

# Local Railway Items from Ottawa Papers - Shawville and Renfrew

**Friday 09/01/1891 Renfrew Mercury Shawville and Renfrew**

If Renfrew is not yet - and soon - the leading railway centre of Eastern Ontario, it apparently will not be the fault of Nature or the Eternal Fitness of Things. The Canadian Pacific and Kingston and Pembroke lines are already here; within the next two years, it is almost certain that the Ottawa and Parry Sound Railway - (connected with the Canada Atlantic and the Grand Trunk systems) - will be running past our doors; and now the people of Pontiac are also trying to get into Renfrew by steam.

On Tuesday afternoon a deputation of gentlemen from Shawville, P.Q., consisting of Dr. Lyon and Messrs. James and Andrew Hodgins, arrived at Renfrew, with the object of laying before some of our citizens the plan for a new line of railway. They were soon in consultation at Plaunt's Hotel with the Reeve elect, P.S. Stewart Esq., Councillor, M.J. O'Brien and Mr. A.A. Wright.

The proposition of the Shawville gentlemen is for a railway to run from Renfrew down the valley of the Bonnechere, to cross the Ottawa at the "Snow" Rapids, two and a half miles below Portage du Fort, and then to go through the townships of Clarendon, Thorne, Leslie, Cawood (in Pontiac county), and Allevn and Wright (in Ottawa county) to the village of Wright where it will connect with the Gatineau railway. The village of Wright is situated at the mouth of the Pickanock river. The line from Renfrew to Wright would be between fifty and sixty miles in length. The promoters believe they can get at least \$5,500 or possibly \$6,000 a mile from the Quebec government and \$3,200 a mile from the Dominion government. Besides, \$30,000 has already been granted by the Dominion government for the building of a bridge at or near Portage du Fort; and it is the rule, so it is stated, of the government to give as well 15 per cent of the total cost of the bridges connecting two Provinces. To bridge the Ottawa at the point stated would, it is asserted, be an easy matter, as there are a number of islands so situated that probably no piers would have to be sunk.

The abovementioned Government grants, the comparative ease with which the line can be built, and the excellent prospect for a paying business to be done by the road, should, the Shawvillians think, prove sufficient inducement to some railway company to undertake the building of the road. There is not only a well settled and good farming country through a considerable section of the townships to be traversed, but there is also an abundance of mineral - iron, phosphate, asbestos, mica, etc., - to be mined; and the natural out for most of this mineral is Kingston, whence it could be shipped to Pittsburg for smelting purposes. Hence the promoters desire to come to Renfrew to connect with the Kingston and Pembroke Railway.

They desire also to secure the moral assistance of the people of Renfrew in getting the Government grants, and in attracting the attention of the railway builders to the possibility of profitable investment in the building and running of the road.

To this end, Messrs. Folger and Gildersleeve of the K. & P.R., have been invited to meet some of the citizens of Shawville and Renfrew at the Town Hall here on Wednesday afternoon of next week.

**Friday 23/01/1891 Renfrew Mercury Shawville and Renfrew**

There have been so many charters for railways procured, at one time and another, in different parts of Canada, which have never advanced beyond the charter stage, that no doubt many of our readers have forgotten (if they ever read or heard) that a Dominion charter for the "Union" railway - to connect Pembroke with Portage du Fort - was, through the efforts of Mr. Peter White, M.P., - obtained about two years ago. We learn from some gentlemen of Portage du Fort, that the people of that village are all in favour of this Union railway project, which, besides its charter, has this much in its favour, that a Provincial grant of several thousand dollars per mile has been made in aid of a line from Quyon to Portage du Fort: which line, with the Union railway passing through the North Riding of Renfrew, would shorten the distance between Pembroke to Ottawa some thirty-five miles. This Union railway has also power to connect, at some point in the township of Ross with the village of Renfrew.

On the Pontiac side of the river, therefore, there is the prospect of considerable opposition to the Shawville project; as that calculates on getting business from the Bristol iron mine to which the Portage scheme asserts a sort of pre-emptive claim. However, whatever difficulties - and there are both political and financial - may be in the way of the Shawville and Renfrew Railway, our ratepayers will doubtless in due season learn all about them from the local committee appointed at the meeting here last week.

Also in the Ottawa Journal, same date.

