of the OAPS and west of Preston on the CAR curve to the Chaudiere and close to the CPR). More includes plan.

**31/08/1894    *Ottawa Journal*                      *Renfrew***

The O.A. & P.S. Railway company are building an office and freight shed at the diamond crossing on the K.&P. Railway about a mile above Renfrew. An enterprising Combermere merchant has purchased a two decked steamer, 40 feet long, which will be conveyed over the O.A. & P.S. railway to Barry's Bay in September.

**07/09/1894    *Renfrew Mercury*                      *Renfrew***

Last week we paid a visit to the quarry on Mr. Oliver Menard's land about five miles west of Eganville, on the O.A. & P.S. Ry. We were shown over the work by Mr. Wilson, the genial foreman, who showed us every attention and explained the different ways of quarrying stone. Mr. Wilson informs us that it is one of the best quarries of its kind he has ever seen, and showed us one block of stone 3 feet 6 inches high, the highest he has ever got out. The work has been going on since the beginning of May, and for the small gang of men kept employed they have got out and dressed a large quantity of stone, over 400 cords. Mr. Wilson, with his partners, have the contract of building all the bridges on the O.A. & P.S. Ry., six in number, four of which will be built this fall and for which enough stone has already been got out. On Friday the men will stop work for about a month and then return and get out the material for the other two bridges which will be built next summer. None of the stone has been shipped out as yet, but will be next month. - Enterprise.

**21/09/1894    *Renfrew Mercury*                      *Renfrew***

The contract of Mr. M.J. O'Brien, on the O.A. & P.S. Ry. line will, it is expected, be completed by the end of this week. This will enable the rails to be laid to some distance beyond Barry's Bay. The work west of this on the Fauquier contract, on which there is a number of subcontractors, is being pushed rapidly forward to completion.

**01/10/1894    *Ottawa Journal*                      *Renfrew*                                      *Barrys Bay***

O.A. & P.S. timetable advertisement. Train service open between Eganville, Golden Lake, Killaloe and Barry's Bay. A similar advertisement with altered train times is dated 8 October 1894.

**09/10/1894    *Ottawa Free Press*                      *Renfrew***

Yesterday a number of the C.A.R. officials and several Ottawa citizens of prominence took a run over the Parry Sound railway as far as Barry's Bay. His Worship Mayor Cox was among the number, and this morning spoke in great praise of the way in which the line has been built. He declares it to be as fine a piece of railroad as he has seen, nothing having been slighted in the least. At the far end of the line there is an inexhaustible supply of gravel of excellent quality which provides splendid ballasting material, and the country must open up rapidly as a result of the line, it being all of good quality. He was delighted with the beauties of Golden Lake and speaks of it as the ideal of a sportsmen's hunting ground.

**12/10/1894    *Renfrew Mercury*                      *Renfrew*                                      *Renfrew Junction***

The K. & P.R. took its first passengers from the O.A. & P.S. new station at the diamond junction, about two miles from?, on Friday morning last.

**12/10/1894    *Renfrew Mercury*                      *Renfrew*                                      *Renfrew***

Cornerstone of the creamery was laid 24 September. The engine and boiler came in from Vermont on Tuesday. The railway siding was so far completed that the car containing the machinery was run right up alongside the creamery.

The opening ceremonies are recorded in August 2, 1895 edition.

**12/10/1894    *Ottawa Journal*                      *Renfrew***

The rails on the O.A. & P.S. Ry. have now reached Carson's Lake five miles from Barry's Bay. The work along the whole line to Long Lake is being pushed vigorously and long stretches are ready for the ties and rails.

A new steamboat for the Madawaska which is to run from Barry's Bay on the O.A. & P.S. Ry. to Combermere has been launched and will at once commence to carry passengers and freight.

**19/10/1894    *Brockville Recorder*                      *Renfrew***

The rails on the O.A. & P.S. have now reached Carson's Lake, five miles from Barry's Bay. The work along the whole line to Long Lake is being pushed vigorously.

**19/10/1894    *Renfrew Mercury*                      *Renfrew***

The rails on the O.A. & P.S. Ry. have now reached Carson's Lake, five miles from Barry's Bay. The work along the whole line to Long Lake is being pushed vigorously and long stretches are ready for the ties and rails.

**19/10/1894    *Ottawa Free Press*                      *Renfrew***

Parry Sound car shops located - on Concession street. More.

**24/10/1894    *Ottawa Free Press*                      *Renfrew***

Work commences on the car shops. More.



## FREIGHTS CRASHED IN.

A SMASH ON THE O., A. P. & S NEAR LE BRETON STREET.

Eighteen Sheep Killed- Six Hundred Were on the Train - The Accident Occurred Saturday Night

There was a rather big smash-up Saturday night on the Parry Sound road at Le Breton street. Five box cars, and seven flat cars came to grief. Eighteen sheep were killed and considerable other damage was done.

The accident occurred at 10 minutes past ten Saturday night. A way freight from up the line was the victim. The train consisted of 44 cars, 24 being flat cars and 20 box cars. Two engine were attached, one in front and one behind. The box car were attached to the front engine. No. 4, and the flat cars followed.

Just how the accident happened is unknown. It is supposed, however, that the train broke apart when coming down the heavy grade at Preston st. crossing and that the hind part than smashed into the front part. At all events the train came together with a tremendous crash.

Five of the box car were thrown off the track and very badly damaged. Heavy oak "stringers" were snapped and heavy iron bars twisted into all shapes. All the cars were jammed together more or less and a number of them were wrenched from their trucks. The "jam" extended from near Division street, passed Rochester and Division to Le Breton.

## SIX HUNDERD SHEEP ABOARD

Among the box car destroyed were three loaded with sheep. In all 600 animals were aboard, but only 18 were killed. As soon as the accident happened the train hands broke into the sheep cars and liberated the sheep. They went wild through the country. All were recovered but 15. It may be said that a number of the dead sheep were sold at prices ranging from 40 cent to a dollar apiece. No one was injured.

Immediately after the accident a large number of men were set at work on the wreck. They worked all Saturday night and all day Sunday until 5:20 p.m. and succeeded in clearing the track in time to avoid any interference with the ordinary traffic. It was fortunate for the company that the accident happened on Saturday night instead of on a week night.

Two ballast train coming down the line were delayed beyond Preston st by the accident until the track was cleared.

An immense crowd visited the scene of the accident yesterday. All trains were running O K this morning.

29/10/1894 *Ottawa Free Press**Renfrew*

In the annals of the Parry Sound railway Saturday night's accident will be chronicled as the first that has occurred on that line. From information given it appears that a freight and a construction train were backing into the Ottawa yards together near Preston street. The steam having been shut off in the engine of the construction train, the drawbar uniting both became dislodged at one end, and falling, caught in one of the ties. The freight engine continued in motion and as a consequence a merchandise car to which the bar was attached, was raised and canted to one side. The other train, moving up, caught the misplaced car and threw it, as well as three other cattle cars, to the side of the road. In the latter were some 300 head of sheep. As soon as the doors were opened these scampered out, some of them falling into a pool of water, where they drowned. Eighteen in all were wounded or killed. All Saturday night and part of yesterday the hoisting engine was at work replacing the wrecked cars and last night the road was clear of all obstruction. The total loss will not reach more than \$600 and officials consider the company very lucky in view of the nature of the accident.

29/10/1894 *Ottawa Journal**Renfrew**Le Breton street*

Derailement on the OA&PS 18 sheep killed.

02/11/1894 *Eganville Enterprise**Renfrew*

On the OA & PS line west of Wilno, there is a sink hole which causes the company a good deal of trouble and expense, and is continually sinking and requiring more ballast. A few days ago, while a train was passing, one side sank eighteen inches, nearly throwing the last of the cars off the track.

09/11/1894 *Renfrew Mercury**Renfrew*

The steel on the O.A. & P.S. is now laid as far as the crossing of the Madawaska, twenty miles west of Barry's Bay. The building of the bridge will delay them there for some days as the building could not be commenced until the steel reached that point to bring in the necessary stone, cement and iron superstructure for the bridge. -- Enterprise.

13/11/1894 *Renfrew Mercury**Renfrew*

English buyers now prefer dimension lumber (sawn, as opposed to square timber) because it is easier to ship. The timber limits around Ottawa district, 6,758 miles, produced \$21,395 in ground rent. (Lemkay -This was the beginning of the end for square timber.)

15/11/1894 *Ottawa Journal**Renfrew**Wilno*

The O.A. & P.S. Ry. Co. has been petitioned to build a station at Wilno half way between Barry's Bay and Killaloe.

18/11/1894 *Renfrew Mercury**Renfrew*

Ten miles of the O.A. & P.S. railway between Barry's Bay and the Opeongo Forks passed under Government inspection on Monday. Mr. Lynch, government engineer, made a thorough examination of this new portion of the road and found everything satisfactory. The rails have been laid for a distance of twelve miles beyond the point of inspection. It is expected the trains will run to Long Lake by December 1. Ottawa Journal.

20/11/1894 *Ottawa Journal**Renfrew*

E.J. Chamberlain, general manager of the O.A. & P.S. Ry. returned last evening from a trip up the line. He states that the rails will be laid today to a distance of five miles from Long Lake and trains will be running to that point, which is 144 miles distant from Ottawa, some time next week.

The construction will stop at this point for the winter although the rock work will be continued throughout the winter.

Also - report of a fatality at Egan Estate on a construction train, the first that has happened with fatal results to the O.A. & P.S. Men sitting on the tender of the construction train, rough road caused the couplings to part and one man fell between the wheels. (also reported in the Ottawa Free Press same date)

23/11/1894 *Ottawa Journal**Renfrew*

Navvies are coming down now, off the Barry's Bay and Long Lake (now Galeairy Lake) job. Winter operations will be limited to clearing and blasting mostly. The navvies are a mixed lot, dark complexion, and stunted in size- probably Italian or Polish - where swarthy complexions abound.

27/11/1894 *Ottawa Free Press**Renfrew*

General cessation of work among the construction gangs of the O.A. & P.S. road has now commenced and by this time next week will have been completed. Mr. M. Delaney, construction foreman for Mr. Wm. Heald, the furthest western contractor, arrived down last night with his gang of men. In conversation with the Free Press, he said that the road was now graded up to the end of the contracts at Longlake and the steel will be laid to that point by Saturday, or at latest on Monday next. The work has been carried on with great dispatch and satisfaction to all, each of the half dozen contractors having been fortunate in securing excellent staffs of steady men. Mr. Delaney, who has had wide experience of railway work on the continent, says it is one of the finest and most substantial roads built in Canada or anywhere else, each contractor out of the half dozen taking a pride in his section of the road. As there is a large amount of trestle work on the last section there are a number of men at work in that department, but otherwise the road is deserted of men who are now making their way towards Ottawa to winter in the city and environs.

Traffic prospects --

**30/11/1894 Renfrew Mercury Renfrew**

Mr. C. McKiernan is getting names to a petition to get a siding on the O.A. & P.S. Railway at the place known as the Spring Creek on the Perreault Road. A siding there would be very beneficial to the farmers in this country as it is very inconvenient for them to take their stuff to the Eganville station. A great many have signed the petition, and it is very probable that the work of construction will commence soon. - Star.

**30/11/1894 Huntsville Forester Renfrew**

Ten miles of the OA & PS Railway between Barry's Bay and the Opeongo Forks, passed under government inspection Monday. Mr. Lynch, government engineer, made a thorough examination of this new portion of the road and found everything satisfactory. The rails have been laid for a distance of twelve miles beyond the point of inspection. It is expected that trains will run to Long Lake by Dec. 1.

**30/11/1894 Renfrew Mercury Renfrew Ruby**

A flag station will be built at once midway between Killaloe and Golden Lakel which will be convenient for the people of South Algona, Brudenall and parties getting out timber.

**30/11/1894 Renfrew Mercury Renfrew**

The divisional point on the OA & PS will be at the Madawaska bridge near Barry's Bay on the property of Mr. J. R. Booth. Engineers are laying out the grounds and buildings will be erected at once.

**01/12/1894 Canada Lumberman Renfrew Long Lake**

E.C. Whitney's saw mill at Long Lake, on the Ottawa and Parry Sound Railway, is nearing completion. The building is erected and ready for the machinery, which will be put in on completion of the railway to that point.

**05/12/1894 Ottawa Free Press Renfrew**

Several thousand long boom logs have been taken out of the Ottawa river since the mills closed down, and at the present time these are being stacked along the entire length of Mr. J.R. Booth's long mill platform. It is said that the logs will be made into very heavy dimension timber during this present winter season, and will be used in the construction of the new workshops of the Ottawa, Arnprior and Parry Sound Railway on Concession street, and this fact forms additional evidence that the shops will be put up at the earliest possible date. The cutting will be done in a new circular sawmill built during the present summer at the Chaudiere Falls. A number of men will be engaged during the greater part of the winter in this mill.

**07/12/1894 Renfrew Mercury Renfrew Barry's Bay water**

Barry's Bay is threatened with the removal of its station and water tank to a point four miles west. Disputes between land owners and the railroad company respecting land required by the company is the cause.

**10/12/1894 Ottawa Free Press Renfrew**

Progress on Parry Sound railway.--

**14/12/1894 Huntsville Forester Renfrew**

The OA & PS is now completed to a point of one hundred and forty-seven miles westward from Ottawa, and will be finished to Parry Sound next summer. There are vast timber limits all the way, and already saw mills are being prospected and erected. The American mill at Long Lake is now frame-built, and only awaits the completion of steel laying to bring in their machinery.

In a day or two, work on the OA & PS will have reached an end. There is only sixty miles to be built next season to complete the line to Parry Sound. By the end of the week the fifteen hundred men working on the site will be discharged. More than two thousand men were employed all season, and the trains coming eastward are to be seen crowded every day with returning labourers, principally Italians - during the winter only survey work will be done. Renfrew Mercury

**21/12/1894 Ottawa Journal Renfrew Elgin Street**

There are great improvements going on at the Canada Atlantic depot at present. All the offices have been removed from the depot to the handsome new three storey building across Catherine street and the interior of the depot is being completely changed. The eastern end, where the offices were, is being made into a ladies waiting room while the western end will be made into a restaurant. Mr. Burgess will have charge of the restaurant.

The company are also to open a restaurant at Alexandria.

**04/01/1895 Arnprior Chronicle Renfrew**

Toronto News

A "HUMMER" IN HIS LINE

Mr. Geo. H. Phillips, travelling passenger and freight agent of the Ottawa, Arnprior & Parry Sound Railway, is a hustler after business for that road. He is a genial, courteous gentleman who carries within his head a mine of general information, and is an entertaining conversationalist. He had charge of the excursion business over the OA & PS Railway during the past summer, and made a grand success of it. At present he is talking up the Ottawa carnival in such glowing terms that the people have been "set-a-thinking," and there is not a shadow of a doubt but that the OA & PS will have large numbers of carnival excursionists from every point Mr. Phillips has visited. He's a hummer in his line and a jewel for the carnival committee.

**04/01/1895 Renfrew Mercury Renfrew**

A man named Bourdeau, a resident of Arnprior, was badly hurt by a steam shovel on the OA & PS Railway one day last week. He was standing on the bank above the cut where the shovel was at work, when the earth gave way beneath him, and he fell into the shovel. The accident was not discovered before the derrick had been swung around and the contents of the shovel dumped on a flat car, when the unfortunate man was found among the earth and gravel. One of his wrists was broken and he was badly cut about the face.

**04/01/1895 Ottawa Journal Renfrew**

THOUGHTFULNESS OF A RAILWAY OFFICIAL. A man named Joseph Pelsky, employed in a shanty near Long Lake, had one of his legs badly crushed by a falling tree on Thursday. He was brought down on the OA & P S R., last evening and taken to the Water street hospital. Mr. Chamberlain, general manager of the line, had a train sent from Barry's Bay to Long Lake to pick up the sufferer, and in consequence the regular evening train was two hours late in reaching Ottawa.

**11/01/1895 Renfrew Mercury Renfrew Madawaska**

--A siding is being built at the Madawaska crossing for the benefit of the upper Bonnechere and Petawawa shanties.--

**18/01/1895 Renfrew Mercury Renfrew South March**

A new station is being built on the O.A. & P.S. Railway at South March.

**01/02/1895 Renfrew Mercury Renfrew Barrys Bay**

The threatened stoppage of trains on the O.A. & P.S. Ry. line at Barry's Bay has taken place. The station master has been removed from that place and trains no longer stop there. Passengers are taken on and left off at Wilno, six miles east of Barry's Bay, and Martins, two miles west of the same place. The proprietor of the land, who thought that he had the company at his mercy, has now found out his mistake: but the misfortune is that others suffer as well as he does. The sidings at Barry's Bay have been taken up and the iron is being used in putting in a siding on the land of Mr. August Pilatzkie on lot 34 in the 25th Con. of Grattan.

**11/02/1895 Ottawa Journal Renfrew**

Mr. Simpson of the O.A., & P.S. engineering staff has commenced taking levels on the site of the proposed new workshops, Concession St.

**15/02/1895 Renfrew Mercury Renfrew Rabbit**

The new O.A. & P.S. station west of Barry's Bay is called Rabbit Station, on account of those animals being so numerous around there. (also Eganville Leader)

**23/02/1895 Ottawa Journal Renfrew**

Half a million dollars is to be expended on the construction of the Ottawa, Arnprior and Parry Sound railway this coming summer. The work of construction is about to be resumed. The contractors have already gone out to select sites upon which to build camps for the men to be engaged upon the work. Contracts have been awarded for the building of three more ten mile sections and a fourth section is to be let out. The contractors for the three sections are E. Fauquier, O'Neil and Ferguson, and Poulin and Fitzpatrick. Mr. Fauquier will construct the first ten miles west of the present terminus of the line at Long Lake. O'Neil and Ferguson the next ten miles westward of Mr. Fauquier's section and Poulin and Fitzpatrick the ten miles eastward from the terminus of the Parry Sound and Colonization Railway some forty or fifty miles east of Parry Sound.

To Rush the Work

The contractors will begin the bare rock cuttings immediately, and will start pile driving where necessary on the 1st of March.

About the beginning of may a force of fifteen hundred men will be put on the general construction work in order to rush on the line as quickly as possible. There is some very heavy work to be done this season. The part of the line that is being built passes through a very mountainous country, in fact the heaviest part of the line.

There will remain about 40 miles to be constructed in '96 if the four sections are finished this season. The gap will be this side of Elmsdale.

**08/03/1895 Ottawa Journal Renfrew**

Mr. Wm. Heald has sub-let a contract for the construction of the O.A. & P.S. from the Parry Sound end eastward and has left for the west to begin work on his contract.

**09/03/1895 Ottawa Journal Renfrew**

May not go on Concession St.

There is now a possibility that Mr. Booth may not build the Parry Sound Railway workshops on the proposed site on Concession st.

A rumor to that effect was around town today based on the fact that yesterday the negotiations between Mr. Booth and Mr. Thos. Hickey for the sale of 12 acres of land owned by Mr. Hickey next to the land recently sold to Mr. Booth by his brother Andrew Hickey fell through.

Mr. Hickey, it is understood, asked more than Mr. Booth cared to give.

It was stated this morning that without the Thomas Hickey property, Mr. Booth would not have enough room for his shops, yards and other purposes, and would therefore be obligated to look elsewhere for a site.

Mr. Booth was not in town yesterday, and officials of the road approached, outside of admitting that the negotiations with Mr. Thomas Hickey were off, were not prepared to say anything.

**15/03/1895 Renfrew Mercury Renfrew Caldwell**

During the past winter there has been an average of fifteen car loads of pulp wood, railroad ties and fence posts delivered at Caldwell's station (Scotch Bush) on the O.A. & P.S. Ry.

**18/03/1895 Ottawa Journal Renfrew**

Booth, Chamberlain and Mountain returned from looking for a site for the terminal at Parry Sound.

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The work on the eastern end is going on rapidly. Over twelve hundred feet of pile driving has been done on the Mud Creek trestle on Long Lake. This work will be finished in about four days after which rock cutting will begin.

**28/03/1895 Ottawa Journal Renfrew**

Fully 300 men are waiting at Whitney for the re-opening of the work on the construction on the O.A. & P.S. Ry. At present the only work being done is on the rock cuts and pile driving. It is expected that work on the gravel pits will commence in about a fortnight, and this will give employment to many of these men. Work on grading will not commence until the frost is out of the ground. - Eganville Enterprise.

On Friday night two engines passed Eganville on the O.A. & P.S. Ry. loaded with dynamite for the construction west of Long Lake. Each engine drew two cars, each car containing ten tons of dynamite. in order to make the conveyance of the dangerous material as safe as possible, the trains were four hours apart, one passing here at twelve o'clock, midnight, and one at three o'clock Saturday morning, and both arriving at Whitney on Saturday morning. - Eganville Enterprise.

**29/03/1895 Renfrew Mercury Renfrew**

The OA & P S Ry. Company ought to put on another passenger car on their train between Eganville and Whitney. There are at present only two passenger cars on this train, and in both going and returning they are very often uncomfortably crowded as much so that sometimes passengers cannot get a seat and have to stand.

On Friday night two engines passed Eganville on the OA & PS R. with cars loaded with dynamite for the construction west of Long Lake. Each engine drew two cars, each car containing ten tons of dangerous material as safe as possible, the trains were four hours apart, one passing here at twelve o'clock, midnight, and one at three o'clock on Saturday morning, and both arrived at Whitney early on Saturday morning.

The train left Ottawa late at night and travelled slowly, so as to minimize unexpected stops, cows, etc. on the line.

**02/04/1895 Ottawa Free Press Renfrew Barrys Bay**

The pile driving operations on the Parry Sound Railway at Barry's Bay will be completed in about a week's time.

**05/04/1895 Renfrew Mercury Renfrew Barrys Bay**

It is reported that the O.A. & P.S. R. Co. will rebuild their station at Barry's Bay, on land adjoining that of Mr. Stafford, which has been given them for free.

**09/04/1895 Ottawa Free Press Renfrew locomotive**

Two new big "Mogul" freight locomotives for the Canada Atlantic railway arrived at the shops yesterday and will be put into service at once.

**11/04/1895 Ottawa Journal**

**Renfrew**

**Whitney**

Big boom in the lumber industry in the district --

On the railway near Whitney the principal work is rock excavation and trestle work. There are 150 men employed there now, and the summer camps are being put up.

**12/04/1895 Renfrew Mercury**

**Renfrew**

The passenger traffic of the OA & PS is now almost as large as the CAR between Ottawa and Montreal. Both lines are doing a good business, but travel on the OA & PS is increasing every day, and becoming a rival to the older line. Residents from as far as fifty miles distant come to make their large purchases. Ottawa Journal/Renfrew Mercury

**22/04/1895 Ottawa Free Press**

**Renfrew**

Two new gangs of workmen have just been despatched to begin operations on the far end of the Ottawa, Arnprior and Parry Sound Railway. There were two locomotives and a long train of flats, together with one of the steam shovels, which has wintered in the Elgin street yards. A second shovel, which has not left the city will be sent up the line in a few days to begin work in one of the gravel pits. The frost seems to be pretty well out of the ground and it is anticipated that one of the shovels will be able to operate without difficulty.

**26/04/1895 Renfrew Mercury**

**Renfrew**

Arthur Bruce, engineer, OA & PS, has discovered a gravel pit on the right of way, one mile west of Whitney. As formerly, gravel was brought from Opeongo Forks, the value of the pit is apparent. This will supply gravel to the end of the road.

Contractor Richardson was burning brush and it got out of control. It burned for three days near Whitney. They tried to save buildings at Contractor Heald's headquarters. The fire was on the least valuable portion of the limit. Ottawa Journal/Renfrew Mercury

**29/04/1895 Ottawa Journal**

**Renfrew**

Four hundred men are already at work on the O.A. & P.S.R. Three hundred are engaged on the first section west of the eastern terminus and one hundred on the second section. The principal work at present is rock-cutting and clearing the right of way. Three hundred men are now at the end of iron ready to go to work.

**30/04/1895 Ottawa Free Press**

**Renfrew**

The new steam shovel for the Parry Sound Railway has now been sent up to work at "The Forks" and one hundred men have been given employment in addition to those already at work.

**01/05/1895 Ottawa Journal**

**Renfrew**

**Whitney**

Grading has begun at several places on the O.A. & P.S. Ry. near Whitney. By the end of this week there will be nearly one thousand men at work on the line.

**03/05/1895 Eganville Enterprise**

**Renfrew**

Mr. J. R. Booth passed west on the OA & PS on Wednesday, 17th, being accompanied by Mr. Chamberlain, the manager of the road. The report is that part of their business going west was to settle the Barry's Bay dispute, either by arranging with Mr. Stafford or by moving the station upon the land of Mr. James Drohan, who has made a most liberal offer to them. While at Eganville station they were interviewed as to furnishing material to gravel the travelled road from the station to the village, which at present is almost impassable. They promised that as soon as the gravel pits were opened, that they would have several car loads of gravel dumped at the station, if the villagers would draw and spread it. This the hotel keepers and other owners of teams have promised to do. The Booth limits on both sides of the Madawaska, near the mouth of L'Amable Creek, were on fire last week. All the men on the various drives of logs were taken off the river to endeavour to prevent its spread but despite their efforts it spread with great rapidity. The fire started from the OA & PS Ry. Line where the right of way was being cleared out. The McLachlin limits to the north of Carson Lake were also on fire and their men were also fighting it. The heavy downfall of rain on Saturday night and Sunday came just in time to save the limits from disastrous fires.

**10/05/1895 Ottawa Journal**

**Renfrew**

Track laying will likely begin on the O.A. & P.S. Ry. by then end of next week. The grading is going along rapidly and two gravel pits are being worked.

**16/05/1895 Ottawa Journal**

**Renfrew**

The railway committee passed the bill this morning to extend the time for completion of the O.A. & P.S. Ry. by five years.

Petition from South Renfrew over the closing of a station owing to some difficulty with local landowners.

**24/05/1895 Renfrew Mercury**

**Renfrew**

**Killaloe**

Alex Barnet, of Renfrew, a square timber dealer, states that there is now a very limited demand for square timber, and this year, not nearly so much will be got out.

The sawmill at Killaloe was completely destroyed by fire. The origin of the fire is supposed to be a spark from a passing OA & PS locomotive. Damages were about \$2,500, and there was no insurance.

**14/06/1895 Ottawa Journal**

**Renfrew**

The Dominion Bridge company have had a writ issued against Mr. J. O'Brien of Renfrew, a contractor on the O.A. & P.S. Railway for \$1,375, the price of a turntable supplied the contractor on the construction work on the line.

**22/06/1895 Ottawa Journal**

**Renfrew**

**Eganville**

A daily train will likely be put on the O.A. & P.S. Railway west of Eganville next week.

Whitney, the present terminus of the O.A. & P.S. Ry., 140 miles from Ottawa only a few months ago a wilderness is now rapidly developing into a large town. The Eganville Star gives the following interesting description of the place.

St. Anthony Lumber --

Population 200 --

Boarding in camps --

The commodious steam saw mill now drawing near to completion is beautifully situated in a commanding position at the end of Long Lake. It is some half a mile from the railway station, with which it is connected by a branch line on which machinery and supplies are landed close to the mill.

Details of the mill.

Another article

The work on the construction of the O.A. & P.S. Ry. goes merrily along.

Messrs. D.R. McDonald and McMartin are pushing the work on the construction of the first ten miles above Whitney. Nearly all the rock cutting is done and grading is going on rapidly. The roadbed is well done and reflects great credit on the skill and ability of the contractors.

The contract for the third ten miles has not been given out. The government, seemingly, have not granted a bonus for construction further than three miles above White Fish Lake.

Messrs. Breuder and McNaughton, contractors, have two miles of the trestle work on the first ten miles above Whitney completed. At Mud creek the pile driving is completed. At Breuder's Bay pile driving is going on so satisfactory that in a few days both ends of the construction across the bay will be connected. The work looks solid and substantial and carefully superintended by the firm.

Messrs. O'Neil and Ferguson, contractors for the second ten miles have very little rock cutting to do, all will be completed in a few weeks. Grading and levelling is going on rapidly. Large numbers of Italians can be seen on the right of way. They are capital workers and can stand black flies better than any other nationality. Messrs. O'Neil and Ferguson thoroughly understand the construction, being level and well made, six weeks ago a swampy forest, now a well constructed railroad bed.

Perhaps the largest excursion that has ever been run over any railway line in eastern Ontario was that of the employees of the Canada Atlantic to Golden Lake on the O.A. & P.S. Ry. this morning.

The excursion was from all points on the C.A.R. from Coteau to Ottawa and along the line of the O.A. & P.S. Ry. from all stations west of Ottawa.

Three solid excursion trains of ten coaches each, thirty coaches in all, were required to carry the 1,500 excursionists from the city alone. Besides this there was another excision train from down the C.A.R. with five hundred people on board. It was expected that as many as 700 would patronize the excursion from points along the O.A. & P.S. Ry. thus making in all an excursion of 2,700 people.

The first excursion train left Ottawa at 7 a.m. and the second at 7.30 a.m. and the third at 8.05 a.m. The train from down the C.A.R. passed at 8 o'clock. The excursionists arrived at Golden Lake around 11 o'clock.

Nearly all the employees of the railway were granted a holiday.

Two carloads of boats were attached to the first excursion train at Renfrew for the use of the excursionists at their destination.

Careful of dynamite

There has not been an accident on the construction of the O.A. & P.S. Ry. this summer. It must be said that few railways have been constructed with less accidents than have occurred on this line. Only two serious accidents have taken place on the road which speaks volumes for the carefulness and precaution of the men in charge of the work.

The fact that over two thousand men have been employed on the line all this summer where blasting and rock cutting is going on continually, and none of these have been injured is indeed very satisfactory.

Dynamite is the danger in railway construction. It is an explosive of which the O.A. & P.S. Ry. requires a large quantity. As much as a thousand tons of dynamite have already been used on the line this summer. The most of this dynamite was sent up last winter. It was drawn from the end of the iron to points on the survey where it would be required this summer.

Put on an island.

Magazines for the storage of this dynamite were built on islands in the lakes which abound in the neighbourhood of this summer's construction work. These magazines are from half a mile to a mile removed from the place where the men are this summer working on the construction. When dynamite is required, men are sent in a boat to the magazine and bring over two or three boxes of the explosives at a time. In this way the danger from the use of this explosive is greatly reduced.

In the conveying of dynamite over the line special trains are used. These are through trains and never more than three or four carloads of the explosive are allowed to be taken over the line at once.

The Ottawa East council last evening passed a motion for the preparing of a by-law to exempt the O.A. & P.S. Ry. from taxation for ten years on the condition that the workshops are built adjoining the village.

The C.A.R. are shortly to begin building a siding into the new porcelain works near the depot. The siding will be about five hundred feet long.

O'Neil and Ferguson were the OA & PS contractors in the Whitney area. The subcontractor for stonework (from Eganville) was Mr. Keating.

Mr. Force, contractor on the OA & PS, near the terminus of the twenty-mile contract above Whitney, discovered, a few days ago, the skeleton of an Indian, with tomahawk and other curiosities at his side, while excavating for the rail bed.

Mr. Geo. Mountain has returned from a trip over the line. The ten mile section of Mr. Fauquier and O'Neil and Ferguson are well under way. The Mud Creek bridge on the Fauquier contract is now finished. At first it was thought that a pile structure 1,500 feet long would have to be built but the creek has been crossed with a bridge 230 feet long, and the long trestle work on the approaches are being filled in.

The trestle work on MacDonal and Brodeur Bays is well under way. The Fauquier contract will be finished by August 1, and O'Neil and Ferguson's contract by September. It is expected that trains will be running to 164 miles distant from Ottawa by the 1st of October. Two thousand men are now on the work. The contractors are now beginning to reduce their staff of laborers.

Full description of St. Anthony lumber mill. No mention of railway.

**Heroics for Lawbreakers**

Mr. Josh Conolly, license inspector has an exciting time up along the line of the O.A. & P.S. Ry. watching and punishing violators of the License Act. He has three cases at Whitney to be heard this week. He has to look after Nipissing and Haliburton and the lawbreakers of Haliburton have to be brought to justice in rather an heroic way.

Mr. Conolly's plan is to take along the magistrate and the constable up the string of lakes, and thus the trio travel by land and water until they locate the whiskey camp, when they at once seize the lawbreakers, if possible get out their papers and hold their court on the smoothest rock they can find. Sometimes the victim gets away.

One of the fugitives bolted from Mr. Conolly on one occasion, and left him part of his shirt. He has in custody liquor enough for an ordinary hotel. He was at Whitney not long ago and at the station he noticed a barrel marked vinegar. His suspicion was aroused and he resolved to get a search warrant to find out the quantity of "vinegar" but when he came next morning the barrel was gone, having disappeared through the night. He was informed that the so called "vinegar" was highwines. *Renfrew Journal*.

25/07/1895 *Ottawa Journal* *Renfrew* *Renfrew*

About 300 people left the city this morning on the O.A. & P.S. Ry. regular to attend the opening of the *Renfrew Creamery* by Lord Aberdeen today. Lord and Lady Aberdeen went up on their special car.

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His excellency the Governor General passed up this morning at 1 a.m. on his special car attached to No. 7 train for the west and will remain over at *Renfrew* until the hour of formally opening the creamery.

27/07/1895 *Ottawa Journal* *Renfrew*

Progress on the O.A. & P.S. article.

30/07/1895 *Ottawa Journal* *Renfrew*

One killed, two hurt in serious dynamite explosion on the O.A. & P.S. near Whitney.

01/08/1895 *Ottawa Citizen* *Renfrew*

Messrs. J.R.. Booth, E.J. Chamberlain and G.A. Mountain chief engineer, returned yesterday from a tour of general inspection over the line of the O.A. & P.S. railway. They left on Monday and went over the road to a distance of about twenty miles beyond Whitney station on Long Lake.

02/08/1895 *Renfrew Mercury* *Renfrew* *Wilno*

There is dissatisfaction amongst the residents around *Wilno* at the place where the OA & PS Ry.. Co. have placed the *Wilno* station. There are no public roads leading to it, and the settlers through whose land it is reached, are threatening to close the road, as travellers will leave gates open. The station house is an old car placed on a siding where a gravel pit was. The difficulty of placing it in a more convenient place for the public, is the steep grade throughout the whole length of the pass.

02/08/1895 *Eganville Enterprise* *Renfrew*

**DYNAMITE ACCIDENT:** An accident took place on Saturday afternoon at Camp No. 4 on the OA & PS construction, about seven miles west of Whitney, by which one man was killed and two others were very seriously injured. The men were engaged in blasting rock and some of the drilled holes were being charged when the men left for dinner. On their return these men commenced drilling at one hole in which some dynamite had been placed of which they were not aware. The explosion which took place from the first blow of the hammer killed one man, a young Swede, shattered the leg of another man and blew out the eyes of the third man, both of the last two being also otherwise injured. The wounded men were on Monday taken down by the train to the *Ottawa Hospital*, and the corpse of the one killed was brought to *Eganville* and buried in the *English Church* cemetery. This camp is rather unfortunate as two drowning accidents recently took place at it.

The names of the men taken to the hospital are Matt. Sohr and Matt. Mattson. Both are about 25 years of age. The name of the Swede who was killed is not known at the hospital.

