Local Railway Items from Area Papers - Renfrew Subdivision

18/01/1888 Ottawa Journal Renfrew

WANTED, A RAILWAY
FROM ARNPRIOR TO OTTAWA THROUGH THE CARP
Dr. Groves and the Case of Arnprior and the Rich Townships of Huntley ad Fotzroy - A Project which will Stand Pushing

Fitzroy and Huntley townships in Carleton County are two of the richest districts in Carleton County, or in the province of Ontario. They have Ottawa on this side and Arnprior on the other, but they have not a fair railway connection with either. A scheme for a short line railway between Ottawa and Arnprior has been hanging fire for a long while. Now it is hoped the project will be pushed through by the Canada Atlantic railway. Dr. George H. Groves, of Carp, was in town this morning when a JOURNALf reporter asked him what was stirring in his part of the country. Dr. Groves was full of the railway matter. He expressed the conviction that there was at last some chance of the road being built.
"Is anything actually being done now?"
"Yes," answered Dr. Groves, "Mr. Bell, C. E., of Almonte, is making a preliminary survey. I drove over some miles of the proposed line with him yesterday. Of course we have no charter yet. That must be got from the Ontario legislature next session. "
"And then?"
"Well I suppose as soon as the line is surveyed and we have definite facts to go on, the next step will be to ascertain what assistance can be got from the Dominion government and the townships towards the building of the road."
WHAT THE ROAD WILL DO
"The road," continued Dr. Groves earnestly "will be a most valuable one to both Ottawa and Arnprior, as well as the county. The route proposed is from the Union Station at Ottawa to Graham's Bay, beyond Britannia, and then in a bee line to Arnprior. This will take the road through March Corners, Carp, Kinburn, and Moore's Corners, and within half a mile of Galetta. That district is one of the richest in Canada, and splendidly settled. "When the road is built, the big lumber mills at Arnprior will have a direct route through Ottawa to the States. At present they are obliged to take the comparatively round about C.P.R. route. Besides, the C.P.R. rates are high. McLachhlin Bros and Gillies & Co., of Arnprior pay the C.P.R. $300,000 a year for transport of lumber. The new road would give them competition and reasonable rates. As sure as McLachlin Bros.don't get this, they will move their mills from Arnprior. Arnprior knows that, and offers a bonus of $20,000 to the road. McLachlin Bros. don't want to move, and offer to build a $20,000 bridge across the Madawaska if the road goes on. Then besides the agricultural and lumber interests to be benefited there are others. There are lots of phosphate at Carp and good gravel for railway ballast, which is much wanted around here."
THE FINANCIAL CONSIDERATIONS
"What about the March Hills?"
"I know it has been said that the March rocks present engineering obstructions to a railway which will make the building expensive, but that is not true. There is a passage through the March Hills at Carp which affords a perfectly easy route. To be exact, it is on lot 15, 1st concession of Huntley. "Regarding the cost of the road, I can't say much. The line would be thirty miles, or a little over, in length. Probably it was not cost over $15,000 per mile, inasmuch as the country is level and easy throughout, and many farmers have offered right of way free; at this rate, the the road could be built for half a million dollars."
RAILWAY INTERESTS
"It is, of course, in the interest of the Canada Atlantic Railway to build such a feeder to their line. The road would probably not stop at Arnprior. It would continue on to Renfrew. Then Arnpriorand the adjacent district would have a double outlet to the east- either by Ottawa or by Renfrew and the Kingston & Pembroke Railway to Kingston. At present Arnprior is at the mercy of the C.P.R."
"Why hasn't a charter been got for the road before this?"
"Well, the Canada Atlantic people are most interested in the matter, and they have no doubt been pretty busy with more immediate interests up to this time. But at the next session the charter ought to be granted. There may be opposition, as of course the C.P.R. will not be at all benefited by the construction of the proposed road: but still the route would be so obviously useful a one that there is no reasonable plea why the charter should not be given.
"Finally," said Dr. Groves, " I need hardly say it is in Ottawa's interest to help us all it can in this matter. The road will be another and most valuable feeder to the city."
A short time ago Mr. Claude McLachlin of Arnprior, Mr. G. W. Monk, M. P. P. and another were appointed to see the Canada Atlantic people on this matter. Mr. Monk leaving for Toronto before an interview was arranged for, named Dr. Groves to act instead, but since that nothing has been done, Dr. Groves and his confrer waiting the call of Mr McLachlin to proceed in the matter.

23/01/1888 Ottawa Journal Renfrew

THE PROPOSED SHORT LINE TO ARNPRIOR.
"The project referred to last week to build the Ottawa and Arnprior railway deserves the attention and support of Ottawa. That road will not only make the richest part of Carleton county a sort of next-door garden to the city, but it will connect the city with the upper part of the Ottawa Valley independent of the C. P. R. and without any disrespect to the C. P. R., it is always advisable to have more than one string to your bow. The proposed road would shorten the distance between Ottawa and Arnprior an hour below the Canadian Pacific route. It would bring the output of the huge Arnprior lumber mills directly into the Canada Atlantic railway here, and the Canada Atlantic has been of sufficient value to the city and shown itself to possess sufficient liberality and enterprise to entitle it to our good wishes. The proposed road would be a most valuable contributor to -the Ottawa Valley fair, which is henceforth to be permanent in Ottawa, and this alone should be sufficient to give Ottawa a keen Interest in it. With such a feeder on that aide, with the already . completed C. P. R., Canada Atlantic and - Pontiac Pacific, and with the Gatineau Valley road and proposed Ottawa and Vandreuil line on the south shore of the Ottawa, the exhibition will indeed be a central Canadian fair, and the city become the very heart of the Ottawa Valley. So far as the Ottawa and Arnprior road is concerned : so little capital is needed apparently that the scheme should not fall through for want of support. It is said half a million dollars would construct the line, and while experience proves that railways generally cost twice what is estimated, even then the undertaking is not tremendously formidable. There is a handsome profit awaiting a well-run suburban line to Deschenes Lake in the near future, let alone anything further possible to such a road as that contemplated to Arnprior, part of which possibility is the fact that the Arnprior lumbermen at present pay $300,000 a year to the C. P. R. for export carriage of lumber at what are said to be high rates. A slight per centage of reduction of these rates would save the Arnprior men enough to pay the interest on the entire cost of construction of the proposed road ; and the proposed road would eventually go beyond Arnprior to Renfrew and connect there with the Kingston and Pembroke road, giving Arnprior a route to the St. Lawrence on that side as well as on this.

24/01/1889 Almonte Gazette Renfrew

The Parry Sound Colonization Railway Company will apply to the local legislature for an act to amend its charter and for the extension of its line to Renfrew, or to some other point on the C.P.R.

07/03/1890 Almonte Gazette Renfrew

A new railway.
The Chronicle says it is in a position to announce that the early construction of the Ottawa, Arnprior, Renfrew & Parry Sound Railway is now an assured fact. The Board of Directors have made arrangements for the location of the line, and a party of surveyors will commence work at once. Work on construction of the road-bed will be commenced at an early date, and pushed through with vigor, so that before a year passes engines of the Canada Atlantic may be whistling in the neighborhood of Arnprior.

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.

04/04/1890 Almonte Gazette Renfrew

The New Railway.
The surveyors of the Ottawa and Parry Sound Railway have been making good progress. The route so far has been surveyed up through the valley of the Bonnecheree to Killaloe, then across to the Opeongo and into the Madawaska valley as far as Booth's depot, and it presents no serious obstacles in the way of engineering. They are expected to reach the western terminus this week. The distance between Renfrew and Parry Sound is 180 miles.

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.

18/04/1890 Almonte Gazette Renfrew

The company to build the Ottawa, Renfrew & Parry Sound Railway has been organized and stock books opened. Two charters have been granted - one from Renfrew to Parry Sound, by the Dominion Government; the other from Renfrew to Ottawa, is a local charter granted by the Ontario government. The company organized is under the Dominion charter.