**Friday 05/02/1891 Renfrew Mercury Shawville and Renfrew**

A meeting of the committee of Renfrew citizens appointed at the public meeting held some time ago to confer with the Quebeckers interested in the above railway, was held in A.A. Wright & Co.'s private office on Tuesday evening; Mr. P. Devine in the chair. Mr. M.J. O'Brien telephoned from Ottawa his regret at not being able to attend. Both the Pontiac Railway schemes - the one from Portage to Pembroke with a branch to Renfrew, and the one from Shawville to Renfrew direct - were discussed, and it was determined to assist both as far as possible, but particularly the Shawville scheme. Mr. M.J. O'Brien was elected permanent chairman of the committee and Mr. A.A. Wright, permanent secretary

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The Shawville Equity says "some people have begun to raise a dust" in opposition to the proposed railway. The Equity contends that the construction of the road is 'only an act of justice to the people of a section of the country, wh since its colonization have been struggling against numerous disadvantages, which a less energetic community would have been unable to combat with such a wonderful degree of success.

The building of this road - and we see no valid reason why it should not be built - ought not to find any opposition from the P.D.F. and Bristol line, as there does not seem to be the remotest prospect of it becoming a competitor for the traffic of that road, from the fact that the proposed routes are at right angles to each other, and more likely to contribute to each others' success." - The Shawville correspondent of the Pontiac Advance (published at Portage-du-Fort), says:- "Mr. John Bryson's latest railway scheme to enable ur people to go to Renfrew is looked upon here as a veritable election dodge. It will not help him any. We are far more concerned about how we are going to pay the bonus for the railway we have - a railway that is not an unmixed blessing, when we find that our merchants can hire farmers' teams to draw goods from Ottawa for 25cts. A hundred while the railway charges 30cts."

**Friday 13/02/1891 Renfrew Mercury Shawville and Renfrew**

Mr. Harry Heath, who has had large experience in railway engineering, was in Shawville last week, preparing to make an examination of the proposed route of railway from Wright township to Renfrew, of which he will make the necessary tracings to lay before the Committee of Railways when the charter comes up for discussion.

**Thursday 06/05/1891 The Equity, Shawville Shawville and Renfrew**

On Wednesday of last week the promoters of the Shawville and Renfrew Railway held a meeting in this village for the purpose of appointing provisional directors necessary to be placed in the charter, which will be applied for this session, also to subscribe a fund to pay the legal expenses, incidental to the preliminary part of the scheme. The directors appointed were Messrs. A. Lyon, M.D., Andrew Hodgins and Trueman Thomas. Communication was had the same day with the Renfrew gentlemen interested in the enterprise who appointed Messrs. P.S. Stewart, M.J. O'Brien and Jas. Caswell to represent Renfrew on the board. Thye gentlemen also took steps to contribute their share of the expense.

**Friday 22/05/1891 Renfrew Mercury Shawville and Renfrew**

The Shawville provisional directors of the Shawville and Renfrew railway, are Messrs. A. Lyon, M.D., Andrew Hodgins and Trueman Thomas.

**Friday 11/09/1891 Renfrew Mercury Shawville and Renfrew**

The Pontiac and Renfrew Railway project did not die with the election, This week, Mr. A.A. Wright received notice from Shawville that a meeting of the Committee would be held there on the 10th, and asking that the Renfrew section of the Committee should come over.

**Friday 24/02/1893 Renfrew Mercury Shawville and Renfrew**

Mr. A.A. Wright received word from Shawville on Wednesday morning that a meeting of the directors of the Pontiac and Renfrew Junction Railway was to be held at that place on Wednesday evening. So that evidently that project is not yet quieted.

**Friday 03/03/1893 Renfrew Mercury Shawville and Renfrew**

Account of a deputation going to Ottawa to meet with the minister.

**Friday 16/08/1895 Renfrew Mercury Shawville and Renfrew**

Account of a meeting concerning the Renfrew and Pontiac Railway.

**Thursday 22/08/1895 The Equity, Shawville Shawville and Renfrew**

The idea of building a railway from Renfrew to Shawville via Portage du Fort is not going to be allowed to drop. Article.

**Friday 13/09/1895 Renfrew Mercury Shawville and Renfrew**

Account of visit to Portage du Fort - fact finding mission in support of Renfrew and Pontiac Railway.