05/08/1895 *Ottawa Citizen* *Renfrew* *Ottawa East*

The new trestle-work on the O.A. & P.S. Railway at *Ottawa East* is a great resort for venturesome urchins on Sundays, when the cars are still. The trestle-work is elevated some twenty feet above the ground and affords undoubted facilities for exhibition of expert climbing. Yesterday afternoon a half dozen lads were running along some flatcars lying idle on the trestle, when one, a youth of eight or ten, tripped on a bolt and shot headlong to the ground. A gentleman who saw him fall and heard him yell ran to his assistance, expecting to find his neck broken. He was agreeably surprised to find that he had fallen on some soft clay, and was howling lustily at the top of his voice. When he found he was really unhurt he changed his tune. The knowledge that he had taken an aerial dive of twenty-five feet to terra firma and escaped injury made him feel like *Steve Brody*, of *Bowery* fame, so when the gentleman asked where his home was he answered back contemptuously, as he swaggered off: "Taint none of your business, see!"

07/08/1895 *Ottawa Citizen* *Renfrew* *Ottawa East*

At a meeting of the Council of the village of *Ottawa East* last evening, a by law was passed by which the O.A. & P.S. railway, in consideration of the advantages accruing to the village from the construction of that road, was granted an exemption from taxes for a period of ten years. It was also stipulated that the period of exemption be extended another ten years if deemed necessary to the interests of the village.

A resolution was also passed providing for the construction of a macadamized road by the *Parry Sound Railway Company* in lieu of that which has been appropriated for use of the company, the new road to be constructed to meet the approval of the council.

08/08/1895 *Ottawa Journal* *Renfrew* *Silicate brick siding*

A freight car ran off the siding running down to the canal east of the C.A.R. swing bridge this morning. The car ran against the bridge, broke a truck and almost canted into the canal.

16/08/1895 *Renfrew Mercury* *Renfrew* *Wilno*

There is dissatisfaction amongst the residents around *Wilno* at the place where the O.A. & P.S. Ry. Co. have placed the *Wilno* station. There are no public roads leading to it, and the settlers, through whose land it is reached, are threatening to close the road, as travellers will leave the gates open. The station house is an old car placed on a siding where a gravel pit was. The difficulty of placing it in a more convenient place for the public, is the steep grade throughout the whole length of the pass. - *Eganville Enterprise*.

23/08/1895 *Ottawa Citizen* *Renfrew* *Ottawa East*

Workmen of the C.A.R. and O.A. & P.S. railway companies were engaged yesterday in staking out the site of the proposed new round house in connection with the car shops in *Ottawa East*. It will be erected on the former site of Mr. W.S. Odell's brickyard. The companies have also diverted the junction of *Second street* and *Hurdman's Road*.

**23/08/1895 Renfrew Mercury Renfrew**

Provincial Detective Grier is in jail at Parry Sound, for having shot at and dangerously wounded a man who was peddling whiskey to the navvies on the construction of the OA & PS road. The peddler ran away to escape arrest, and was fired at three times, the third shot striking him in the shoulder.

**29/08/1895 Ottawa Journal Renfrew Ottawa East**

The new trestle within the "y" west of Archville, where the new car shops are to be located is now half built.

**03/09/1895 Ottawa Citizen Renfrew**

Mr. Wm. Heald contractor on the western section of the O.A. & P.S. railway is in the city at the Russell. On his contract on the western division about 200 hands are employed and the construction of the railway is progressing satisfactorily. It is expected that the gap will be closed on the 15th of November.

**06/09/1895 Eganville Star Renfrew Whitney**

Steel has already been laid four miles west of Whitney on the OA & PS A large force of men on the steam shovel day and night, keep well up on the heels of the steel layers with the gravel, and by the 1st of September we may expect to see the first ten miles west of Whitney open for traffic.

Mr. M. T. Stafford of Renfrew, spent part of this week at Whitney, and while there disposed of several car loads of pressed hay. Mr. Stafford has but recently embarked in this line of business, and we are glad to learn is meeting with marked success (due to the availability of Booth's railway).

The OA & PS Ry.. Station at Whitney is about completed. It is the handsomest on the line. The respected agent, Mr. Cunneynworth will take possession on Thursday. His family from Killaloe will arrive here on that day. From the Whitney correspondent of the Eganville Star

**06/09/1895 Renfrew Mercury Renfrew Whitney**

From the Whitney correspondent of the Eganville Star.

Steel has already been laid four miles west of Whitney on the O.A. & P.S. A large force of men on the steam shovel day and night, keep well up on the heels of the steel layers with the gravel and by the 1st of September we may expect to see the first ten miles west of Whitney open for traffic.

The O.A. & P.S. station here is about completed. It is the handsomest on the line. The respected agent, Mr. Cunneynworth will take possession on Thursday. His family from Killaloe will arrive here that day.

**13/09/1895 Renfrew Mercury Renfrew Renfrew**

The O.A. & P.S. Railway recently donated four car loads of gravel to the Creamery Company for the fixing up of the yard around the Creamery building.

**20/09/1895 Ottawa Journal Renfrew**

Next week all the construction camps along the O.A. & P.S. Ry. will be closed as the season's work on the construction will then be about ended. Chief Engineer Mountain went up the line today to inspect the last of the work.

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Nearly all of the men employed on the line have been discharged. There is now only one mile more of the road to be built on McNeil (sic) and Ferguson's contract and that will complete the season's work.

**20/09/1895 Ottawa Journal Renfrew Ottawa East**

The Journal learned today that the building of the O.A. & P.S. workshops in the "Y" beyond Archville are to begin without delay.

Within a few weeks the foundations of the massive buildings will be laid. The plans for the shops have been ready for months. There will be two large workshops and a roundhouse. The buildings will be entirely of stone and will have steel roofing supported by immense steel stringers that are now being manufactured in Germany. The shops will consequently be almost fireproof.

The workshops will each be about 60 feet wide and 130 feet long. They will give employment to about 150 men.

The roundhouse will, it is stated, be located near the intersection of the two branches of the "Y" and will be large enough to house about thirty locomotives. The site for the workshops and roundhouse are already picket out.

**23/09/1895 Ottawa Citizen Renfrew**

An east bound freight train on the O.A. & P.S. railway, consisting of seven cars and the paymaster's van, ran off the track Saturday afternoon about half way between Douglas station and Renfrew. Fortunately the accident was not attended by loss of life although several of those on board had a miraculous escape. The train had just passed a slight curve when the engine, from some unknown source, jumped the track pulling the cars and van along with it. For fully a couple of hundred yards the train went thumping along on the ties, but remained on the roadbed to the great astonishment of those on board. Driver Turner and his assistants stuck to their posts until the train was stopped. They had rather a thrilling experience, but were well satisfied in having escaped with a few slight injuries they received in the knocking about.

A couple of cars were toppled over, one of them being loaded with horses and some railroad construction tools. A man was in this car, but was taken out from under a piece of machinery afterwards without a scratch.

Paymaster Wilson was counting some money in his van when the accident happened, and by the time the train was brought to a standstill he was at the opposite end of the car, almost unconscious from the effects of a blow he received while being jostled from side to side. His money was scattered over the floor.

Driver Turner had one of his shoulders badly bruised, and was otherwise pretty severely shaken up.

A wrecking train left immediately from Renfrew in charge of Roadmaster Hogan, and the track was cleared and repaired in the course of five or six hours. The train due here Saturday night about six o'clock was delayed considerably in consequence. The damage to the cars is slight.

Two of the horses on the car that went over had to be shot, as their legs were broken. They belonged to Mr. Simmers, sub-contractor on the railway.

**27/09/1895 Ottawa Citizen Renfrew Egans Estate**

The O.A. & P.S. Railway Company are building a station at Egan's estate on the Madawaska.

**27/09/1895 Ottawa Citizen Renfrew Whitney**

The first shipment of lumber from Whitney mills was made on Saturday, when seven cars were loaded and shipped. A large number of empty cars were brought to Whitney the same day to be loaded with lumber, and the shipment of it will now continue regularly.

**30/09/1895 Ottawa Journal Renfrew Elgin Street**

An electric car full of people going home from the fair narrowly escaped missing the afternoon train on the C.A.R. Saturday. The train was half way out of the station when the car ran into the platform. The car (sic - should be C.A.R.?) conductor had to pull his bell rope.

**01/10/1895 Ottawa Journal Renfrew**

Engineers of the OA & PS would be pleased if the owners of cows would keep them off the track, as the Company fines the engineers a days pay for each cow they kill.

**01/10/1895    Canada Lumberman    Renfrew    Whitney**

The St. Anthony Lumber Company which has recently constructed large stream mills at Whitney on the line of the Ottawa, Arnprior and Parry Sound, have started work. The mill proper is 207 feet long by 80 feet wide, with shingle and lath mill attached 48x50 feet and storing shed 32x270 feet. The capacity is 250,000 feet a day, supplied by three hand saws and one gang saw. Motive power for running the mill is supplied by a Corbiss engine of 700 horse power. Sawdust belts carry a continuous supply of sawdust to the furnace.

**03/10/1895    Ottawa Journal    Renfrew    Ottawa East**

Engine No. 81 of the C.A.R. ran off the track near the trestle at Archbridge last night but after considerable trouble was got on again without any damage being done.

**04/10/1895    Ottawa Journal    Renfrew**

AT THE DOOR OF PARRY SOUND: Contractor Plouf, of the OA & PS Ry., who has the contract for the construction of the last ten miles at the western end of the line, is in the city to-day. The line is now built to within a mile of the town of Parry Sound, and within a few weeks it will be completed. The terminus of the line will be on an island in the Georgian Bay in front of the town. The island forms a breakwater, and there is an excellent land locked harbour between it and the town where all the great shipping vessels of the lake could lie at anchor. The water of the Bay is at least thirty feet deep all around the point of the railway terminus, and vessels can be loaded and unloaded to and from railway cars without any inconvenience.

Trains are now running over forty miles of the western end of the line. About six hundred men were employed on the construction this summer.

**04/10/1895    Renfrew Mercury    Renfrew**

Inspection of a ten mile section of the Parry Sound line one mile west of Whitney took place last week. This makes the completed portion of the railway 154 miles.

**09/10/1895    Ottawa Journal    Renfrew    Ottawa East**

The work of filling up the land where the proposed car sheds of the C.A.R. are to be built in Ottawa East is proceeding rapidly. In a few days the site of the round house will be finished and the building itself commenced.

**12/10/1895    Ottawa Journal    Renfrew**

There are still about seven miles of rails to be laid on the eastern end, but after this is done the season's work will be finished.

**18/10/1895    Huntsville Forester    Renfrew    Parry Sound**

PARRY SOUND: From the Star: "Last Sunday afternoon two ladies and a gentleman while walking down the Rose Point Hotel road saw what they supposed to be a rabbit run under a log. Securing sticks they all took after the rabbit surrounding the hiding place, and commenced poking at the little fellow. The dress makers and tailors are busy making new clothes for the party - it was a skunk!

Work on the railway is being pushed along as fast as circumstances will warrant. The rock cutting is almost completed, and teams are now busy lowering the swamp near the Rose Point Hotel, which has to be taken down some thirteen feet. Filling up Willet's lake has been abandoned and workmen are now engaged in driving piles for a bridge across the lake. At the other end of the section the gravel train is busy ballasting and this part of the work will be pushed forward as rapidly as possible. Several times lately the sound of the locomotive whistle has been heard in town, giving our people notice that the long looked for railway is almost at our door.

Last week Post Office Inspector Jones arranged for the dispatch of daily mails over the Parry Sound Railway between Parry Sound and Emsdale, Sprucedale and Seguin. This arrangement is an admirable one and the Inspector has our thanks.

**31/10/1895    Ottawa Journal    Renfrew    Ottawa East**

The work of filling in the "Y" beyond Ottawa East is taking more time than was at first expected and it is doubtful if the construction of the O.A. & P.S. Ry roundhouse will be begun this fall.

**01/11/1895    Huntsville Forester    Renfrew**

A moose bull attacked two members of the Parry Sound Rail Road a week or so ago. One man was successful in reaching the branches of a tree, but the other was less fortunate and was thrown by the bull some twenty feet. The moose made a second charge, but the bruised and sore man managed to make it to the branches of a tree. The next day, they secured a rifle, started in pursuit, and found the moose not far from the previous day's attack. As soon as the moose saw them, it charged, but was brought down by the first shot.

**05/11/1895    Ottawa Journal    Renfrew    Ottawa East**

Engine No. 50, one of the shunting engines on the dump beyond Archville was badly smashed last evening. The locomotive had switched a number of car upon one of the switches and then swung on to another switch. The cars were not braked and when the locomotive was detached ran back down the grade striking the locomotive where it was standing on the tracks.

**08/11/1895    Huntsville Forester    Renfrew**

The season's operations on the OA & PS Ry. are at an end. The force of men employed on the construction all summer have been laid off. All the camps are empty with the exception of a few straggling ones that house a small party of men that remain to finish the ballasting.

**08/11/1895    Renfrew Mercury    Renfrew    Arnprior**

On Sunday a new diamond will be put in at the intersection of the C.P.R. and O.A. & P.S. Ry. lines in Arnprior.

**08/11/1895    Pembroke Observer    Renfrew**

Another year and the railway to Parry Sound will have been completed, and the greatest port on the Georgian Bay will be closer to Ottawa than Toronto is to the Capital. To-day only fifty miles of the entire distance between Ottawa and Parry Sound — two hundred and fifty-nine miles — remains uncovered by the rails, and Engineer Mountain says that it is more than probable that this gap will be covered before October of next year. Another year or two and the branch to Golden Lake connecting Pembroke with the Parry Sound railway will also have been completed. Then we must not rest until it shall have been pushed on to Haliburton and Toronto. On Monday, Mayor F. E. Fortin, Thomas Mackie, J. A. Thibodeau and J. R. Moffat went out to Wilberforce to look out the line through Wilberforce, etc. Who says Pembroke will not be the greatest railway centre of them all in the near future?

**29/11/1895    Ottawa Journal    Renfrew**

WHERE DEER ABOUND. The Toronto Globe of Monday said: "Provincial Engineer McCallum, who left Wednesday to inspect a ten mile section of the Ottawa, Arnprior and Parry Sound Railroad, has returned home. The portion of the road which he inspected lies in the townships of Nightingale in Haliburton, and Canisby (sic) and Airy, in the Nipissing district, three quarters of a mile running through the Algonquin Park. He found it to be in good condition. Nine miles of construction work beyond the point where he was is being pushed forward, and will be completed and ready for inspection shortly. He reports that there is about three inches of snow there, and that the region is full of deer."



**06/12/1895 Renfrew Mercury Renfrew**

Our flag station on the OA & PS is now up and completed, and is a credit to the Company, as it is made very comfortable for the winter months. We have not heard yet what it is to be called, but we hope and expect it will be called after the wonderful place itself "Goshen."

**13/12/1895 Eganville Enterprise Renfrew**

Mr. Cuddy, Dominion Inspector of Railways, and Mr. McCallum, Ontario Inspector of Railways, with a number of leading officials of the OA & PS R., recently inspected the last ten miles of the road between White Fish Lake and Cache Lake. They found everything satisfactory. The road is now completed to 168 miles from Ottawa.

**14/12/1895 Ottawa Citizen Renfrew**

Parry Sound railway trains are running over the bridge constructed over the electric railway tracks at Hintonburg by the Electric Railway Company. The work, which is most substantial, was carried out under the supervision of Mr. F.A. Hibbard.

**17/12/1895 Ottawa Citizen Renfrew Elgin street**

Officials in the C.A.R. station on Elgin street are making preparations for the removal of the offices into the new temporary station.

**20/12/1895 Ottawa Citizen Renfrew Goshen**

A new station is to be opened on the line of the O.A. & P.S. railway on Monday, at a point five miles east of Renfrew. It will be known as Goshen station.

**21/12/1895 Ottawa Journal Renfrew Goshen**

Goshen is the name of a new station to be opened on Monday on the line of the O.A. & P.S. Railway at a point five miles east of Renfrew.

**21/12/1895 Ottawa Journal Renfrew Elgin Street shops**

C.A. Ry. turn out the first coach from their workshops.

Exerpts. First passenger coach is a combination car 62 1/2 feet long over drawbars or 55 feet from door to door. Height is 9 ft 6 in from floor to ceiling or 14 from level of the rails and its width is 10 feet. It is a standard car - Westinghouse brakes, Miller couplers and fitted with steam heating apparatus. Externally it is plainly furnished with Sherman's tuscan red, pointed in black the lettering being in gold.

Full details of construction etc.

Others to follow.

A first class passenger coach is now being built and will be turned out of the shops in a few weeks. Two snow ploughs have also been built, one of which has already been put into use. This plough is 11 ft. 6 in. high, and 32 feet long end cost \$1,400. The plough has a raising and lowering front, also wings of the most improved pattern.

When the company erect their new shops beyond Archville next spring the work of manufacturing cars will go on in earnest but several coaches will be turned out during this winter.

The cars are constructed under the supervision of James Ogilvie, foreman of the car shops and Wm. Holtby, car foreman.

**24/12/1895 Ottawa Journal Renfrew Elgin Street**

The platform around the old Elgin street depot is being torn up in order to permit the laying of another freight track.

**27/12/1895 Ottawa Free Press Renfrew Elgin Street**

The Canada Atlantic depot is disappearing owing to the onward march of Ottawa's progress. People coming in from the west feel it strange to be whirled past the old depot and round the bend to the temporary Central depot. It is close upon fifteen years since these buildings were erected.

**03/01/1896 Ottawa Journal Renfrew Elgin Street**

The old C.A.R. depot on Elgin street is being converted into a company store house.

**09/01/1896 Ottawa Free Press Renfrew Elgin Street**

The old "C.A.R." signs at the Elgin street depot are all being removed and "O.A. & P.S." just up in their places. It is the intention to use that place for O.A. & P.S. freight.

**10/01/1896 Ottawa Free Press Renfrew Bank Street**

At the Bank street level crossing the O.A. & P.S. company has improved the protecting arms which swing across the roadway when a train is coming by putting on a similar attachment to stop the approach of pedestrians on the sidewalks.

**15/01/1896 Renfrew Mercury Renfrew**

On Tuesday night, the Ottawa Board of Trade presented Mr. John R. Booth with an address expressing their appreciation of the inestimable benefit which must accrue to that city and the Dominion from Mr. Booth's energy in building the OA & PS There were many laudatory speeches, and one gentleman pointed out that of the six and three-quarter millions expended in the construction of the Parry Sound over five millions of Mr. Booth's capital had gone into the scheme.

**24/01/1896 Ottawa Citizen Renfrew**

Mr. E. Fauquier, of Toronto, has been given the contract of constructing the incompleted 47 miles of the Parry Sound Railway. The uncompleted portion lies between Lake of the Two Rivers of the eastern line and Scotia station of the western line. Work will be commenced early, as Mr. Booth is anxious to have the line completed by the fall.

**31/01/1896 Ottawa Journal Renfrew**

WINTER SAWING. The Ottawa Journal of Friday, said : Tomorrow Mr. J. R. Booth will send a gang of men to his Egan limits on the Madawaska, under circumstances that will mark the opening of a new era in lumbering operations in Ottawa - the sawing of lumber in the mills here during the winter.

The men will take out a quantity of dimension timber, which will be shipped to Ottawa by the Parry Sound road, and run right to Mr. Booth's yards at the Chaudiere. The Parry Sound railway runs through the Egan limits.

The timber will be hauled from the yards to the mill and there sawed the same as in the summer. The reason that sawing has not been done in the winter in the past is not that the water power has been frozen or lacking, but that the logs have not been available, owing to the river being frozen over.

The shipment which is to be made is in the nature of an experiment. If it proves successful, other shipments will follow, and winter sawing will become an established thing in Mr. Booth's mill, and probably in all the other mills, which have limits near the line of railways. Renfrew Mercury/Ottawa Journal

**07/02/1896 Ottawa Journal Renfrew**

Mr. Fauquier has to put in for his works on the O.A. & P.S. Ry. construction, 600 tons of provisions and hay. A road has to be cut for a distance of 27 miles and all the material has to be in before the winter roads break up. Men are now busy cutting out the road. D.D. McDonald & Co. contractors for the first ten miles have also put in 200 tons of material. Over one hundred men are already at work and more are daily going up. Mr. C. Campbell of Eganville, has one large camp at the end of iron and will soon have two more in running order further west.

**07/02/1896 Renfrew Mercury Renfrew**

Chief Engineer Mountain will leave soon for a snowshoe inspection of the un-built central portion of the Railway.

**14/02/1896 Renfrew Mercury Renfrew**

The commencement of work on the OA & PS construction will greatly benefit this section. A larger number of men than was ever known before have been unable to get employment in the shanties, and many of these will now get employment in cutting out the right-of-way and in the rock cuts.

Mr. Fauquier has to put in for his workers on the OA & PS Ry.. Construction 600 tons of provisions and hay. A road has to be cut for a distance of 37 miles and all the material has to be in before the winter roads break up. Men are now busy cutting out the road. D. D. McDonald & Co., the contractors for the first ten miles, have also put in 200 tons of material. Over one hundred men are already at work and more are daily going up. Mr. C. Campbell, of Eganville, has one large camp at the end of the iron and will soon have two more in running order further west.

**14/02/1896 Renfrew Mercury Renfrew**

INSPECTED TO THE BAY. Last Eight Miles of the OA & PS Ry.. Looked Over by Government Engineers. Mr. A. W. Fleck, secretary-treasurer, and Mr. Geo. A. Mountain, chief engineer of the OA & PS Ry., returned last week from Parry Sound where they were representing the company at the inspection of the last part of the western end of the line by the Ontario and Dominion government engineers, which took place on Wednesday. Eight miles of line, which completes the line into the waters of the Georgian Bay at Parry Sound were inspected. Mr. Thomas Ridout was the engineer for the Dominion government, and Mr. McCallum represented the Ontario government. Trains will be run in a few days from Emsdale into Parry Sound, a distance of over sixty miles. Mr. J. E. Switzer has gone up in charge of an engineering party, who will survey the line from Emsdale eastward until they meet the other party that is surveying westward.

**15/02/1896 Ottawa Citizen Renfrew Ottawa East**

Mr. J.R. Booth is drawing a large quantity of stone to the site of the proposed car shops and round house in Ottawa East. The work of constructing the shops will commence in the spring.

**17/02/1896 Eganville Leader Renfrew**

The OA & PS RR is now transporting passengers to and from Whitney. The owners of the new sawmill in Whitney are American, and it is now a one-company town with houses, stores, etc. all run by the company's representative, Mr. John Ferguson. It has been described as 'a remarkable hamlet.'

**26/02/1896 Huntsville Forester Renfrew**

The contract for building the remaining forty-eight miles of the Parry Sound Railway was let to E. F. Fauquier of Toronto, at a figure close to half a million dollars. When the contract is in full swing, there will be three thousand men and two hundred teams employed. It is expected that before the end of summer, Ottawa will be in direct contact with Georgian Bay.

**27/02/1896 The Equity, Shawville Renfrew**

Fred Rollin of the Chaudiere, Ottawa, had his ear bitten off in a fight on the Parry Sound railway train near Arnprior a few days ago. John Cyr, of Ironsides, was arrested for the assault.

**03/03/1896 Ottawa Free Press Renfrew**

The first shipment of plumbago from the mines at Calabogie, came into the city by the Parry Sound line yesterday, there being four car loads. It will be prepared for market in a factory to be arranged in the old Pierce mill on Victoria Island, which will be in operation within two months.

**04/03/1896 Ottawa Journal Renfrew**

Careful of the Dynamite

One hundred and fifty tons will be used during the coming summer in the construction of the O.A. & P.S. Railway. The explosive is obtained from the Ottawa Powder Works, Buckingham, and will be brought to Ottawa by C.P.R. and then carried over the O.A. & P.S. line by special train. From the present terminus at Cache Lake it will be drawn to the different magazines erected along the survey from that place to Elmsdale, an intervening distance of 47 miles. The magazines are to be built wherever possible on islands in the lakes some distance from the scene of operations and the quantity for each day's use will be taken from the magazine as required. This care is being taken to avoid accidents.

Chief Engineer Mountain, who came down the line this morning, states that ten teams began distributing dynamite along the line from Cache Lake to Elmsdale today. He states that 150 teams and almost 600 men are now busy on the construction and as many as fifty new men are being put on daily.

All the work is now under way. Rock cutting, pile driving, sand cuttings and clearing have commenced. Three pile drivers are at work.

The camps along the line, about thirty in number, are now all completed and ready for occupancy. They will accommodate about 2,000 men.

**07/03/1896 Renfrew Mercury Renfrew**

Mr. Geo. Ferguson, of O'Neill & Ferguson, contractors on the OA & PS expansion, was in town this week. He informed The Mercury that actual construction work was being rapidly pushed to the last mile to Cache Lake, which the Company wish to be able to run to by the end of June. The piling of two bays of the lake is also being pushed along, while the ice lasts. The chief worry, however, Mr. Ferguson says, is in the getting in of supplies. There are no summer roads in that section, and so every possible advantage is being taken by the sleighing. Mr. Ferguson quite expects that those Renfrew-ites who want to go and shake hands with the new neighbours at Parry Sound will be able to do so in season to wish them 'a Merry Christmas!' at the same time.

**20/03/1896 Renfrew Mercury Renfrew**

Douglas, March 17: Mr. Cook, a sub-contractor on the OA & PS construction, spent Monday here, purchasing a large order of supplies from J. & S. McEachen, who, by the way, have contracted to supply groceries and provisions to nearly all Fauquier's contractors during the coming summer and fall. Contractor J. J. Jolliffe has been awarded the contract for filling and scraping for 1896.

**27/03/1896 Eastern Ontario Review Renfrew**

The Ottawa, Arnprior and Parry Sound R.R. will carry free all patients from this district going to or from the consumption sanatorium in Muskoka.

**28/04/1896 Ottawa Journal Renfrew**

The O.A. & P.S. Ry. is now accepting freight to a distance of twenty miles above Whitney.

There will be an excursion to Renfrew on May 25 from Ottawa in connection with a fireman's demonstration in that town.

**01/05/1896 Ottawa Journal Renfrew**

OA & PS IS GETTING ON. The construction of the OA & PS Ry.. goes rapidly on. The work of pile driving and clearing right of way is about finished. The track will be ready for the steel across Cache Lake by the middle of next month. The contractors have all their supplies in for the first twenty miles of this season's construction.

**19/06/1896 Ottawa Journal Renfrew**

The railway mail clerks are telling a good story at the expense of two of their number which is all the better because it is quite true. On the O.A. & P.S. Ry. there are two sets of mail clerks. One set runs from Ottawa to Eganville and the other has charge of the distribution of the mail from Eganville westwards to the terminus of the line.

On Tuesday last Mail Clerks Reeve and McLatchie in sorting the mail from west of Eganville came across a parcel which did not meet the requirements of the postal regulations. It was not prepaid by postage stamps, weighed more than the stipulated weight of five pounds, was more than two feet long and did not bear any address. Upon examination it was found to be a boy who was attempting to steal a ride from Whitney to Ottawa. It appears that when examining the train at Barry's Bay where he would be safe from the lynx eyed conductor, the urchin passed through the mail car and discovered some empty mail bags hung on hooks. Thinking one of these would fill the bill he popped in and remained until discovered by the mail clerks. The duty of mail clerks is to send unpaid and unaddressed parcels to the dead letter office, but in this case the mail clerks were prevented from fulfilling their duty by the escape of the "male" matter. The boy had made a sudden disappearance upon the arrival of the train at Eganville.

Mail Clerk Reeves states that the boy succeeded in beating his way to Ottawa as he was observed on the streets yesterday.

**25/06/1896 Ottawa Journal Renfrew**

A big farmers' excursion will be run into the city tomorrow from points over the O.A. & P.S. Ry. between Renfrew and Ottawa. No mention of use of station in Ottawa.

**25/06/1896 Ottawa Journal Renfrew Ottawa East**

The building of the new shops and round houses of the O.A. & P.S. Ry. at the "Y" beyond Ottawa East will begin early next month. The ground between the C.A.R and O.A. & P.S. Ry. tracks at the "Y" comprising nearly ten acres is filled in and all is almost in readiness to begin the building of the shops. The men who were employed on the steam shovel in the excavation of the canal bank were relieved from work yesterday. They numbered about thirty in all. The plans for the car shops and round houses have been prepared and particulars of them were given in the Journal some time ago.

**26/06/1896 Ottawa Citizen Renfrew Ottawa East**

Work on the new workshops and roundhouse of the O.A. & P.S. Railway will be commenced next month.

**03/07/1896 Eastern Ontario Review Renfrew Eganville**

In sorting the mail from west of Eganville, on the O.A. & P.S. Ry. On Tuesday last, the mail clerks, whose duties commence here, came across a parcel which did not meet the requirements of the postal regulations. It was not prepaid by postage stamps, weighed more than five pounds, was more than two feet long and did not bear any address. Upon examination it was found to be a boy who was attempting to "beat his way" from Whitney to Ottawa. It appears that when examining the train at Barry's Bay for some place when he would be safe from the "lynx-eyed" conductor, he passed through the mail car and discovered some empty mail bags hung on hooks. One of these, he thought, would just about fill the bill and in he popped and remained until discovered by the mail clerks. Their duty was to send unpaid mail and unaddressed parcels to the dead letter Office, but in this instance they were prevented from fulfilling their duty by the escape of the parcel.

Eganville Enterprise.

**05/07/1896 Renfrew Mercury Renfrew Wilno**

A new railway station, similar to the Eganville one, is being erected by the O.A. & P.S. Ry. at Wilno. An Ottawa contractor has the work in hand.

**16/07/1896 Ottawa Journal Renfrew**

Colporteurs will be sent up to the construction of the O.A. & P.S. Ry. by the Ottawa Bible Society.

**17/07/1896 Renfrew Mercury Renfrew Eganville**

The O.A. & P.S. westbound train on Wednesday morning was delayed a few minutes at Renfrew for rather a strange cause/ A swarm of bees was hovering over the track, directly in front of the station. Before reaching the station the train was stopped for a few minutes in order that the car doors and windows might be closed to prevent the bees entering and causing inconvenience to the passengers. Eganville Enterprise.

Also in the Shawville Equity, 23 July.

**21/07/1896 Ottawa Journal Renfrew Golden Lake**

Mr. E.F. Fauquier, contractor of Ottawa, is shipping part of the plant which has been lying at the depot here for some time to Mr. Whitney, Long Lake. Our friend, Big Joe, is doing the work.

**22/07/1896 Ottawa Free Press Renfrew**

Mr. Thomilson (sic) contractor for Mr. J.R. Booth, will leave the city next week with twenty-five men to continue the work on the Parry Sound line.

**23/07/1896 Ottawa Journal Renfrew Madawaska**

The O.A. & P.S. Co. have 2,000 men at work at Madawaska Crossing where they are erecting a round house laying tracks and preparing generally for the removal of the divisional point from Barry's Bay to that station.

**23/07/1896 Ottawa Free Press Renfrew**

The O.A. & P.S. company are preparing to remove the divisional point from Barry's Bay to the Madawaska crossing. A round house is being built, side tracks being laid down and preparations being made for the necessary buildings. Track laying will commence on the western end of the line on August 15th, 2,000 men are on the construction.

**29/07/1896 Ottawa Journal Renfrew**

Mr. Tomlinson, contractor for the Ottawa, Arnprior and Parry Sound Railway, left the city yesterday to commence the work of constructing the divisional station, between the eastern and the western sections of the railway, at Madawaska. A new station and a large round house will be among the first things to be constructed.

**04/08/1896 Ottawa Free Press Renfrew**

A large number of men were dismissed on the Parry Sound railway yesterday, as nearly all the masonry work is now completed. Mr. Thompson is engaging a gang of bricklayers to go up next week.

*07/08/1896 Ottawa Citizen Renfrew*

KILLED BY AN EXPLOSION: On Saturday, the bodies of two men were brought down to Renfrew by the OA & PS express, and, by instructions of Messrs. D. D. McDonald & Co., railway contractors, were taken to Mr. T. Hynes undertaking establishment to be prepared for burial. One, whose name was James Ryan, was buried in the Renfrew cemetery. The other, Louis St. Pierre, was interred in the R. C. cemetery. Both were strangers. Another body, of a man named McLeod, was taken to Cornwall: while a fourth victim, alive, was taken down to the Ottawa Hospital.

So far as can be learned, the three deaths and the injury were due to a blasting accident. The four men had prepared a blast. The charge did not explode, and after they thought a reasonable time, they approached the spot. They were sitting around discussing what step next to take, when the blast went off. The three men were killed, and the other injured, by the concussion and by the flying masses of rock.

From Mr. George Jamieson, who accompanied the bodies down from Whitney, and assisted Mr. I. E. Evans, who came down with them on behalf of the McDonald firm, we learn that the above rumour was not correct. The men had exploded one light charge, and were engaged in putting in a very much heavier charge to open out the seams. This exploded unexpectedly. Foreman McLeod was badly mangled - his hands blown off and legs badly torn. Ryan was picked up dead in the bush, more than 100 feet away. On St. Pierre, there lay a rock weighing two or three tons. The injured man was also a St. Pierre, a brother of the dead man.

The coroner's inquest as to the death of the three men killed in the dynamite explosion up the Parry Sound Railway resulted in a verdict of accidental death being returned. Two boxes of dynamite had been placed in the hole drilled in the rock and the men were packing earth over it when the explosion occurred. Mr. Arthur Bruce, civil engineer on the OA & PS R., arrived in the city yesterday, after accompanying the remains of John McLeod, who was killed, to his late home in Cornwall. Mr. Bruce believes the accident was due to the sensibility to friction of the copper caps which are implanted in dynamite for the purpose of exploding.

*07/08/1896 Ottawa Journal Renfrew Madawaska*

Mr. C. Tomlinson of this city has the contract for erecting the new station and other buildings at the new divisional headquarters of the O.A. & P.S. Ry. at Madawaska.

*04/09/1896 Renfrew Mercury Renfrew*

The steam shovel which is at work on the O.A. & P.S. R construction, moved from Brennan's gravel pit to Montgomery pit, about thirty miles further west.

*09/09/1896 Renfrew Mercury Renfrew*

The OA & PS are now extending their telegraph line west of Cache Lake. The steam shovel (Fauquier's) has moved from Brennan's gravel pit to Montgomery pit, about thirty miles west. The grading is now completed for one hundred and fifty miles west of Ottawa.

*17/09/1896 Ottawa Journal Renfrew Central Depot*

Wandering Dagos

A party of about one hundred Italians, navvies on the O., A. & P.S. Ry., arrived in the city a few days ago and are loitering about looking for work. They make their quarters among the woodpiles across the canal from the Central Depot and each morning and evening are to be seen eating in companies of three or four.

*18/09/1896 Renfrew Mercury Renfrew*

The steel is all laid on the OA & PS R. R. to within twenty-three miles of joining the ends on which work is proceeding, westward, and eastward, to and from Parry Sound. Some delay will be caused by extensive rock cutting yet to be done, but all is expected to be completed by the 1st of November.

*28/09/1896 Ottawa Journal Renfrew*

The legislative special over the Ottawa, Arnprior and Parry Sound Railway on Saturday was in every respect successful.

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Shortly after 8 o'clock on Saturday morning, one of the finest specials that ever pulled out of Ottawa steamed from the Central depot. It consisted of the magnificent C.A.R. official car "Opeongo" a recent output of the workshops; car No. 99; two Wagner sleepers, the "Lorne" and the "Levis", a first class smoker and a first class dining car from the New York Central with supplies for the culinary department from Gotham itself.

List of those on board - Booth, MPs and senators etc.

The train went to the end of construction, the engine was turned on the "Y" at Gilmour's mills and dinner was served on the way back to Whitney. Speeches.

The train reached the C.A.R. station at 12.30 a.m.

Passed the hat round for the train crew.