09/05/1890 Almonte Gazette Renfrew

The Renfrew Journal says that a futher step has been taken in connection with the Ottawa and Parry Sound R.R. A part of the right of way has been purchased and some grading done.

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 Souind 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.

03/10/1890 Almonte Gazette Renfrew

The survey of that part of the Ottawa, Arnprior and Parry Sound R.R. between Ottawa and Arnprior has been begun.

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 bith 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 townshiops 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 eline 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.

21/08/1891 Almonte Gazette Renfrew

An act uniting the Ottawa and Parry Sound R.R. and the Ottawa, Arnprior & Renfrew R.R.has received the royal assent in Ottawa.The new road will be known as the Ottawa, Arnprior and Parry Sound R.R.

23/10/1891 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Some people around here are beginning to wonder whether or not the proposed railway from Ottawa to Arnprior and parry Sound wasn't all an election dodge.

20/11/1891 Ottawa Journal Renfrew

OTTAWA'S NEW RAILWAY
PASSENGERS WILL SOON BE WHISKED TO PARRY SOUND

Forty Miles of the Road now Under Contract and Will be Finished Next Year. -Some of the Advantages of Linking Ottawa and parry Sound.

To the average citizen who travels littl [sic] and consequently does not give much attention to distances, Parry Sound has a far away echo about it. When Toronto is mentioned it seems comparatively near home, but Parry Sound appears to be ever so far away. Yet a crow could fly much sooner to the Sound than it could Toronto. A straight line on the map when figured into miles shows that we are 247 miles away from Toronto, while from Parry Sound is only 210 miles.
A SETTLED FACT
It is now a settled fact that a railway - in fact a trunk line - is now being built from Parry Sound which cannot fail to be of immense benefits to one and all in Ottawa.
It may be mentioned that forty miles of this railway is now being constructed, Mr. Reid, of Montreal, having the contract. This portion of the road will be completed next year. The whole total length of the road when it reaches Ottawa will be 210 miles, and it will probably strike the city about the Experimental farm.
IN CARLETON COUNTY.
It will traverse in Carleton County the townships of Nepean, March and Fitzroy, and reach Arnprior. From Arnprior it will traverse the valley of the Bonnechere, passing through the townships of McNab, at Admanston and illegible, in Renfrew county, when it will reach Eganville.
It will then pass through the southern portion of the district of Nipissing, and run the full length of the district of Parry Sound, finally reaching the port of Parry Sound on Georgian bay.
This line, it is claimed, will give a beel ine from the lakes to the seaboard and when built will become the outlet of the grain trade from the northwestern states as the trunk line will be by all odds the shortest way to the ocean ports.
This trunk line is divided into two parts and two charters have been granted. One is for the construction of the road from Ottawa to Arnprior. McLaughlin Brothers the well known lumbermen, are at the head of this undertaking. The other portion of this trunk line, that is from Arnprior to the Sound, is in the hands of Mr. John R. Booth.
SOME OF THE ADVANTAGES OF THE ROAD
The elevator men of the west are said to be in favor of helping on the scheme with all their might and offer to construct elevators at the Sound and at any other distributing points that may be necessary. It is claimed by some who have given this subject study that this line would take the place of the long talked of Ottawa ship canal with a much quicker transit and bring all the grain trade of the west to a very doors. The great lakes and their immense trade would act as feeders to this line, and the line would give this lake trade the shortest route to the seaboard. Besides all this, it will tap the rich mineral country in the southern portion of Renfrew county and in the northern portion of Frontenac.
It is said that the Hon. C. F. Fraser, of Brockville, is advocating the building of a line from Brockville and from other portions of the frontier to make connection with this trunk line from the west.

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.

15/01/1892 Almonte Gazette Renfrew

Mr. Mountain and staff, locating the line of the Ottawa, Arnprior and Parry Sound railway, have reached Egan's Farm, on the Madawaska, about 20 miles west of Bark Lake. Mr Mountain says that from Renfrew to Egan's Farm the line is one of the most favorable he has traveled over.

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.

04/04/1892 Ottawa Journal Renfrew

Progress at the Ottawa and Parry Sound Railway.

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 company. 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.

(quoted verbatim in the Almonte Gazette of 8 April 1892)

06/04/1892 Ottawa Journal Renfrew

Ottawa and Parry Sound railway.

The Proposed Bridge between Ottawa and Hull, and Canal Basin Central Station.

The Ottawa and Parry Sound company have completed all their surveys from Ottawa westward to Scotia on the N. & P. J. Railway with the exception of sixteen miles between Atnprior and Renfrew. It was the intention of this company to build westward from Ottawa via Arnprior, but every day develops something new in railway projects and the latest is that the road may not be built from here via Arnprior but that it may cross the Ottawa river on a line drawn from Eganville or Renfrew to strike the Pontiac and Pacific Junction Railway at Arnprior, which, it is claimed, would give just a short line as via Aylmer o or via Arnprior, with the advantage of a road already built, and business established.

A CANAL BASIN DEPOT

If the Ottawa and Parry Sound company should adopt this route they would no doubt build from Aylmer to Hull, bridge the Ottawa, coming into town below Nepean Point and bring the road into the canal basin, thus carrying out the scheme proposed two years ago. If this was done, the bridge would be a combination to accommodate both railway and vehicular traffic, thus connecting Lower town with Hull and bringing into town the Gatineau Valley, Pontiac and Pacific Junction, and Ottawa and Parry Sound Railways into the heart of the city.

There is strong feeling among alde men that the railway should be endorsed by the city council, and that the advantages it is calculated to bring to Ottawa, in common with all other centers of population at which it will touch, call for liberal encouragement. "The facts have only to be properly understood by the citizens generally," said one of the most prominent authorities on civic finances to-day, "to produce a unanimous public sentiment in favor of the road. "

08/04/1892 Almonte Gazette Renfrew

CARP NEWS

On Saturday last a delegation from Carp waited on J.R. Booth, president of the C.A.R.R.Co., in the interest of the Ottawa and Parry Sound extension via Arnprior. The delegates took with them subscription lists aggregating nearly $5,000, to be offered the company as assistance in the event of the line to Arnprior passing through Huntley Township and touching Carp. The delegates were very cordially received, Mr. Booth frankly explained the position of the company in the matter. When the road was first projected the intention was to run direct from Ottawa to Arnprior, thence to Renfrew, with Parry Sound the objective point. Surveys were made and assistance solicited from the municipalities on the route named. Circumstances transpiring now may materially alter the route as at first proposed. The Pontiac and Pacific Junction road, as far as completed, is now in the market, and the owners are pressing the Parry Sound company to purchase and are offering the most favorable terms, so much so in fact, that engineers have been sent to run a trial line from Portage du Fort to Renfrew. Arnprior is seemingly indifferent. The amount the town may give in aid is not determined at present. This apathy may have a most injurious effect on the location of the line.

I understand that the warden of Carleton Co., Mr. Kidd, and others from Huntley, Fitzroy and Almonte, intend meeting the Arnprior council this week for the purpose of taking united action to secure the road through Huntley, Fitzroy and Arnprior. Mr. Booth stated that it was the intention of the company to touch Galetta, and a trial line would be run at once from Carp for that object.

08/04/1892 Almonte Gazette Renfrew

ARNPRIOR NEWS

Voting on the railway bonus by law took place in Fitzroy on Monday, and the bylaw was carried by a majority of 84 votes. The vote was small, no doubt on account of the bad roads. On Saturday the ratepayers of Torbolton will vote on a similar by law.

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

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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.

Ottawa Journal is also quoted in the Almonte Gazette of 18 April 1892.

15/04/1892 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS

Railway matters are occupying the attention of the people here to a considerable extent, and an attempt will be made to have the people of Arnprior bonus the proposed road. It appears now that arrangements are to be made with regards to the route taken which shall be pleasing all around. The routes surveyed between here and Ottawa will neither of them be used, and an amendment to be made bringing the road by Carp, Kinburn and Galetta, with a spur line from one of these points to Fitzroy harbor. If it is true that the proposed routes will be so amended it will be clear to all that the company is looking for bonuses, as the most enthusiastic director of the road would hardly assert that the new plan is an improvement on the old. The local papers here are buckling on their armor to be ready when the proper time comes to boom a bonus to the road, as they hold - and not unreasonably - that Arnprior will be greatly benefited by railway competition. On Wednesday a deputation of Arnprior citizens went to Ottawa to interview the government on the matter, and it is also likely they will urge our claims for a post office building, but at the time of writing the result of their mission has not been learned.

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 Almonte Gazette Renfrew Arnprior

The Ottawa & Parry Sound R.R. wants a bonus of $30,000 from Arnprior but nothing yet has yet been decided.

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.

29/04/1892 Almonte Gazette Renfrew

The surveyors of the Ottawa & Parry Sound Railway have got through with the survey between Shawville and Renfrew, and they have brought the two places witiin fourteen miles of each other.

06/05/1892 Almonte Gazette Renfrew Arnprior

On the 27th of May the qualified ratepayers of Arnprior will vote on a by-law authorising the corporation to take $30,000 stock in the Ottawa, Arnprior and Parry Sound R'y.

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.

13/05/1892 Almonte Gazette Renfrew Arnprior

The Arnpriotites expect, when their new railway is completed, to get a ticket to Ottawa 55 cents cheaper than at persent is charged by the C.P.R.

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 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.

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.

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 Almonte Gazette Renfrew Arnprior

The by-aw granting a bonus of $30,000 to the Ottawa, Arnprior and Parry Sound R.R. has received its third reading in the Arnprior council, and the money will be paid over as soon as the council receives a guarantee that the new road will for a period of thirty years continue to be wholly independent of the C.P.R., or any other railway under its control.

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.

01/07/1892 Renfrew Mercury Renfrew

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."

01/07/1892 Renfrew Mercury Renfrew

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.

06/07/1892 Ottawa Journal Renfrew Bell Street

The C.A. Ry. has made temporary repairs to the bridge over the railway at Bell Street. Several big holes existed in the planking that made it extremely dangerous to horses. Some of the boarding between the flooring and the handrails were off, making pass of the bridge perilous to children.

07/07/1892 Ottawa Journal Renfrew

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

08/07/1892 Renfrew Mercury Renfrew Eganville

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 yearsm 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 pefsons present at the meeting were favorable to granting the reasonable requests of the delegates. - Enterprise.

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.

11/07/1892 Ottawa Free Press Renfrew Carp

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.

15/07/1892 Almonte Gazette Renfrew

Messers. Brewder and McNaughton have received the contract for the stone work of the bridges on the Ottawa and Parry Sound railway. There are only two, one at Carp and one over the Mississippi. - Free Press.
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 the contracts for the construction were signed this afternoon. - Free Press, July 11th.
There has been nothing definite done in connection with the Ottawa and Parry Sound railway. This afternoon Mr. Mountain, the engineer of construction, Mr. Arthur Bruce, another engineer, and his brother, a surveyor, went up the line to settle the route. Mr. A. Fleck returned yesterday, and reports no progress. It is authoritatively stated that 40 miles will be built this year. - Free Press.
For the last three days a number of contractors have been in the city in waiting for the settlement of the Ottawa and Parry Sound Railway contract. Last night the contract for the first 40 miles from Ottawa was led to Mr. Fauquier, of Toronto, who was the lowest tenderer. It is learned that the line will go through the Carp and connect with Torbolton. Mr Fauquier stated last night that he would be ready to start the work in a couple of days and it will be pushed with the utmost dispatch. Twelve tenders in all were in for the work, and of these four were very close in the figures.- Ottawa Journal

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 construciton 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 constructionand the chief part of the work will be done with horses and scrapers. Mr. Fauquier says that in all probabilitythe 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.

15/07/1892 Almonte Gazette Renfrew

ARNPRIOR NEWS
Fauquier & Co., of Toronto, have been awarded the contract for the building of the railway from Ottawa to Arnprior. It is expected that operations will be commenced next week. As the road is to be built by Galetta, Kinburn and Carp, Fitzroy Harbor and Torbolton will be left out in the cold. It is thought that a spur line will eventually be built to the harbor.

16/07/1892 Ottawa Journal Renfrew

Mr. Fauquier will start work at the Carp on Tuesday

18/07/1892 Ottawa Journal Renfrew Carp

Men and Teams Sent up.
Mr. Fauquier, the contractor for the Parry Sound Railway, this morning sent off a number of men and teams for starting the consruction of the new railway from the Carp.

19/07/1892 Ottawa Journal Renfrew

Locating the entrance into Ottawa.
The location of the Ottawa and Parry Sound railway from Graham's Bay, above Britannia where it crosses the C.P.R. track to the city, will be made in a few days. Mr. J.R. Booth was out yesterday and walked over the ground between the points mentioned. It is understood that in any case the road will run across the Holland, Cowley and Stewart farms, south of the Richmond road. The location will, it is said, be between the Richmond road and the next concession road to the south. But as yet there is nothing definite
Forty teams and rigs were to have gone to work on the construction of the Parry Sound Road at the Carp this morning, according to a gentleman who was in from there today.

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.

21/07/1892 Ottawa Citizen Renfrew Carp

Railway construction.
Another gang of about 50 men left the city yesterday for the Carp to work on the construction of the Ottawa, Arnprior and Parry Sound railway. Some 300 men altogether are now employed on the work. From the Carp as a center, construction is being carried on westwards towards Arnprior, and eastwards towards Ottawa. William Remington, a farmer living near the Carp has obtained over $3,000 for gravel on his farm which was purchased by the railway company for ballasting purposes.

21/07/1892 Ottawa Journal Renfrew

Ottawa's Latest Railway.
Contractor Fauquier has now fairly started in his Parry Sound railway construction and intends to lose no time. Men and teams have been leaving for the cCrp where headquarters have been established for some days past and there are now over 300 men working on the line. From the Carp the work will be run both eastwards and westwards.

22/07/1892 Ottawa Citizen Renfrew St. Louis Dam

Wharf at St. Louis' Dam.
Mr. J. R. Booth's large wharf at St. Louis' dam is rapidly approaching completion. The wharf extends from Foster's tannery to the centre of the roadway leading to the Experimental farm. The facing of the wharf is finished, and the inside portion is being filled in with gravel. It is said that a channel will be dredged along the side of the wharf, so that lumber can be shipped from Mr. Booth's yards in that vicinity, by boat, via the Rideau Canal. It will also be shipped by rail as sidings from the C.A.R. are being laid to the wharf.

22/07/1892 Almonte Gazette Renfrew

CARP NEWS

At 7 a.m. on the 19th inst ground was formally broken for the Ottawa and Parry Sound Railway about half-a-mile east of Carp village, and were at that early hour a large number of our prominent villagers turned out to witness the unusual event. The warden of the county and Reeve of Huntley, George N. Kidd, Esq., had the honor of turning the first sod. Rousing cheers will given for J.R. Booth, president of the road, and Warden Kidd. In concluding, Mr. Mountain, engineer-in-chief, presented Warden Kidd with the shovel used in the ceremony, which will no doubt be preserved for generations as a souvenir of this very interesting event.

At the Carleton House in the evening Warden Kidd entertained those who had been directly associated with him on the various delegations that have so materially assisted in having the line located through Huntley township. About thirty, including the engineering staff and contractors, sat down to a champagne supper. Around the table we noticed some prominent representatives of Fitzroy. In reply to toasts excellent speeches were given by Messrs. Mountain, Bruce and Simpson, engineers, the Messrs. Fauquier contractors, Warden Kidd, Mr Adam Hodgins, Deputy Reeve of Huntley, Dr.. Groves, Mr. McElroy, Mr. John Argus, clerk of the municipality, and others. The speeches were interspersed with choruses. The party broke up about to midnight, after spending a very pleasant and agreeable evening - one that will long be remembered by those enjoying the warden's hospitality.