*28/09/1896 Ottawa Citizen Renfrew*

It was a swell special that pulled out of the Central station Saturday morning at 8 o'clock, having on board about 100 senators, members of Parliament, prominent citizens and pressmen invited by Mr. J.R. Booth to make a trip of observation over the Ottawa, Arnprior and Parry Sound Railway.

The train was composed of six cars, in the van being the sumptuous private car "Opeongo", a praiseworthy product of the Canada Atlantic shops, in point of elegance and convenience probably second to none in the Dominion. There was next, the second official car of the road, followed by two elegant Pullmans and a smoking car with a special dining car of the New York Central in the rear.

-- participants.

-- end of run on Saturday Potter Lake

speeches etc.

## PARRY SOUND ROUTE.

## A LEGISLATIVE SPECIAL RUN TO THE END OF THE TRACK.

Senators and Members on an Observation Tour of the New Short Line to the Great Lakes. Enthusiastic over the Prospects of Mr. Booth's Enterprise.

It was a swell special that pulled out of the Central station Saturday morning at 8 o'clock, having on board about 100 Senators, members of Parliament, prominent citizens and press men, invited by Mr. J. R. Booth to make a trip of observation over the Ottawa, Amprior and Parry Sound Railway.

The train was composed of six cars, in the van being the sumptuous private car "Opeongo," a praiseworthy product of the Canada Atlantic shops, in point of elegance and convenience probably second to none in the Dominion. There was next the second official car of the road, followed by two elegant Pullmans and a smoking car, with a special dining car of the New York Central in the rear. Mr. John R. Booth was assisted in the entertainment of his guests by the officers of the Canada Atlantic and Parry Sound systems, and by Mr. V. C. Edwards, M. P., by whom the invitations were conveyed to the legislators on Mr. Booth's behalf. The Passengers.

Among the guests were Sir Henri Joly de Lotbiniere and Hon. R. R. Dobell, of the government; Hon. Peter Mitchell, Mr. Charlton, M. P.; Mr. Wm. Hutchison, M. P.; Hon. F. Langelier, M. P.; Hon. D. C. Fraser, M. P.; Mr. Choquette, M. P.; Senator Perley, Senator Primrose, Senator Macdonald, Mr. Casey, M. P.; Mr. Guillet, M. P.; Mr. Semple, M. P.; Dr. Lewis, M. P.; Mr. Somerville, M. P.; Mr. Fraser, M. P.; Mr. McGregor, M. P.; Dr. Stubbs, M. P.; Mr. J. Christie, Q. C.; Mr. Richardson, M. P.; Sheriff Sweetland, Mr. Cowan, M. P.; Mr. Bain, M. P., chairman of the House Committee on Agriculture; Mr. Frank McDougal, Mr. McMillan, M. P.; Senator Snowball, Mr. Hiram Robinson, Mr. C. R. Cunningham, Mr. Whitney, Mr. McGuigan, M. P.; Mr. Gilmour, M. P.; Mr. John Smith and representatives of the press.

The "legislative special," as the train was officially termed, was in charge of Conductor Whitman and Engineer Orr, manned by Brakesmen Biggar and McQuestion, while Conductor Thomas had charge of the N. Y. C. special dining car, with an ample staff of cooks and attendants.

## The Westward Run.

The 115-mile run to Whitney was made in as quick time as was considered to be compatible with the object of the trip, that of affording the guests a good view of the interesting country which the railway traverses. It was an ideal day for such observation. Soon after the start the sky cleared, a bright sun gladdened the ever-varying landscape and warmed the autumn air to almost a summer temperature. To many the well-tilled farm lands and thriving towns along the first 75 miles or so of the run were a source of surprise and admiration. While the scenery of the sections beyond delighted everybody on board. Commencing at Golden Lake, fitly so named for its gorgeous setting of sun-lit hills, and running on through the Valley of the Madawaska to the famous region of Algonquin Park, the journey is a succession of rare scenic delights. For the last fifty miles of the already completed road, the route winds through a wooded country, skirting the shores of Long Lake, Rock Lake, Whitefish, Cache, Canse and Potter Lakes, all of considerable size, and passing close by lakelets unnamed and innumerable, all bordered by tree-clad hills now glorious beyond description with the hues of autumn.

## Through the Park.

The thirty-three-mile run west of Whitney, the present terminus of the line, was made in slower time with the two-fold object of giving opportunity for sight-seeing and of making the trip over the several miles of unballasted road in absolute safety, for the train was an unusually heavy one. To the uninitiated, however, the precaution appeared needless, so substantial is the work of construction even in its present stage. The roadbed is unusually solid for a new one.

There are numerous very heavy rock cuttings on the last twenty miles run over on Saturday. But beyond that point, on the 20-mile gap between construction headquarters of the eastern and western sections, still more stupendous obstacles have had to be overcome by excavation in the solid rock. At what is known as "Summit Cut," for instance, there is a working of 2,000 feet in the sheer face of the mountain. Through this twenty-mile gap, however, it is exacted to have the line completed by the 20th October. To accomplish this feat construction work is being pushed from both ends, operations with steam drills, blasting and hoisting equipment having been in progress day and night continually for months past on Summit Cut in question.

The end of the run of Saturday was at Potter Lake, in the very heart, almost, of Algonquin Park, and 80 miles only from Parry Sound harbor. The trip from Ottawa through to the Georgian Bay will probably be made in eight hours when the line is fully finished. It was while the train was speeding through the glowing forests of the Upper Madawaska Valley that luncheon was eaten in the dining car. Dinner was served on the return journey. Both repasts were in every respect worthy of the occasion, probably as sumptuous and elaborate as were ever served on wheels by a Canadian railway management, a fitting accompaniment to the magnificence of the day's entertainment.

## A Meeting on Board.

On the homeward trip, after night had closed in, it was decided to make formal expression to Mr. Booth of the great pleasure and profit derived from the outing. Accordingly the guests gathered in the smoker, and with Mr. Booth and the officials of the road seated in the centre, duly organized with Mr. John Charlton, M. P., as chairman. The selection of the member for North Norfolk, made upon suggestion of Mr. Edward, was a fortunate one, inasmuch as Mr. Charlton, besides exceptional qualifications for the presidency of such a gathering, possesses an intimate practical acquaintance with the commerce and kindred interests linked to this great enterprise of the Parry Sound line.

In his opening remarks Mr. Charlton alluded to the representative nature of the gathering assembled to give voice to their feelings of regard for their esteemed and honored friend. He presumed that there was not a guest present who had not during the trip received an education in respect to the great work they had reviewed, one of the most important lines in all Canada, and a monument to the pluck, perseverance and enterprise of one of the most remarkable men in Canada. He confessed to having been surprised himself at the magnitude of the undertaking and the stupendous difficulties overcome.

## As a Short Route.

"This railway," said the chairman, "is destined to play a most important part in the business history of the country. It reaches one of the best and most accessible ports on the Great Lakes, as you will understand when I tell you that any vessel which can pass through the "Soo" canal can come safely to the terminus of this road; and, further, that a vessel which can only take a two-thirds cargo through such channels as the St. Clair River, can come safely with a full load to the harbor of Parry Sound, or rather the island of Parry Sound, which is to be the terminus of the line." Speaking of its great possibilities as an eastern line, Mr. Charlton said it was undoubtedly the shortest route from the west to Boston and New York.

## The Freight Question.

"Any railway line," added Mr. Charlton, "which has all these splendid advantages must necessarily have a great business future; and the man who planned so great a work, foresaw its possibilities and had the genius to carry out the scheme, has genius enough to stamp his individuality on the history of his country. For this line is one which will certainly regulate grain freights from the great Northwest to the eastern seaboard, preventing the exactions of monopolies. It will thus be a safety valve to the commerce of a great portion of the continent, and in this way a godsend to all the inhabitants west of Lake Superior." (Appause.)

Mr. Charlton concluded with an eloquent expression of the deep sense of obligation which the guests of the occasion particularly, felt towards Mr. Booth and those associated with him.

## Members of The Government.

Sir Henri Joly del Lotbiniere in moving a formal vote of thanks, said it was impossible to part with Mr. Booth without expressing the pleasure they derived from the day's outing. "While we," said Sir Henri "have all along been talking in Parliament, Mr. Booth has been working. While we have been trying to devise what would be most beneficial for the country and best calculated to forward the development of its resources, Mr. Booth has been showing us how it can best be done; and no man has accomplished more for the country in this way than he. Mr. Booth has achieved for Canada this splendid service, that he has provided an outlet for the products of the great west, by a line of transportation 400 miles shorter to the head of ocean navigation than any other route in existence. Therefore let us make a sincere wish for the success of his undertaking, and hope that the life of one of the most useful men in Canada may long be spared." This sentiment was warmly applauded.

## Quebec Interested.

In seconding the resolution, Hon. Mr. Langelier said that the trip had been one of special interest for him, inasmuch as Quebec, which he represented, was so deeply concerned in the enterprise. Quebec was interested in the furtherance of the Parry Sound Railway because it expected to be connected with another system, only 80 miles of which remained to be completed to enable the people of Quebec to go through to Parry Sound by a direct and independent route. And all this the people owed to the pluck and enterprise of Mr. John R. Booth. It has long been the custom to erect statues to eminent men in honor of their

achievements, and certainly men like Mr. Booth, who had done so much for the advancement of the country, deserved such honors. But he would require none at the hands of posterity, because he would leave in this great railway the grandest monument that could ever be erected. (Cheers.)

Mr. Booth's Reply.

To the resolution thus offered and duly tendered by the chairman in appropriate terms, Mr. Booth replied with his wonted modesty of expression. It was always a pleasure, he said, to know that our efforts, no matter how humble, were appreciated by the representatives of the country, those best qualified to speak for the people at large. No doubt he had made a great effort and undergone a struggle, to get this road through! but when he heard such expressions of satisfaction as those he had just listened to, when assured of the lively anticipations and bright hopes which the representatives of the people entertained as regards this line as a trunk line of communication, destined to be of great benefit to the country, he certainly felt in large measure compensated, by being made to feel that his own anticipations would be fully realized. He hoped that, as one speaker had said, the benefit of this railway to the country would live after him. He did not expect, personally, to reap any large benefit from its success, but as he was going through this world only this once it was some satisfaction to contribute a little to the sum total of human achievement, and he hoped that from what he had done the country would reap as much benefit as he had derived of pleasure in doing it. He was glad to have had the company of his distinguished guests upon the trip and was only sorry they had not gone a little farther so as to see more of the work. But they had observed sufficient to at least judge of the character of the country and of the difficulties that had to be overcome in constructing a railway through it. The line would be put through this fall, thus completing a short route from the Great Lakes to the sea-board. To hear representative men from all parts of the country, men of experience and judgment, express such strong faith in the future of the road, was a source of great satisfaction, for he himself had not the time to study out fully, the commercial possibilities of such an enterprise. Mr. Booth concluded, amidst cheers, by expressing the hope that in the near future he would be able to give the representatives a trip through to the Great Lakes on the complete Parry Sound Railway.

Further Congratulations. Hon. R. R. Dobell moved a resolution of congratulation to the officers of the company who had, so ably carried out Mr. Booth's splendid project. The hon. gentleman conveyed to the objects of his resolution his personal appreciation of their efforts as well as of the enjoyments of the outing.

Hon. Peter Mitchell, one of the four surviving fathers of Confederation, made, quite a speech in seconding the resolution, he spoke of the advance in means of communication as one who had during many years as a cabinet minister, given great attention to the subject; and he congratulated the promoters and officers of the Parry Sound Railway on being participants in a grand national achievement. He spoke of the road as the fourth great trunk line of Canada, but differing from the Intercolonial, the Grand Trunk and the C. P. R., in that the construction of these other railways had been carried out either wholly or in great part by public outlay.

The Officials.

General Manager Chamberlain, speaking in acknowledgement, said there was a great work yet to accomplish, ere the the enterprise would be complete. There were docks to be built at Parry Sound, grain elevators to be constructed and steamship lines to be provided.

Chief Engineer G. A. Mountain, in the course of his remarks, assured those present that very much of the direction of even his part of the work, had been done by Mr. Booth, who in going over the profiles with him, frequently suggested changes involving greater outlay for the sake of enhancing the stability of the road. Addresses in reply were also made by the president of the C. A Railway, Mr. C. J. Booth; by the popular secretary-treasurer. Mr. A. W. Fleck, by Mr. C. J. Smith, general freight and passenger agent, and by the general superintendent, Mr. M. Donaldson.

Other Speeches.

Mr. Choquette, M. P. for Montmagny, made a vigorous and practical address in moving a vote of thanks to Mr. W. C. Edwards. He said there were three things Quebec wanted, the Parry Sound Railway, the bridge and the fast Atlantic line.

Mr. Flint. M. P. for Yarmouth, N.S., spoke in congratulatory terms of the enterprise in seconding the resolution.

The energetic member for Russell delivered a characteristically happy reply to the thanks of his fellow members and friends. Mr. Edwards also paid a very high tribute to Mr. Booth, and referred in a practical way to the advantages which would accrue from the completion of the road.

Addresses were also delivered by Senator Primrose, of Pictou, X. S.; Senator Macdonald, of British Columbia; Hon. D. C. Fraser. M. P. for Guysboro'; Sheriff Sweetland and Senator Perley, who spoke on behalf of the Northwest and its interest in all that lessen the cost of transportation; also by Mr. Hiram Robinson. Senator Snowball, Mr. McGregor, M. P., for North Essex, and Mr. J. D. Grace, on behalf of the local press.

A vote of thanks to the chairman, proposed by ex-Mayor McDougal and Mr. C. R. Cunningham, was adopted with acclamations, and cheers for Mr. Booth, for the officers of the road and for Mr. W. C. Edwards. M. P., closed the formal proceedings.

The Central Depot was reached at midnight and the delighted guests were conveyed from thence to their several abodes in special cars of the Ottawa Electric Railway

**02/10/1896    Ottawa Journal                    Renfrew**

Mr. J. R. Booth's invitation to Senators and Members of Parliament to take a trip from Ottawa to the end of the OA & PS on September 27 was accepted by about one hundred gentlemen.

According to the reports in the daily papers, the excursion was greatly enjoyed by the visitors. They were most hospitably entertained. On the return trip many complimentary remarks were made as to Mr. Booth's pluck in undertaking to build the road, and the manner in which he has carried on the work of construction so far. The line shortened travel from the west to Montreal, access to the region was opened up as a health resort, and a fresh ground for hunters and sportsmen.

**09/10/1896    Huntsville Forester                    Renfrew**

The first through freight train passed through Arnprior today. It had thirty-five cars from Parry Sound to Ottawa. The line needs much ballasting. A gang has been sent up the line to build the grain elevators. Two will be built, with a million bushel capacity, to be completed by the spring of 1897.

**13/10/1896    Ottawa Journal                    Renfrew**

Accident to employee while working on the steam shovel west of Barry's Bay.

**14/10/1896    Ottawa Journal                    Renfrew                    Madawaska**

Barry's Bay will not be the divisional point of the O.A. & P.S. Ry. after 15th November. Madawaska will then be made the terminus of the first division it being exactly half way between Ottawa and Parry Sound.

The company buildings at Madawaska, the new divisional point on the O.A. & P.S. Ry. are now built. They were constructed by contractor Tomlinson of this city.

**15/10/1896    Ottawa Journal                    Renfrew**

It was a very dilapidated looking locomotive which pulled the O.A. & P.S. train from the west into Central depot this morning. The cab of the engine was boarded up and the inside charred as if it had been through a serious fire. And so it had. This morning before daybreak as the cleaners were at work on the engine at Barry's Bay getting the locomotive ready for the trip, a coal oil torch exploded. The oil was thrown all over the interior of the cab and in a minute the whole ceiling of the cab was blazing. It took some time to get the fire extinguished. Fortunately the fire did not burn any of the machinery.

**16/10/1896    Eganville Leader                    Renfrew**

Meanwhile the Mercury announced:"that passenger and freight service will commence about November 15, as only ten miles of track remain to be laid. This will be finished by month's end, after which the government will inspect, and then the line opened. The actual distance from Ottawa to Parry Sound will be two hundred and fifty-two miles. It is hoped that there will be an 8 hour service. Passengers leaving Ottawa at 8 a.m. will reach the lake port by 4 p.m. The divisional point will be Madawaska. The company has placed an order for four new passenger and freight locomotives, to be delivered in November. Four new snowploughs have been built at the company's workshops in Ottawa, for use on the line this winter."

**16/10/1896 Ottawa Citizen Renfrew Barrys Bay**

The cabin on an O.A. & P.S. Railway engine was badly damaged by fire at Barrys Bay early yesterday morning. The fire started from an explosion of a coal oil torch. No one was injured. The damage will be repaired here.

**21/10/1896 Ottawa Journal Renfrew**

The Ottawa, Arnprior and Parry Sound Railway and the Parry Sound Colonization Railway are now amalgamated under the name of the former line. The amalgamation was reached at a joint meeting of the board of directors of both lines in Ottawa yesterday. A station is to be built on the O.A. & P.S. Ry. at Ross Point.

**22/10/1896 Ottawa Journal Renfrew locomotive**

Four new locomotives for the O.A. & P.S. Ry. are expected to arrive in a few days.

**24/10/1896 Ottawa Journal Renfrew**

Large article about the almost completed O.A. & P.S. Ry.

**27/10/1896 Renfrew Mercury Renfrew**

A gang of thirteen men were sent up the OA & P S on Saturday to Parry Sound to build the grain elevators at the Parry Sound Harbour. The company will build two large elevators, having a storing capacity of one million bushels of grain. The elevators will be completed by next spring.

**31/10/1896 Ottawa Journal Renfrew**

THROUGH TO THE BAY: THE LAST RAILS ON THE OA & PS Ry. WILL BE LAID ON MONDAY - A Gigantic work Completed After Four Season's Labour and the Expenditure of Millions of Dollars - Final Government Inspection on Wednesday - The New Divisional Point.

By Monday evening the Ottawa, Arnprior and Parry Sound Railway will be completed from Ottawa to the waters of the Georgian Bay.

The last spike will be driven Monday, completing this gigantic work.

The first sod in the construction of the line was turned at Carp towards the end of July 1892, by Mr. George Kidd, MPP, then warden of the county. Since that time, 260 miles of railway have been laid as the result of four and a half season's work. The line as completed is a triumph of engineering skill and a lasting monument to the energy and enterprise of its promoters.

Madawaska becomes the divisional point of the line on Monday. It will be the permanent divisional point, being situated exactly half way between Ottawa and Parry Sound

Regular passenger trains will begin running between Madawaska and Ottawa Monday morning. The morning train leaving Ottawa at 8 a.m. will reach Madawaska at 12:40 p.m. A mixed train will connect with the passenger train at Madawaska and carry passengers to Canoe Lake, 44 miles further on.

Final Inspection

The official and final inspection of the line will be held on Wednesday next. Mr. Robt. McCallum, inspector for the Ontario government, will go over the line to Scotia, where it connects with the Northern, now controlled by the Grand Trunk. Mr. McCallum will be accompanied by Mr. A. W. Fleck, secretary-treasurer; Mr. Geo. A. Mountain, chief engineer, and Engineers Bruce and Cranston. The inspection party will leave Ottawa late on Tuesday evening on a special train.

**02/11/1896 Ottawa Journal Renfrew**

The Journal had a paragraph on Saturday which stated that the last spike would be driven today on the O.A. & P.S. Railway. Chief Engineer Mountain explained that that statement was somewhat misleading, for although the track between Ottawa and Scotia, on the Grand Trunk Railway will be completed through, yet there remains to be constructed the bridge across the Sound and nearly four miles of track beyond, to the terminus at deep water on Georgian Bay. This track cannot be laid until the bridge is completed which will take some time yet. Besides this, there is a large amount of ballasting to be done, so it cannot properly be said that, "the last spike has been driven," until all the work has been completed and the terminus at deep water reached.

**02/11/1896 Ottawa Journal Renfrew**

The morning O.A. & P.S. train began running to Madawaska, the new divisional point on the line. The eight o'clock was the first train to go through to Madawaska.

**03/11/1896 Ottawa Citizen Renfrew locomotive**

Four new locomotives arrived in the city yesterday from the Baldwin Locomotive Works, Philadelphia, consigned to the Canada Atlantic railway. Two are mogul freights and the other two passenger locomotives. They will be used on the O.A. & P.S. railway.

**03/11/1896 Ottawa Journal Renfrew Madawaska**

The new roundhouse of the O.A. & P.S. Ry. built at Madawaska, the new divisional point on the line, was used for the first time yesterday. It is a frame building on stone foundations and can stall five locomotives.

The final inspection of the O.A. & P.S. Ry. will begin tomorrow. More.

**06/11/1896 Brockville Recorder Renfrew**

By this evening the Ottawa, Arnprior & Parry Sound Railway will be completed from Ottawa to the waters of Georgian Bay. The first sod in the construction of the line was turned at Carp towards the end of July 1892, by Mr. George Kidd, M.P.P., then warden of the county.

**07/11/1896 Ottawa Journal Renfrew**

The inspection party which left last Tuesday evening by special train to inspect the O.A. & P.S. Ry. through to Scotia where the line crossed the Grand Trunk has arrived back in the city. --McCallum, Ontario Government inspector was well pleased --

**09/11/1896 Ottawa Citizen Renfrew**

Messrs. J.R. Booth, A.W. Fleck, G.A. Mountain, W. Hutchinson, M.P., G.B. Pattee, and Government Inspector McCallum have arrived home from their through trip over the O.A. & P.S. railway. Traffic will likely begin in about a week.

**18/11/1896 Ottawa Citizen Renfrew**

About seventy-five invitations have been issued by the engineers and contractors on the O.A. & P.S. Railway for their dinner tomorrow evening in the Grand Union.

**20/11/1896 Arnprior Semi-Weekly New Renfrew**

A freight train of thirty-five cars passed through here on the OA & PS Ry.. on Wednesday, among the cars being three loaded for Parry Sound, being the first through freight from Ottawa for that place. It is predicted that when the line is ballasted throughout and the wharves built on Georgian Bay, the amount of through traffic from east to west will be enormous owing to this being the shortest and most direct line from the western states to the seaboard.

**25/11/1896 Ottawa Journal Renfrew**

The opening of a through passenger service on the O.A. & P.S. Ry. from Ottawa to Parry Sound is likely to take place on Monday December 14. The ballasting of the line was completed last evening.

For the winter there will only be a mixed service from Madawaska to Parry Sound. More.

**26/11/1896 Ottawa Citizen Renfrew Barrys Bay**

On Friday evening when the freight train on the O.A. & P.S. railway was going west near Barrys Bay, an axle of one of the cars broke, causing the car to leave the rails. The wreck train had to be sent for to repair damages which it soon did; but the wreck train itself went off the track, and it took some hours before it could be replaced on the rails.

**30/11/1896 Ottawa Citizen Renfrew Galetta**

The Arnprior Chronicle has been informed by a director of the O.A. & P.S. railway that next summer Mr. Booth intends to build a spur from Galetta to Fitzroy Harbour. This and the large pulp mills to be erected there will make things lively at the Chats.

**05/12/1896 Ottawa Journal Renfrew**

Premier Laurier, at the invitation of Mr. J.R. Booth, is today making a tour of inspection of the O.A. & P.S. Ry.

A special train left the Central Depot at 8.23 last evening having on board the premier, Sir Henri Joly, W.C. Edwards M.P., J.R. Booth, A.W. Fleck secretary-treasurer, and E.J. Chamberlain, general manager. The train was pulled by locomotive no. 16 and was made up of Mr. Booth's private car, "Booth", and the government car "Openongo" (sic). Conductor Brown and Engineer Ferguson had charge of the train.

The party intended running as far as Madawaska, the divisional point last night, where they would remain over until this morning at the company's handsome hotel.

This morning at ten o'clock they were to proceed on to Parry Sound. They expected to reach Parry Sound about four o'clock this afternoon.

**09/12/1896 Ottawa Citizen Renfrew Madawaska**

The petition of the people of Renfrew county to have the divisional point of the O.A. & P.S. railway removed from Madawaska back to Barrys Bay, is to be presented to the government after all. --

**15/12/1896 Ottawa Journal Renfrew**

On Sunday next at 12 o'clock noon the new time table for the entire length of the Ottawa and Parry Sound Railway will be put in operation and the road opened to Parry Sound. The proofs of the timetable were examined and corrected by officials yesterday and by Sunday everything will be ready for the opening. The first through trains run out on Monday.

The road is not by any means entirely finished but the government will sanction if they have not made their official inspection prior to the 20th.

**16/12/1896 Ottawa Citizen Renfrew**

Regular passenger trains to Parry Sound will commence running on the O.A. & P.S. railway on Monday.

**21/12/1896 Ottawa Journal Renfrew**

At precisely 8 o'clock this morning the first regular through passenger train on the Ottawa Arnprior and Parry Sound Railroad pulled out of the Central station. At the lever of engine No. 14, the fastest in the service of the C.A.R. stood Engineer H. Brown while at his side was fireman J. Little.

The train, in charge of Conductor J.H. Roberts, brakeman D. Biggars, baggageman, H. Nicholson, mail clerks, H.G. Ketchum and Dunbar York, was composed of a baggage and mail car, a smoker and a first class passenger car.

Those on the train were Mr. G. Tomlinson, station builder for the company, Mr. W.S. Cranston, Divisional Engineer, Thos. McDermott, Joseph Belisle,

Napoleon Seguin, Jos. Trepanier, Andie Nantel, G.W. King, G.T. Whyte, H.P. Pennock, Ottawa; D.A. Younghusband, Carp and Joseph Leslie, Ottawa East.

There was no through passengers for Parry Sound, other than the road officials. The train will pass the down train at Maple Creek at 1.22 p.m. and will arrive at the north terminus at 8 this evening.

**22/12/1896 Ottawa Citizen Renfrew**

The first regular through train on the O.A. & P.S. railway left the Central station at 8 o'clock he schedule time. Those in charge of the train were: J.H. Roberts, conductor; H. Brown, engineer; J. Little, fireman; D. Biggars, brakeman; H. Nicholson, baggageman. The mail clerks were Messrs. H.G. Ketchum and Dunbar York.

**25/12/1896 Renfrew Mercury Renfrew**

Account of a trip on the O.A. & P.S.

**25/12/1896 Renfrew Mercury Renfrew**

THROUGH TO PARRY SOUND: The first through train to Parry Sound from Ottawa over the OA & PS was that which passed through Renfrew at the regular hour on Monday morning last. There were no through passengers booked from Ottawa, but several of the road's officials made the trip. The train which leaves Ottawa at 8 a.m. reaches the Sound at 8 p.m. The train which leaves Parry Sound at 7 a.m. reaches Ottawa at 6:30 p.m., and Montreal at 10:15 p.m.

**01/01/1897 Renfrew Mercury Renfrew**

The first through passenger from Parry Sound to Ottawa was W. Taylor, who arrived here on Thursday evening in company with his wife and daughter. Mr.

Taylor is delighted with the trip over the road, and has bright hopes of the northern town in which he has spent twenty-four years of his life in business. - Ottawa Journal.

**01/01/1897 Ottawa Journal Renfrew**

The First Passenger. The first through passenger from Parry Sound to Ottawa was Wm. Taylor, who arrived here on Thursday evening in company with his wife and daughter. Mr. Taylor is delighted with the trip over the road, and has bright hopes of the northern town in which he has spent twenty-four years of his life in business.

**22/01/1897 Ottawa Journal Renfrew Barrys Bay**

Accident four miles above Barry's Bay. Open switch. Three killed one badly injured.

**27/01/1897 Ottawa Journal Renfrew Barrys Bay**

Barrys Bay wreck - inquest. Suspicion of sabotage. Full account.

Two shantymen charged with displacing the switch, teamsters dragged their loads over the switch and displaced it - full account.

**29/01/1897 Ottawa Citizen Renfrew Barrys Bay**

The engine derailed in the recent accident on the O.A. & P.S. railway has arrived in Ottawa and is now in the company's shops being repaired. It is greatly damaged. The front portion is all smashed, and, what was once the cabin is now a jumble of broken wood and twisted iron. How Taylor managed to escape is a conundrum with those who have seen the engine. It is thought he must have been thrown out the cabin window before the tender had crashed into the cabin. (see accident file)



**01/02/1897 Ottawa Citizen Renfrew Barrys Bay**

Mr. Donaldson of the O.A. & P.S. Ry., and Detective Hatton arrived in the city Saturday from Renfrew after completing arrangements for the prosecution of Charles Golgoleen and Peter Clement for moving the switch which caused the recent disaster at Barrys Bay. It is said the men will admit having driven over the switch during the day of the accident, but as to whether they turned the switch or not in so doing they are unable to say.

**03/02/1897 Ottawa Free Press Renfrew**

Col. Smith, president of the Vermont Central RY., and Mr. E.J. Chamberlain went over the Parry Sound road Monday. Mr. Smith has his own train and an especial feature of interest is the electric headlight, the only one in use on the continent. The electricity is generated by a small motor in the engine. The light is a great success and far superior to the ordinary locomotive light for brilliancy and the distance the light is thrown.

**05/02/1897 Eastern Ontario Review Renfrew**

The train from Ottawa to Parry Sound over the Ottawa, Arnprior and Parry Sound railway was wrecked at Barry's Bay on Thursday night and three of the employes were killed

**26/02/1897 Renfrew Mercury Renfrew Eganville**

From the Eganville Enterprise. - The pump house at the O.A. & P.S. Ry. station was burned on Thursday night. The building was totally destroyed and the machinery rendered almost worthless. The loss will be about 800 dollars; insured. The origin of the fire is unknown. Three carloads of materials and machinery arrived next day and a gang of men in charge of Inspector O'Neill, are now at work on the new building.

**03/05/1897 Eganville Star Renfrew**

SWALLOWED A LIZARD: On Saturday last a workman on the OA & PS came to Dr. Chanonhouse to consult him about a fullness in the stomach and pains across the liver. The cause of the trouble was made known on Tuesday when the sufferer passed a lizard about six inches long. How or when he swallowed the reptile he does not know. He thinks that in the early summer when drinking at some stream along the railway line he unconsciously swallowed it when in an embryo state and it has been growing ever since in his stomach. The victim of this strange experience is now as well as ever.

**13/05/1897 Ottawa Citizen Renfrew Ottawa East**

Work on the car shops and roundhouse for the Parry Sound railway at Ottawa East will be commenced within the next two weeks.

**28/05/1897 Renfrew Mercury Renfrew Arnprior**

On Sunday a new diamond was placed in position at the intersection of the C.P. and O.A. & P.S. R'ts. The average life of a diamond is six months.

**09/06/1897 Ottawa Citizen Renfrew Eganville**

The municipalities of Eganville and Grafton are co-operating for the purpose of repairing the road to the O.A. & P.S. station. Since early spring this piece of road was almost impassable. However, this state of affairs is about to be remedied.

**09/07/1897 Ottawa Citizen Renfrew**

The inaugural excursion over the Ottawa, Arnprior and Parry Sound road to Parry Sound was fairly well patronized. About forty left on the trip.

**03/08/1897 Ottawa Journal Renfrew Goshen**

A train of 13 cars was ditched on the O.A. & P.S. on Saturday afternoon last.

The accident occurred at Goshen station around 2 p.m. A freight train was coming east at Goshen and either ran into an open switch or the rails spread.

The engine remained on the track and also the van. The tender and thirteen cars were thrown from the track into the ditch and were considerably damaged.

The cars were empty and did not sustain as much damage as otherwise.

The wrecking train was sent out from Ottawa and cleared the track in a short time. The express trains up and down were considerably delayed by the accident.

None of the trainmen left the train and were in no way injured.

**06/09/1897 Ottawa Citizen Renfrew Depot Harbour**

MR. TOMILSON'S CONTRACT (should be Tomlinson)

Mr. Tomilson, the well known contractor of this city, has received the contract for rebuilding the hotel at Depot Harbor, destroyed by fire during the summer.

The building is to be a plain structure of three stories and will be used as a boarding house by the train men and officials in charge of the works at the Harbor.

**10/09/1897 Ottawa Citizen Renfrew Ottawa East**

Work on the construction of the C.A.R. Company's roundhouse at Ottawa East will likely be commenced in the course of a few days. The company also intend erecting some freight sheds on the east side of the canal basin.

Also reported in the Ottawa Free Press, same date. - will accommodate about thirty engines.--

**11/09/1897 Ottawa Journal Renfrew Ottawa East**

Work is now progressing on the new round house of the C.A.R. at the "Y".

**11/09/1897 Ottawa Citizen Renfrew Ottawa East**

Work on a new roundhouse for the Ottawa, Arnprior and Parry Sound Railway was commenced at the "Y" in Ottawa East yesterday. The building will be of stone brick and iron.

**27/09/1897 Ottawa Journal Renfrew**

A combination locomotive and observation car passed through the city Saturday from Madawaska. The car is owned by president E.C. Smith of the Central Vermont railway and is called the "St. Lawrence". With his family, president Smith has been spending a month on the Madawaska.

**05/10/1897 Ottawa Citizen Renfrew Ottawa East**

Work on the C.A.R. roundhouse in Ottawa East is being carried on in a rapid manner. About 60 men are employed.

**18/10/1897 Ottawa Citizen Renfrew Ottawa East**

Work on the construction of the new C.A.R. roundhouse in Ottawa East is progressing rapidly.

**18/11/1897 Ottawa Citizen Renfrew Ottawa East**

Work is being pushed on the new Canada Atlantic railway sheds which are nearing completion. The windows were being put in yesterday and the building will be ready for occupancy in a short time.

**22/11/1897 Ottawa Journal Renfrew Elgin Street**

A test of the Stempel fire extinguisher, was to be held this afternoon at the old C.A.R. station before the officials of the C.A.R.

**18/04/1898 Ottawa Free Press Renfrew locomotive**

The Ottawa, Arnprior and Parry Sound railway has placed an order with the Baldwin Locomotive Works for five more compound consolidation freight engines.

**22/04/1898 Renfrew Mercury Renfrew locomotive**

The O.A. & P.S. have ordered five more large freight engines from the Baldwin Locomotive Works, This is in addition of the eighteen recently mentioned.

**14/05/1898 Ottawa Free Press Renfrew**

The traffic on the O.A. & P.S. railway lines has so increased of late that the company has had to place night operators at points where day operators were formerly stationed/ Night operators have been placed at Eganville, Barry's bay and Galetta. Mr. E.J. Goodler has been placed as night operator at Eganville.

**06/08/1898 Ottawa Free Press Renfrew Elgin Street**

The blow yesterday did considerable damage to the C.A.R. coal sheds on Elgin street, completely unroofing them.

**11/08/1898 Ottawa Free Press Renfrew Elgin Street**

New sheds are being erected on Elgin street by the C.A.R. company near their old depot, in which to store the lumber used in car construction. This was necessitated by the Warren-Scharfe paving company using the ground on Elgin street formerly occupied by the C.A.R. as a site for their granite works.

**16/08/1898 Ottawa Free Press Renfrew**

Mr. H.N. Topley has just returned from a trip over the O.A. & P.S. railway. More.

**09/09/1898 Ottawa Free Press Renfrew Arnprior**

Mr. James Keating, of Ottawa, has secured the contract of building a bridge at Arnprior for the O.A. & P.S. railway. He has moved up his derricks and machinery.

**04/11/1898 Renfrew Mercury Renfrew Renfrew**

Business must be booming at the O.A. & P.S. station at Renfrew. A long new siding is being laid down this week; and the bright woodwork of a new cattle-slip shines out and shows from the other end of Elizabeth street.