(Received too late for our last issue)

Great excitement prevails in Carp over our railway. On Friday, 8th, engineers arrived and made the usual preparations for commencing to locate, securing the necessaryaxe men and making Carp the basis of operations. The engineers in charge Messrs. Bruce Bros. and Simpson, with an efficient staff, have already made fast friends of our citizens.

On the 11th the first location picket was placed in position, Messrs. McElroy and Carruthers, of the village having the honor of driving it down. It is, we understand, customary with parties having this distinguished privilege conferred upon them to acknowledge the compliment by tendering the genial and gentlemanly staff a spread in which "green seat" should play a very prominent part.

The Messrs. Fauquier, contractors for the line from Ottawa to Arnprior, came on Saturday, and intend for some time to make Carp their headquarters. Saturday afternoon, Monday and Tuesday was spent in examining the line, and Wednesday they proceeded to rent suitable offices and fit them up. The agents are out in the township hiring teams and men. We understand that work will be given to any number of teams at $3 per day. We are informed that they will furnish constant work for two hundred men.

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

22/07/1892 Almonte Gazette Renfrew

PAKENHAM NEWS

THE NEW RAILWAY. - work has already begun on the Ottawa and Parry Sound railway. The line crosses the Mississippi river between the Government Bridge and the falls at Galetta. A gang of quarryman have arrived here to get out the stone (from Mr. Lang's quarry) for the piers. The stone will be floated down the river in scows to be made for that purpose, and a small steam tug will be placed on the river to haul the barges back for reloading.

23/07/1892 Ottawa Journal Renfrew

The Ottawa and Parry Sound Railway.

The work of construction on the Ottawa and Parry Sound Railway is now in full swing, some three hundred men being employed in the various branches of the work. Stone for the bridge across the Mississippi is being quarried near Pakenham and floated down on scows to Galetta. The bridge across the Mississippi will be of iron with stone piers.

The working gangs started from Carp, one gang working towards Ottawa and the other towards Arnprior. Mr. Bruce, C.E., has charge of the construction west, while Mr. Hibbard C.E., looks after that part coming towards Ottawa. Mr. Mountain, C.E. has charge of the whole line and has a busy time of it just now looking after such a multiplicity of things. The contractors, Messrs. Fauchier [sic] Bros, will do their utmost to have the road between Ottawa and Arnprior ready for iron early in the fall. West of the Carp there is considerable rock cutting to be done.

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 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.

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.

28/07/1892 Ottawa Journal Renfrew Carp

Mr. Fauquier, contractor for the construction of the Ottawa and Parry Sound railway, was in the city to-day. In conversation with THE JOURNAL he says he expects to have all the grading completed by September 15. He has now 100 teams and about 150 men at work. He is building east and west of Carp.

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 Almonte Gazette Renfrew Carp

CARP NEWS

The first sod. - on Tuesday, 19th inst., at 7 a.m., the first sod on the O.A. & P.S.R.R. was turned at Mr. Wm. Rivington's farm near this village. The ceremony was performed by G.N. Kidd, Esq., Warden of Carleton County, and was witnessed by a large concourse of the inhabitants, amongst whom were several gentlemen from Ottawa - Dr. G. Falls, Dr. Pearson, John Kidd, Esq., barrister, and F.O. Hirsch, Montreal. As the sod was duly placed in position in the center of the road the assembled crowd manifested their approbation by rounds of cheering and applause. The ceremony was witnessed by Geo. A. Mountain, C.E., A.H.N. Bruce, C.E., Robt. Bruce, C.E. Arthur Simpson, Esq., Messrs. Fauquier Bros., Dr. Groves, Messrs. D. McElroy, Thos. J. Armstrong, Wm. Barton, Thos. Hodgins, John Carruthers and others. In the evening the warden entertained the engineers, contractors and chief promoters of the railway scheme to supper. The table being cleared, Mr. Kidd, in proposing the health of Her Majesty, said he considered this the most important day Carp had witnessed for many a year. He was very pleased to have the privilege of thus meeting the chief engineer and his staff, together with the contractors and so many interested friends. Thereafter Dr. Groves proposed the health of the president of the road, John R. Booth, Esq. In the absence of Mr. Booth, Mr Charles Mohr, Reeve of Fitzroy, responded. Mr. Thomas J. Armstrong proposed the health of the engineering staff, to which Chief Engineer Mountain, Messrs. Bruce and Simpson replied. Mr. Sullivan, one of the staff, sang in fine style "Our Jack's Come Home Today." The toast of "The Contractors " was next given by Mr. David McElroy. Introducing the toast Mr. McElroy proposed a conundrum, "Why did the road not go via Tolbolton?" Answer: because it was too monotonous, had too much mohr (moor) and no Mountain nor Groves on that route!" Messrs. Fauquier and Brennan replied. Mr. Mohr proposed the health of the chairman, to which Mr. Kidd responded in a lengthy speech. Auld Lang Syne and God Save the Queen brought the harmonious gathering to a close at an early hour.

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 themselvesduring the long days and pleasant weather which has at length set in.

29/07/1892 Almonte Gazette Renfrew Carp

An Ottawa paper says the new railway has been ballasted for about six miles on each side of Carp village. 60 teams and 400 men are employed. Mr. George Whyte of Galetta has granted the railway company sufficient land on which to erect a depot there.

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.

09/08/1892 Ottawa Citizen Renfrew

Work on the O.A.& P.S. Railway

A number of Itaians left the city yesterday to work on the Otawa, Arnprior and Parry Sound Railway. The work now extgends about five miles east and west of carp. Ninety teams and between two hundred and three hundred men are employed.

12/08/1892 Almonte Gazette Renfrew

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

CARP NEWS

From our own correspondent.

The Fauquier Brothers, contractors for the Ottawa and Parry Sound railway, with their usual energy are pushing the work rapidly on. Some twelve miles is now under construction, and on six or seven miles the grading is completed. One or two gangs left Carp this morning- Tuesday - for "Christians" some ten miles from here and about halfway to Ottawa, working from there towards Carp. Some four miles from here, at Owen Doyle's, is an extensive rock cutting; this cutting, some 300 yards, had caused the engineers and contractors a great deal of anxiety, but the rock turns out to be of a nature easily worked and will require but very little blasting. About half a ton of dynamite has been stored in the vicinity in expectation that the rock would prove very difficult to remove. H. McElroy & Sons have a large camp at this point, with sufficient accommodation to board and house forty or fifty men. Mr. Wm. Bleeks, who has charge of this camp, succeeds in making the men comfortable. Men are continually coming and going around Carp and in the evenings the village is quite crowded. Both hotels are taxed to the utmost capacity, but so far nearly all have been accommodated. From 7:00 a.m. till 6:00 p.m. the Cap is in its normal state and a stranger would never think that in the immediate vicinity of the village a railroad was rapidly being constructed. The engineering staff leave tomorrow for Galeyta. By the courteous and gentlemanly behavior they have made many friends among our citizens. Also the musical talent is above the average; their open air concerts have afforded us considerable enjoyment, and will be sadly missed.

PAKENHAM NEWS

From our own correspondent.

THE RAILWAY STEAMER

The steamer "Ocean Wave," which has been placed on the Mississippi here in connection with the new railway, has made several trial trips to Galetta, and is pronounced a good craft.

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 wil 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 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.

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.

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 Almonte Gazette Renfrew Galetta

ARNPRIOR NEWS
The building of the railway bridge at Galetta has commenced.

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 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.

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.

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 Ottawa

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

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.