**04/11/1898 Huntsville Forester Renfrew**

During the season of navigation now closed the Ottawa and Parry Sound railway has carried twelve million bushels of grain and one hundred thousand tons of flour, glucose, pork, etc., from Parry Sound via Ottawa and its eastern connections.

**11/11/1898 Renfrew Mercury Renfrew Arnprior**

The O.A. & P.S. company has conceded to Mr. J.A. Campbell, sufficient ground near the station here for the erection of weighing scales. Arnprior Watchman.

**02/12/1898 Ottawa Citizen Renfrew Elgin Street**

The Canada Atlantic Railway company are tearing down a number of the small store rooms in the Elgin street and on their site will erect a large shop for the erection of freight cars for the spring trade. About five hundred cars will be constructed this winter.

**02/12/1898 Ottawa Citizen Renfrew Madawaska**

The company is also erecting a large number of private dwelling houses at Madawaska for the accommodation of the employees there.

**09/12/1898 Eastern Ontario Review Renfrew**

James McFall of Plantagenet, section man on the Ottawa, Arnprior & Parry Sound railway, while propelling a hand car near Kearney a few days ago, fell underneath it, the wheels running over his face and the back of his head. He was taken to Ottawa Saturday last in charge of his father, and was taken to the Water street hospital.

**17/12/1898 Ottawa Free Press Renfrew Elgin Street**

At the Elgin street depot everything is in readiness for the new car shop which will be erected there, and operations will commence in a week or so. Several cars of new machinery arrived yesterday and the remainder will be here in a week or so. Considerable delay was experienced with the machinery, as special plant was required for its manufacture, and this could not be had readily. A large number of hands will be required to work on this building, as it will be rushed up without any possible delay. The company have equipped the line with new hand cars. These cars are all manufactured at the shops in Ottawa, and are of the latest improved design, being fitted up with ball bearing wheels and calculated to run at a speed of 30 miles an hour. Mr. Booth, in conversation with the Free Press, said: "Very few people realize the extent of the work now going on, and it is only strangers that readily appreciate it. A little disappointment was experienced on account of the season closing in so rapidly, as the work was expected to be further advanced before winter. The extensive operations at Depot Harbour last summer were the means of interfering with the operations of the line at this point also. This work will employ upwards of 600 men during the winter and will be a great boon to the working classes of this city."

**19/12/1898 Huntsville Forester Renfrew**

An Ottawa paper says that last year the Ottawa and Parry Sound railway company purchased 500 freight cars and last spring it had to rent 500 more to move the grain from Chicago and Duluth which shippers found cheaper to tranship and send across Canada, thereby saving 400 miles in distance than to take around by the lakes. During the past summer the same railway had 85 engines in commission, most of them large moguls, and from twelve to twenty trains passed eastward over the road every day. More remarkable still, the west-bound freight business from New York to Chicago over the Parry Sound route went as high as \$25,000 a month. These figures are indicative of the trend of trade seeking its natural outlet to the seaboard. The same paper calls attention to the fact that of the 440 miles that forms the route from the Georgian Bay to Montreal, 351 miles consist of navigable waters. Twenty miles of canals will be required and the remaining 60 miles of river will need some improvement to make it navigable.

**07/01/1899 Ottawa Free Press Renfrew Elgin Street**

At the Elgin street depot of the C.A.R. Co., operations for raising the frames of the new car shops are in full swing/ About 40 men are laying the tracks into the building, which will be completed in almost a month. A portion of the old freight house has been torn away to make way for the new building.

**10/01/1899 Ottawa Journal Renfrew Main Street**

It is expected that the fatal accident at Main Street crossing in Ottawa East will result in the installation of gates at the crossing. More.

**14/01/1899 Ottawa Free Press Renfrew Elgin Street**

The work of erecting the frame for the new car shops at the Elgin street depot will be completed by the beginning of next week.

Mr. William H. Young, representing the Union Switch and Signal Company of Swissvale Pa. is in the city in connection with the interlocking switch system which is to be put in at the junction of the railway lines at the Deep Cut. The interlocking system is now in use at nearly all junctions lines in the States. Collisions are impossible with the system. Mr. Young says his company will have the interlocking system in place by May 31st. and work will be begun in April. The plant, he says will be the finest in America. In the interlocking switch system a building is erected at a point where it commands a view of the tracks on all sides for some distance. A derailing switch is put on each track about 500 feet from the junction. Further down the track from the derailing switch is put a home signal and some distance beyond is the distance (sic) signal. The distance signals are usually green and the home signals red. When a train is approaching the junction and it is signaled to cross, the track is all clear and the interlocking system which connects with all the other tracks shows danger signals on all those lines and any other train attempting to approach would be derailed.

Work on the new Canada Atlantic shops at the deep cut will be recommenced this week. The heating apparatus has arrived and is being put in place. The furnace and heating plant is the largest of its class in Canada, and was specially designed for the company by the manufacturers. It will heat the round house, the car shops and the boiler makers apartments. A building 26 feet long by 14 feet wide has been erected and in this the plant will be placed. It consists of a 35 horse power engine, which operates an immense fan, which turns at the rate of 250 revolutions a minute. The fan is 16 feet in diameter and has 15 blades, each 10 feet 10 inches broad. The engine and fans are erected on a brick base 6 feet 2 inches in height, and extending three feet under the floor of the heating rooms. Connecting the heating rooms and the round house is an air passage 4 feet 4 1-2 inches square and in through this a current of the foul air from the buildings will be carried on through a coil consisting of 1800 pipes, which are heated from the engine. From these pipes the air current is forced into a galvanized iron pipe, 40 inches in diameter, and tapering to 36 inches, which runs through the entire building, distributing the purified hot air evenly to all parts of the structure. At intervals along the large heat conveying pipe are placed elbows, and through these heat will be carried to the pits for the purpose of thawing out engines. By this means, an engine, when coming in, can be thawed out and ready for cleaning in an hour, whereas by the method used formerly a locomotive very often will stand for a day without being properly thawed. Nineteen engine pits will be furnished with heat in this manner. An underground pipe will connect the heating rooms and the large works, and this pipe, besides furnishing the large building with heat, will also supply twelve blacksmiths' fires in the forge. By means of the new heating plant the air in the work rooms will be rendered exceedingly dry and a continual supply of warm air will be distributed throughout the works. In the summer the air passage connection will be placed in such a position as to absorb the foul air in the building and also return a draft of pure fresh air from outside.

At the Elgin street depot the new shop is nearly completed. The wall shave been grouted with concrete and men are employed tearing away the old freight sheds. The machinery for the building will arrive shortly.

Charles Armstrong, of Ottawa East, yardmaster of the CAR, was run over by a shunter at the semaphore near the Deep Cut at 6 o'clock this morning. Died. more.

The Canada Atlantic railway car shops are completed and work is started on 500 cars including grain, refrigerator and cattle cars to meet the constantly growing traffic on the Booth system.

Mr. Andrew Holland's device for acetylene locomotive headlights was given a successful test in the CAR car shops last evening. Mr. Holland installed his device and compared it with a Wells kerosene burner. More. The plant used was of the same principle as that now in use on the P&PJ. Full details of operation.

The (C.A.R.) company will shortly commence the erection of a large building for the purpose of drying the wood used in the construction of cars. The building will be fitted throughout with a system of hot air pipes. Its dimensions will be about 50x40.

A new painting machine has been adopted by the CAR for use in their workshops. By its use, a box car can be painted in from 15 to 30 minutes while a man would take about 4 hours. Apparatus was given a satisfactory trial yesterday by Mr. C.A. Bruyere, foreman in the CAR paint shops. One side of a car was painted in 7 minutes, a car truck in 1 minute and the end of a car in 2 3/4 minutes. Compressed air operation. Full details. more.

C.A.R. workshops to be operated by electricity. Plant at Chaudiere.

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C.A.R. machine shops and new car works at Elgin street will be supplied with electrical power generated from the Chaudiere at Mr. Booth's mill. --  
Canadian General Electric Company -- more.

Mr. J.R. Booth has arranged to have the C.A.R. machine and car works at Ottawa operated by electricity generated at his saw mill on the Chaudiere, three and a half miles away. About 300 horsepower will be generated at present. It is said that the cost of the power will be about half the cost under present steam methods. The cost of installing the plant will be \$30,000.

*11/03/1899 Ottawa Free Press Renfrew Ottawa East*

During the past week the new Canada Atlantic work shops at the Deep Cut have been the scene of some extensive work. Everything is in full swing for the completing of the great works before the setting in of the spring trade.

The staff of men has been increased in the new buildings and the erection of four lines of shafting for the purpose of operating the great machines in the shops has begun. Men are preparing the pits for the engines. The transfer table has been put in place.

The Big Steam Hammer

The foundation of the immense steam hammer is being built and the machine will arrive next week. It will be placed on a base 8 feet by 8 feet composed of piles driven 12 feet into the earth and supported by foundations of solid stone and concrete 8 feet in depth. The machine will be 16 feet high, and the hammer, which will weigh 12,000 lbs., will have a striking capacity of 50 tons. The machine will be operated by a large steam cylinder and will be constructed on the most improved principle. Four Bradley hammers will also arrive and be placed next week.

As soon as the frost is out of the ground the work of filling in the gully to the south side of the buildings will be commenced.

The Rideau Round house

In the Rideau Round house everything presents a very busy appearance. The engines are being fitted up for spring and repairs are also made inside the building.

The new fan heating system recently placed in the building is giving the best of satisfaction. Mr. Booth has decided to equip the buildings at the Elgin street depot with a similar apparatus at a cost of \$3,000. A new floor has been placed in the round house and the men are now in most comfortable quarters.

Mr. Booth has announced his intention of placing five new stalls in the round house when spring opens.

*11/03/1899 Ottawa Free Press Renfrew Elgin Street*

At the Elgin street depot the car shops are nearly completed and in a week or so everything will be in readiness for the turning out of first class cars.

The men in the mechanical workshops are erecting first and second class passenger coaches, fixing engines and doing general repair work in order to meet the demand for cars.

*14/03/1899 Ottawa Citizen Renfrew Elgin Street shops*

The first run which the fire brigade have had in thirteen days took place yesterday afternoon to the Canada Atlantic workshops, caused by the ringing of box 134. On arriving there it was found there was a small fire in the blacksmithing part of the shops, which was put out before very much damage was done. The blaze was caused by sparks from the forge setting fire to the woodwork surrounding.

*20/03/1899 Ottawa Free Press Renfrew Elgin Street*

The Canada Atlantic Railway Company will build a gas reservoir at the Elgin street depot. It will be used for storing the gas for burning in the new Pintsch light. At present a portable reservoir is being used for bringing the gas from Montreal where it is manufactured.

The Canada Atlantic Railway Company's new vestibule train has not yet made a run, as some additional improvements will be made to the coaches. The wheels on the trucks will be removed and steel tired wheels placed in their stead. The original wheels for the train were ordered from the Krupp Steel Manufacturing Co. of Germany, but were lost on the steamship Labrador,

*21/03/1899 Ottawa Free Press Renfrew Ottawa East*

Mr. Booth wrote asking permission to erect poles on Sherwood street, from Oregon street south to the aqueduct on the Canada Atlantic railway track. He is building an electric line on the C.A.R. and O.A. & P.S. railways, from the Chaudiere to the workshops of the company, and as there are few wires on the street mentioned, he does not see that any existing interest would be prejudiced.

*22/03/1899 Ottawa Citizen Renfrew*

The O.A. & P.S. Railway company issues a writ in the High court of Justice against the St. Anthony Lumber company, claiming an injunction to restrain the defendants from carrying on their works or operating on Rock Creek or from raising the water thereon by driving timber, thus endangering the bridge and line of railway constructed by the O.A. & P.S. Co.

*29/04/1899 Ottawa Free Press Renfrew Elgin Street*

At the Stewarton depot the machinery in the new car building shop is in full operation. The demand on the line for freight cars is increasing, and pretty extensive work is contemplated. The construction and repair of a number of fine passenger coaches is under way.

*29/04/1899 Ottawa Free Press Renfrew Ottawa East*

Work in the car shops at the Rideau round house is going forward at a brisk pace. The shafting for the machinery is now all set up, and sheeting the exterior of the great building will soon be commenced.

On Thursday the first engine for repairs was placed in the building. The hydraulic hoist has arrived and during the past two days the foundation and steel girders for the support of this machine have been set up. Several of the larger hammers and other machines for use in the structure are expected to arrive daily.

Yesterday the men were employed setting up an "eye bolt" cutter. This is a most modern machine, having been patented in 1897. It is the only one of its kind in Canada. The mains used to carry the water to the hydrants in the works are being constructed and fire appliances are being built.

*12/05/1899 Ottawa Free Press Renfrew Elgin Street*

At the Elgin street depot about 30 new cattle cars have been built recently in the car works. The painting and wood work on these cars, which are of 60,000 lbs. capacity, have given employment to a large staff of men.

Next week the building of 26 refrigerator cars will be commenced.

The company have introduced into the building portable machines such as saws, bits, augurs and other contrivances for the building of rolling stock. These machines are operated by compressed air and are designed for speed. About 1,000 cars are daily coming and going to and from the yards and the scene presented is a busy one.

*12/05/1899 Ottawa Free Press Renfrew Ottawa East*

Part of the machinery of the Canada Atlantic workshops at the Rideau round house was set in operation Friday. A gasoline engine of 75 horse power has been placed in the building. It will, for the present, be used to operate the tappers, drillers and other small machines.

The electric wires and other apparatus will be in place by the end of next week and by that time the power house at the Chaudiere will also be finished. The Buffalo Forge company's men have been setting in the remainder of the forges and regulating the hot air to be used in the operation of them.

The C.P.R. company's four men are putting in several heavy pieces of shafting and erecting an eight spindle drill a piece of heavy machinery which arrived at the works last week.

The engines which, during the last two weeks have been undergoing repairs in the building are nearly completed and will be on the road again in about two weeks. At present the work is carried on but slowly as the machinery used for the building of engines has not been set in place.

The foundations for the electrical apparatus which will be used to operate the machinery has been built and everything is ready for the introduction of the motor.

*20/05/1899 Ottawa Free Press Renfrew Elgin Street*

At the Elgin street depot several handsome passenger coaches were turned out last week and the erection of several more is under way.

At the new car works about 200 stock cars have been built and these are giving excellent satisfaction on the road. The building of the refrigerator cars is going ahead rapidly, and about 25 will be sent out of the works at once.

*12/06/1899 Ottawa Journal Renfrew*

Account of an excursion in a vestibuled Wagner Palace car arranged by the Minister of Railways and John Booth between Ottawa and Golden Lake. See Ottawa Citizen account of the same day.

*12/06/1899 Ottawa Citizen Renfrew*

Through the kindness of the minister of railways nearly one hundred senators and members of the house of commons enjoyed a day's outing Saturday at Golden Lake on the Parry Sound division of the Canada Atlantic system. The trip was made on the magnificent train of the Intercolonial railway, which has been on exhibition here for some days, and which, in a week or two, will run regularly between Montreal and Halifax. It consists of Wagner sleeping, dining and first class coaches finished in the most elaborate style. A new Baldwin locomotive was loaned by Mr. Booth to haul the train. The minister of railways was represented by Mr. Luther B. Archibald, superintendent of the I.C.R. sleeping car service. Mr. L.K. Jones, secretary of the department of railways and canals, and Mr. H.A. Price, district passenger agent at Montreal. The officials of the Canada Atlantic railway who assisted the I.C.R. representatives in looking after the welfare of the guests were Mr. Morley Donaldson, mechanical superintendent; Mr. J.E. Walsh, assistant general passenger agent, and Mr. Carter, travelling passenger agent. The train made a fast run to Golden Lake, a distance of 85 miles from the capital, where a stay of about one hour was made. The visitors were charmed with the beautiful scenery along the line, and especially with the lovely expanse of water which was the objective point of the journey. Golden Lake is twelve miles long and derived its name from the autumnal tints of the sumac trees which cover the hills on the north shore. The station on the lake as at the junction of the Parry Sound road with the Pembroke Southern railway, a line just completed to Pembroke, 20 miles distant, which gives that town a competing line with the C.P.R. After lunch on the homeward trip, the party assembled in the first class car, and Senator Vidal was installed as chairman. Mr. Fraser of Guyslow (sic s/b Guysboro), moved, and Dr. Sproule seconded, a hearty vote of thanks to Mr. Booth for his kindness in placing the line at the service of the parliamentary party for the day. Senator Primrose supported the motion. All the speakers extolled Mr. Booth for his enterprise and the energy with which he had pushed his railway on to Georgian Bay. Mr. Donaldson, in an able manner, acknowledged the compliment to Mr. Booth. On motion of Mr. McMullen, seconded by Col. Prior, the minister of railways was thanked for initiating the trip and providing for the comfort of the excursionists. The representatives of the two roads were not forgotten. Several speeches were made and there was some good natured badinage between the ministerial members and the opposition. For instance, Mr. Fraser, in alluding to the splendid train equipment, invited the parliamentarians to visit the Maritime Provinces and to see how the comfort of railway passengers is looked after. Dr. Sproule neatly turned the laugh on the member for Guysboro, by reminding him that Ottawa furnished the major portion of the funds to purchase the cars and added Ontario did not begrudge it. The party returned to Ottawa at 4 p.m. greatly delighted with the trip and the courtesies extended to them.

*15/07/1899 Ottawa Free Press Renfrew Elgin Street*

Everybody at the car works on Elgin street is busy and about seven new refrigerator and cattle cars were turned out last week. Master Mechanic James Tremble and his gang of men are erecting a new derrick near the site of the old station, and the boiler house for heating of a large lumber drying kiln, has been built. Several new pieced of track for the accommodation of freight cars are being put down, and some heavy consignments of iron for car building have been received.

*04/08/1899 Ottawa Journal Renfrew Elgin Car shops*

The old CAR roundhouse, latterly used as a work and repair shop, situated on Argyle Avenue between the canal and Elgin Street was completely gutted by fire between three and four o'clock yesterday afternoon. Several freight cars nearby were destroyed and some iron railway appliances and implements damaged. The loss which amounts to between \$7,000 and \$8,000 is fully covered by insurance. The blaze originated in the engine house at the west end of the building.

*04/08/1899 Ottawa Citizen Renfrew Elgin Street*

An old landmark and a relic of the days when the Canada Atlantic railway first gained access to the city was destroyed yesterday afternoon by fire which broke out shortly after 3.30 o'clock. The building was the old wooden roundhouse of the company, lately used as a workshop, just across from the old depot. The fire started in a pile of shavings at the eastern end of the building and just in rear of the boiler house which contained the engine used to operate the machinery in the shop. The fire was noticed by nearly all the employees in the building at the same time and the company's hose was put to work at once and an alarm sounded from box 134, corner of Argyle avenue and Elgin street. On Chief Provost's arrival he saw that there was great danger of a bad fire and pulled the second alarm. By this time, although the sections of the brigade then on hand had got down to work, the fire spread with lightning rapidity on the oil-soaked walls and attacked a train of about nine freight cars which were standing on an adjacent siding. Lurid flamed and volumes of inky black smoke, rolled up in columns of imposing grandeur and attracted a large crowd. The Lafrance engine on its arrival was taken to the bridge across the canal leading to Ottawa East and the big intake pipes dropped over the railway into the canal. Two lines of hose were then attached and a full head of steam turned on, and in a few minutes two magnificent streams were being turned on the flames from the engine. Six other streams from neighboring hydrants were utilized, but the building continued to be consumed like tinder for some time. A locomotive was attached to the burning freight train but the chief saw that the cars already on fire might ignite others if hauled into the yards, so the order was given to have the train left where it was till the fire was extinguished. About half an hour after the alarm was turned in the firemen began to get the better of the fight and in an hour and five minutes the return blow was struck. The building is a complete wreck but owing to the fact that the immense quantity of water thrown kept the valuable iron and metal work inside comparatively cool the damage will be considerably less than was at first supposed. The principal machines of value in the building were an axle lather, a wheel press, boring machines and drills, and the engine and boiler used in operating them. There were also five forges and a large quantity of car wheels, trucks, springs and car fittings which if course will not be much damaged. The burning rolling stock consisted of four Grand Trunk cars, one Philadelphia and Reading car, and one C.A.R. stock car, containing lubricating oils. The others were all loaded with new wheels to be used at the construction shops. The loss on cars will be about \$3,000 as the company will receive \$250 for the trucks returned to the other roads. The cars are covered by a blanket policy of assurance. When new these cars were valued at \$650. The loss on the building and machinery will be about \$5,000 making a total of \$8,000 which is covered by insurance. There were twenty men employed in the building principally machinists. Some of the latter lost their coats which they had left off to work, so fast did the flames spread. Mr. Gait, the engineer off the stationary engine, lost a \$10 bill which was in the pocket of his coat.

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The trucks of the train of burned freight cars were hauled away from the side of the destroyed building as soon as the fire was extinguished.

*05/08/1899 Ottawa Citizen Renfrew Elgin Street*

The damage by fire at the C.A.R. yards by Thursday's blaze in the old roundhouse will be much larger than at first estimated. The iron work which was contained in the building was very much damaged and it is thought the loss will amount to between \$15,000 and \$20,000.

*05/08/1899 Ottawa Free Press Renfrew Elgin Street*

Twenty-two new box cars for grain are now being built for the western division, and as soon as completed will be immediately used, while the shops will continue building others. A number of 70,000 pound box cars will also be built.

**22/08/1899**   *Ottawa Citizen*   **Renfrew**   **Elgin Street**

The C.A.R. company has commenced to clear away the debris of the old roundhouse on Elgin street which was partially burnt in the recent fire. The ten box cars which were also caught in the flames have been shunted on to a siding in Bronson's old lumber yard. The wood will be removed and the trucks and fixtures returned to the companies owning the cars. It is not likely the site of the roundhouse will be built on, but will probably be used as a storage ground for trucks, rails etc.

**28/08/1899**   *Ottawa Citizen*   **Renfrew**

Yesterday a trial was made on a train over the O.A. & P.S. railway of the new Westinghouse quick action brake, for use on passenger trains. The test was made on a special train which at times attained a speed of 65 miles per hour, while at no time was it less than 57 miles. In every instance where the brake was applied it worked satisfactorily. It is, therefore, altogether likely the new brake will be fitted to all the passenger trains. At present it is not in operation in Canada, but on the New York Central and other leading railways of the United States the brake is giving great satisfaction. Messrs. Morley Donaldson, general superintendent, James Ogilvie, superintendent of motive power and Jos. E. Duval, train despatcher, were on the special train and followed the tests closely throughout.

**02/09/1899**   *Ottawa Free Press*   **Renfrew**   **locomotive**

The new freight engines will greatly facilitate the handling of grain on the western division. These engines are capable of hauling from thirty to forty loaded cars. The bridges and trestles have been enlarged and strengthened and the engines, in the course of a week or so, will be put on regularly.

**02/09/1899**   *Ottawa Journal*   **Renfrew**   **Elgin Street roundhouse**

The CAR authorities have decided to erect a new building at the Rideau roundhouse for the general stores, mechanical draughting and instruction offices. Most located in the offices near the old Elgin Street station.

Eight new engines to be used for the grain traffic have arrived at the Rideau roundhouse.

OA&PS rapidly losing its identity owing to the act of parliament authorizing that the Booth system shall be known as the CAR. All cars turned out in the shops are being lettered CAR whereas previously some of them bore OA&PS.

**16/09/1899**   *Ottawa Citizen*   **Renfrew**

The Canada Atlantic railway is arranging to put in a new siding on its line between Bank and Concession streets, owing to the large traffic at that point. It will also be used by the Bellhouse Dillon Co. which proposes to erect an establishment near Concession street in connection with the paving business which it is carrying on. The new siding is also likely to have the effect of relieving the congested state of traffic in the yard above Stewarton and may somewhat lessen the traffic across Bank street.

**30/09/1899**   *Ottawa Citizen*   **Renfrew**   **Elgin Street**

The Canada Atlantic railway is turning out from 16 to 20 freight cars per week from its shops at the bottom of Elgin street. The facility with which the cars are manufactured is surprising and is accounted for largely by the experienced hands and the most improved machinery that is employed. The shops are divided into departments from the lumber yard to the finishing room and as soon as one part of the car is done it is moved along rails to another section of the building where work is continued up to the finishing.

Motive power for the shops is now furnished by electricity and it is working most satisfactory. A three hundred horsepower motor has just been placed in position in the Rideau roundhouse.

**27/10/1899**   *Renfrew Mercury*   **Renfrew**   **Arnprior**

There is a rumor in circulation that the O.A. & P.S. company will build a new and more pretentious depot here. The present building did very well in comparison with the old C.P.R. station, but now that the latter company has favored us with such a handsome structure, the rival line is considering the advisability of doing likewise. - Arnprior Watchman.

**28/10/1899**   *Ottawa Free Press*   **Renfrew**   **Galetta**

At Galetta, the company have increased their yard capacity by the addition of a new siding. This also makes it more convenient for shipping.

**03/11/1899**   *Ottawa Citizen*   **Renfrew**   **Bank Street**

An effort will be made shortly by the residents of the southern section of the city to have a local station established on the Parry Sound railway at Bank street. At present the people of this district are put to a great deal of inconvenience by being carried past their destination down to the Central depot. A station at the Bank street crossing, they feel, would not only be very advantageous as a conserver of time, but it would go a long way towards building up a portion of the city at present only sparsely populated. They intend, therefore, to petition the Canada Atlantic company at an early date to have a depot erected as indicated.

**17/11/1899**   *Renfrew Mercury*   **Renfrew**   **Eganville**

The O.A. & P.S. railway company, not having room for the amount of freight handled, have commenced the erection of an addition to the freight shed at the depot here. It is our opinion that if the C.P.R. does not build a station here the O.A. & P.S. shed, even with the addition now being added, will not be able to hold all the freight. - Eganville Star.

**16/12/1899**   *Ottawa Citizen*   **Renfrew**   **Golden Lake**

Golden Lake. Work has commenced on the erection of a new station at Golden Lake on the Parry Sound division of the C.A.R. It is now the junction of the main line and the Pembroke Southern Railway, which was taken over some time ago by the C.A.R. and is being operated very successfully.

**13/01/1900**   *Ottawa Free Press*   **Renfrew**   **Elgin Street**

At the car shops all the new machinery has been placed in position. The machinery is run by electricity.

The shops have started up again and are turning out three and four box cars a day.

At present the shops are busy fitting up the cars to convey the horses of D battery to Halifax.

**13/01/1900**   *Ottawa Citizen*   **Renfrew**   **McCauley Central**

A branch line known as the McAulay Central railroad has been built from a point five miles west of Madawaska up to the scene of lumbering operations in the shanties. The line is about ten miles in length and most effectively facilitates the traffic between Ottawa and the lumber camps.

**27/01/1900**   *Ottawa Citizen*   **Renfrew**   **Graham Bay**

The CAR has commenced the erection of a new station at Graham's Farm on the Richmond Road where the line crosses that thoroughfare.

**02/02/1900**   *Renfrew Mercury*   **Renfrew**   **Arnprior**

A large addition is being built to the O.A. & P.S. station. - Arnprior Watchman.

**10/02/1900**   *Ottawa Free Press*   **Renfrew**

A steam shovel is being operated at Simm's pit.

The station which was burned down at Racing River last week was simply a small office. The loss was inconsiderable and it will not be rebuilt until the spring.

*17/02/1900 Ottawa Citizen Renfrew McCauley Central*

There is an unusually large lumber traffic on the line of the CAR at present. About seventy-five car loads of logs are brought down daily over the McCauley Central which connects with the western division of the road.

*27/04/1900 Ottawa Citizen Renfrew*

The trains on the Parry Sound were cut off yesterday afternoon, a man being sent out to flag the mixed train, which is due about 5 o'clock. The lumber piles were then on fire on both sides of the tracks.

*02/06/1900 Ottawa Citizen Renfrew*

Through the kindness of Mr. J.R. Booth arrangements have been made for an excursion of newspaper men of the parliamentary press gallery and the city papers to Depot Harbour today. The party will be the guests of the road and will inspect the freight handling facilities at the western terminus afterwards visiting the far famed Algonquin Park. The return to the city will be made tomorrow evening. For the trip a magnificent train with sleepers will be provided.

*04/06/1900 Ottawa Citizen Renfrew*

Full account of the press trip from Ottawa to Depot Harbour. Two Pullman sleepers and Mr. Booth's private car.

*04/06/1900 Ottawa Free Press Renfrew*

Account of a trip to Parry Sound for members of the parliamentary press gallery on Saturday and Sunday.

*25/06/1900 Ottawa Citizen Renfrew Renfrew*

C.A.R. Picnic to Renfrew.

The first train for Renfrew left Ottawa at 7.20 a.m. On board were at least 1,500 people. Other trains left at 8.15 a.m., 9 a.m. and 12.50 p.m. In all, probably 4,000 people were conveyed to Renfrew from Ottawa. More.

The time for departure came all too quickly and all were sorry when the trains began to leave for Ottawa. The first left at 4 p.m. but not many left Renfrew by that however. The second departed for the capital about 7 p.m. and it took away about 1,000 excursionists. The last pulled out at ten o'clock and it was so crowded that the platforms between cars had to be utilized. --

*11/12/1900 Ottawa Journal Renfrew Arnprior*

Arnprior Dec. 10. Despite frequent protestations street crossings continue to be blocked by CAR trains in the Arnprior yard. Officials in Ottawa will be asked to abate the nuisance, and if this does not suffice, there may be a whole train crew placed under arrest one of these days.

*11/01/1901 Ottawa Journal Renfrew Elgin Street*

Military train arrived at Elgin Street at 12 20 noon and the official reception took place at the Drill Hall. Return of Major Hurdman and men who fought in South Africa. Decorations along Elgin Street.

*01/04/1901 Ottawa Journal Renfrew*

The Governor General's car "Victoria" has recently been overhauled and re-decorated at the Canada Atlantic shops. The car now presents a fine appearance and has been put in readiness for the summer service.

*29/04/1901 Ottawa Journal Renfrew Bank Street*

Will build new station.

CAR will open an office at Rochester Street crossing.

On Saturday Ald. Plouffe had an interview with General Manager A.J. Chamberlain of the CAR and secured his sanction to the construction of a fully equipped station at the Rochester Street crossing. The public will be able to buy tickets at the new station for all points on the line. This will be a decided accommodation for the ratepayers of Dalhousie ward as heretofore they had to come all the way to Central station when they wished to travel by CAR.

*09/08/1901 Ottawa Journal Renfrew Renfrew*

The westbound local on the CAR due here at 6.20 ran into the east bound way freight last night by taking the switch instead of the main line. The switch board was properly set but in some way the switch was wrong or else sprung by the weight of the train. The engines and tender, along with two or three cars were smashed somewhat but all the passengers and employees escaped with a severe shaking up. The wreck is now cleared away and the line is again fit for traffic.

*07/09/1901 Ottawa Citizen Renfrew*

Considerable interest has been aroused amongst the engineers and trainmen of the Canada Atlantic over the selection of the crews for the royal trains. Speaking of the matter this morning, Mr. Morley Donaldson, general superintendent said. "We will select our oldest and most experienced and careful drivers. The engines provided will be Nos. 618 and 620 of the big Atlantic type." The officials are doing everything possible to make the Duke's run over the Canada Atlantic a pleasant one.

*20/01/1902 Ottawa Citizen Renfrew Bank Street*

Bank Street Subway

Aquestion of Double Tracking Canada Atlantic

Prompts city engineer Ker to write a letter to the Board of Works

The sale of the Canada Atlantic railway and the probability of parts of it being double tracked brings to the fore again the question of a subway at Bank street to obviate the obstruction to general traffic as well as that of the street railway at that point. The matter was brought to the attention of the board of works by the city engineer last night but no action was taken.

Mr. Ker wrote:-

"I am informed that owing to the recent transfer, the Canada Atlantic railway crossing on Bank street will be double tracked and have a much larger volume of traffic in the near future. As you are aware the main drain has been so constructed as to provide for a subway. In view of the larger business and increased danger I think it would be advisable to take up the question of the Bank street subway with the different railway companies interested."

"I suppose nothing can be done with this until the N.Y.C. formally takes over the road," observed Chairman Davidson.

The sale or options is subject to any works that are necessary," said Ald. Askwith.

"A subway will be particularly necessary if two tracks are laid." remarked the city engineer.

"We are all agreed as to the necessity of the work," said the chairman, "but I don't see that we can do anything now except to keep the matter in mind and await developments." The discussion was then dropped

*25/02/1902 Ottawa Citizen Renfrew Chaudiere Junction*

The dense fog was responsible for a collision this morning about 9 o'clock on the C.A.R. tracks at Chaudiere junction. An engine of an incoming train struck the rear of a freight train, the cars of which were loaded with logs. Three of these cars were thrown off the track and the logs scattered about. This was the extent of the damage, the engine that struck the cars not being injured. The engineer could not see the train ahead on account of the mist.

The C.A.R. station at Douglas, Ont., was destroyed by fire Monday evening. The agent, Mr. Boyd, sustained a heavy loss, all of his household effects, which included a new plane, being burned. The goods in the freight shed were saved. The fire started from the flue.

The wooden car repair shops of the Canada Atlantic Railway, situated east of Elgin street at the terminus of Catharine street were destroyed by fire last night about 10 o'clock. The building, which was one of the first erected when the C.A.R. was established here about 15 years ago, with more recent extensions, covered an area of about 10,000 square feet. It was totally destroyed along with six cars which it contained. These were two passenger coaches values at \$4,000 each; a combination passenger and baggage coach, valued at \$2,000; two freight cars, valued at \$400 each, and a wrecking car valued at \$400. Besides these there was a considerable quantity of paints and oils, repair materials for coaches and workmen's tools, which with the building will make the total loss amount to between \$15,000 and \$20,000. The destruction of this establishment will result in the temporary laying off from work of about 15 to 20 men. The loss is covered by policies in the Home Insurance company of New Yhork.

The fire was first noticed by James Meyers about 9.40 o'clock. He is an employe of the C.A.R. and saw the flames bursting from the western end of what is known as the check office. He pulled an alaarm from box 134, corner of Catharine and Elgin streets. When Chief Provost with the first section of the brigade arrived the fire had extended to the center of the shed and was roaring out through the roof. The chief pulled the second alarm which brought the whole brigade including the Lafrance and Waterous engines. The latter was stationed on Elgin street and the hose lines 8 and 9 were attached to it, producing two splendid streams. This pump was considerably longer in getting to work than the other.

Low Pressure

Hose lines 3 and 4 were attached to it. Then there were four other streams from adjhacent hydrants but the pressure was very poor. On the hydrant on Elgin street to which the Waterous was attached there was only 29 pounds pressure.

There was quite a number of freight cars in the building besides those destroyed but these were pulled out into the yard by a shunter. They were blazing on top but streams were turned on and this rolling stock was saved. The fire was out by about 11 o'clock. At one time the flames caught in a high coal shed adjacent to the destroyed structure but Chief Provost had stream no. 6 removed to another hydrant and turned on this threatening fire. About 10.30 the flames reached a barrel of benzine at the eastern end of the building and there was quite an explosion which scattered burning debris for some distance.

Fireman William McKay of No. 2 hook and ladder truck was engaged in tearing down part of a wall when a section of it fell on him, throwing him violently against a rail. He was rendered unconscious and was carried across the street to a railway office. After regaining consciousness he was sent home.

The burning oil and light woodwork caused a big reflection which attracted an immense crowd from all over the city, in fact the largest that has been at a fire for some time.