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 Almonte Gazette Renfrew

Last week the annual meeting of the Ottawa & Parry Sound Raulway Company was held, when the following were electrd directors: Messrs. J.D. Booth, Claude McLachlin, Charles Mohr, Wm. Anderson, C.J. Booth, N. Mackintosh and J.F. Booth.

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 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.

08/10/1892 Ottawa Free Press Renfrew

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

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 Ottawa Journal Renfrew

OTTAWA'S NEW LINE
J.R. BOOTH GETS HOLD OF THE TERMINAL LINK
And With it the Government Bonus to be $6,400 a Mile - The Story That the C.P.R. Swallowed the Link a Fake.

"Yes, I have bought the Parry Sound Colonization railway," said Mr. J. R. Booth toTHE JOURNAL to -day. "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 Ottawa and Parry Sound trunk line."
"And the purchase price?" inquired THE JOURNAL.
"Oh, I won't tell you anything about that. You may say I have bought the road, however."
WHAT THE PURCHASE MEANS
The Parry Sound Colonization Railway was projected many years ago, a charter obtained and the road built from Emsdale on the Northern Pacific Junction line for 20 miles west, the work being done by Mr. W. G. Read of Montreal. The total length of the line is 50 miles so that 30 of it has yet to be built. The road has been subsidized all the way to the Sound by both governments to the extent of $6,400 a mile. By acquiring the charter Mr. Booth of course comes in for the bonus. Any competing line would be obliged to build their road out of their own pocket without a bonus.
ALREADY IN OPERATON
The branch acquired by Mr. Booth runs through a comparatively level country and the 20 miles already constructed by Mr. Read have been ironed and in operation for some time.
This is the piece of road which some weeks ago was reported to have been purchased by the C.P.R., and 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. intended to continue to the sound they will have to build it 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 are engaged at work.

14/10/1892 Almonte Gazette Renfrew

Mr. Booth has purchased the Colonization Railway. Thuis is the line reported some time ago to have been purchased by the C.P.R., and continues from the Northern to parry Sound.

14/10/1892 Almonte Gazette Renfrew Nepean

There is trouble between the C.P. and the O.A.&P.S.railway companied over a crossing in Nepean and the government engineer will be called upon to decide the dispute.

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)

20/10/1892 Ottawa Journal Renfrew

OTTAWA'S NEW ROAD
SPLENDID PROGRESS OF THE O.& p.s. RAILWAY
Rapid Work from the Construction with the C.A.R - Prospect of Getting Car Shops and Elevators in Ottawa

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."

GOOD PROSPECTS FOR OTTAWA
When the Ottawa & Parry Sound railway is completed and is in running order an Ottawaite who takes a fancy to see the new district can do so by a six hours' ride.
It is understood that should the city deal generously with the railway in the matter of granting a bonus, the car shops and elevators will be located in Ottawa.

21/10/1892 Almonte Gazette Renfrew

An Important Railway Purchase.
Mr. J. R. Booth has got ahead of the C.P.R. in the matter of purchasing the Parry Sound Colonization Railway, which extends about fifty miles east of Parry Sound and connects with the Northern Pacific Railway, and which has been running a good business for some time. The C.P.R. has been anxious to purchase the line, and if so, Mr. Booth has got ahead of the big company. The acquisition will greatly aid the construction of the Ottawa and Parry Sound line.

21/10/1892 Ottawa Free Press Renfrew

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 thorugh 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 possib le, 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.

21/10/1892 Ottawa Citizen Renfrew

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.

22/10/1892 Ottawa Free Press Renfrew

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

22/10/1892 Ottawa Free Press Renfrew locomotive

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

24/10/1892 Ottawa Free Press Renfrew

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.

27/10/1892 Ottawa Journal Renfrew Galetta

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.

27/10/1892 Ottawa Free Press Renfrew

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.

28/10/1892 Renfrew Mercury Renfrew

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.

28/10/1892 Renfrew Mercury Renfrew Galetta

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: 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 Richmonf=d 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.

29/10/1892 Ottawa Citizen Renfrew

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 widthof 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 rail'y 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 inquiree 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 unsufficient opening and exproprieoting 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 fhe 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 sucb. 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. Shaugh-nessy 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. Chrisite - 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 ol crossings altogether. They would not object if it were outside the city, but being inside the city .limits, where the traffic was alwavs increasing, they considered it absurd that the 0. A. &; P. S. would not put in a sufficiently large span while they were about it.

Mr. J. R. Booth stated Ithat 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 0. 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 0. A. and P.S.route, he slightly favored the level crosing.

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 said ithey would also give their decision in this matter this morning.

29/10/1892 Ottawa Free Press Renfrew

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

31/10/1892 Ottawa Citizen Renfrew Galetta

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.

31/10/1892 Ottawa Citizen Renfrew

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 preseilt 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 exsposed 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 ease 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 dons for those figures during ths 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 titbits 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 ithere was no danger of derailing.

Albert Hudson, locomotive engineer of the C. P. R., in evidence said that a levsl crossing would be inconvenient and exipensive 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 Ihave to take four cars off a twentv-car Itrain in order to get over the grade, as Ithey 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. ou 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 ol wages. It hod 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 amaunt 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 ithere 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 tne previous witness.

H.B.Spencer, assistant superintendent of the eastern division said they abandoned the Bell's Corners station because o! 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 massonry 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

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.

01/11/1892 Ottawa Journal Renfrew Elgin Street

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 cam 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.

04/11/1892 Renfrew Mercury Renfrew Wilno

The Eganville Star says that considerable trouble is expexted 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 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.

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 Almonte Gazette Renfrew

The C.P.R. and Mr. Booths line.

It has often been said of the president of the C.P.R. that he sleeps with one eye open. Mr. Booth is not to have that new railway scheme from Ottawa to Parry Sound all to himself. The C.P.R. will be there, too. It will parallel every mile that Mr. Booth will build. So it says. It will be in Eganville in a few months; so it says. The Canada Atlantic people, on the other hand, say the C.P.R. has not graded a mile of the route yet. It is undoubted, however, that the company has obtained all the land it wants, and then it has both the capital and energy. It rather resents the attempt of the Canada Atlantic, because it regards this splendid country as its own peculiar domain. This is just what Mr. Booth cannot see. - Montreal Witness

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.

Repeated verbatim in the Almonte Gazette 11 November 1982

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.

11/11/1892 Almonte Gazette Renfrew

The quarryman in both the church quarry and for the bridge at Galetta have got through with their job, and have left. They were a well conducted body of men and will be welcomed back. The barges will be laid up at Galetta, and the steamer "Ocean Wave" at Pakenham. If possible both the steamer and the barges should be retained here for picnics, etc. We hope to hear of some enterprising person or Ssndicate going in for this, as we understand they will be sold cheap.

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 he 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.

19/11/1892 Ottawa Citizen Renfrew

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. Leclaire, 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 expolsion, 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.

25/11/1892 Almonte Gazette Renfrew

Mr. Booth hopes to have a train running on his new railway from Ottawa to Arnprior before next January.

25/11/1892 Almonte Gazette Renfrew Ottawa

THREW A TOOL IN A DYNAMITE BOX
One Man Blown to Pieces - Another Fatally Injured and Terribly Shattered - Ottawa Has a Shock.
Ottawa, Nov. 18. - a terrible explosion of dynamite took place on the Ottawa and Parry Sound railway, in course of construction near the city, at ten minutes to eight to-day. A shock as of an earthquake was felt all over the town. One man was instantly killed and another fatally injured.
The ground was torn up and the debris scattered all around. The body of the unfortunate man, Julius Therein, who was killed by the explosion, was thrown from the point where the accident occurred several yards. It was terribly shattered and the blood and parts of the flesh and clothing scattered in all directions. Therein was a laboring man, middle-aged, and leaves a wife and nine of a family to mourn his untimely end. Another workman, Thomas Browne, was seriously injured.
His right arm was a mess of pieces, and his shirt arm looked as if it were a bag of bones. The left hand was also shattered and two or three fingers blown off. He was bleeding at the mouth. The corner was speedily on the ground, and had him conveyed in the ambulance to the Protestant hospital, where he died the same day.
The accident occurred through the throwing of a working tool into a box containing twelve dynamite cartridges, instead of into the toolbox, which was close by.

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 Almonte Gazette Renfrew

About twenty men are at present employed by the O., A.& P.S. railway constructing the high crossing over the main line of the C.P.R. near Bell's Corners. The structure is raised twenty three feet above the level of the track sufficiently high to enable a man standing on a freight car to pass underneath on a moving train. The structure will cost $40,000.

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 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.

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.

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 lace 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 Renfrew Mercury Renfrew

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

20/01/1893 Almonte Gazette Renfrew

Parry Sound Railway.
The sites for the stations on the Parry Sound Railway between Ottawa and Arnprior 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, and work on them will be commenced early in the spring. It is expected that by February 12th the first train will run from Ottawa to Arnprior. The track is now laid fifteen miles out from Ottawa to March Corners. Mr. Booth, president of the company, says he could have the trains running in 20 days were it not for the building of the bridge over the Mississippi at Galetta. The bridge will be 280 feet long, of the riveted lattice variety, in two spans, 140 feet each. One span is now going up.

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.

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.

27/01/1893 Almonte Gazette Renfrew

ARNPRIOR NEWS
On Monday evening the new railway reached the Fitzroy boundary. It is said that when the railway reaches Galetta a grand namquet will be held in honor of the event.

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.

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Arnprior

Tracklaying on th O.A. & P.S.R.R has reached the Mississippi bridge at Galetta. There will be some delay at that point, but Arnprior will doubtless be reached before the expiration of the present month.

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.

13/02/1893 Ottawa Citizen Renfrew

The Central Station Approaches

It is currently rumored in railway circles that a survey will shortly be commenced of the approach to the central portion of the city iof the Ottawa, Arnprior and Parry X]Sound railway.

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 crfossing 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.

24/02/1893 Almonte Gazette Renfrew Kinburn

PAKENHAM NEWS

In order to keep pace with the advance of business our enterprisoing townsman, Mr. B.W. Dunnet, is erecting a granary at Kinburn, where all the grain handled in that section, and likely to be shipped by the new O. & A.P. Railway will be stored. Messrs. A. Armand and Twible McKibbin are the knights of the saw and hammer.

24/02/1893 Renfrew Mercury Renfrew Arnprior

The proposed new survey of the Parry Sound railway through the heart of the town of Arnprior is being objected to by many rsidents, 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 tgrains 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 finisjed until the frost is out of the ground. Freight, however, will be carried between those two points beginning next week.

Gthe firs 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.

27/02/1893 Ottawa Free Press Renfrew Elgin Street locomotive

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.

03/03/1893 Almonte Gazette Renfrew

That Railway Dispute.
A despatch from Toronto, dated Feb. 28th, says: the dispute between the Parry Sound road and the Atlantic and Northwest railway which was argued at Ottawa last week came before Mr. Justice Falconbridge for special hearing in single court yesterday morning to enable the defendants to close the case. Engineer Wm. T. Jennings, who was examined at Ottawa, was cross-examined, at the conclusion of which the defendants applied on statements of physicians as to the condition of W. A. Ramsay, chief engineer of construction for C.P.R. who is ill at Montreal, and whose illness affects the progress of the case. It is stated that the Ottawa, Arnprior and Parry Sound road has spent $700,000, and they are quite willing to spend more if the defendants would not interfere. The case was adjourned, and it is thought it will be further adjourned to be heard in Perth in April.

04/03/1893 Ottawa Journal Renfrew

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 pair 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 brakesmen. This as 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.

10/03/1893 Renfrew Mercury Renfrew

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 prompter.' 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.

10/03/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Mr. J.R. Booth and a number of prominent officials came over the road last Saturday. There was also a large consignment of freight.

It is not yet settled what shall be the route of the railway through Arnprior. The latest survey is along the shore of Chats Lake to Dochart Creek, the bridge to be at the mouth of the Madawaska river. If Mr. Booth were to heed the prayers of petitioners the route would be in half-a-dozen places.

17/03/1893 Almonte Gazette Renfrew

KINBURN NOTES.
The first passenger train passed over the Ottawa, Arnprior and Parry Sound Railroad on the 3rd instant. Two freight trains from Ottawa pass over it every morning, returning in theevening loaded with grain, most of which is shipped from Kinburn.
CARP NEWS
Messrs. Argue and Kidd are handling large quantities of wheat and oats since the Ottawa & Arnprior R.R. Co, have placed an agent here to look afterfrfeight. A temporary office has been fitted up, and Mr. Robinson is in charge.

18/03/1893 Ottawa Free Press Renfrew

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 Almonte Gazette Renfrew Arnprior

Mr. A. Begg, who was foreman for Messrs. Broder & McNaughton in the quarry here last summer, has been awarded the stone-work of the new bridge over the Madawaska river on the O. A & P.S. railway at Arnprior, and is preparing and shipping the stone from the Hull quarry, Quebec. Messrs. Broder & McNaughton are removing all their plant in connection with last season's work from here. This is quite a disappointment to many who expected work in the quarry, as it was supposed the stone would be taken out here.

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.

31/03/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Work is carried on at the railway bridgenight and day, as well as on Sundays. Employment is given to a large numbr of men and horses.

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 Almonte Gazette Renfrew Carp

CARP NEWS
Nearly all the culverts on the O.A. & P.S.railway between Kinburn and Arnprior are rendered unsafe by the high water.

Yesterday (Monday) No.6 engine, with four cars, ran off the track near the C.P.R. crossing. As far as we can learn no persons were injured. Engine and No. 30, which was up at the time, has not been able to get back to Ottawa, but is stationed near "Doyle's cut," a few miles from here, where men are working night and day. It seems that the loads of stone carried up to complete the Arnprior bridge were too heavy, and were destroying the track. We hear that no more freight will be carried until the ballasting is completed.

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 Ottawa Citizen Renfrew

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

21/04/1893 Almonte Gazette Renfrew

Mr. Robert Wilson, formerly f Almonte, now agent for Mr. J.R. Booth, Ottawa, took a run over the new railway from Ottawa to Arnprior in his official capacity as paymaster, and paid out $3,500 in cash to the men employed on the O.A. & P.S. R.R.

21/04/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
The O.A. & P.S. road expect to have their bridge across the Madawaska finished about the first of June. Ballasting on the road between Arnprior and Renfrew commenced on Wednesday last.

Therailway committee of the Dominion Cabinet has granted the O.A. & P.S. R.R. a level crossing over the C.P.R. at Arnprior.

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 Renfew 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
THE PARRY SOUND GETS THE HAGGARTY MOUNTAIN DEFILE.
The C.P.R. Defeated in Big Legal Battle - What Another Route Would Mean - A Big Victory.