Only yesterday at noon, a parlour car, valued at \$8,000 was removed from the building. Engine 692 stood close outside the destroyed structure but was undamaged. It is valued at about \$25,000. Considerable stock was saved, including paints and oils. Messrs. C.J. Booth, J.W. Smith, M. Donaldson and Ogilvie of the C.A.R. were at the scene of the fire.

The building which was of wood and practically saturated with oil. Was burned to the ground and will likely not be erected again. The repairing will be done in other shops west of Elgin street.



Hot Night fire in Canada Atlantic yards (includes a sketch)

Car repair shops and 3 passenger cars destroyed in an hour. Loss about \$45,000. Blaze drew big crowd.

The old repair shops of the Canada Atlantic Railway company, which have stood as a landmark for the past fifteen years, were completely destroyed by fire last night between ten and eleven o'clock. The building covered an area of 10,000 square feet and including the cars inside, undergoing repairs, and those outside which were destroyed, the loss will be in the vicinity of \$45,000, which is covered by policies in the Home Fire Insurance Company of New York. The fire, while it lasted, was a hot one and cast a vivid reflection which drew a large crowd of people. It was confined to the one building, however, but necessitated the utmost vigilance on the part of the firemen to keep it from spreading.

When first seen

The fire was first noticed about 9.45 by James Meyers, a car inspector employed in the yards. It was then only a small blaze in the north east corner of the shop next to Elgin Street and was in an office used by the superintendent of repairing.

Meyer at once rang the alarm box 134, at the corner of Catherine and Elgin but before the brigade got there the shop which was all dry wood with considerable oil about was almost totally enveloped in flames. Chief Provost said last night that the building was ablaze from end to end when he got there. He put on all the hose available from the upper town portion of the brigade, but as the fire looked like spreading to adjacent buildings, dwellings across the street, and the water pressure was low, he sent in a second alarm about ten o'clock. The lower town brigade soon arrived and got to work. Soon after this engine commenced to play the fire was under control, but the shops were destroyed, also two first-class coaches valued at about \$7,500 each, one baggage car worth \$7,000 and five freight cars and a wrecking train standing on the siding alongside the shops badly damaged. There was also a snowplow burned to ruins. This was worth about \$500. The cars were saved by being shunted across to the west side of Elgin Street. In the shops was a large quantity of paint, oil, glass and varnish. There was also several barrels of benzene stored in the rear of the shops. These exploded early in the fire and lent much volume to the flame.

Mr. C.J. Booth on hand.

Mr. C. Jackson Booth, president of the Canada Atlantic Railway Company, was on hand shortly after the first alarm was pulled. He was in his home on Elgin Street at the time and knowing the box he at once concluded something was wrong. When he got to the scene the fire had gained enough headway to ruin the building. The firemen were working hard, but he had not sent in the second alarm. They did so shortly after Mr. Booth arrived.

About \$45,000

To a Journal reporter Mr. Booth said the loss would be between \$40,000 and \$45,000, which is covered by policies in the Home Fire Insurance Company of New York.

Mr. James Ogilvie, the mechanical superintendent of the road estimated the loss at about the same rate as Mr. Booth. He, as well as Mr. Booth, said that they had no idea how the fire started. Both were early on the scene. Mr. E.J. Chamberlain, general manager of the road, and Mr. Morley Donaldson, superintendent, were also among the spectators.

Several large freight engines were standing along side the building, but were not damaged. Those were worth about \$30,000 each.

Mr. Booth said that the fire was well handled and kept well within bounds. It would have been, in his opinion, hard to save the building owing to the amount of oil and paint which was about the cars. The gearings of the cars are full of oil and this lent an intensity to the fire.

This was an ideal night for fighting a fire. The moon was shining brightly and the night perfectly calm.

The shops were some of the oldest in possession of the company. They were first constructed in connection with the old Canada Atlantic system when it was first started. A few years ago there was an addition added which considerably enlarged the shops.

The brigade was again troubled with low water pressure. The hydrant on Elgin Street to which the Victoria was attached had only 29 pounds pressure when opened.

The Lafrance down at the canal bank behind the shops did good work. She was fed from the canal.

The burning of the shops will temporarily throw some men out of work but not for long as they will be required in the new shops at Ottawa East.

There was no machinery in the shops but some workman's tools were destroyed.

The old round house was destroyed by fire about three years ago. It stood adjacent to the building destroyed last night.

All that now remains of the original Canada Atlantic buildings is the old station house on the west side of Elgin Street.

Fireman William McKay of No. 2 station met with a nasty accident. He was pulling down a piece of the wall when some more fell on him, throwing the man to the ground. His head struck on the car track rendering him unconscious. He was picked up and taken to his home. The side of McKay's face was badly cut and bruised.

The actual building was valued at \$2,000. It was built completely of wood.

A valuable parlour car was removed from the shops yesterday at noon. It was worth over \$9,000.

The fire started about 9.45, by 11 o'clock, the shops were in ruins and the fire almost out. It simply burned to a finish. All that remains is a few pieces of charred wood.

23/09/1902 *Ottawa Journal**Renfrew*

Stockmen want branch to grounds.

Petition from stockmen who exhibit at the Central Canada Fair. Endeavour to be made to have one of the railway lines centering in the city extend their tracks to the grounds in order that the stock may be saved the hardship of the long drive from the present stations.

More.

27/11/1902 *Ottawa Journal**Renfrew**Bank Street*

By rail to the Exhibition

Canada Atlantic to build a line

It will run from Concession Street along the ravine to Bank Street

The Central Canada Exhibition Association has completed arrangements for the laying of a track to the vicinity of the grounds from the terminals of the Canada Atlantic in the lumber piles at Concession Street, near the corner of Muchmore Street. The branch will run from Concession along the foot of the hill to a point about opposite the end of Lyon Street and about one hundred yards from the Bank Street entrance to the grounds. It is estimated that the branch will cost about \$7,000. The laying of the road and the furnishing of the material will be done by the Canada Atlantic Railway, but they will have to be paid a rental over and above the revenue to be derived from the branch which will at least pay the wear and tear and the interest on the money invested. The revenue from shipping will be about \$300 per year and the extension of the line will cost the Association about \$200.

The route of the line will not affect any valuable property, as it follows the ravine all the way around from Concession street to the terminus. The distance from the terminus to the cattle stables will be about four hundred yards, which will not be too far for them to walk.

01/02/1903 *Canada Lumberman**Renfrew**Whitney*

The Canadian Atlantic Railway Company proposes to extend its road from Whitney to Sault Ste. Marie.

05/06/1903 *Eastern Ontario Review**Renfrew*

The C.A.R. will be extended from Whitney to Sault Ste. Marie,

27/06/1903 *Ottawa Journal* *Renfrew* *Nepean Yard*

Mr. Booth's new piling ground  
Plans for new railway line filed.

They will run from Parry Sound Railway track to the McTiernan Farm. To be laid at once.

Mr. J.R. Booth will establish a new lumber yard outside the city limits on the McTiernan Farm, which he recently purchased. Yesterday, the plans for a railway line into the farm from the Parry Sound tracks were filed at the Registry Office and at the next meeting of the Railway Committee of the Privy Council application will be made for their approval.

The track to the new piling grounds leaves the Parry Sound road three quarters of a mile above the Merivale Road and runs direct to the McTiernan Farm. The farm will be laid out as a piling ground and the tracks laid through it. The work of constructing the new branch to the new piling ground will be commenced just as soon as the rails can be procured. The rails have been ordered. The ground from the Parry Sound track to the new piling ground is very level so there will not be any extra labor in laying the track. The new piling ground will be about two and a half miles from the city limits.

09/07/1903 *Ottawa Journal* *Renfrew* *Nepean Yard*

The firm of J R Booth will about the beginning of next week commence laying the rails for the road to the new piling round at the McTiernan farm. It is said in some quarters that an effort will be made to have Mr Booth erect an overhead crossing over the Merivale road, but he does not anticipate any trouble about this. The directors of the road company and Mr Booth agreed on a crossing the other day and this will likely be proceeded with unless active measures are taken by some one to prevent the construction of the road.

27/08/1903 *The Equity, Shawville* *Renfrew* *Barrys Bay*

The C.A.R. Co. propose to build a spur line of railway from Barry's Bay station to the wharf on the Bay to facilitate the hauling of product of the corundum mines.

14/09/1903 *Ottawa Journal* *Renfrew*

While unloading a lot of cattle for the Central Canada Fair yesterday morning the staff of Senator Edward's Rockland Farm lost a valuable heifer as a result of the unsuitable arrangements at the Canada Atlantic yards at the Elgin Street station. The heifer, when she got out of the car, started to run and succeeded in passing the boy who was at the point where the cattle could get on the tracks. She then ran across the yard and in front of a shunting train which struck the animal and knocked her into the mud hole where the excavation is being made for the subway. Although the heifer was extricated at once she died shortly thereafter from the injuries received.

More.

Facilities not adequate - long way to drive cattle.

Exhibiting sheep They said that their sheep had run right under the shunting trains at the depot and they thought they were done for.

President Hutchinson was asked why the petition sent in last year had not been attended to. He explained that he had gone so far as to have the track site surveyed and had got an estimate from Mr. Booth as to what it would cost to have the track laid down, It had been dropped for want of funds. It will cost in the vicinity of \$7,000 to lay the siding to a point about one hundred yards from the main gateway on Bank Street and it is probable that the matter will be urged before the city authorities this year so as to have the funds provided for the siding for next year.

17/09/1903 *Ottawa Journal* *Renfrew* *Bank Street*

Car No, 222 of the OER crashed through the gates and into a freight train standing on the Bank Street crossing this morning at 7.40.

Motorman said rails were greasy.

More.

09/11/1903 *Ottawa Journal* *Renfrew* *Graham Bay*

Run Off at Graham Bay.

A run off occurred on the Canada Atlantic line this morning at Graham Bay station. The whole train is off the track and will block the way until some time this afternoon.

No one was injured. The passenger train, which left the Central Station at 8.25 for Parry Sound, was not running very fast at the time the cars left the track. The cause of the accident is not really known but may have been due to some defect in the switch which was placed yesterday. The train was not upset but simply left the rails and bumped along on the ties until it was stopped. The engine took the main line while the cars apparently mounted the frog and took the siding. The track was torn up considerably.

19/11/1903 *Chesterville Record* *Renfrew* *Arnprior*

Arnprior. Finley McLaren, about 13 years old, was sentenced by Police Magistrate Tierney to the county jail at Pembroke, for ten days for throwing stones at a Canada Atlantic freight train. Detective Lefoile for the CAR laid the information. R. Dulmage, solicitor, assisted by Crown Attorney, Metcalfe, prosecuted and J.H. Grout, solicitor defended the prisoner. The light sentence was due to the prisoner's extreme youth.

01/12/1903 *Ottawa Journal* *Renfrew* *Nepean?*

Booth prosecuted to piling lumber in the city.

"and when I did purchase property I found that I couldn't get the men to lay tracks to it."

More.

08/02/1904 *Ottawa Journal* *Renfrew* *Killaloe*

A Canada Atlantic railway freight train consisting of 36 cars of logs in charge of Conductor Connelly which left Madawaska late Friday evening the 5th inst. for Ottawa jumped the rails near Killaloe station at 7.45 p.m.

The train was running at a moderate speed, when she suddenly left the rails, overturning 16 cars and the tender, which was almost completely demolished.

Fortunately the engine did not go over, which greatly lessened the danger to the driver and fireman, although as it was they had a very close call. Driver H.H.

Leggat, who stuck to his post, had enough presence of mind to shut off the steam as soon as he felt that something was wrong. He, however, strange to say, is the only one of the train hands that was hurt. He was thrown from his engine and falling backwards across an iron bar was considerably bruised about his back. Last evening he was resting nicely, and hoped to be out again in a short time.

As soon as word had reached the city a wrecking train was dispatched to the scene.

11/03/1904 *Renfrew Mercury* *Renfrew* *Admaston*

--the station yard at Admaston is filled to overflowing with logs taken out by the Cumming Company of Renfrew. Twenty men and six teams have been steadily at work for some weeks, and they have filled up the large yard at the station with logs five and six tiers deep.

Mr. Booth and Central Fair

Reason why C.A.R. won't touch a siding

Irritation felt by Mr. Booth about city council's doings last year.

There is some talk around town today about the refusal of the Canada Atlantic Railway to lay a siding into the Central Fair Grounds from the company's track which passes out this side of the Experimental Farm.

The siding would be an extremely important adjunct to the Central Fair, as it would enable animals of all kinds and general freight to be taken directly to the grounds instead of being transshipped in the city at much trouble and considerable expense. Particularly with regard to livestock would the siding be valuable as breeders object very much to driving animals through the city streets. The siding would be of importance not only at the time of the Central Fair, but also for the Fat Stock show in the winter.

The surprise at the refusal of the Canada Atlantic to lay the siding is caused by the fact that the Exhibition Association was willing to pay the interest on the cost. But when stress was laid upon this by exhibition representatives in an interview with General Manager Chamberlain, Mr. Chamberlain finally stated flatly that Mr. Booth would not put a dollar into the road.

It appears that the reason why Mr. Booth will not do so is that he is hot about the action of the city council last year in restricting his lumber yards. An exhibition director says that when Mr. Booth was first approached on the subject he expressed this feeling. Later on another director happened to meet Mr. Fleck, secretary of the Canada Atlantic Railway, and expressing surprise at Mr. Booth's attitude, was told by Mr. Fleck that if the directors were proposing simply to make a business arrangement in the matter they might as well see Mr. Chamberlain. This is what led to the interview between the exhibition representatives and the general manager of the Canada Atlantic, but apparently Mr. Booth's feelings had not disappeared, and so the Central Fair will suffer Mr. Booth's irritation about lumber restrictions.

10/06/1904 Eastern Ontario Review Renfrew Arnprior

The Canada Atlantic Railway employees' picnic will be held at Arnprior again this year, the date fixed being June 25th.

01/08/1904 Canada Lumberman Renfrew

J.R. Booth has completed his new lumber yard on Nepean Road, about four miles from Ottawa.

28/11/1904 Ottawa Journal Renfrew Madawaska

Head on at Madawaska. See accident file.

08/05/1905 Ottawa Journal Renfrew Museum Siding

Railway siding to the museum

Mr. George Goodwin makes application to Board of Works. Council will consider it.

A meeting was held of the Board of Works on Saturday to consider an application by Mr. George Goodwin, contractor for the new Victoria Memorial museum to lay a railway siding from the C.A.R. at Stewarton to the location of his work. The siding would pass by way of Catherine and Elgin streets and Argyle avenue. The board agreed to recommend that his request be granted, but the siding will have to be constructed according to plans and stipulations agreed upon by the city.

To consider this report there will be a special meeting of the city council this evening. The use of the siding would be wanted by Mr. Goodwin for the four years during which the museum will be in course of construction. There is understood to be an objection on the part of one or two residents on Elgin Street to the proposal. If the siding is constructed as asked it will have to pass very close to the curb on account of the presence of street car tracks.

The council, however, will discuss the proposition from its various standpoints tonight before taking action

09/05/1905 Ottawa Journal Renfrew Museum Siding

Approves of the siding

City council gives permission to Geo. Goodwin

Temporary railway crossing will be subject to stipulations drawn up by city officials

The city council had a very short meeting last night in disposing of the recommendation of the board of works to allow Mr. George Goodwin to lay a siding from the C.A.R. tracks along Catherine, Elgin and Argyle avenue to where he is constructing the new museum. The recommendation was adopted and Mr. Goodwin will be able to construct his temporary track if he complies with certain stipulations to be drawn up by the city solicitor and the city engineer.

...

As a representative of the ward to be affected Ald. Pepper wanted a little more explanation in connection with the siding. Ald. Davidson explained that Mr. Goodwin told him that he was in a hurry to go on with the work and asked that the board of works hold a special meeting to consider his application. Before calling such meeting the city engineer and himself (Ald. Davidson) had gone out and examined the different streets near the museum. On Elgin Street only two householders would be affected, one of whom had no objection to the siding being put in. The terrace belonging to the owner of the other house has its corner crossed by the temporary track.

The conditions under which Mr. Goodwin will be allowed to construct the track are that he must flag every train going in or out, and that he will be responsible for all accidents which may happen and his tracks must be built at the level of the street railway tracks.

The rushing of the matter through so rapidly seemed to Ald. Storey to show as if it were being done for a certain purpose. He did not intend to make any insinuations and possibly if he had had time to go out there and view the ground he might not have opposed this resolution at all. But he thought it might have been left over in the regular course of business until the meeting next Monday evening.

Ald. Rosenthal thought the proposed track could do nothing but good.

Further discussion about the haste,

14/07/1905 Ottawa Journal Renfrew Museum Siding

At the board of works Wednesday evening Ald. Davidson drew attention of the board to the complaints made about shunting cars at night on the siding leading from the C.A.R. to the new museum grounds. He pointed out that unless the time of shunting is changed and the residents allowed to rest at night he was prepared to move the privilege be cancelled. The board decided to hear some of the residents before taking any action. It was pointed out that the Railway Commission had set the hours and could doubtless change them.

Includes an excellent cartoon - get a copy.

01/09/1905 Ottawa Journal Renfrew Museum Siding

The C.A.R. this morning applied to the railway commission for an order giving the right to operate a siding to the museum in course of construction at Argyle Avenue. An interim order was given and the company wanted it made permanent for the four years this work will be in progress.

The board agreed to grant the order for as long as the city is willing to allow the siding to remain.

Branch line is required

From Galetta to Fitzroy Harbour at once.

A branch line from Galetta to Fitzroy Harbour is what the residents of Fitzroy desire..

Whether this be a steam line or electric road the people are not particular..

Galetta is four miles distant and a stage which is capable of accommodating half a dozen people makes the trip twice a day and in wet weather the drive is far from pleasant.

11/01/1906 *Chesterville Record**Renfrew**Admaston*

Crossing accident. Sleigh struck by a GTR train, seven miles from Renfrew. Also reported in Renfrew Mercury.

16/04/1906 *Ottawa Citizen**Renfrew**Carp*

While shunting in the switch yard at Carp this morning, a car on the Grand Trunk west-bound way-freight left the rails and turned nearly crosswise on the main line. As a result, both of the morning passenger trains were delayed until the wrecking train and crew arrived from Ottawa and cleared the line which took over an hour. Practically no damage was done to the car or rolling stock, and the accident was due to the breaking of a switch frog. A large crowd of people from the village gathered around the scene to watch the men at work.

01/05/1906 *Ottawa Journal**Renfrew**Bank Street*

Article and drawing "Brake Beam Dropped Down". See copy.

22/05/1906 *Ottawa Journal**Renfrew**Bank Street*

There is a rumour going the rounds which is understood to be well founded that the Grand Trunk Railway will build a suburban station at the Bank Street crossing of the company. Also that the GTR freight sheds in the canal basin will be removed when the big new Union station is erected and that the space thus left will be used for extra passenger tracks and sidings.

More

26/05/1906 *Ottawa Journal**Renfrew**Bank Street*

Break Beam Dropped

The breaking of a brake beam caused the derailment of two freight cars on the Grand Trunk Railway crossing at Bank Street yesterday afternoon and for a while traffic across the street was to some extent impeded.

The accident happened about half past four o'clock. A freight train was shunting in the Stewarton yard and a short distance east of Bank Street a brake beam on one of the cars dropped down and dragged across the ties. Just as the car was going over the electric railway tracks at Bank Street the brake beam caught a wheel and off the track went the two cars. In leaving the rails they veered up endwise, the rear of one crashing into the front of the other. The train was extending clear across the road, but the prospective tie up of street traffic was offset some by the uncoupling of part of some of the other cars leaving sufficient room for the passage of vehicles over the crossing. The electric cars, however, could not get past the obstacle, but that was remedied by having the passengers transfer cars going east only as far as the GTR tracks and the cars beyond returning to the exhibition grounds.

A passenger train from Parry Sound came along and of course could not run in on the main line. It contained some passengers for Montreal and other points east, but these people did not miss their connections, for another engine and car on the far side of the derailed cars took them down to the Central depot.

15/06/1906 *Renfrew Mercury**Renfrew**Renfrew*

The Grand trunk station is being improved. Last week, the Renfrew Electric Company was instructed to wire the station for the electric light.

24/08/1906 *Ottawa Journal**Renfrew**Bank Street*

GTR purchasing land for Bank Street subway.

10/09/1906 *Ottawa Journal**Renfrew**Bank Street*

The Bank Street subway which has just been made ready in time to have the crowds for the Central Canada Exhibition properly handled. This work has been necessary for years and will prove a boon. Includes a photograph looking from the south.

10/09/1906 *Ottawa Journal**Renfrew**Renfrew*

Accident near Renfrew - see accident file.

14/09/1906 *Renfrew Mercury**Renfrew*

The Mercury editorial pointed out that the GTR trains do not run as punctually as CAR trains did and there were more run-offs and smash-ups. Two Sundays ago, the wrecking trains from Ottawa came up to clear a freight train wreck and last Sunday it came up to correct a rear-end collision. The latter produced a spectacular wreck with a smashed engine, bent flat cars and upset coaches. The wrecking train crew worked all night and the track was clear for the morning express to go through on time.

05/10/1906 *Renfrew Mercury**Renfrew**Madawaska*

From Pembroke Observer: Evidently it is the intention of the Grand Trunk Railway Co. to build up the village of Madawaska. For some time past rumours have been current that the divisional point was to be removed from Madawaska to Barry's Bay, but the present action of the G.T.R. is allaying the fears of the villagers of Madawaska in regard to such a move. A gang of one hundred and fourteen men, besides several teams, are now engaged in the construction of a new concrete roundhouse near the site of the old building of five stalls, which has been inadequate to fulfil the demands of the increased traffic.

02/11/1906 *Renfrew Mercury**Renfrew*

RENFREW CASE AGAINST THE GTR The Cumming Co. of Renfrew started its case against the GTR Mr. Cumming was cutting logs at Brulé Lake in Algonquin Park and shipping them to Renfrew at \$9 a thousand feet, while Mr. Booth was shipping for \$2. The GTR lawyer pointed out that Mr. Booth could set his own rates - high, to benefit the railway, or low, to suit the lumber interests - while Mr. Cummings was given the rates before he started shipping.

23/11/1906 *Eganville Leader**Renfrew*

At Canoe Lake, Algonquin Park, on the Canada Atlantic division of the Grand Trunk, a short train ran head-on into a stationary freight early Saturday morning. The crews jumped but Maurice O'Connell, the fireman of Ottawa, failed to get clear of the engine and was seriously injured. He was taken to Ottawa. The engines were considerably damaged. Lemkay)

**14/12/1906 Eganville Leader**

**Renfrew**

**Renfrew Junction**

GTR WRECKS:-The Leader laments that 'the daily wreck' is now common on the GTR. Where, under J. R. Booth's direction, trains were so regular that you could set your watch by them, now delay and wrecks were common. It was thought that these conditions are the result of labour difficulties. What the GTR pays for section men is much less than what the lumbermen regularly get. The job is lonely and living expenses are high, so that men sent up the line quickly drift away. So there becomes a condition in which the track goes bad, and the way paved for expensive accidents. Possibly if the GTR management knew of the reason, it might be remedied, but with these big corporations there grows up such a system of red tape that it will probably be next mid-summer before it filters to the proper officer what needs to be done.

**14/12/1906 Renfrew Mercury**

**Renfrew**

**Renfrew junction**

--a G.T.R. freight train cutting through the K. & P.R. mixed at the Junction. The evening G.T.R. express had gone past the Junction. The K. & P.R. mixed thereupon started to cross the diamond. And the G.T.R. freight, which had closely followed the express, dashed into it. The condition of the atmosphere had obscured the mixed from the GTR engineer's view: and the swinging of the K. & P.R. beakman's lantern (meant for the K. & P.R. engineer) the G.T.R. engineer mistook for his signal to go ahead. He did go ahead, and his engine cut a K. & P.R. car clean in two; and knocked down a little house by the side of the track. The G.T.R. engine was ditched and the tender thrown across the track. This was Friday night and, as the wrecking train was away up the line, it was Sunday afternoon before the line was clear for traffic.

**25/01/1907 Renfrew Mercury**

**Renfrew**

**Madawaska**

Officials of the Grand Trunk Railway say that a new round house is to be built at Depot Harbor similar to the one just finished at Madawaska, and the work is likely to start soon. In the way of equipment, the Madawaska one is very fine, there being thirteen stalls for engines, a turntable with some of the most modern mechanical devices, and a complete coaling plant. Engines drawing trains, both from Ottawa to Madawaska, and from the latter point to Depot Harbor, are now coaling at the new coaling plant, and the engineers and others interested are much pleased with what has been done. The new structures are practically all of concrete and steel.

**01/03/1907 Renfrew Mercury**

**Renfrew**

**Renfrew water**

The Grand Trunk evening express going west on Monday night was frozen to the track at Renfrew station through the overflow of water from the tank. It was not until a freight came along and pushed it out that it made its way westward, nearly three hours late.

**13/05/1907 Ottawa Journal**

**Renfrew**

**Bank Street**

Car trucks leave rails - when crossing the temporary bridge over the Bank Street subway. the material for the new steel bridge is all ready to be placed in position..

**06/06/1907 Ottawa Journal**

**Renfrew**

**Rideau Canal drawbridge**

Plans are being prepared by the GTR for a new steel bridge across the Rideau Canal to replace the present structure leading from the yards at the foot of Elgin Street to Ottawa East. The new bridge will be placed a little to the south of the present one, in order that traffic may not be interrupted while it is being constructed. It has not yet been decided whether it will be a lift or swing bridge. The bridge will be made wide and strong enough to accommodate two tracks, as it is the intention of the company to have their system in Ottawa double-tracked. Cost about \$50,000 More.

**21/06/1907 Ottawa Journal**

**Renfrew**

**Bank Street**

Improvements are now being made at the Ottawa yards of the Grand Trunk railway. Men are engaged relocating the main line through Bank and Elgin street yards preparatory to replacing the trestles at Bank street subway. It is expected that the work including the replacing of the trestle will take about two weeks.

**08/07/1907 Ottawa Journal**

**Renfrew**

**Bank Street**

The GTR expects to have the permanent bridge at the Bank street subway in place this day week. In order that this may be done the change in the yard trackage consequent upon the installation of the bridge will be temporarily made. The temporary adjustment, however, will be as substantial as if it had been permanently made.

The temporary arrangement will put the company to about \$700 additional outlay, the total expenditure on the work being about \$6,000. The magnitude of the work may be gathered from the fact that in the readjustment of the trackage 21,000 feet of rails and 50 switches will be required.

The company hopes to begin next Saturday night to place the permanent bridge in place, and see the work completed by the next morning.

**15/07/1907 Ottawa Journal**

**Renfrew**

**Bank Street**

Bridge now ready over subway

The Grand Trunk Railway Company has now finished its work on the Bank St. subway. Operations began on Saturday night, and the work was rushed until the work was completed. Cars were running over it yesterday afternoon. The railway officials say that it now only remains for the city and the electric company to do their part of the work.

**23/08/1907 Ottawa Journal**

**Renfrew**

**Rideau Canal drawbridge**

Locomotive on rampage.

An unusual accident, luckily involving no loss of life, took place this morning shortly after 6 o'clock at Ottawa East.

Engine No. 451 backing west through the Grand Trunk yards to be attached to the regular daily way freight train going east, on reaching the drawbridge over the canal at Ottawa East, became unmanageable and started to back towards the river, instead of over the bridge. The engine ran off the rails and travelled nearly the full length of the bridge on the ties, ripping and tearing them badly, and finally hung with its tender suspended over the waters of the canal.

The engineer - J. McKenna and fireman - G. Johnston, vainly attempted to check their engine. The brakes seemed to be out of order and only after the application of both the air and emergency brakes was the mogul freight engine brought to a standstill.

The engineer and fireman both remained in their cab until relieved by personal orders of Mr. Donaldson, the G.T.R. general superintendent.

Three engines to the rescue.

No less than three huge engines were required to haul the runaway back to the metals, and in the meantime, for nearly two hours, traffic was at a standstill over the Grand Trunk tracks.

The back truck of engine No. 451 are somewhat damaged, the tender is smashed and the underbody of both tender and engine are pretty well tangled up.

A large force of men was quickly put to work, the ties of the draw bridge were patched up and the damaged locomotive was towed to the repair shops.

Both engineer and fireman were badly shaken up and had to go home.

Various craft on the canal, including the steamer Rideau King, were delayed for an hour or so, being unable to get under the bridge until the engine was removed.

**26/08/1907 Ottawa Journal**

**Renfrew**

**Pembroke**

New station at Pembroke

Pembroke Aug 26. The citizens of Pembroke are jubilant over the anticipation of a new station to be erected in the centre of town by the Grand Trunk Railway Company.

The company has bought out the property of several parties in town in order to increase its yard and station grounds. It is expected that with the advent of the Northern Railway to Pembroke that the new station will become a Union station for both railways.

The land which has been secured will give ample accommodation for both railways to enter the town, and will afford much better accommodation for the travelling public, as they can get on and off the train from the centre of the business portion of the town.

**20/10/1907 Ottawa Journal Renfrew Concession Street yard**

The Grand Trunk Railway has just about completed the entire re-arrangement of four miles of tracks in their yards at Concession Street. Some of the tracks have been raised considerably. While the work has been under way shunting had been impeded somewhat at times, but in a few days all of the sidings will be open and the work of moving trains will be greatly lessened by the new arrangement of the yard.

**01/11/1907 Renfrew Mercury Renfrew Renfrew**

The Grand Trunk station is being much improved this week by the painters. It is now a myrtle green, up four feet from the base, drab from that to the eaves and the roof an emerald green. The Junction station has been similarly freshened.

**07/12/1907 Ottawa Journal Renfrew Renfrew**

Rear end collision at Renfrew - see accident file.

**11/12/1907 Ottawa Journal Renfrew Arnprior**

Wreck at Arnprior - see accident file.

**02/07/1908 Renfrew Mercury Renfrew Renfrew**

The G.T.R. has men at work putting in another siding between Renfrew and Renfrew Junction.

**19/11/1908 Ottawa Citizen Renfrew Ottawa East**

Wreck - see accident file.

**05/01/1909 Ottawa Journal Renfrew Preston street bridge**

Work is being rushed on the new Preston street railway bridge and an early completion is being looked for. The new structure which will be of steel, rests on two cement piers and will be of great strength.

As a result of the erection of the bridge Preston street will be widened some twenty feet, and foot traffic will benefit by the change. The completion of the bridge will bring to a close a matter which has been hanging fire for the past two years.

**12/06/1909 Ottawa Journal Renfrew Lumber Piles**

Map showing the lumber piles in the Dalhousie and Wellington Wards around Rochester street.

**06/08/1909 Eastern Ontario Review Renfrew McAuley Central**

The Eganville leader says: Mr. J.N. Booth, Ottawa's lumber king is having the iron horse penetrate deeper into his limits west of here. On Monday next Engineer Robt. H. Bruce and party will leave to survey a route for a five-mile extension of the Booth railway from Egan Estate to McAuley Lake. Over this road and down the Grand Trunk line are hauled the logs to be manufactures in to the choicest lumber at the mills in Ottawa.

**20/08/1909 Renfrew Mercury Renfrew Carson Lake**

There was a wreck on the Grand Trunk Railway on Monday through an unusual cause - a cloudburst. The accompanying torrent of rain rushing down a steep hillside undermined nearly a mile of track near Carson Lake a few miles beyond Barrys Bay and a mixed train was ditched before any damage was known. The fireman being killed. Another train had passed only a short time previously. The fireman was W.J. Thurston of Madawaska whose fatal injuries resulted from him being crushed under a car.

**06/12/1909 Ottawa Journal Renfrew Silicate Brick**

Silicate brick appeals taxation assessment on the machinery on their plant in Ottawa East.

**04/02/1910 Eastern Ontario Review Renfrew Renfrew**

Renfrew Jan 30. - While he stood on the railway track to watch a hockey game in progress on the river below, Martin Deitz, aged 6 years, son of Mr. M.A. Deitz of this town, was struck by the morning westbound local on the C.P.R Saturday morning and sustained injuries from which he died in the evening. Gthe little boy had been sent on an errand by his mother and on his return from the store walked along the track towards his home. He was thrown down the embankment by ther train his head being badly cut, besides which he received internal injuries. Death took place shortly after seven o'clock Saturday evening. A jury was empaneled by Coroner Dr. Connolly, which after viewiung the body adjourned until Monday night,

**04/03/1910 Renfrew Mercury Renfrew Admaston**

The G.T.R. station is a busy place these days: lumber, ties, telephone poles and pulp wood are being hauled to the station daily, by several men from the Shamrock side of the township.

**12/08/1910 Renfrew Mercury Renfrew**

Mr. J. R. Booth did the unusual thing by his men who were thrown out of work by the GTR strike. He gave them full pay, just as if they had been working for him, at a cost to himself of \$12,000. The men gathered and gave him a mighty shout of thanks. He told them that he thought he could afford the loss better than they could. 'J. R.' as he is familiarly called, was always noted for giving worthwhile men a helping hand. This time he has widened the bounds of his practical sympathy.

**23/09/1910 Eastern Ontario Review Renfrew Whitney**

Eganville, Sept. 21 - Falling off a wagon beneath the wheels of a moving train at Whitney, Martin Shields of Hastings County, had both legs taken off. He was rushed to the hospital at Parry Sound where he died.

**17/02/1911 Renfrew Mercury Renfrew Renfrew water**

The G.T.R. water tank and the proposed overhead bridge.

Mr. M. Donaldson, superintendent of this division of the G.T.R. , came up by the noon train on Tuesday and was met by the Mayor and Engineer and the waterworks and streets committees. First the group visited the railway tank, the condition of which had caused an urgent message to be sent to the railway officials. Mr. Donaldson promised to have some temporary improvements done at once: and more permanent changes during the summer: to prevent waste of water and damage to streets and property. Then the party went on to the Smith's Creek bridge crossing. Here, once again, arguments were offered for the building of an overhead crossing. Mr. Donaldson says his company is not averse to building overhead bridges where the conditions are right: but believes that her the d=land damages would be excessive. Such a bridge over the creek he judged would hav eto start on the rise at Mr. W. O'Connor's house on the south side of the creek and at the British Hotel on Main street. The bridge would have to be 22 ft. 6 inches clear of the rails and rise I in 20. Altogether between cost of bridge and cost of land damages, Mr. Donaldson felt, as he did some years ago, that the cost would be prohibitive. However, he agreed to send an engineer up to look over the grades and get his bridge superintendent to make an estimate of the cost. Urged if the tracks could not be lowered so that he height of the proposed bridge could be reduced he said that they would rather raise them.

Barry's Bay Man and The G. T. R.

Leaning over a table covered with blue-prints, four members of the railway commission and a farmer on Tuesday at Ottawa took up the consideration of the farmer's complaint that he had not been allowed to board the Grand Trunk train when it stopped and took on other passengers. The farmer is Mr. J. H. Dennison of Barry's Bay. In order to get on the train, he said, he was compelled to walk three miles down the track, while others were taken on where he started to walk. Mr. Morley Donaldson for the Grand Trunk explained that the train stopped to take on employees, and there were not facilities for taking on passengers. "What I'd like to know is why a man can't get on a train anywhere it stops," said Chairman Mabee, "even when it stops in the bush to fix up an accident." It was finally decided that the train should stop for Mr. Dennison when flagged once a week, on Wednesdays, and that he could get on with the railway employees on other days

04/10/1912 *Renfrew Mercury**Renfrew*

An unusual use is being made of the GTR. In co-operation with the Ontario Government, a specially-modified car has been transporting black bass fingerlings to remote lakes in the Highlands of Ontario. Seventy-four thousand have been planted with five thousand little bass going to Cache Lake. The bass grow quickly and after three years they are of a catchable size. Anglers report that fishing has improved greatly.

14/03/1913 *Renfrew Mercury**Renfrew**Renfrew*

The Grand Trunk station is looking a good deal better than you, this week. The company's painters passed by last week, and cleaned up both inside and outside.

24/07/1913 *Chesterville Record**Renfrew**Arnprior*

The other evening Samuel Spence was the means of saving a boy's life. The boy, who was the twelve year old son of Mr. John McGonigal, had his thumb caught in a "D" rail, which is operated in the diamond hose at the intersection of the GTR and the CPR tracks.

A through freight on the GTR was coming along just as Mr. Spence. He managed to have the freight stopped, while another boy informed the signalman of McGonigal's predicament and had the switch opened.

The thumb was much flattened and a physician had to be summoned.

26/05/1914 *Ottawa Journal**Renfrew**Elgin Street*

Fire in the lumber yards of J. & C. Low Construction and Barrett Bros., Lumber dealers, south side of Catherine between Kent and Lyon.

29/05/1914 *Eganville Leader**Renfrew**Madawaska*

Reports the Ottawa Free Press of Wednesday: - Word has been received at the G.T.R office here to the effect that unless the wind blows up, the bush fires in the vicinity of Madawaska are not likely to cause any further damage to property. Tents and blankets have been sent up by the militia department, although there is no need for them, as was first reported.

The Grand Trunk yesterday had in all 16 freight cars burnt, one being loaded with hay. A storehouse, wheelhouse and oilhouse were also destroyed by the flames, with a total loss to the railway of \$6,500. A large number of men are now fighting the fires, which, it was stated, are now under control.

22/06/1914 *Ottawa Journal**Renfrew**Kinburn*

Head on collision, two freight trains at Smiths Crossing, one mile from Kinburn. Two dead and three injured.

26/06/1914 *Eastern Ontario Review**Renfrew**Kinburn*

Kinburn Ontario June 21 - Two men were killed and three others more or less seriously injured when two freight trains collided head-on on the Parry Sound line of the Grand Trunk railway about a mile west of here at 9:30 last night as a result, it is believed, of a misunderstanding of orders. The dead men were the firemen on the engines H Jessop, who was firing the eastbound train, and E.O'connor employed at similar work on the other.

Jessup's home was at Pembroke but he boarded at 397 Elgin Street Ottawa. O'Connor was a native of Arnprior and was boarding at 721 King Edward Avenue, Ottawa. Both are single.

the injured men are George Smith 189 Concord Street Ottawa engineer of the westbound train, right arm and right angle injured.

W J Moylan Ottawa Brakeman

E. Carroll Ottawa, brakeman, left ankle injured

30/04/1915 *Renfrew Mercury**Renfrew**Eganville*

Fire completely destroyed the station and freight sheds on the G.T.R. at Eganville on Thursday evening of last week. The flames had got a big start before they were noticed and the agent J.P. Smith had to rush into the building, at considerable risk, to rescue his invalid son who was in the family living apartments above the station. The total loss was about \$4,000 covered by insurance. The blaze started in the freight shed, it is believed from a cigarette butt, carelessly thrown down there earlier in the day. When the agent opened the door a big volume of flames poured out. He rushed into the station and this was already on fire. The flames had got such a start that he was unable to save anything of value. The papers and about \$60 in cash in the till was destroyed. The fire occurred about six o'clock in the evening. Mrs. Smith was out at the time, and the young son had a narrow escape from being burnt. Although a volunteer brigade fought valiantly to save the buildings they were completely destroyed.

30/04/1915 *Eganville Leader**Renfrew**Eganville*

G. T. R. Station Burned

Another Thursday night fire occurred in this locality last week when the G.T.R. station and freight shed were consumed. The origin of the fire is unknown but it is surmised that a cigar or cigarette stub thrown carelessly under the station platform started a blaze which crept under the freight shed and unobserved consumed its way to the interior. There it was first discovered and it had reached such proportions that the whole building was beyond hope of saving. Mr. Smith, agent, had barely time to rescue the members of his family. A few pieces of furniture were taken out, but the office papers and fixtures with fifty dollars in money and all the tickets were given as prey to the flames.

The Eganville fire brigade responded to a call but as the fire was confined to the one structure their services were not necessary. The loss is estimated at over \$2,500.

A passenger car on a siding is serving Mr. Smith as an office and travellers with waiting accommodation. Officials of the company visited the scene on Wednesday. A new station will be erected as soon as possible.

06/05/1915 *The Equity, Shawville**Renfrew**Eganville*

The G.T.R. station and freight shed at Eganville, with all their contents, was destroyed by fire on April 22nd. Loss about \$6,500.

22/06/1917 *Eganville Leader**Renfrew**Eganville*

The G. T. Railway Co. has begun the erection of a new station at Eganville - to replace the one destroyed by fire two years ago. Considerable of the needed material is now in the ground and carpenters have arrived to begin work. The station and freight shed will be a modern and somewhat pretentious character. The measurements are 108 by 33 ft. A separate residence for the agent will be erected at an estimated cost of \$4,000.

Blames Spreading Rails for Wreck on the G.T.R.

Spreading rails, it is said, was the cause of the wreck on the G.T.R. line between here and Renfrew recently, when seven freight cars were derailed a short distance past South March station. The derailment occurred about three o'clock in the morning. No one was hurt, although several lengths of track were torn up and service on line was tied up for several hours. According to C.W. Asmuseen, of Asmuseen's Chemical Laboratory, who arrived at the scene of the wreck before the track was cleared and took a few snapshots, the spikes holding the rails to the ties were loose on that portion of track. It was owing to this condition, he believes, that the rails spread.

20/09/1921 *Ottawa Journal**Renfrew**Driveway*

The proposed level crossing of the Ottawa Improvement Driveway, later FDC Drive, now Island Park Drive, at the GTR/CNR was opposed by the Grand Trunk Railway (formerly CAR). (CP opposed the same crossing, both railways wanting an overpass). This is the site of the current overpass on the Queensway at Island Park Drive.

03/12/1921 *Ottawa Journal**Renfrew**Driveway*

Board of Railway Commissioners approves level crossing of Grand Trunk and the Driveway, but there must be wigwags on both sides of the tracks.

13/01/1922 *Eastern Ontario Review**Renfrew**Eganville*

Roderick Milroy, a farmer of Sebastopol, was instantly killed by a G.T.R. freight train at Perrault's crossing about a mile west of Eganville, on December 27.

21/05/1922 *Ottawa Journal**Renfrew*

#52 from Depot Harbour had a broken axle on the coach just as it was coming into the Bank Street yards. The coach was set off on the main line to await repairs, and the passengers resumed their short journey into Bank Street in the baggage car.

24/08/1922 *Ottawa Journal**Renfrew**Eganville*

TRAIN LEAVES TRACK DELAYING PASSENGERS

Freight Derailment West Eganville.

A derailed truck of one of the cars of a western freight train a few miles west of Eganville, is holding up the local G.T.R. passenger train between Pembroke and Ottawa. At two o'clock the train was four hours late in reaching- reaching Ottawa and the obstruction had not yet been removed. The Pembroke train is due in Union Station at 11.35 and may not arrive until five or six o'clock. The derailment is not serious.

18/12/1922 *Ottawa Journal**Renfrew**Kinburn*

Three Injured when Freight is Derailed

Fireman Previously Injured painfully Burned in Accident

Fireman Robert A. Ellis of Renfrew, aged 23, had his right hand and wrist painfully burned and Conductor J.M. Drummey, 141 Eccles street and Brakeman H.J. Martin, 88 Bell street, were both bruised and cut when a Grand Trunk Railway freight train went off the tracks between Kinburn and Carp, Saturday midnight. Ten cars with grain and the caboose went off the tracks into the ditch and the roadbed was torn up for a considerable distance. A broken wheel was the cause of the derailment. The injured men were brought to Ottawa Sunday morning at six o'clock. Ellis was taken to St. Luke's hospital, where Dr. F. W. McKinnon attended to him. The other injured men were able to proceed to their homes. While Mr. Ellis' home is in Renfrew, he has a room on Nicholas street.

Fireman Ellis had been unfortunate to slip off the icy step of the engine when the train was pulling out of Galetta a short time previous to the derailment. He injured his left back and hip and was incapacitated from further duty. He was taken to the caboose where he was lying down. When the caboose and the other cars left the track and fell on their side in the ditch, Ellis was shot forward against the stove and his right hand was pinned under the open mouth of the damper against the live coals.

Drummey and Martin were also thrown heavily to the floor when the car was upset. Drummey received injuries to his back and to the left shoulder blade and Martin to his left knee and ankle. Despite their injuries Drummey and Martin went to the assistance of their comrade, who was suffering excruciating pain with his hand pinned down by the stove, and released him. The freight engine was detached from the rest of the train and rushed the three injured men to Carp where they were attended to by Dr. W. G. Robertson an old schoolmate of Ellis.

As soon as news of the wreck was received in Ottawa, a relief train was despatched. The injured men were brought back to Ottawa and the repair gang started clearing the roadway. No passenger trains were operating yesterday, but a freight train following behind the wreck was held up for over 12 hours. The grain in the 10 derailed cars had to be transhipped into other cars. The wrecked train, which consisted of 33 freight cars and a caboose, had been made up at Madawaska, and was proceeding east from Depot Harbor with western grain.

Official report from the local headoffice of the railway last night stated that the line was repaired and cleared by 10 o'clock Sunday morning

29/08/1924 *Eganville Leader**Renfrew**Caldwell*

C.N.R. Station Burned

The C.N.R. station at Caldwell, eight miles east of Eganville, was burned yesterday afternoon, together with the freight shed. Most of the contents were saved. The fire started on the station platform, but had gained considerable headway before being discovered.

01/12/1925 *Renfrew Mercury**Renfrew*

December 1925

The first visit of a gasoline propelled railway car to Renfrew took place on Wednesday when a new type No. 55 built by the Ottawa Car Company, Limited, was given a very successful run from Ottawa to Renfrew over the Canadian National system.

The gentlemen who were the first passengers on this specially-built car were: J.A. O'Brien, Lt. Col. L.T. Martin, Commissioner of T&N.O. Ry; G.M. Bell, M.J. O'Brien Ltd., J.Epinault, Central Supt Canada and Gulf Terminal Ry; W.C. Moore, Master Mechanic, Ottawa, Div CNR; J.E. Adams, Supervisor of Unit Cars, CNR; O.R. Barefoot, Mechanical Dept., CPR; T.J. Palmer, Music Editor Ottawa Citizen, Dr. B.G. Connolly, Managing Director, Capital Trust; W.H. McIntyre, Vice-Pres and General Manager, F.D. Beattle, Supt Car dept., I.D. Bya, Supt f Works, J.R. Allan, Sales dept, all of the Ottawa Car Manufacturing Co. Ltd. Mr. Donnagan, Mechanical Dept, Algoma Eastern Ry.

The company arrives about noon and after luncheon at Hotel Renfrew. A number of Renfrew people had an opportunity of inspecting the car. It is a Brill patent type, capable of seating comfortably 38 persons and also has a baggage compartment. The construction is all steel and is fully equipped with regulation railway systems of lighting, signaling, etc. In fact the construction is explained by experts is in advance of some of the first-class passenger coaches now in use.

The engine is a marvel of smoothness, is 68 horsepower and starts and stops with precision and without a jar. The car has the newest in Westinghouse air brakes, in fact the whole make-up of type 55 of the Ottawa Car Co. is designed for the purpose of providing safety, comfort and fair speed. This new car gives opportunity for bringing together the smaller communities and it may be that next spring Wilno, Golden Lake, Killaloe, Barry's Bay and other near-by places will be brought in closer touch with Renfrew and other towns through the operation of these gasoline propelled cars on the railways.

Renfrew Mercury 23 December 1925 - depending upon the actual date of publication the trip could have been taken on Nov. 25, Dec 2, 9, 16 or 23. 1925



Includes a picture.

Railway gasoline coach built in Ottawa impresses on trial trip.

Ottawa Car Company product is something new in railway equipment - has many improvements.

Something new in railway equipment is a big gasoline motor coach built by the Ottawa Car Manufacturing Company Limited and turned over this week to the Canada and Gulf Terminal Railway Company, for whom it was constructed, for use on the line out of Mont Joli, Que.

This coach is luxuriously appointed and a neat compact train in itself. It has a capacity for 50 passengers in its main sections and self locking seats for six passengers in the baggage compartment. In the main section of the car leather upholstered seats of the spring type ensure the maximum of travelling comfort. The interior of the car contains a wide central aisle, and the whole is trimmed in dark bronze metal. The finish, including all doors sash and moulding, is of mahogany, stained to a dark rich finish. A feature of the big coach is the hot water heating system.

The coach has a six cylinder enginemvalve in head, double-duty type, bore 6-7 inch, 190 h.p. with four valves per cylinder. The engine at the front of this car is so mounted as to be removable as a unit. The coach is fitted with Westinghouse air brakes. It has one four-wheel truck under each end of the car, like parts of which are interchangeable. The whole coach weighs 59,000 pounds and has a length overall of 55 feet.

The crew consists of an operator and a conductor. There are five gears, of which Nos. 3, 4 and 5 are equally efficient. Any one of these may be used indefinitely if extreme conditions make this necessary. The speed of the car is 58 miles per hour.

On Tuesday there was a trial run to Renfrew and back, and the car was delivered on Wednesday morning to the owners and proceeded immediately to Mont Joli. It is specially designed for trailer operations when required, and is expected to be a great asset to its owners.

01/09/1926 *Ottawa Journal**Renfrew*

Coal tender leaves rails, delaying train

When the coal tender jumped the tracks a short distance east of Rock Lake, Algonquin Park, yesterday, shortly before noon, the Canadian National passenger train from Scotia to Ottawa was delayed for one hour 20 minutes. Heavy work on the part of the engineer prevented more car from leaving the rails.

The derailment occurred while the train was crossing a high embankment. As soon as the tender left the tracks the engineer brought the train to a stop, but not before the tender had plowed along the road bed for several score feet tearing up sleepers and digging deep into the bed.

All the passenger of the train gathered along the embankment and watched the efforts of the train crew to get the tender back on the rails. This they succeeded in doing by the use of "frogs" under the train power, and without the assistance of any wrecking crew.

25/11/1926 *Ottawa Journal**Renfrew*

Records of the Board of Railway Commission are being searched today on behalf of the City Engineer's Department to learn if permission has been granted the Canadian National Railways to extend their track facing on Isabella Street. (illegible) The existing railway siding on Isabella street was laid years ago and apparently without any opposition from the city. The company now proposes to extend it from O'Connor street to Bank, a distance of about 400 feet, crossing no street intersections, and has not consulted the city officials concerning it as it is the opinion of the railway officials that the extension is exclusively on private land. More.

04/01/1927 *Ottawa Journal**Renfrew**Ottawa Car*

A gas electric car, the product of the Ottawa Car Manufacturing Company Limited. For the use of the Temiskaming and Northern Ontario Railway between Cobalt and Kirkland Lake, proved most successful in operation on its trial trip between Ottawa and Renfrew when an average speed of 45 miles per hour was maintained. the maximum being 62 miles per hour.

On the trial run the car left Union Station, Ottawa. At 10.15 o'clock making the trip to Renfrew and returning at 4.20 o'clock.

The new departure in modern railway cars has a combination passenger, baggage and smoking compartment 73 feet long and nine feet 11 3-4 inches wide with a seating capacity of 77 persons.

Control by Levers.

The interior finish of the car is of solid mahogany with cream ceiling. It has 16 windows on each side with double sash for winter conditions. One side of the car has cross seats to hold three passengers, the seats on the other side being built to accommodate two passengers.

The power plant consists of one Brill Westinghouse 250 hp at 1,100 revolutions per minute which is directly connected with a railway type self-ventilated direct current generator giving a voltage of about 600. The current from the generator passes to two electric motors, Westinghouse type No. 557-A5 which draw the car. These motors are mounted on the axles of the front truck, each being of 140 h.p. capacity.

The control is by manual operation of a throttle lever at each end of the car. The weight of the gas electric car is 103,000 pounds while it is operated by a crew of two men compared with a minimum crew of five on a steam train.

Officials on Trip

The following officials were in the train during its trial trip:

F.M. Donegan, superintendent, Algoma Eastern Railway; O.N. Barefoot, C.P.R.; E.J. Feasy, Engineer, C.N.R.; W.J. Warnick, Superintendent, Toronto,

Hamilton and Buffalo Railway; P.H. Fox, assistant superintendent, C.N.R.; S.B. Clements, chief engineer, Temiskaming and Northern Ontario Railway; W.J.

Beatty, foreign sales manager, W.J. Brill company; W.M. Swinwood, engineer C.N.R.; L.G. Turner, engineer C.N.R.; W.H. McIntyre, vice-president and general

manager, Ottawa Car Manufacturing Company; L.D. Byce, superintendent of works, Ottawa Car Manufacturing Company; F.S. Beattie, superintendent car

department, Ottawa Car Manufacturing Company and J.R. Allan, sales department, Ottawa Car Manufacturing Company.

Lieut-Col. L.T. Martin of the T. and N.O. Railway Commission and Mrs. Martin were passengers on the car for the return trip from Renfrew to Ottawa.

While the car was in Renfrew the following prominent residents, after being given a full explanation as to the car's operating, were taken for a short run: T.M.

Costello, Councillor Macdonald, T.F. Barnet, ? Dean, Col. Irving, C. Dewey, W. Cram, F.M. Devine, W.O. Nicol, C.E. Fairweather, E.R. Layles, Charles Dean

and George Gorman.

15/12/1927 *Ottawa Citizen**Renfrew*

Ask for bridge for C.N. Railway track

Request made by Rosedale Municipal Association

At a meeting of the Rosedale Municipal Association held in the old town hall, Main street, last evening, it was decided that a committee send a letter to the board of control asking for a bridge over the C.N.R. tracks at the end of Concord street. If this bridge was built, it would open up a dead end street and take a lot of traffic off Greenfield avenue.

It was suggested that if the board of railway commissioners adopts the board of control's request for a new bridge over Somerset street, the material used in this bridge could be put to advantage on the one in Ottawa East, if it was decided that a bridge should be built.

23/06/1928 *Ottawa Citizen**Renfrew**Carp*

Has leg fractured.

Jumping from the C.N.R. Ottawa-Pembroke passenger train before it had come to a stop at Carp station yesterday afternoon, George Martin, relieving section foreman for the C.N.R., fell and suffered a fracture of the right leg above the knee. He was placed on a train and brought to Ottawa, and was met at the parkdale avenue crossing by Hulse Bros ambulance, and from there conveyed to the Civic Hospital, where he is under the care of Dr. F.W. McKinnon.

11/09/1930 *Ottawa Citizen*

*Renfrew*

*Ottawa, Booth street*

Auto runs against train at Booth street

A motor car driven by a man who gave his name as William McKenzie, and his address as the Alexandra Hotel, ran into the side of a lumber train at the C.N.R. crossing on Booth street, shortly before midnight last night. The train was in motion at the time.

The front of the auto was badly damaged but the two men in it escaped without injury. The train was in charge of Conductor K. Sullivan

25/09/1930 *Ottawa Citizen*

*Renfrew*

J.J. Wilson struck by train going to Scotia.

[http://news.google.ca/newspapers?id=tjE0AAAAIABAJ&sjid=T\\_UIAAAAIBAJ&pg=5960,5698678&dq=train+l+railway+l+railroad&hl=en](http://news.google.ca/newspapers?id=tjE0AAAAIABAJ&sjid=T_UIAAAAIBAJ&pg=5960,5698678&dq=train+l+railway+l+railroad&hl=en)

02/10/1930 *Carp Review*

*Renfrew*

Huntley Man Killed on Railway Crossing

Mr. John James Wilson Meets with a Horrible Death.

This community has been the scene of another shocking accident, when on Thursday morning last (25 September) one of our most prominent citizens, Mr. John James Wilson was killed instantly by a train. He was on his way from his home on the sixth line of Huntley to his stock farm on the third line and was caught on the railway crossing near the cheese factory on the town line between Huntley and Fitzroy. He was in a closed car at the time and evidently did not hear or see the west bound morning passenger train coming as they met at the crossing at the same time. He could not have been thinking at the time as the crossing is not considered a dangerous one, and a good view can be had for quite a distance either way. Mr. Wilson received terrible injuries about the head which caused instant death and the car was badly smashed. One of Mr. Wilson's sons was driving along the road in a buggy and saw the accident as did also a couple of men working in a nearby field, but they were too far away to attract Mr. Wilson's attention to his approaching danger.

Inquest--funeral ---

12/12/1930 *Eganville Leader*

*Renfrew*

*Eganville*

New Siding at Spring Creek Crossing.

The Canadian National Railways, ever ready to serve the convenience of shippers, has constructed a siding at the Spring Creek crossing (Eganville-Perrault road) about a mile south-east of the town. Makers of pulpwood and producers of other commodities who reside in Perrault, on the McGrath road and on the Opeongo will be well pleased with the new siding, which will afford them greater accommodation for shipping and a shorter haul.

05/08/1931 *Ottawa Citizen*

*Renfrew*

*Fassett Lumber*

Brakeman meets death.

Foss Mill. Gordon MacDonald, aged 41, son of the late Edmond MacDonald of Chishlm, was fatally injured this morning while braking on a train operated by the Fassett Lumber Corporation a few miles south of Foss Mill. Apparently no one was present when the accident occurred. he leaves twelve children, his wife and six brothers, one sister and mother to mourn his loss. He was a member of the United Church and a member of Chisholm L.O.L. 1323.

14/03/1932 *Ottawa Citizen*

*Renfrew*

*Arnprior*

Trainman seriously injured at Arnprior

Falls from box car under moving train.

William White, 56, of Smiths Falls, a C.N.R. trainman, was seriously injured here yesterday when he fell from the top of a box car and under the wheels of a moving train. His left hand was so badly crushed that it had to be amputated and it was also found that his skull was fractured. After first aid by Dr. J.H. Box of Arnprior, he was rushed to the Victoria Hospital at Renfrew, where late tonight it was stated that his condition was critical.

Exactly how the accident happened is unknown. Mr. White was on top of one of the cars while shunting was being done in the local yard.

22/08/1932 *Ottawa Citizen*

*Renfrew*

Railway crossing watchman injured, motorist is held.

Struck down by a motor car driven by Joseph Kenville, 165 Armstrong street, as it swerved to avoid a collision with a train at the C.N.R. crossing on Booth Street just north of Wellington. Michael Colabrese, crossing attendant, 148 Louisa street, lies in serious condition at the Ottawa Civic Hospital. Kenville is held under arrest on a charge of reckless driving. It is feared that Celabrese is suffering from a fractured skull.

According to police, an auto driven by Kenville, was proceeding southerly on Booth street approaching the crossing and a yard engine hauling a string of freight cars was about to go over the crossing. Colabrese in the course of his duty was standing near the center of the roadway holding up a "stop" sign as a warning to approaching motorists.

Failing to bring his car to a stop, Kenville swung to his right and struck Colabrese, hurling him to the pavement with considerable force. After this the auto still continued on, crossed the sidewalk and crashed into the crossing attendant's cabin inside the street line on the railway right of way, where it came to a stop.

Colabrese was picked up in an unconscious condition, apparently badly injured about the head. Hulse Bros. ambulance was called and in it he was conveyed to the hospital where he is under the care of Dr. F.W. McKinnon.

<http://news.google.ca/newspapers?id=mfQuAAAAIABAJ&sjid=VdsFAAAAIBAJ&pg=7029,5825188&dq=train+l+railway+l+railroad&hl=en>

26/04/1933 *Ottawa Citizen*

*Renfrew*

Children playing on the railroad tracks and trespassing on railway property at the Ottawa terminus have become an absolute menace according to B.B. Harris, special investigator for the C.N.R. The game of jumping on the trains for short rides in the vicinity of Ottawa has always been a worry to the railway police, but lately it has become prevalent, especially on the cross town tracks, that there has been increasing danger of serious accident.

On more than one occasion children have also committed serious crimes against the Criminal Code, such as stealing and tampering with seals on cars. More than once trains have been forced to stop for little tots on the tracks.

As yet there has been no serious accident but the constant danger that some child will be killed has led Mr. Harris to request that parents living near the tracks take measures to see that their children do not trespass on railway property,

07/10/1933 *Ottawa Citizen*

*Renfrew*

Girl killed on railway tracks near her home.

Happy with a piece of candy while her mother left her for a moment to go into the house to answer the telephone, Betty Eleanor Milks, agd two years, clambered to the top of the Canadian National Railway's embankment at the rear of her home at 32 Edgar street, where she was struck and killed by the Pembroke-bound passenger train of the C.N.R. which left the Union Station in Ottawa at 3.45 o'clock on Saturday afternoon.

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<http://news.google.ca/newspapers?id=1nYvAAAAIABAJ&sjid=V9sFAAAAIBAJ&pg=2237,6568751&dq=train+l+railway+l+railroad&hl=en>

12/10/1933 *Ottawa Citizen*

*Renfrew*

Death was accidental and no blame attached to the Canadian National Railways or the engineer of the C.N.R. Ottawa-Pembroke train, was the verdict at the inquest last evening at the police station into the death of Betty Eleanor Milks, three-year old daughter og george E.Milks, 32 Edgar street.

The little girl was killed about four o'clock on Saturday afternoon when struck by the train on the C.N.R. tracks just back of her home near the Fairmont avenue crossing.

Coroner J.E. Craig, M.D., presided at the hearing of the evidence given by the engineer, W.G. Cooper, and other members of the train crew and the mother of the child.

**18/01/1936 Ottawa Citizen Renfrew**

Two west end youths had a narrow escape from serious injury or death early last evening when four box cars passed completely over one youth and a second was forced to jump to safety as a C.N.R. freight train, backing along the trestle over Holland avenue, overtook them as they were skiing along the right of way.

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**19/05/1936 Ottawa Citizen Renfrew Ottawa, Bank Street**

Complaint of train noise.

Mayor Lewis has received complaints as to the prevalence of shunting of trains in the Bank street railway yards during the night. The C.N. Rly. some time ago agreed to reduce the night shunting to an absolute minimum but residents in the district say the nuisance is now more common. An appeal will likely be made to the minister of railways.

**26/06/1937 Ottawa Citizen Renfrew Ottawa, Preston Street**

Quick work of engineer averts tragedy.

Only the alertness of a Canadian National Railways locomotive engineer saved five little children from almost certain death yesterday. The youngsters had climbed up on the C.N.R. bridge which crosses Preston Street and were watching the street cars pass underneath when they saw the Deisel (sic) engine train from Madawaska approaching and getting frightened tried to squeeze themselves against the railing.

The engineer, William M. Cooper, 617, Chapel street, Ottawa, saw the children as he reached the approach to the bridge and at once applied his emergency brakes. When he jumped down from the engine, it was to find that one of the children was caught between the pilot and the bridge rail, but neither he nor his companions were at all injured beyond getting a severe fright.

More - dangerous to be on tracks etc.

**11/09/1937 Ottawa Citizen Renfrew Ottawa, Elgin Street**

Locomotive Engineer had narrow escape.

Discussing the many narrow escapes from death and injury train crews experienced in bygone days, Mr. Water Hunt, veteran employee of the old Canada Atlantic Railway, told of an incident which occurred in the late eighties, a few years after the railway swing bridge had been built over the canal at Ottawa East. At that time, Fred Page, one of the first employes of the C.A.R. was taking a train out of the yards and was heading in the direction of Ottawa East. For some reason he was not aware of the fact that the bridge was open until it was too late to apply the brakes. The consequence was that the engine shot headlong into the canal tearing the couplings from the first car. In that spectacular dive the locomotive turned a complete somersault and lay on its back with the wheels sticking up above the water.

Just as the engine was about to take the plunge, Page executed a flying leap from the cab window and landed in the canal a few feet from where his charge landed. Fortunately he was uninjured and experienced little difficulty in reaching shore and safety.

N.B. This took place on 1 August 1891.

**03/11/1937 Ottawa Citizen Renfrew Goshen**

Car wrecked by train but motorist unhurt.

Goshen. A Montreal salesman escaped uninjured when the automobile he was driving crashed into the side of an eastbound C.N.R. express train between here and Glasgow yesterday morning. Hitting the center of the train, the car skidded about 160 feet and swung around, hitting the train again. The car was almost completely demolished.

The westbound steam express train was held up some time at Glasgow as the tracks intersect at this point. Provincial police and C.N.R. officials investigated. The wrecked automobile was taken to Arnprior.

**21/05/1938 Ottawa Citizen Renfrew**

A Night of Terror with Pack of Wolves

Recalling his experiences during construction work on the old Parry Sound Railway, James Reynolds, eighty-six year old resident of Ottawa, tells the following hair-raising story.

"When this incident occurred I was working on the steam shovel at Island bay, about fifty miles above Pembroke. The camp to which workers retired after the day's work was done was several miles further up the line. As a rule one man was left behind to guard the tools. It so happened that one night I was detailed for this duty. And what a night I put in!

"Island Bay was a desolate looking spot in those days, completely surrounded by dense forest and reputed to harbor all kinds of wild animals. Well, that night, after the gang had departed for camp I locked myself in the shanty and prepared to get some sleep. Just after dark, however, I heard a terrible racket outside, and peeking out of the window, I saw that the shanty was surrounded by a pack of wolves. All night long they howled and kept throwing themselves against the door and the sides of the shanty; they even climbed up on the roof and tried to tear the scoops off. I tell you, it was a terrible sensation to be there all alone and not know what minute they might effect an entrance and devour me. All night long I paced the shanty, wondering what I would do if one or more of them should get in. Finally daybreak came and then the denizens of the forest took themselves off. Then, and not till then, did I dare snatch a few minutes sleep."

**02/09/1938 Ottawa Citizen Renfrew**

Delegation here to protest C.N. proposal.

Delegations from various points on the Ottawa - Madawaska line of the Canadian National Railways are meeting the Board of Transport Commissioners this afternoon in protest against the C.N.R. proposal to cancel the evening train on the line in question.

The Post Office Department is also protesting the proposal as it points out that dropping the train would interfere with handling the mails. It would mean that all letters, parcels and newspapers mailed in Ottawa after 7 a.m. would have to be kept here for a day, until the morning train of the following day, leaving at 7.45 o'clock.

**02/03/1939 Ottawa Citizen Renfrew Ottawa, Island Park Drive**

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It was a happy idea to have the King and Queen detrain at a temporary station to be constructed at the Canadian National Railway crossing of Island Park Drive.

**07/04/1939 Eganville Leader Renfrew**

C.N.R. May Abandon Line Between Arnprior and Eganville.

Abandonment of the 39-mile stretch of C.N.R. line between Arnprior and Eganville has been agreed to by a joint committee of the Canadian Pacific Railways, subject to approval of the Board of Transport Commissioners

Ottawa officials of both railways told the Journal they had been unaware of the recommendation although the question of abandonment of the stretch of line had been brought up from time to time for some years past.

It was generally surmised that duplication of the lines was the reason for the proposed abandonment. There is a 19-mile stretch of Canadian Pacific line between Arnprior and Renfrew, and a 21-mile branch line from Renfrew to Eganville.

Abandonment of the track means that the railway service from Arnprior to Glasgow Station, Goshen, Renfrew Junction, Douglas and Caldwell would be discontinued. C.N.R. westbound trains would cross to C.P.R. tracks at Arnprior, crossing back to their own tracks at Eganville.

At Eganville a short piece of new track would have to be laid to connect the CPR branch line with the C.N.R. line outside the town limits.

20/05/1939 *Ottawa Citizen*

*Renfrew*

Queen speaks to C.N.R. brakeman

Exemplifying the democratic spirit and human outlook of Their Majesties, Queen Elizabeth spoke to William A. Joy, 118 Drummond street, brakeman with the Canadian National Railways, at 9.25 yesterday morning, as he was coupling the engine to the royal train at Deep Cut.

A few simple words by Her Majesty singled out Mr. Joy for high honor. His name will be linked with a host of important dignitaries who will meet the King and Queen across Canada.

According to Mr. Joy, he was engaged in coupling the engine, which pulled the royal train to Island Park station where Their Majesties got off, when the conversation took place.

"The King and Queen were standing on the platform of the royal train above me as I was engaged in coupling the engine to the carriage.

"Then Her Majesty smiled and spoke. I am not sure of the exact words but I think they were: 'That is a delicate job you have there', I replied 'Yes, it is Your Majesty'. the King then said something to Her Majesty, but I don't know what it was." Mr. Joy told the Citizen.

Mr. Joy has been a railroad man for 20 years and worked on the Grand Trunk Railway before joining the C.N.R. He is also a war veteran, having enlisted in 1914 with the 1st Canadian Division, Train, Ottawa. He served overseas almost four years.

Mr. Joy said the smile of the Queen is "more beautiful than the pictures." he said he was rather engrossed in his work when the conversation occurred, but now he feels very proud.

27/05/1939 *Ottawa Citizen*

*Renfrew*

Tenders are invited for the purchase and removal of:

The platform recently erected at the junction of the Canadian National Railway Line and Island Park Drive, Ottawa, for the reception of Their Majesties

It is a condition of the sale that the successful tenderer will be required to remove all debris and clear up the premises to the satisfaction of the Superintendent, Canadian National Railways, Ottawa.

Tenders will be received until 12.00 noon Friday June 2nd, 1939 and forms may be obtained from the undermentioned office.

Treasury Office

Salvage Division

Ottawa, May 25th, 1939.

08/06/1939 *Ottawa Citizen*

*Renfrew*

At the J.R. Booth, Ltd. railway crossing on Booth Street about 11 o'clock last night, a car in charge of Gerald Desormeaux, 522 Laurier avenue west, struck the rear of a freight car that was being backed into the yard and then struck a parked car in charge of Oliver Agnew, 128, Fentiman Ave.

Constables A. LeBlanc and J. Fermoyle reported that the string of empty flat cars was being backed across the roadway and that a watchman with a red lantern was signalling cars to stop. Only slight damage was caused and no one was injured.

The C.N.R. freight train was in charge of Engineer Kenneth Sullivan, 132 Third avenue, who told police he was sounding his whistle as the train was backing across the street. the watchman was Arthur Dupuis, 74 Booth street.

03/12/1939 *Eganville Leader*

*Renfrew*

C.N.R. Would Abandon Arnprior and Eganville Line

Nov. 28. A hearing by the Board of Transport Commissioners of an application to abandon the 37-mile line between Arnprior and Eganville was begun in Renfrew this morning.

Prior to the noon adjournment, A.D. McDonald, solicitor for the C.N.R., submitted statistics purporting to show that a net saving of \$ 104,000 per annum could be attained by abandoning the line.

He attempted to point out that the district serviced by this branch-line would receive sufficient transport and passengerservice from the Canadian Pacific mainline, the C.P.R. branch line from Payne Junction to Eganville and various paved highways.

That the abandonment was not in the best interests of the railways or the public, was argued by Murray Chown of Renfrew representing the municipalities affected by the proposed changes. Mr. Chown could not see how the railways could profitably abandon 38 miles of the most profitable section of 265 miles C.N.R. branch line for a 22-mile C.P.R. branch line in an inferior condition.

He expressed surprise that the Canadian National now asked permission to spend about \$100,000 on improving the Golden Lake - Pembroke line which it had asked permission to abandon two years ago.

Two bridges on the C.P.R. alternative route were, according to Mr. Chown, unfit to carry heavier flow of traffic and a steep grade on the Golden Lake - Pembroke section of the Canadian National branch line permitted the hauling of only 17 loaded freight cars per train.