Booth has won the pass.
Mr. John christie, solicitor for the Parry Sound railway, received word from Toronto yesterday that Mr. Justice Falconbridge gave judgment in favor of Mr. Booth, in the Haggarty pass case, the C.P.R. to pay all costs of the suit.
The disputes between the two companies was for the possession of what is known as the "Haggarty pass," a defile through the mountains of the Opeongo in the county of Renfrew the only possible pass within a radius of many miles.
The battle for the right to the pass has been going on for months, Mr. Justice Falconbridge having two special sittings in Ottawa for the purpose of hearing evidence. Mr. Dalton McCarthy, Q.C. M.P. handled the case for Mr. Booth as counsel and Mr. Charles Moss, Q.C., of Toronto, did similar duty for the C.P.R.
A MASS OF EVIDENCE
The amount of evidence produced was enormous, but principally of a technical character and not of interest to the general reader.
THE PARRY SOUND LINE OF BATTLE
The ground taken by the Parry Sound Railway company was that they placed the first survey on the pass in question, and filed their plans in the registry office of the county of Renfrew, and with the railway department of the Dominion government; that subsequently the Atlantic and Northwestern Railway (C.P.R.) company sent surveyors along, who located their line on the route already surveyed by the Parry Sound railway, which was considered a trespass, hence the suit as to which of the companies had the right to the pass.
ONLY ROOM FOR ONE
The pass proper is a defile through the mountains of the Opeongo, and very peculiarly situated. A slope follows the lower level, and the width of the pass, slope and all is only some sixty feet in width.
The C.P.R. counsel in his arguments contended that there was a possible room for both tracks, but the other company contended that the C.P.R. survey so interlocked and crossed their survey line that it would be impossible to have two lines of railway go through the pass.
Mr Justice Falconbridge during the last Ottawa sitting asked could not a line of railway be built on the slope, but Mr. Mountain who laid down the line for the Parry Sound railway said such a thing could not be done without placing the line on the lower level in great danger.
BOTH NOW HEADING FOR THE PASS
Both railways are now being constructed and heading for the pass, the C.P.R. having trains running to Eganville, which is only about thi rty miles of the place in dispute. The Perry Sound railway have constructed as far as Arnprior and are about starting the construction from Arnprior to Renfrew and within a short time will begin clearing and grading from Renfrew to Eganville.
The pass in dispute was the key to the Parry Sound and lake trade, for the company that would have to make a divergence from the pas would be put to enormous expense in tunneling through the mountains, for over a mile, beside the approaches to the tunneling, which would be a costly place of business.
With the downing of his big rival Mr. Booth has now a clear way and with his well-known energy, he will doubtless push the construction of his railway with increased vigor.
The winning of the right to the Haggarty pass is a big victory.

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 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.

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 feld 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 reprfesentatives 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 them 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.

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 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.

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.

05/05/1893 Almonte Gazette Renfrew Carp

CARP NEWS
On the Ottawa & Parry Sound Railway here a steam shovel was put in operation this morning, doing the ork of loading sand and gravel on a train of seven flat cars in a rapid and satisfactory manner. Iit is simply a dredge on wheels, carrying its own track and making its own road bed. The novel scene was witnessed by a large number of our citizens.

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.

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.

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 Renfrew

The O.A. & P.S. surveyors were in town again this week, picketing out the line on the bnorth side of he creek, through the village. It seems to be certain that the route mapped out in The Mercury of tgwo 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.

12/05/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Contractor Fauquier, wh has the job of building that section of the Ottawa, Arnprior & Parry Sound railway track which lies between Arnprior and Eganville, says he will begin activeoperations next week and will push through with all speed. The section is through a comparatively level country, and, with the exception of six or seven miles, will be easy to construct. A large dorce of men and horses will be set towork next week. The iron bridge over the madawaska here is now ready for the railway iron.

Ther are about 500 men employed on the O.A. & P.S,R. ballasting between here and Ottawa.

12/05/1893 Almonte Gazette Renfrew Fitzroy

The Ottawa and Parry Sound Railway company have purchased a gravel pit from Thos. Willis, of Fitzroy for $2,000.

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

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 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
There are no regular trains now on the O.A. & P.S.R., nor will there be until the road is ballasted.

The engineering staff if the O.A. & P.S. Ry. Expect to be here until August. At present ther=y are working between here and Renfrew.

19/05/1893 Renfrew Mercury Renfrew

The sub-contgractors 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 bout 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

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.

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.

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 WS.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 Almonte Gazette Renfrew

The Renfrew Journal says the right of way for the O.A. & P.S. Ry. Between Arnprior and Renfrew has been purchased from all the land owners excepting two.

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 Journal Renfrew Archville bridge

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

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.

07/07/1893 Almonte Gazette Renfrew Caro

CARP NEWS

It is rumored that the prolonged negotiation for the purchase of the Rivington gravel pit has been completed. The Ottawa, Arnprior and Parry Sound Railway Company are now the owners, and the price paid was between two and three thousand dollars. The gravel will be used in ballasting between Ottawa and Carp. The steam shovel is expected here tomorrow, and work will be hurried through. We learn that the proposed line from Almonte was an improrrtant factor in the purchase, as when commenced they too would have required this hill.

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.

14/07/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS

Work has been resumed on the O.A. & P.S.R. bridge across the Madawaska.The tresdtle work over McLachlin Bros'. siding is also started.

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 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 and was expected to arrive this week. The bridge building gang were already in town the town, preparing the trestles.

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 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS

The O.A. & P.S. railrooad haas a representative in town buying up the property over which the new line will run. Several have already been paid for their ? and report that they have been very openly dealt with by the company.

The situation of the new railway depot is still uncertain. At a meeting of the council held this last Wednesday evening the O.A. & P.S. was represented by Mr. Mountain, C.E. Though considerable time was spent in discussing the matter, no conclusion was arrived at, and the matter was postponed until a further meeting of the council.

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 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.

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.

28/07/1893 Almonte Gazette Renfrew Carp

CARP NEWS
There was an excursion on the O.A.& P.S.R.R. on Saturday last from Ottawa to Arnprior, and a number of our citizens took advantage of it. The route is a very pleasant one, the scenery from Carp to Galetta being picturesque indeed. The road lies through as good a farming country as there is in Eastern Ontario.

The steam shovel has been working for some weeks at the gravel pit here. Carp people will find it rather hard to get accustomed to the change the removal of the hill will make in the scenery of our village, but the change will be for the better both in appearance and in value. It is expected that where the hill now stands will be the site of the station house.

28/07/1893 Almonte Gazette Renfrew

The C.P.R and O.A. & P.S. road.
If 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 interference on the part of the C.P.R. It was said last night that the latter company had abandoned all 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 proposed rival route.- Ottawa Citizen

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, unasuming Frenchman, who scarfcely 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.

28/07/1893 Almonte Gazette Renfrew

Two men engaged on the construction of the Ottawa, Arnprior and Parry Sound railway over the madawaska river met with a serious accident yesterday. A heavy girder fell from a temporary support and struck the men, injuring the legs of both. It was feared the limbs of both were broken, and the men were taken to Arnprior for treatment.

28/07/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Work on the trestling and bridge on the O.A. & P.S.R. is progressing very rapidly. The company expect to build their station on Tierney street.

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 Citizen Renfrew

ALL UP TO CONTRACT TIME
SATISFACTORY PROGRESS OF THE PARRY SOUND RAILWAY.
The C.P.R. had to all Appearances Withdrawn From the Contest - Location of th Station at Arnprior and the Midway stopping place - What has been done to date.

Mr. G. A. Mountain, chief engineer of the Canada Atlantic railway, arrived in the city last evening after an absence of several weeks, during which time he was devoting his attention to the work of construction of the Ottawa, Arnprior and Parry Sound railway. Mr Mountain states that the work on the road is fully
UP TO CONTRACT TIME
and everything is progressing most satisfactorily. The grading between Arnprior and Renfrew is finished. One span of the iron bridge across the Madawaska is completed and the other one is ready to be put up. Between Renfrew and Eganville about half the grading is done and a large staff of men are working away on the remainder. Everything is expected to be completed as far as Eganville by the middle of September. During the comparatively short time that the work has been underway 300,000 yards of grading have been done, in addition to the building of a large number of culverts and bridges. Between Arnprior and Renfrew there are no less than five girder steel bridges, all built upon substantial stone piers.
Sixty eight miles are covered by the contracts completed and underway, and about 80 miles all told, including a portion of the road west of Eganville, will be finished before the season is over.
ARNPRIOR STATION
In answer to a question regarding the location of the station at Arnprior, Mr. Mountain replied: "Oh, that was fixed to-day. The station is to be on Tierney street right in the center of the town. It will be erected shortly." There will likely be only one station between Arnprior and Renfrew, and that at a place called New Glasgow. As to the stations further west nothing yet has been decided upon.
AS TO THE C.P.R.
"There is very little doubt now," said Mr. Mountain, "that the C.P.R. have abandoned all intentions of building a line to Parry Sound. The last of the big staff of men that the company had employed for several months passed, were withdrawn from his post at Renfrew this week. From present appearances, there is not the slightest indication of the C.P.R. continuing the work, and the hundreds of thousands of dollars spent in endeavoring to forestall the O. A. & P. S. road, for all we can see to the contrary just now, has been as good as wasted."
Mr. Mountain would admit, however that there was no saying what scheme the CPR might not have in reserve for the utilization of some of the work which this large outlay represented.