The increase in freight rates due to the shift from competitive to standard rates would be injurious to shippers in this district and the increased mileage for goods travelling east from places west of Eganville would also increase freight rates.

15/03/1940 *Eganville Leader*

*Renfrew*

C.N.R. Given Permission To Abandon Line

Judgement of the Board of Transport Commissioners has been issued granting the application of the Canadian National Railway for leave to abandon the operation of a portion of the Renfrew sub-division, between Arnprior and Eganville, 37.91 miles.

This application followed a joint co-operative report of the Canadian National and Canadian Pacific Railways, the whole matter being heard before the interested parties at Renfrew November 28th, 1939. The territory referred to is served by both the Canadian National and Canadian Pacific Railways with the two paralleling lines but a few miles apart.

Commissioner F. M. MacPherson in his judgement, concurred in by the Assistant Chief Commissioner Wardrope and Commissioner Stone, finds there has been a decrease in the traffi on the Canadian National line during the past number of years indicating increased use of either cars or bus service. The judgment also points out that there will be a joint yearly saving o \$104,000 to the railways, with little inconvenience to those whom the line services.

It was learned that at present there is one train each way over the line daily. This is on the run from Ottawa to Barry's Bay each morning, returning in the afternoon.

03/05/1940 *Eganville Leader*

*Renfrew*

C.N.R. Case Before Privy Council On June 21

Chown & Chown have received advice that the municipalities which are joining in the appeal against the decision of the Board of Transport in granting the application of the Canadian National Railways for the abandonment of the line from Arnprior to Eganville, have received word from the Clerk of the Privy Council that the appeal will be heard in Ottawa on June 21.

The Dominion Privy council is the final Court of Appeal, says the Renfrew Mercury, so the question as to whether the line is to be abandoned or not will be decided on June 21, when both the railway Co. and those opposing the abandonment through Dr. McCann and S. M. Chown, counsel for the municipalities, will have an opportunity of presenting their respective arguments.

29/04/1941 *Ottawa Citizen*

*Renfrew*

The depot pipe band of the Cameron Highlanders stood in a circle under a dim railway yard lamp at the Isabella street siding last night, filling the warm air with the shrill strains of "Will Ye No Come Back Again." and two long troop trains, an hour apart, pulled away loaded with men of the 1sr Midland Reginemt, bound for Eastern Canada.

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**10/05/1941 Ottawa Citizen Renfrew Carp**

Youth arraigned after train tide, tow truck theft.

An attempt to obtain a ride on a slowly moving freight train in the West End of the city recently resulted in a 15-year-old youth appearing in juvenile court yesterday afternoon on a charge of stealing a tow truck.

The youth told Judge J.F. McKinley that he jumped into a box car for a short ride, but the train gathered speed so quickly that he was unable to leave the freight train until it stopped at Carp.

Faced with a long walk back to Ottawa, the youth entered a yard and started up an old tow truck, which he drove to the highway. However, the tow truck stalled just as he left the yard and an attendant caught him. The charge was laid by Provincial Constable George Nault.

Judge McKinley placed the boy on probation.

**02/07/1941 Ottawa Citizen Renfrew Graham Bay**

George Raverty, 260 Laurier avenue east, escaped with body bruises and a severe shaking up when the heavy truck he was driving was in collision with a Canadian National Railways freight train at Graham Bay crossing near Britannia Heights, about 8.30 yesterday morning. He is in the Civic Hospital.

Raverty, in charge of a truck owned by Charles Burnside, 1009, Weligton street, was proceeding west on No. 15 highway, when the collision occurred. The truck, loaded with sand, was completely demolished.

**22/12/1941 Ottawa Journal Renfrew Elgin Street**

Fire partly burns old rail station.

The first Canada Atlantic Railway station built in Ottawa situated on Catherine Street between Elgin and Metcalfe Streets was almost destroyed by fire at nine o'clock Sunday morning. Damage was estimated at \$1,500.

The building, now used by the C.N.R. as a storage place for repair parts for its rolling stock, and also as a registering office for freights, is a large frame structure more than half a century old. The blaze started in the roof, caused by overheated stove pipes.

The roof was destroyed and the Ottawa Fire Department put out the flames after some difficulty.

Ottawa Citizen - same date

C.N. Building damaged in Catherine St. fire.

Possibly caused by overheated stovepipes, fire practically destroyed the eastern end of the car foreman's office building in the Canadian National Railway yards on Catherine Street, just west of the foot of Elgin Street at nine o'clock Sunday morning.

Firemen under Chief J.J. O'Kelly battled the blaze for some hours in sub-zero weather, a few of them getting their ears and noses frostbitten.

John A. Rogers, C.N. Superintendent, was also on the scene. He said the building was a very old frame place, which had been reconstructed to serve as car department office and stores for repairs to cars.

The actual fire damage was confined to the upper storey of the eastern end of the building, which part was vacant. The offices beneath suffered heavy water and smoke damage.

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**28/03/1942 Ottawa Citizen Renfrew**

Army tradesmen, trained in civilian technical schools and, later, in the Canadian Army Trades School at Hamilton, Ont., were responsible for all the exhibits in the exhibition car pictured above. Even the picturesque backdrop and the sturdy woodworking bench were fashioned by soldier apprentices. Intricate electrical equipment - even to an electric eye counter - displayed in the car is the work of army trained men. Display panels demonstrate the fine degree of accuracy achieved by men trained as fitters. This is one of nine exhibit cars now on their way through Canada to show how the Canadian Army works. The train will be in Hull on Monday morning next and will come to Ottawa in the afternoon where it will be at Isabella street.

**18/11/1943 Ottawa Citizen Renfrew**

Discontinuance of the C.N.R. line between Arnprior and Eganville will be opposed by the towns, villages and townships affected by the plan. A plan to oppose the scheme was approved at a meeting of mayors and reeves of the municipalities concerned held last week in Renfrew.

It would not have seemed strange had the application to discontinue the line come a few years ago. Motor trucks and cars were on the road to a much greater extent than they are now and they all took away the traffic the railways were prepared to carry. Several branch railway lines in the province have been closed but in all such proceedings the chief argument backing the application was that trucks were robbing the railway of the business of transporting freight. Conditions have changed, however. *Almonte Gazette*

**23/12/1944 Ottawa Journal Renfrew Arnprior**

Engine, Tender Box Cars Derailed At Arnprior

The engine, tender and three box cars of an eastbound Canadian National Railways freight train were derailed as they were entering the Arnprior yard at 5.20 p.m. Friday.

The derailment occurred when the engine overran an automatic derailing device at a switch and jumped the tracks. The device is designed to prevent a train from running through the switch if another train is ahead on the same track.

R. Hayes, superintendent of the C.N.R. at Ottawa, said no serious damage was caused by the incident and no great delay caused in passenger train service. An auxiliary train, equipped with a crane, was sent to Arnprior from Ottawa to place the derailed locomotive and cars back on the tracks. Last night traffic was running as usual, apart from delays by heavy holiday traffic.

**31/01/1948 Ottawa Citizen Renfrew Graham Bay**

2 men escape as heavy van crashes train.

Two men had a close brush with death in a spectacular accident last night, when a 12-ton Fournier Storage van plowed into a moving CNR freight train at Graham's Bay. The mishap occurred at the railroad crossing intersecting Highway No. 15, about one mile southwest of Britannia.

<http://news.google.ca/newspapers?id=oP4uAAAIBAJ&sjid=GNwFAAAAIBAJ&pg=5278,6525541&dq=railway+railroad+train+cnr+cpr+bride&hl=en>

**02/07/1948 Ottawa Citizen Renfrew Ottawa, Carling avenue**

Orangemen get ready

Nine special trains to bring crowds here.

Arrangements were announced today for the arrival during the morning of July 12, of nine special trains which will bring lodges to Ottawa for the celebration of the centenary of the Carleton County Orange Lodge at Lansdowne Park.

A temporary railway station will be provided at the siding on Carling avenue, west of the Experimental Farm, where King George and Queen Elizabeth stepped from the Royal train nine years ago for their Ottawa visit.

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**09/07/1948 Ottawa Citizen Renfrew Arnprior**

Train kills 10-year old at Arnprior.

Robert Moore, 10-year-old son of Mr. and Mrs. Barclay Moore of Braeside, was instantly killed and his father suffered severe head lacerations and shock when a truck smashed into Canadian National eastbound No. 90 passenger train at the Russell street crossing in Arnprior yesterday afternoon.

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**12/11/1948 Ottawa Citizen Renfrew Rideau Canal**

'Cross Town by Austin Cross

For more than forty years now a railway bell has been calling faithful Anglicans to church. What astonishes me is that I have been scooped on such a story for that church bell is right over my own Ottawa East. How the church bell got from the bottom of the Rideau canal to the top of Ascension Church belfry is an interesting story. This is one Lud Hawkins shouldn't miss.

One day, back about '04 or '05 before any lady working on the The Evening Citizen was born, Engineer Frank Turner of the old Canada Atlantic Railway was easing a train eastward from Bank Street toward the Rideau canal. Handling the shovel was Fred Page.

As often happens, when an engineer has a good fireman, he lets the knight of the shovel take over.

"Take her over Fred," he said.

Those were the saddest words he ever said. Fred took her over and started to wheel No. 33 toward the bridge. She was a little old Rhode Island type. Then, as now, there was a swing bridge, and the bridge opened to let traffic through. There was a lot more water traffic then than now.

For what reason I know not, Fred ran C.A.R. No. 33 through the open bridge. In a word, he put her in the drink. No. 33 settled down calmly and quietly into the ooze and that was than.

I am not sure what happened to Frank Turner, but it was goodbye to the Canada Atlantic for Fred Page. Mr Turner, incidentally, dead many years, had a son, Louis Turner, who worked for the Canadian National.

Meanwhile Fred Page got a job for the Ottawa Electric and ran on the street cars for Athearn and Soper for many years before he retired. He is dead now.

The little Rhode island engine sat in the ooze for some time till the Canada Atlantic got the hook, and hauled her out.

At this time, somebody mentioned in Ascension Church that they were without a bell.

I got in touch with Mrs Ike Johnson, 137 Hawthorne, who is over 30, and who recalls the incident very well. Rose Johnson said that when the matter of the bell came up. Joe Leslie, then people's warden at Ascension drew attention to the existence of this bell and said he thought he could get it. It also happened that E.J. Chamberlain, who klater became president of the Grand Trunk which bought the Canada Atlantic, was the original general manager of the CAR. The result was that it was an easy thing to get the train bell for the Anglican Church on Echo drive.

Old No. 33 has gone to that heaven of all engines, the scrap heap, a long long time ago. But there's a touch of immortality about old 33 just the same. For each Sunday the spirit of the little Rhode Islander rings out a message, calling the Ottawa east Agglicans to church. As it ding dongs a message to the faithful, it conjures up a message to the old timers still alive.

**25/08/1950 Ottawa Journal Renfrew**

CNR Train and Crew To Take 'Ex': Midway On Half-Mile Run

A train crew, roadmaster, a crossing watchman, two switch tenders and some loaders will be the only railroad employees ordered back to work to move the World of Mirth out of Ottawa, CNR official aid today.

The 38 flat ears owned by the exhibition show will be made up into a train in Bank street yards and hauled by a CNR engine to the New York Central yards - a distance of about half a mile. There, the train and crew will be handed over to the New York Central Railroad for its trip across the border. -

A. R. Mosher, president of the Canadian Brotherhood of Railway Employes, announced yesterday special arrangements were being made to get the World of Mirth back to the States at completion of its week-long stand at the "Ex".

Included in the train crew are the engineer, fireman, conductor and brakemen.

**29/03/1952 Ottawa Journal Renfrew Bank Street**

4 Freight Cars Jump Rails

Four CNR freight cars, part of a through freight train proceeding west thjrough Ottawa from Montreal, were derailed during switching operations at Bank Street Yards, just east of the Bronson avenue crossing, Friday night. No one was injured.

G.T. Dunn, CNR superintendent here, said the derailment occurred at 7.40 p.m. during "doubling over" operations of the through general freight train 401 in the Bank Street Yards.

All four cars remained upright. A CNR wrecking crew was dispatched to the scene immediately and had cleaned up the derailment by 2 a.m. today.

**10/09/1952 Ottawa Journal Renfrew Arnprior**

CNR FreightTrain Derailed at Arnprior

ARNPRIOR, Sept. 10. Service on the Canadian National Railways branch line from Ottawa to Pembroke and Barry's Bay was disrupted today as the result of a freight derailment just east of the CNR bridge at Arnprior at 10 o'clock last night. The slowly moving ballast freight was travelling west with empty cars when six cars jumped the rails just before reaching the bridge.

No one was injured and CNR officials from Ottawa are investigating. Meanwhile trains were being rerouted via Beachburg.

Conductor on the train, was J. D. Cameron and the engineer was J. G. Dodd. Both men are from Ottawa.

**21/08/1954 Ottawa Citizen Renfrew Ottawa, Bank Street**

When the Canadian National Railway's museum train steams into Union Station Monday morning, Mayor Whitton, with other members of City Council will be aboard.

Arrangements have been made that the Mayor and her party board the train at the Bank Street Station of the railway at 9.15 a.m. daylight time and make the short trip into Union Station where the travelling railroad museum will be turned over to Her Worship for its Ottawa stay by A.R. MacDougall, executive representative of the CNR.

The train will then be on public display from 2.00 p.m. to 9.00 p.m. and will be open free to the public each following day from 10.00 a.m. to 9.00 p.m. up to and including Labor Day. On Sundays, however, it will open only at 1.00 p.m.

Thousands of visitors have inspected the train this summer at Windsor, Stratford, Chatham and Galt and it is being operated to Ottawa as part of the centenary celebrations. From here it will return to Monreal, its permanent base.

Old cabbage stacker pulls museum train to city for week's showing

By Austin F. Cross

"All aboard for yesterday" somebody might well have cried as a train right out of the 19th century rolled into the Union Station this morning.

It was the Canadian National Railway's Museum Train, and at the throttle for a dry run was Mayor Charlotte Whitton. The whole train looks as if it were strictly from Walt Disney - in technicolor.

A Citizen reporter had a private trip. He rode the plush from the depot to the Deep Cut, on to Ottawa East, out to Hurdman, then back to the station again.

Rail Fan's Dream

This is the kind of train that makes a rail fan's mouth water. Here are engines you never believed you would see in this world or the next: here too are open vestibule coaches that went out with Queen Victoria and Sir John A. MacDonald.

Actually the train was pulled by an old Grand Trunk mogul, now CNR's No. 674. Mayor Whitton made the simulated dry run at a dead throttle with the ancient cabbage stacker No. 40, the oldest engine the Canadian National has. Dr. Whitton sighed at the old equipment and said:

"It reminds me of my girlhood."

Geranium box of coal

Mayor Whitton held the throttle of ancient No. 204, which was outshopped in Portland, Maine, back in 1872. This reconverted cabbage stacker has not got steam up. Nor has its fellow ancient old saddle tanker No. 247. The saddle tanker has no formal tender. Instead there is a diminutive coal container at the back of the engine little bigger than a geranium box. The locomotive itself seems to have mumps with its swollen cheeks which are in reality water tanks. Such an engine as No. 247 could have been seen around Ottawa as recently as 40 years ago. She is a little yard engine.

It was in the old No. 40 that Mayor Whitton played make believe at the throttle while mogul 674 (formerly 914 at the Grand Trunk) ran the two "dead engines" and six tallow coached into the station.

One could sentimentalize over the ancient sleeper. Once it ran in the maritimes. Was it not such a car - maybe that very one - the Fielding took from Halifax when he came up to join Laurier's cabinet of All Talents?

In the next car, with its display of period silver one could imagine Prime Minister Sir Charles Tupper doing well by himself as he rode this period piece down to the Blue Nose Country.

Quaint Diner

In charge of this quaint diner was J.G. Hayes, Halifax., who first started riding the old I.C.R. (Intercolonial) back in '00 and who remembers such Nova Scotians as Colonel Ralston and Angus L. MacDonald as if it were yesterday.

It was fun, too, to study the big generous egg cups of the old Canadian Northern, or the silver champagne buckets of the lordly Grand Trunk. How many though could remember when Reid ran the Newfoundland Railway with his little narrow gauge? Miraculously, a couple of settings have been preserved. Though the white dishes have turned the inevitable tattle tale grey, the Reid cutlery still gleams. Or you could turn to the almost forgotten Grand Trunk Pacific silver, a fine railway and a bold venture that ended in the red.

Like an animated cartoon come to life, the Museum arrived at the Union Depot this morning. Instead of a Fairy Queen in charge there was Mayor Whitton.

Replacing the bewhiskered and long tailed coats of yesteryear were, among others, Controllers Donaldson and McCann. Looking after the railroaders interests were Ray MacDougall and Superintendent C.T. Dunn.

The six yellow cars, a living legend, not only have preserved the sleepers of yesteryear and the funny little day coaches with their diminutive windows, but the whole atmosphere is one of nostalgia. The Museum Train speaks of a day when steam ruled the world and nobody ever heard of a carburetor.

The museum cars themselves breathe pictorially and press fashion of the world in which our grandfathers knew. This train is strictly out of the history books.

18/10/1954 *Ottawa Citizen**Renfrew*

Tanker hit by train, driver safe.

Richard J. Dunlap, of 122 Binet Street, Hull, driver of a Shell Oil truck trailer missed death by inches on Saturday night shortly after eight o'clock when his oil tanker was hit by a CNR train at the Riverside Drive crossing.

Dunlap told police that the train which struck him was backing up and that he saw no lights except in one coach of the train. Almost before he could react the train was upon him. He stepped on the gas and whipped his truck onto the crossing but the backing train struck the tanker a glancing blow on one side causing \$100 damage.

16/11/1954 *Ottawa Citizen**Renfrew*

Two sharp blasts on the whistle of a shunting locomotive brought the Royal procession to a quick halt at an Ottawa railway crossing last night as Queen Mother Elizabeth was en route to a reception.

The slowly-moving locomotive blasted out just as the limousine bearing the Queen's standard approached the crossing in East Ottawa beside the Rideau River.

The Royal limousine eased to a halt along with other cars in the police-escorted procession. A uniformed officer jumped from a car and motioned to a brakeman with a lantern in front of the locomotive.

The brakeman waved his lantern. The locomotive stopped and the Royal procession proceeded to a reception at the New Zealand high commissioner's residence a few blocks away.

A police officer admitted later that it was unusual that anything should be allowed to halt a Royal procession.

"But we wanted to be sure that the engineer was just saluting and not proceeding over that crossing."

Ottawa Man Wrecking Isabella Coal Sheds He Helped to Build in 1917

They're not finding it easy to tear this one apart", Arthur E. Alexander, FDC supervisor in charge of dismantling the coal sheds on Isabella street, stated as he watched a crew of men hard at work removing soot-blackened planks from the framework of the lengthy structure presently being razed to make way for the new "Queensway" crosstown traffic artery.

"When they built this," he, added, indicating the long row of half demolished sheds extending almost a quarter of a mile along Isabella street, they really made it strong."

Mr. Alexander, if anyone, should know what he is talking about. Back in 1917, when he was construction foreman with the now defunct Grand trunk Railway, he supervised the construction of the self same building.

Five-Month Job.

At that time, he recalls, it took approximately 35 men working for over five months to build the sheds.

It won't take quite that long to tear them down

Eighteen men began demolishing the structure at the beginning of January, and are expected to have the job completed by the end of this month.

Of the 35 men who worked on the construction of the sheds some 37 years ago, Mr. Alexander said that today he knows the whereabouts of only one of them. Ex-alderman George Sloan, he said, worked as a carpenter on the building of the sheds.

It is just a coincidence that he is taking part in the tearing down of the building that he once helped put up, he explained.

Now nearing his 70th birthday. Mr. Alexander retired from the railway four years ago. and shortly after began working for the Federal District Commission which took over the coal sheds a couple of years ago.

"I just happened to be around when the job came up", he stated, adding that he feels no particular regret at seeing the building go.

"It's just another job", he remarked philosophically, "and anyway, the sheds have served their purpose."

27/06/1956 *Ottawa Journal*

Renfrew

The Hall Fuel Company's coal dispersal chute and some 2,000 tons of coal were reduced to ashes last night in a spectacular Preston street fire that endangered an entire block of homes and sent one fireman to hospital.

Overcome by smoke. Fireman James Butler was treated at Civic Hospital and later allowed to go home.

5,000 Watch Blaze.

A crew of 40 from five city fire stations brought the blaze under control at 1 a.m., two hours after the alarm was turned in. Emergency squads of police rerouted traffic and controlled a crowd estimated at more than 5,000.

John Hall, president of the fuel company, said the loss was between \$40,000 and \$50,000.

Witnesses said the fire, of unknown origin, leaped up at the east end of the wood frame structure and swept its 350-foot length in three minutes. The wind carried flames to the rear entrances of homes on the south side of Arlington avenue. Sparks and burning debris fell in alarming concentrations on homes one block north of Arlington.

Five Homes Damaged.

Five Arlington avenue homes were extensively damaged, mostly by smoke and water and several families whose beds were sodden spent the night with neighbors.

The coal chute, which ran from Rochester street almost to Preston street, was constructed before the Hall Company took over the plant from the Butterworth Company in 1935, and is situated beside the Canadian National Railways track. It contained four empty freight cars. Some 250 tons of coal had been unloaded yesterday afternoon.

Sandwiched between yards of the French Lumber Company, the gasoline tanks of Ottawa-Toronto Motorways and a number of old wood frame homes, the fire posed a threat of major proportions.

Radiant heat reached such an intensity, officials of the Motorways firm ordered more than 12 local delivery trucks removed some distance from their garage.

Flames appeared in isolated spots in the French Lumber woodpiles and were quickly put out by firemen.

Another fire of unknown origin caused extensive damage in the lumber company's premises June 16.

Report Grass Fire.

Nearby residents reported seeing a grass fire near the coal chute Tuesday afternoon. This possibility was being investigated although police and firemen said no alarm had been turned in earlier.

First alarm was recorded at Fire Department headquarters at 11 p.m. It came from an unidentified telephone caller.

By the time firemen arrived on the scene, flames had soared to 180 feet turning night into day over a 10-block area. The spectacle was clearly visible more than 10 miles away.

Seen From Long Distance.

Queries about the fire came by telephone to The Journal from Connaught Raceway, Eastview and Upland Airport.

A group of Arlington avenue residents used garden hoses to fight isolated fires on rooftops and under the eaves of four homes. Gerald Lanthier called for professional assistance when water pressure failed as the fire equipment came into full use.

The home of Mr. and Mrs. Walter Kinal was saturated and smoke-filled. The couple and their three children, Peter, 9, Olga, 6, and Stanley, 5, spent the night in the home of Mr. and Mrs. John Wityshyn.

Mrs. Wityshyn said she would find room somehow for others if sleeping space was required.

Most of the families, however, crowded into front rooms untouched by water.

Two families with six children, residing in one-half of a duplex, spent the night in two rooms They were Mr. and Mrs. Rudolphe Charlebois and their five children, and Mr. and Mrs. Gordon Gordon with one child.

Mr. Lanthier said he was in his bedroom when he saw flames shoot from the coal yard.

Used Garden Hose.

"I ran downstairs and broke open the garage door. I was afraid for the house so I used the garden hose until firemen came."

Although flames reached danger point on some homes, no furniture was removed. Most of the neighbors were confident firemen could control the fire before it ate into the residential section.

The worst damage came from water and rolling clouds of smoke which replaced flames shortly before midnight. At this time, firemen were able to throw ladders against the side of the coal chute and play streams of water on glowing coals.

Police said the crowd was orderly most of the time. However, several hundreds who walked or were pushed too close came under the hoses accidentally on at least two occasions.

Freight Train. Delayed.

Traffic was rerouted from the corners of Gladstone and Preston, Gladstone and Booth and Rochester and Arlington. An eastbound CNR freight train was delayed briefly but allowed through when the danger of flames spreading abated.

Mr. Hall said the building was insured. Decision on rebuilding plans would be made after final assessment of the loss.

Directing firefighting operations was Chief Maynard Dolman. His lieutenants were Deputy Chiefs Armand Page and District Chiefs Alex MacFarland and William Nash.



**20/11/1958    *Arnprior Chronicle*                      *Renfrew***

CNR line remains.

**20/11/1958    *Ottawa Journal*                                      *Renfrew***

Ottawa Barrys Bay line continues for a year.

**05/02/1959    *Ottawa Citizen*                                      *Renfrew*                                      *Arnprior***

To discuss Barrys Bay new service.

Representatives of Ottawa Valley municipalities served by the Ottawa-Barry's Bay CNR line will meet with railway officials at Arnprior next Thursday to discuss details of the company's proposed new passenger service.

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The meeting, which begins at 10 a.m. in the Arnprior Town Hall, will hear a proposal from the CNR to place a modern experimental service on the run to replace trains No. 89 and 90.

To Meet Obligations

While details of the CNR proposal have not yet been revealed, it is understood they will encompass suggestions made by municipal representatives at a public hearing in Pembroke last November.

The meeting was held by the Board of Transport Commissioners to review a CNR application for discontinuance of passenger service on the line because of dwindling patronage and increasing losses.

The hearing was suspended indefinitely when the CNR agreed to discuss the possibility of rearranging the service on a trial basis.

**13/02/1959    *Eganville Leader*                                      *Renfrew***

Will Begin New Train Service On March 1

Ottawa, February 13 At a meeting in Arnprior on Thursday between C.N.R. officials and representatives of many South Renfrew municipalities, it was decided to begin the new train service from Barry's Bay to Ottawa on March 1st. As the meeting felt there would be potential commuter patronage from Renfrew east, it was agreed that the train would leave Barry's Bay at 5:30 a.m. and arrive in Ottawa at 8:30 a.m. It would leave Ottawa in the evening at 5:30 o'clock and arrive in Barry's Bay at 8:30.

By starting the first of March, it was felt that a fair assessment could be made of both winter and summer patronage. This trial period is expected to be at least six months' duration.

It is still two months before the Railway Time Table change goes into effect, and if it is found then that the train should leave Barry's Bay later in the morning, the change will be made at that time. A self-propelled diesel railiner will be used on the 112-mile run.

Arnprior, Renfrew and Pembroke express will be carried by truck, as the dayliner could not cope with a heavy volume, but express to points west of Renfrew - Eganville, etc., will be carried on the diesel.

J.W.G. Macdougall, C.N.R. Commission Counsel, pointed out at the meeting that profits alone are not the ultimate test on whether passenger service will remain on this line. Two factors are always considered, he said. One is the inconvenience that would be caused to the municipalities if the service was discontinued, and the other the amount of money it cost the railway to operate the service.

He concluded that if the people of the Valley show, through their patronage, that they need and want this service it will most certainly be continued.

**26/02/1959    *Eganville Leader*                                      *Renfrew***

Dayliner To Make Maiden Run On Monday

Ottawa, Feb. 26. Canadian National Railways confirmed today that its new dayliner service between Ottawa and Barry's Bay will make its inaugural run Monday morning. The present conventional train No 89 and No. 90 will make its final run on Saturday from Ottawa to Barry's Bay in the morning and return in the afternoon. The dayliner, a self-propelled diesel car, will operate on a reversed schedule daily except Sunday.

Following is the schedule for major points on the line: leave Barry's Bay at 5:30 a.m. and arrive in Killaloe at 5:52; Eganville 6:20 a.m., Renfrew 6:50 a.m., Arnprior 7:19 a.m., Carp at 7:36 a.m. and Ottawa at 8:30 a.m. Leave Ottawa at 5:30 p.m. and arrive at Carp at 6:08 p.m., Arnprior at 6:35 p.m., Renfrew at 7:03 p.m., Eganville at 7:40 p.m., Killaloe at 8:08 p.m. at Barry's Bay at 8:30 p.m.

**05/03/1959    *Eganville Leader*                                      *Renfrew***

Ottawa, March 5. More than 40 persons, including a number of Ottawa Valley reeves, boarded the C.N.R.'s streamlined dayliner on Monday morning for the inaugural run of the new trial service between Ottawa and Barry's Bay.

On Tuesday, 16 persons traveled on the dayliner. The self-propel diesel, which will be operated on a trial basis for at least six months has accommodation for 49 passengers, as well as room for express and baggage.

Engineer Morris Gaffney, who was born in Madawaska and veteran of many years service on the line, piloted the dayliner into Barry's Bay Sunday afternoon in preparation for the inaugural run the next day.

Many residents from the Barry's Bay area were at the station to greet the train, and they were invited to inspect the dayliner and go for a short run through the yards.

Among those travelling the first run were James W. Baskin M.P. Renfrew South; Paul Yakabuski, reeve of Barry's Bay; I.R Hoffman, reeve of Eganville; P.J. McCarthy, reeve of Killaloe Wilbert Quast, reeve of Grattan Township and Alex Shulist, reeve of Hagarty and Richards Township.

**12/03/1959    *Eganville Leader*                                      *Renfrew***

240 Passengers Use Day Liner First I/I

Ottawa, March 12. Canadian National Railways reported today that a total of 240 revenue passengers used the new dayliner between Ottawa and Barry's Bay during its first six days in service, Monday to Saturday last week.

This averages out to 20 passengers handled per trip for the week, less than half the capacity of the 49-passenger, streamlined dayliner.

The greatest number of passengers travelled only a part the trip.

The heaviest run was on Friday night, when 42 revenue passengers boarded the train at Ottawa, and an additional 11 boarded at stations on the line for a total of 53.

The lightest day was Wednesday, when 11 persons were handled on the morning train and 15 in the evening.

**09/04/1959    *Eganville Leader*                                      *Renfrew***

Railiner Has Record Week

Ottawa, April 9. A record number of passengers travelled a the C.N.R.'s railiner between Ottawa and Barry's Bay last week, the service's fifth week in operation. A total of 426 revenue passengers boarded the railiner along the 112-mile route, to produce an average of 35 persons a trip.

Includes a picture entitled "Last Barry's Bay train reaches station. Need to verify date.

Take the Phoenix, add a strip tease, and you have the capsuled story of 69 years of passenger trains on the Ottawa-Barry's Bay passenger service, where the last full train sang its own swan song by diesel last Saturday.

It's a Phoenix all right, for, just as that remarkable bird rose, new born from its own ashes, so does a gleaming, new rail diesel car emerge from three, dirty, dingy, dusty old Canadian National coaches, to run from Barry's Bay to Ottawa and return.

It's a strip tease all right, too. The Canadian National Railways, the wholesale stripper in this case, has stripped off miles of track in the west end, in Algonquin Park, and finally, west of Whitney.

Gone are the plush Pullmans of yesteryear, the svelte parlor cars, those New York connections, and Buffalo specials.

Stripped off two years ago from passenger service was the Pembroke branch. They have not bothered to clean off the tracks from Golden Lake this winter.

Where once there was a train a full 263 miles to Depot Harbor, now there is none. While six trains once were serving the Opeongo line, now only one solitary Budd car handles all the business.

As CNR Diesel No. 1302 growled her way swiftly through mounds of snow, last Saturday, one saw a changing vista of abandoned stations, broken panes, snowed-in outhouses, and forlorn station platforms. Meanwhile, the engine trumpeted her own raucous swan song. There were not even passengers down at the depot to see the last run.

Train No. 89 paused at Carp, rounded the bend at Golden Lake, then hit the hill for Wilno just beyond Golden Lake. The three-car passenger crawled across the 1000-foot altitude mark, then pushed on to the "Y" at Barry's Bay.

Here No. 89, the same train, suddenly became No. 90. Riding the cab eastbound, engineer Jack Culhane of Ottawa recalled that when he worked on this train 40 years ago, he was the youngest fireman on the line. Now, he sighed, he was the oldest engineer. With him was Fireman George Carrie of Ottawa, who gets "bumped" by the Budd car.

Few Passengers

Conductor Albert Seguin, Gatineau, reports 35 passengers westbound and 30 eastbound. A mother got on for a short run with her children, then returned to her home station.

Ghosts of old time high wheelers hustling through South March crossed one's mind as the throaty diesel ate up the miles. Fond memories of John R. Booth, of the big shots of the old Grand Trunk were conjured up, and in the middle of this day dreaming, was the Union Station.

G.T.R. Gunn, the CNR superintendent, was there to greet the last train. It was more like a wake.

On Sunday, the service had been transformed. The new rail diesel car, which will run to Ottawa in the mornings, arriving by 8.30, and return to Barry's Bay in the evening, reverses the schedule formerly followed by the train.

10/06/1959 *Eganville Leader* *Renfrew*

Suggests Change In C.N.R. Schedule

June 10. Canadian National Railways has been presented with a proposal to alter the schedule of the railiner operating Between Ottawa and Barry's Bay.

James Baskin, M.P., for Renfrew South, suggested the new schedule during a meeting of officials last week in Ottawa. He said he met with municipal leaders along the Branch Line, and was felt passenger earnings could be increased by altering the schedule so that the train left Barry's Bay later in the morning and returned from Ottawa later in the afternoon, ie proposed the Railiner make a trip down from Barry's Bay 7 a.m. for a 10 a.m. arrival in Ottawa and leave Ottawa at 6:15 p.m., arriving in Barry's Bay at 9:15.

The Railiner, placed into trial service March 2nd, has been in operation 13 weeks, and is handling an average of 20 revenue passengers a trip between various points on the line.

10/07/1959 *Eganville Leader* *Renfrew* *Killaloe*

July 10. Blame Hill For Crossing Accident

Killaloe - A coroner's jury recommended at the inquest on Gordon Trodd, 9 Laurentian, Deep River, that the hill before the Killaloe rail crossing should either be done away with, or a wig wag should be erected to warn motorists of coming trains. Trodd, about 40, a machinist at the Atomic Energy Plant at River, died early on the morning of June 20 when his car crashed into the rear end of a CNR dayliner at the Killaloe rail crossing 35 miles south of Pembroke.

The victim's 12 year old son, Russel, who was in his father's at the time of accident, but escaped unhurt, was too upset to give evidence.

30/10/1959 *Eganville Leader* *Renfrew*

Passenger Patronage Declining. Editorial.

A despatch from the Public Relations Dept. of the C.N. Railway to The Leader indicates that the number of passengers being carried on the C.N.R. daily service to and from Ottawa to this area has taken a decided drop within recent weeks.

During eight weeks in July and August, the average number of revenue passengers carried per train was 27 per week, but in the the last six weeks the average has fallen to 18.

Officials were hopeful that the announcement of reduced fares for group and individual travel, and the introduction of all-inclusive fares to western Canada would further encourage the use of of the Barry's Bay rail service.

We will only note in passing that passenger patronage is the deciding factor in whether or not this service will be continued. It is the only logical yardstick to measure its usefulness, and if the returns do not indicate that the service is warranted, then it will most certainly be cut off, regardless of political or personal pressure or representations.

In the face of what happened to C.P.R. passenger service in Pontiac County a few months ago, and that in a county traversed by only one railway — and it was cut off— we submit that our parliamentary and municipal representatives did an excellent job of convincing the Department of Transport of the importance of continuing the passenger service throughout Renfrew County, but if public patronage of the service continues to deteriorate, they will be considered little more than a bunch of children acting for personal or sentimental reasons.

20/11/1959 *Eganville Leader* *Renfrew*

CNR To Inaugurate Service On Sunday

November 20. Just before going to press this (Thursday) morning, Mr. James W. Baskin, M.P. called The Leader to impart the good and welcome news that the C.N.R. has decided to inaugurate a first-class service in connection with its dayliner beginning this Sunday.

Mr. Baskin has been in touch with Mr. W.H. Kyle, Vice-President of the C.N.R. in Toronto on numerous occasions in an effort to have the existing week-end service improved, and he has finally been authorized by the Vice-President to announce that the dayliner will henceforth leave Barry's Bay at 7 o'clock Sunday evenings and arrive in Ottawa at 10. After an hour in the Capital, it will leave at 11 p.m. to return to Barry's Bay where it will remain overnight to resume the daily schedule at present in effect.

*11/12/1959 Eganville Leader Renfrew*

**Barry's Bay Run Remaining Alive Until Spring**

December 11. Strictly on a further trial basis, the C.N.R. has announced its Ottawa-Barry's Bay passenger train service will be continued until next spring. In the latest effort to attract patronage, the C.N.R. has augmented the Sunday evening service on the line. If, in the spring, patronage has not increased to the point where a more satisfactory result is obtained, the C.N.R. will have no alternative but to return to the Board of Transport Commissioners to place all the facts before that body and ask that "the railway be relieved of the obligation of maintaining the service any longer." Following Transport Board hearings in November, 1958, and consultation with interested parties, the C.N.R. agreed to continue its Ottawa-Barry's Bay passenger train service "for a six months' trial period". The C.N.R. agreed to substitute a Budd rail diesel car for the regular passenger equipment and to revise the train schedules as desired by a majority of the line's patrons. Prior to the reversal of the cycle of the Barry's Bay line operation and the institution of Budd cars, the line averages 21.5 passengers per trip. Since the inauguration of the new week-day schedule and Budd cars, the patronage has only averaged 23 passengers per trip.

*11/12/1959 Eganville Leader Renfrew*

**Revised Schedule Suggested For C.N.R. Railiner. Editorial.**

December 11 - Apparently James W. Baskin, M.P. Renfrew South, is becoming as weary as some of the rest of us of listening to the C.N.R. authorities whining and crying about the railiner service from Barry's Bay to Ottawa and threatening to go before the Board of Transport Commissioners again in the spring for permission to discontinue it if it doesn't show a profitable balance sheet between now and then. They need reminding, though, that it was not the people's suggestion that they terminate the mail contract, nor that they send much express from Ottawa up the valley by truck. There is only one conclusion that can be arrived at, and that is that they are determined to get rid of this passenger service too, regardless of the fact that the freight division, upon their own admission, is a profitable one, and could well carry any small deficit the railiner might show. However, it is also the opinion of many that the rising in the middle of the night to catch a train out of Barry's Bay at 5:30 a.m. is not the ideal way to promote patronage, and Mr. Baskin's suggestion that the schedule be revised so that the train will leave Barry's Bay at 7 a.m. rather than 5:30 a.m., and arrive in Ottawa at 10 a.m. rather than 8:30 a.m., then leave Ottawa at 6 p.m. instead of 5:30 p.m. will, we think, have the effect of stimulating patronage if acted upon now.

*15/01/1960 Eganville Leader Renfrew*

**Truck Demolished By C. N. R. Railiner**

January 15. A logging truck, owned by Norman Pilatzke, of Eganville, and driven by Donald Schultz, also of Eganville, was totally wrecked on Tuesday morning when it struck the rear of the Ottawa-bound C. N. R. railiner about 8 o'clock. Apart from a shaking up, Mr. Schultz very luckily escaped any injuries. Mr. Archie O'Grady was called upon to make some minor repairs to the diesel unit, following which it proceeded to the Capital. OPP Constable Kemp, of the Killaloe Detachment investigated.

*21/01/1960 Arnprior Chronicle Renfrew Kinburn*

**Kinburn CNR station sold.**

Successful tenderer for the demolition and removal of the CNR station building at Kinburn is Samuel John McLean of the community, it was announced by E.P. Burns, the railway's superintendent at Ottawa.

The station building at Kinburn is of frame construction on timber sills and stone foundation and was built in 1893. Overall dimensions are 79 feet by 20 feet three inches with 20 foot walls. The pitch roof is covered with asphalt shingles and exterior sheeting is feather edge siding. The chimney is brick. There is an additional summer kitchen attached measuring ten feet by 36 feet with nine foot walls.

*08/02/1960 Eganville Leader Renfrew*

**Railiner Carrying Many Passengers**

Ottawa, Feb. 8, 1960. An average of 22.7 revenue passengers per trip was handled by the Canadian National Railways since the adjustments were made in the Company's train service.

Since the change on December 16, 3,491 revenue passengers were handled in the 11-week period by 154 train trips. The 22 trips made since the inauguration of the Sunday service in mid-December carried a total of 601 passengers for an average of 27 per Sunday trip.

*17/05/1960 Eganville Leader Renfrew*

**C.N.R. Railiner On For Summer Months**

Ottawa, May 17, 1960. The Canadian National Railways has announced its intention of continuing the train service between Ottawa and Barry's Bay for the coming summer months. Although passenger car earnings continue to be disappointing, the Company has recommended that the present trial period be extended for two months before an application is made to the Board of Transport Commissioners for withdrawal of the service. The company will review the results of this further trial period in early August.

*21/06/1960 Ottawa Citizen Renfrew*

**Bridges and Rail for Removal**

Tenders will be received until 12.00 o'clock E.D.T on June 24 for the purchase and removal of rail, ties, fastenings and a railway bridge over C.P.R. Prescott Subdivision and a railway bridge over Preston Street. Specifications and tender forms may be obtained from the undersigned at 291, Carling Avenue, Ottawa. The lowest or any tender form not necessarily accepted.

Mark all envelopes: "Tender for Rail and Bridge Removal" and address to:

Mr. J.E. Handy,  
Secretary, National Capital Commission,  
291, Carling Avenue, Ottawa, Ontario

Midway finally unloads

The World of Mirth turned into a world of confusion last night but things are back to normal today.

Rides and side shows to open with the Exhibition on Friday arrived at the Isabella Street train yards last night, nearly six hours behind schedule. It was the biggest show train to ever enter Canada.

The delay left 860 midway people with a lot of time on hand, at the same time cutting into their sleeping hours.

Equally idle were Ex people employed locally, train yard crews, truck crews and two CNR policemen.

The World of Mirth blamed the CNR. The CNR blamed the World of Mirth.

Not too happy either, were people living on Isabella and surrounding streets. Their beauty sleep got competition from seven rumbling tractors, working to early morning hours.

The train caravan totalled 63 cars, plus a train special carrying prizes for midway stalls.

In the heat of the moment, show officials laid the blame for the delays on the CNR. The train was sidetracked several times en route from Montreal and was driven very slowly while under way. Spotting and unloading became confused when show equipment for this purpose got marooned in the mile-long train away from the unloading area.

CNR officials said the show people caused a delay at the Montreal end. They added that a special train with private equipment (some flatcars are 73 feet long) cannot be driven at normal passenger speeds. The train arrived at 7 p.m., it was due in the afternoon.

Once in Ottawa, the show was held up once more to let Customs officials do the checking.

Construction trucks that had been waiting since three, finally began unloading at nine.

O'Connor Traffic halted

Hundreds of spectators swarmed to the scene. South-bound traffic on O'Connor was snarled up at different times.

Operations were considerably hindered by private police and city police themselves.

As spectators gawked, CNR cops would shout orders to get back across the street. Across the street city police would do the same.

From now until Friday the Ex people will use their time to install and spruce up the equipment and see something of Ottawa.

From mid-May to mid-November the show visits a total of 27 cities. Ottawa is the only Canadian city on the schedule.

01/11/1960 *Eganville Leader**Renfrew*

Passenger Service Likely To Disappear

Ottawa, Nov. 1, 1960. Despite the various improvements made in the Ottawa-Barry's Bay passenger train service during the past 18 months, the Canadian National Railways position has not improved, and the railway company has now requested permission from the Board of Transport Commissioners to discontinue the service.

The C.N.R. had postponed the request for discontinuance of the passenger service a further six months in order to evaluate the service during the past summer season. The situation did not improve and the company has now requested the Board of Transport Commissioners to give their application preferred attention.

04/11/1960 *Ottawa Citizen**Renfrew*

Protest move to take off Ottawa-Barry's bay train.

<http://news.google.ca/newspapers?id=LdwxAAAAIBAJ&sjid=NeUFAAAAIBAJ&pg=7178,804495&dq=railway+l+railroad+l+train+l+cnr+l+cpr+l+bride+l+to-train+l-will-train&hl=en>

30/11/1960 *Ottawa Citizen**Renfrew*

Still try to retain rail line.

<http://news.google.ca/newspapers?id=O9wxAAAAIBAJ&sjid=NeUFAAAAIBAJ&pg=5473,7285999&dq=railway+l+railroad+l+train+l+cnr+l+cpr+l+bride+l+to-train+l-will-train&hl=en>

06/12/1960 *Eganville Leader**Renfrew*

Still Try To Retain Rail Line

December 6, 1960. Opposition to the C.N.R.'s plan to drop its Ottawa-Barry's Bay train service has been registered with the Board of Transport Commissioners, and a public hearing may be held to air the problem.

The Board invited submissions from interested persons and communities and has received briefs from Barry's Bay and Renfrew registering opposition to the C.N.R.'s plan to halt passenger service.

16/12/1960 *Eganville Leader**Renfrew*

Baskin Steamed Up Over Frozen Ride

The coach in the Barry's Bay - Ottawa train was frozen Monday and the 24 passengers had to be thawed out in a small stove in the baggage car, James. W. Baskin, MP for Renfrew South, said Tuesday. Mr. Baskin was a passenger on the train with about, two dozen others.

Indignant with the management of the Canadian National Railways, he called the equipment 'obsolete'.

"The CNR management are doing everything possible to sabotage passenger service," Mr. Baskin asserted.

The South Renfrew MP said stations were closed Sunday and passengers had to huddle on platforms. He made a point of excluding train crews from his criticisms.

Despite the disadvantages, 2,500 more people used the Barry's Bay- Ottawa line this year, he said.

10/02/1961 *Eganville Leader**Renfrew*

Railway Service Decision Deferred

Renfrew, Feb. 10, 1961. Board of Transport Commissioners on Thursday deferred a decision on whether to discontinue the Ottawa-Barry's Bay train service. The deferment came at the completion of a two-day hearing.

D.F. Mills of the analytical service of the C.N.R. told the board that discontinuing the run would mean an annual betterment of \$97,105. He quoted figures from August 1959 to July revenue of \$87,775 and expenses of \$159,985, which meant a net loss to the C.N.R. of \$72,210 for that period.

Walter Smith of the C.N.R. said various promotional methods aimed at increasing patronage on the run had failed.

James Baskin, M.P. for South Renfrew, told the Board that unless the railway takes a different attitude it would lose many friends in the area. Mr. Baskin said the C.N.R. attitude was encouraging many lumbermen to ship by truck rather than by train.

A. J. MacPhail of Killaloe said he felt the railroad was embarking on a campaign of hate, not friendship.

Paul Yakabuski, Barry's Bay Reeve, said, "We think it is a wonderful service".

Appearing on behalf of Grattan Township, T.G. Edmonstonel said that he thought the policy of the C.N.R. was to eliminate all branches which are not making a profit.

"I feel we should have some information showing where this line stands alongside others," he said. "The C.N.R. has not made any real effort to improve the line."

**29/06/1961 Ottawa Citizen Renfrew**

Bridge and Rail for Removal.

Sealed tenders addressed to the undersigned and clearly marked "Tender for rail and bridge removal" will be received up to 12.00 o'clock noon E.D.S.T. on July 4, 1961, for the purchase and removal of rail, ties and fastenings, and a railway bridge over Preston Street. Specifications and tender forms may be obtained from the undersigned at 291 Carling Avenue, Ottawa. The lowest or any tender not necessarily accepted.

J.H. Handy,  
Secretary, National Capital Commission,  
291 Carling Avenue, Ottawa, Ontario

**25/01/1962 Ottawa Citizen Renfrew Eganville**

Valley Station Left in Pieces.

A loaded freight train left the tracks at Hyndford, just east of here yesterday morning, and smashed the station house and a freight shed to splinters.

There were no persons in either building.

The derailment happened about 11.30 a.m. as CNR freight train 570, headed to Ottawa from Barry's Bay.

One of the 14 cars cleaned off the station leaving only the floor in its original location.

\$25,000 Damage.

Several cars were derailed and Ottawa area superintendent Pat Burns estimated damage at over \$25,000. Mr. Burns said four of the cars were not worth repairing, but he said the train engine, which stayed on the tracks, was not damaged.

The area superintendent said he could not give an exact cause for the accident but pointed to the rubble and said "it's in there somewhere."

A wrecking crew was sent out from Ottawa just before noon and at 7 p.m. a second crew was sent out to help clear away debris that still blocked the tracks.

CNR police are assisting in the investigation of the accident.

The station was to have been torn down with the abandonment of the Barry's Bay line.

**12/06/1963 Ottawa Journal Renfrew Arnprior**

Ballast Train Derailed Near Arnprior

ARNPRIOR -(Special) The CNR freight line from Renfrew to Ottawa will be clear today after the Monday night derailment of a ballast train.

Conductor Ed Wilson, 48, of 1466 Tedder Avenue, Ottawa, suffered six broken ribs when five cars and the caboose, of the 21-car train, laden with gravel, went off the rails about two mile west of Arnprior tearing up 150 yards of track.

The train was going from Horton Pit, Renfrew, to Ottawa.

Mr. Wilson is in Civic Hospital.

**30/11/1967 Eganville Leader Renfrew Killaloe**

Killaloe Station To Close

A further indication of the changing times is the decision to close the Canadian National Railways Station at Killaloe, effective December 7th, and have express shipments held on hand and accepted for transportation by Mr. Vincent A. McCue at his grocery store.

As the only means of transportation, after the stages ceased to operate, and until the advent of the motor car and buses, it was the scene of many gatherings, happy for young newly-weds embarking on their honeymoon, sad for those receiving the remains of loved ones who had died elsewhere. Or, for the rousing welcome given to Martin Garvey on his arrival home from overseas service during World War I.

Mr. Albert Thurston was the last regular agent and latterly Mr. John E. Redmond, CNR, Agent, Eganville, has taken care of the billing.

Much of the decline in rail shipping is attributed to the high shipping charges now in effect.

**25/11/1970 Eganville Leader Renfrew**

Local CN Station To Lose Agent

Canadian National Railways has been granted permission by the Canadian Transport Commission to remove agents from seven stations in Ontario and Quebec, it was announced Friday.

Among the stations affected are Eganville and Renfrew.

The Commission noted that each station, as long as it is serviced by passenger trains, shall be "kept clean, heated and lighted."

**28/02/1972 Ottawa Citizen Renfrew Carp**

The driver of an oil truck was killed today when his vehicle smashed into the side of a moving train and burst into flames on highway 17 just east of Carp.

Three of five cars in the CNR freight train were derailed.

The driver was enveloped in flames and perished in the truck which burned for more than an hour.

The accident occurred at 10.15 a.m. Police and fireman found the remains of the driver's body after searching for an hour and a half.

Nothing remained of the truck except a small portion of yellow cab. Police said the vehicle belonged to the Shell Oil Company.

A charred licence oplate was found in the wreckage. Police believe it is from the truck.

A witness told police it appeared the truck driver was going to attempt to cross the tracks before the train reached the crossing but changed his mind, slammed on the brakes, and skidded 200 feet in the side of the train.

The impact sent three cars sprawling into the snow in flames. The caboose remained on the tracks.

Police said an unidentified railwayman who was inside the caboose when it was hit walked away uninjured. No one on the train was hurt.

Power lines were knocked down and a set of signal lights were torn out of the ground.

Acrid grety smoke blanketed the accident scene as firemen tried to put out the flames in the train.

The truck was swept about 20 feet off the road and into a small creek. Parts of the creek were afire from oil dumped into the water.

Balance illegible.

There is a picture with the caption

Train burns in background while fire-gutted wreckage of oil tanker lies beside tracks at right.

**27/04/1972 Ottawa Citizen Renfrew Carp**

Jury urges loghts at crossings.

A coroner's jury has recommended that signal lights be located at all level crossings on main highways to warn motorists in advance of approaching trains.

The jury was sitting Wednesday at an inquest into the death of Joseph Brideau, whose fully loaded gasoline tanker collided with a CNR freight train on Feb. 28. Evidence had shown that the visibility is poor at the crossing on Highway 17 near Carp, and there are several distractions for drivers proceeding west on the highway.

These, along with the position of the crossing at the bottom of a hill, were listed as contributing factors to the accident which derailed three of the railway cars and closed the highway for more than 24 hours.

The engineer of the train, Irwin Currie, said the Shell Oil truck, loaded with 8,000 gallons of gasoline, hit the train after veering off the road and knocking over a signal post.

"All hell broke loose" he said. The truck exploded immediately, setting fire to the last three cars.

The jury also recommended that a remote warniong light be placed 500 feet north of the Carp railway crossing.

**07/03/1973 Eganville Leader Renfrew**

Revive Passenger Service On CNR Line - Hopkins

Len Hopkins, M.P., Renfrew North-Nipissing East, wants the National Capital Commission to revive a passenger service from Ottawa up the Valley to Whitney as a tourist attraction.

"It is my proposal to the National Capital Commission that a passenger train for tourist traffic could be developed as a great attraction, because all the places in the Ottawa Valley and Madawaska Valley as well as the timber resources of the area have played a major role in the area history and economic of Ottawa," Mr. Hopkins said.

Mr. Hopkins said the tourists visiting Ottawa could travel to Algonquin Park on a train that should be modelled after those of the pioneer days.

**24/09/1975 Eganville Leader Renfrew Barrys Bay water**

Group Formed To Save Bay Tank

Following the announcement last week that the village of Barry's Bay had called tenders for the demolition of the old water tank located along the C.N.R. railway, a group of interested and concerned citizens have organized and are taking a petition to have the tank saved and repaired.

The group consists of interested citizens from Barry's Bay and area, as well as M.V.D.H.S. history teachers and students. They reel the huge tank has a lot of historical value, and its presence ties in with the history of the area.

**08/10/1975 Eganville Leader Renfrew Barrys Bay water**

Bay Water Tower Saved From Demolition

The old CN water tower in Barry's Bay has been given a reprieve by Barry's Bay village council. A delegation representing the Committee To Save The Water Tower attended the village council meeting Monday night and convinced council not to destroy the historic landmark, which is scheduled to be demolished.

Accompanying the delegation was a petition containing 600 names of people who were against it.

"It's fantastic. We are all pleased," said Mrs. John Hildebrandt, spokesman for the group. "We won."

**07/12/1977 Eganville Leader Renfrew Eganville**

CN Closing Local Station

The Canadian National (CN) Railway station in Eganville is closing at the end of this year in the name of more efficient service, according to a CN spokesman in Ottawa.

The man who did not wish to be identified, said the station was not closing as such, but rather the service was being extended to areas which do not currently receive a pick-up and delivery service from CN.

He said current service was "very restricted" in that it only provided for the pick-up and delivery within the limits of the Corporation of Eganville. The new service covers any point on or south of Hwy. 17 in Ontario.

**11/01/1978 Eganville Leader Renfrew**

Ski Train To Make Trip

A winter weekend train, running from Ottawa through the valley to Barry's Bay, is scheduled for its maiden run February 4 and 5.

Bell Plotz, co-ordinator for the program at the Barry's Bay end, said he hopes the train will make the weekend trip throughout the month of February. The project is organized by the Nepean-Aylmer Transit Committee.

The train will leave the Ottawa train station at 7:30 a.m. each Saturday and Sunday, returning from Barry's Bay at 6 p.m. each day.

The Canadian National Railway is charging \$35,000 for a locomotive, baggage car and four coaches for four weekends. Each coach will seat 80 passengers, with a total of 300 people expected at the train station in Barry's Bay, said Mr. Plotz.

After leaving the train, passengers will be bussed to their accommodations, the ski hill and to other activities in the area.

**13/09/1978 Eganville Leader Renfrew**

CN Taking Steps To Cease Operation

The Canadian National Railway plans to make formal application to the Board of Transport Commissioners for approval cease rail operations on the Renfrew to Barry's Bay branch line.

However, the regional manager of operations for CN, Jacques Gauthier, said there is no urgency to halt rail traffic, adding "the tracks won't be pulled tomorrow."

Officials from CN were in the area last week, speaking with municipal Reeves and business firms that use the line. MR. Gauthier said that CN is making application to cease operation on those branch lines where revenues are lower than expenses.

**27/01/1982 Eganville Leader Renfrew**

CN Abandons Winter Service On Local Line

Rail service on the local Canadian National Railway line has been abandoned for the remainder of the winter months and unless there is an upswing in the economy of the area, the line between Renfrew and Barry's Bay will remain closed in the winter months in coming years.

Thursday afternoon, the red and black CN locomotive, pulling a lone boxcar and cabooses, pushed eastwards back to Ottawa signalling an end to the use of the line until the spring season arrives.

The Mercury contends that rumours are plentiful, but facts scarce. One sure thing was that the CPR chief returned and was driven by Mr. Barnet up the valley of the Bonnechere as far as Douglas, going up one side of the river and back the other. The next week W. A. Ramsay, chief engineer, and his staff of surveyors returned to Renfrew and commenced a survey of the route on the north side of the Bonnechere River.

It was speculated that the Grand Trunk and New York Central Railway were at the back of Mr. Booth. Hence, Mr. Booth's apparent retirement from the fight "only another move on the railway chess board.

(The fight between the CPR and OA & PS created widespread interest articles appeared in various large dailies.)

The Toronto Empire pointed out that the CPR seemed to have taken control of the Parry Sound colonization road. If this were true, would Booth continue to build beyond Renfrew, as he did not propose to enter into a fight with a large corporation like the CPR. Booth added that if the CPR did go to Parry Sound, he would swing his line in the direction of Lake Nipissing and the French River, where he has large timber interests, which alone would create sufficient traffic to sustain a railroad for many years.

A Montreal paper interviewed Mr. Van Horne, President of the CPR, on the subject: He stated that work was already in progress and they expected to complete forty miles this season, but that the final direction had not been determined. Van Horne said, 'OA & PS was paralleling their railroad for fifty miles, and we feel justified in meeting such a movement in the most effective way possible.'

Van Horne was quoted in the Empire that he intended 'to build a branch to Eganville and some thirty miles beyond, and we will certainly keep ahead of anyone coming into our territory.' He looked upon the granting of a subsidy to the OA & PS as a great injustice to the CPR. The Montreal Gazette credited Van Horne with saying: Construction will commence at once.

The Toronto Telegram held the belief that locomotives would be done away with on the new line, to be replaced by electric trolleys. Also, traffic on the Grand Trunk between Toronto and Hamilton would be entirely electric. Trains would then run every hour, the public would have better service and the company would pocket the large difference between the cost of electricity and steam.

(The writer did not say where this electricity would originate.)

The Eganville Enterprise reported that: The CPR brass had again visited, called a town meeting and asked that the right of way be given to them. It was resolved that the line along John Street would be taken and that this right-of-way be free. This would be expensive, since some buildings would have to be removed and damages paid for properties cut off from access to the street. Eganville is desperate for a railroad and it is reasonable that aid be given to the first one which will accommodate it, but it would have been better to have given a reasonable bonus and allowed the company to purchase the right-of-way themselves. Eganville has been disappointed before in the matter of rail access; it is hard to believe that we will now have cars running into the village before winter sets in. There is a good deal of speculation as to whether the O. A. P. S. will now build their line.

The Ottawa Journal of August 2, 1892, carried a response from Booth: 'that his line did not parallel the CPR in some cases they diverge as much as twelve miles. And even if the two roads are apparently parallel, there is not, and never was, any intention of competition. We had to get to Parry Sound, and the route selected was the most convenient to ourselves.' 'The CPR' he continued, 'need not worry itself over the Parry Sound, a railroad that may not be completed for fifty years yet.'

In the Free Press, the contractor at Carp reported that: "the work of building was advancing most favourably; five or six miles had been graded already. The economic advantage to the village of Carp was huge. Every house was filled from top to bottom with workers, and boarding houses had been built"

The Canadian National Railway line between Renfrew Junction and Whitney will be abandoned in fewer than 90 days.

In an order dated August 2, the Railway Transport Committee agreed with CN's contention that the 90.26 mile line was not feasible financially to keep in operation any longer.

The order, which was signed by committee acting secretary M. L'Ecuyer, concluded the "branch line is uneconomic and is likely to continue to be uneconomic and the operation thereof should be abandoned."

It gave Canadian National three months from the date of the order to shut down the line and advise the committee that the route has been officially abandoned, and the removal of tracks and other facilities has been completed.

The Railway Transport Committee's conclusions thus ends a saga which has been going on for several years, but heated up when CN elected to stop winter service on the line back in January, 1982. Service was discontinued between Barry's Bay and Whitney in 1974.

No Effect

A public hearing was held in Barry's Bay last December before one member of the three-person committee to debate CN's application to abandon the complete line.

It was from submissions heard during this day-long hearing that Commissioner Anne-Marie Trahan compiled her final report which was completed on July 20. At the Bay hearings, CN outlined its financial situation regarding the line, while those in favour of keeping it in operation (including Grattan township) argued that once the economy picks up, the service will once again become attractive to those companies along the line and possibly attract new firms.

Renfrew-Nipissing-Pembroke MP Len Hopkins and Renfrew south MPP Paul Yakabuski asked that the application be suspended for five years to see if the rail line could be viable once again.

The committee determined that CN's actual losses ranged from \$492,615 in 1978 to \$551,500 in 1980. In 1981 it was \$515,217, and carloads on the line decreased from 61 in 1977 to 28 in 1982 due mainly to increased freight charges for wood chips and other mill materials. Mills subsequently found it cheaper to ship by truck.

Pertaining to the future of the area, if the line was shut down, Mme. Trahan outlined several points.

She wrote that forestry, agriculture and tourism are the major economic activities in this part of the Valley, but none of the firms related to these have used rail service to a great extent in the past decade and she reached the conclusion "there was no substantive evidence presented to suggest that, in the foreseeable future, there would be significant developments in these activities which would require rail services."

As for the shift from trucking to rail transportation, the commissioner did not deny there was a potential for such a shift as outlined by Robert McRae of McRae Mills in December. However, she added that such a shift would depend on whether rail would become financially feasible in the future, and there was no indication of that at the present time or in the future.

"For these reasons," read the report, "I consider it unlikely that such events will occur in the foreseeable future even if the line were retained for a five year period..."

Furthermore, the committee saw "no evidence to indicate that any industry requiring rail service is contemplating locating in the area, or that mineral resources are likely to be exploited in the near future."

CN Offers Rail-Line To Grattan, Will Enter Negotiations

Canadian National Railway has officially offered the abandoned right-of-way and the Eganville Station to Grattan Township.

CN's offer was contained in a letter written by vice-president J. Roger Lagace to Grattan Reeve Mike Keller. Reeve Keller, who received the letter on April 14, read its contents into the record at last Wednesday evening's council meeting.

"Since the Province of Ontario had decided not to proceed further with the acquisition of abandoned railway lines and according to CN policy in such a case, I wish to inform you that CN is agreeable to the sale of the former station building for the sum of one dollar," Mr. Lagace wrote.

**10/06/1987 Eganville Leader Renfrew**

**CN Willing To Dispose of Abandoned Right-of-Way**

Canadian National Railways is willing to part with its right-of-way along the abandoned Renfrew subdivision line at a cost of \$ 1,000 per municipality. The offer is extended to Grattan, Horton, Admaston, Bromley, North and South Algona, Hagarty and Richards, Sherwood, Jones and Burns, Dickens, Murchison and Airy townships plus the Village of Killaloe and the Algonkian Indian Band. It does not include the village of Barry's Bay. At its meeting last week, Grattan township council confirmed its interest, through resolution, in purchasing the right-of-way, the Eganville Station and other pertinent accessories situated within its boundaries at the suggested price of \$1,000. Grattan would then offer these parcels of properties to the abutting landowners at a cost based on an apportioned share "plus any expenses occurring to the Township of Grattan from the purchase and transfer of these properties to the township and disposition to the abutting landowners."

**09/10/1992 Ottawa Citizen Renfrew**

**ONTARIO'S NEWEST RAILWAY SAVES INDUSTRY:** For the first time, the Regional Municipality of Ottawa-Carleton has got into the shortline operating business by purchasing 43 kilometres of CN track between Arnprior and Nepean, which CN had received permission to abandon. The abandonment would have cut a supply lifeline for tough-to-transport raw material to the BASF Canada nylon fibres plant in Arnprior. The region bought the railway for \$550,000 and leases it to BASF under a 20-year agreement. BASF bought CN Rail's equipment for \$1.3 million. The region had its own reasons to get involved after recognizing that railways are an important transit link that must be preserved. After special provincial legislation was passed, the Arnprior-Nepean Railway Co. Inc. was born. Regional planners and solicitors are negotiating a deal with Canadian Pacific to acquire the disused right-of-way between Carleton Place and Nepean, and is keeping an eye on other routes in the region that may one day be abandoned. (Branchline)

**04/05/1994 Eganville Leader Renfrew Killaloe**

**Killaloe's New Station Park Survives First Hurdle At Public Meeting Monday**

If the majority of the public sentiment expressed at Monday's public meeting is any indication, Killaloe could have its new Station Park as early as the year. The hour-long meeting at the Medical Centre drew a good crowd and some criticism of the proposed park, but on balance the majority seemed to be in favour of it.

Reeve Emerson Lepine introduced planning board members Danny Harrington, Don Zummach, along with chairperson Kathy Lampi. Two other members, Paul Burke, and Tim Summers, were absent.

The planning board worked with members of the recreation committee, made up of Jim Lepine, Allan Mullin, Debbie Murack, Doris Burke and Marie Murray.

**18/10/2000 Eganville Leader Renfrew Barrys Bay water**

**Ontario's Last Remaining Wooden Water Tower Dedicated**

Thanks to the dedication of a small group of people and the generosity of a great number of others, Canada's last existing wooden railway water tower has been completely restored and is now part of a beautiful park in Barry's Bay.

Village councillor John Yakabuski, who was master of ceremonies for the dedication, said the water tower was erected in 1943, but was almost demolished in 1975. A petition was started to save the tower and a year later it was designated a historical landmark, ensuring it would never be demolished. In 1989 the Barry's Bay Railway Station Restoration Committee was organized. Its main goal was to restore the turn-of-the century station in the village. In 1998 a group which came out of this committee decided to preserve the water tower and make the area around it more appealing.

**15/09/2008 Barrys Bay This Week Renfrew Barrys Bay**

**Council recognizes mural, cancellation stamp**

Posted 18 days ago

There were plenty of thanks doled out in Killaloe last Tuesday evening, as the mayor and councillors of the Township of Killaloe, Hagarty and Richards gathered in front of the new mural painted on the wall of the Canada Post office.

Mayor Janice Visneskie said her council wanted to do something special for Killaloe's 100th birthday and she credited Councillor Kathy Marion with the idea of a mural.

"Kathy's drive and commitment brought this to fruition," Visneskie said.

Marion, in turn, said the mural is a "direct result of the First Impressions program."

In the First Impressions Community Exchange Program, a volunteer team from one community makes an unannounced visit to another community of similar size. The team records its observations and impressions, compiles the information and later presents its findings and constructive feedback. Marion said Bruce Moore, on the Regional Economic Development team out of Smiths Falls, convinced her Killaloe should take part in the program. Renfrew County Economic Development officer Mitch Wilke helped with the organizing; on Marion's team were Don Bohart, Kim Barnes, Melissa Johnston, Petra Vornweg and Tony Pearson. The group visited Wilberforce.

It was there that Marion saw a mural created by Bancroft artist Allen Helgendorf. She was so impressed she contacted him to learn more about his work and then invited him to a council meeting, where he was asked to submit a sketch for a possible mural.

"Allen did a lot of research on the town and studied many pictures," Marion said. "I think he has accurately depicted Killaloe in the past."

She thanked Canada Post for allowing the mural to be painted on its wall, Renfrew County roads department for painting the bridges in the village, the Killaloe Garden Club for the flower boxes and the lovely gardens in Station Park and "everyone else who made this community more pleasant."

There are many more locations suitable for murals, she added, but the costs would have to be paid for through fundraising.

Moore congratulated the township on working to improve Killaloe.

"We want to work with communities who will do something positive with the reports they receive," he said. "You've thrown down the gauntlet to Highlands East."

Muralist Helgendorf said he was glad he was able to bring "joy and beauty" to Killaloe through his mural.

"A bare wall demands something be done with it," he said.

A new postal cancellation stamp was also introduced at the ceremony. Councillor O'Reilly said she approached Maureen Cashubec at the post office with the idea of a cancellation stamp depicting Killaloe. Postmaster Sheila Tabbert was brought into the discussion and Caitlin MacDonald was asked to create a design for the stamp. She incorporated the covered bridge over Brennan's Creek with the dates of the Killaloe Centennial.

**25/08/2009 Reimax Renfrew Eganville**

**\$289,000 - Absolutely Unique!**

Eganville, Bonnechere Valley - This is your chance to own a piece of Eganville history. The old train station has been completely renovated into an absolutely unique family home that will definitely be "one of a kind". Huge kitchen, dining and living rooms. The hallway from the dining room and living room, features "his and hers" 2-piece bathrooms. The master bedroom is again huge and from here you follow the main hallway having two more bedrooms, and a full 4-piece bath with a laundry. At the end of the hall is the workshop to end all workshops measuring 31 feet by 22 feet. This property is zoned commercial and includes 3 acres of land. The possibilities are endless. Own a unique house, open a business of your choice, or have a combination of both.



What to do with Madawaska River bridge

About 20 people braved the first winter storm of the season to attend an information session at Spectacle Lake Lodge. Up for discussion was what to do with the old Madawaska River Bridge just east of the Village of Madawaska. Gordon Rodgers of GKR Consulting gave a brief presentation on the Draft Environmental Study Report.

The old railway bridge is used by snowmobiles and all-terrain vehicles to cross the Madawaska River. For 23 years it has been part of the trail corridor. It is part of the TOP "B" Trail and the Round Algonquin Park Trail and there are 19 resorts and 10 restaurants in the Whitney-Madawaska-Barry's Bay corridor. It is estimated millions of dollars are generated by the trails in central and eastern Ontario.

The bridge was closed by the Ministry of Natural Resources in 2008, and then opened for the winter of 2008/09 under certain conditions. Residents were told the railings were in poor condition, the ties and surface boards were worn and the timber piles were rotten. The steel tress, however, was in good condition.

Rodgers said the bridge's stone abutments are of historical interest. Water levels are controlled at the Bark Lake Dam, with a summer level 29 feet (8.8 metres) higher than the winter level. In summer, the river is 125 metres wide, but only 10 metres in winter. There may be fish spawning under the bridge, but better spawning and feeding areas can be found upstream. An endangered species turtle has been found in the study area, so a permit will be required under the Ontario Endangered Species Act.

Four alternatives were listed: do nothing; repair and maintain the bridge; remove the wooden parts and seek a partner to rebuild that portion; or completely remove the bridge.

The preferred alternative is to remove the wooden portions of the bridge and retain the steel centre trestle, then seek a partner, with secured funding, to rebuild.

A question and answer session followed the presentation and concerns were voiced over the Endangered Species Act; there was also some question whether work could be complete before water levels rose in the spring.

The public has until Jan. 4, 2010 to comment on the report. The final report will then be prepared and the public can again make comments following its release.

A statement of completion will depend on the number and types of comments received and the issues raised. To submit comments, contact Rodgers at GKR Consulting, 1141 Wood Duck Lane, RR#1, Hartington, ON K0H 1W0 (613-374-3521) or by email at [gordrogers@xplornet.com](mailto:gordrogers@xplornet.com).