Repeated verbatim in the Almonte Gazette of 4 August 1893

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 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.

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.

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.

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.

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 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.

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 Almonte Gazette 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 last week.

11/08/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Mr. Donaldson was in town on Monday last buying brick and stone for the new O.A. & P.S. Ry. Station which is to be built on Tierney street.

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 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. Instgead of cutting through Rouselle's windmill and Mrs. Freer's residence, howeverm the bed of the crfeek will be "piled"; the Opeongo road crossed on James street just beyonf 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, thorugh 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.

18/08/1893 Ottawa Journal Renfrew

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.

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.

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 once 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.

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 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.

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.

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 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.

23/08/1893 Renfrew Mercury Renfrew

t 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 Almonte Gazette Renfrew Renfrew

The Renfrew people have endeavored to get Mr. 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 was $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 or on that adjoining the McEwan block

25/08/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS

Regular passenger coaches are to be run on the O.A.& P.S. in about two weeks.

The signal tower at the crossing of the O.A. & P.S. and the C.P.R. 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.

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 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.

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.

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

ONE HUNDRED CARS OF GRAVEL A DAY.
How the O.A. & P.S. are Filling I a Big Treasle Work

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.

01/09/1893 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Mr. Chamberlain, General manager for the O.A. & P.S. railway, was in town on Wednesday inspecting the new bridge which is nearly completed.

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 tack 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 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.

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.

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.

08/09/1893 Almonte Gazette Renfrew Carp

CARP NEWS
Building on the new station house is fairly under way,quite a staff, including a number of our villagers, being employed. It is expected that plastering will commence next week, the contractor being determined to rush the work rapidly ahead, as there is a fair business in freight done here at present. Our merchants will be delighted when the building is finished, as now goods are dumped beside the track.

08/09/1893 Almonte Gazette 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.

Mr. Booth declares that trains will run sixty miles an hour on his new roas, so carefully and thoroughly is the wiork of grading being done.

ARNPRIOR NEWS
The O.A. & P.S. railway bridge across the Madawaska is now finished and the track is laid as far as the C.P.R. station. Work on the new road is being pushed on rapidly.

11/09/1893 Ottawa Citizen Renfrew Algonquin Park

Parry Sound Railway.
Toronto Empire: The Ottawa, Arnprior and Parry Sound Railway company will run through a corner of the Algonquin National park and Messrs. Fowler, Hill and Whitney owned large timber limits, formerly the property of Perley & Pattee, lying in the path of the railway and partially within the park. An application has been made to the Ontario Government to cut out from the park the two townships, or a portion of them, through which the railway is to run, and in which part of the limits is situated. A deputation, consisting of Mr. J. R. Booth, president of the railway company, W. Caldwell, M.P.P., J. Loughrin, M.P.P., Messrs. Hill and Whitney, with J. Whitney, Q.C.., M.P.P, their counsel, met the cabinet yesterday, (Thursday), afternoon by appointment, Messrs.. Mowatt, Hardy, Gibson and Bronson being present, when the application was argued and decision reserved.
The Pembroke Observer says Dr. Dowling the local member was also to be present and use his influence to have the government grant the American company who recently purchased the extensive limits of Messrs. Perley and Pattee on the Madawasca [sic] permission to erect saw mills at White Fish Lake. The proposed site of the mill is just within the limits of the Algonquin Park and hence the necessity of obtaining the government's consent to their building.

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 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.

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.

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.

15/09/1893 Almonte Gazette Renfrew Carp

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.

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 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.

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.

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 treansits [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 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.

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.

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 Almonte Gazette Renfrew

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

The contractor in charge of the Renfrew branch of the O.A. & .S, railway says he will have to track completed to Eganville by November.

Regular passenger trains are now running on the Ottawa, Arnprior & Parry Sound Railway between Ottawa and Arnprior.. There are two trains daily each way, leaving Ottawa at 9 a.m. and 5 p.m. and leaving Arnprior at 7 a.m. and 4.10 p.m. The distance is 35½ miles. The O.A. & P.S. Co. have applied for Oyyawa's grant of $50,000.

ARNPRIOR NEWS
The diamond crossing of the O.A. & P.S. R.R. and the C.P.R. was put in on Sunday last (17/9). The regular passengerr service on the O.A. & P.S. R.R. began on Monday. Two trains each way are run every day.The run between here and Ottawa is made in an hour and fifteen minutes.

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 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 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 expecte4d 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 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.

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 Almonte Gazette 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 Almonte Gazette Renfrew Arnprior

A difficulty between the O.A. and P.S. and the C.P.R.The Renfrew Mercury, speaking of a rumor that there had been more trouble between the Canadian Pacific and Ottawa & Parry Sound railways, this time over the level crossing at Arnprior, says: it was said that there had nearly been bloodshed between the workmen of the two lines. We learned 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. & P.S. workmen ran their line close to the C.P.R. track so that they had to carry their rails only over the few feet of trackway. The C.P.R. authorities give instructions to their men to tear up the O. & P.S. line on their property until the 1,700 ft had been completed, compelling the O. & P.S. workman to cart the rails across 66 feet of land instead of over the railway track only. The C.P.R. workmen tore up the O. & P.S. track while the O. & P.S. workmen were at dinner. The O.& P.S. men promptly laid it down again, and there the affair ended.

This was repeated under ARNPRIOR NEWS with a final comment.
For all around "hoggishness" the C.P.R.leads the van.

02/10/1893 Ottawa Citizen Renfrew

The O.A. & P.S. to Renfrew
Mr. J. R. Booth was in town on Wednesday, on the right-of-way business, says the Renfrew Mercury. He met a committee of the directors of the South Renfrew Agricultural Society. They would have liked to deal liberally with Mr.Booth, but the railway will very largely spoil their grounds for exhibition purposes. After a lengthy conference, Mr. Booth agreed to pay $750 for the right of way through the grounds, leaving in the Society's possession the ground between the railway track and the creek. Mr. Booth expects that if the weather is favorable the rails will be laid into Renfrew by the 15th of October, and regular trains running three or four days after.

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 Mrf. P. McManus and alongside the lacrosse grounds - the entrance being on Elizabeth street, which a good many of our readers may not know is th emap 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 prfesent.
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 carrie din a month's time. Work on the foundation of the station building will be begun at once.

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.

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 began. 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.

06/10/1893 Almonte Gazette Renfrew Kinburn

KINBURN NOTES
Oct. 2nd. - owing to the accommodation provided by the O.A. & P.S. railway a large number from Kinburn and vicinity attended the Ottawa exhibition last week.

The new station yard and grain elevator are making rapid strides towards completion and add much to the appearance of our little village. As the trains run now with some regularity a station master is in constant attendance.

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.

09/10/1893 Ottawa Citizen Renfrew

Progress of the O.A. & P.S.
Grading on the Ottawa, Arnprior and Parry Sound Railway will be completed to Golden Lake, eighty-four miles from Ottawa, by November 15th. Mr. G. Mountain, chief engineer, was in the city Saturday and informed a Citizen reporter that the rails were now laid three miles west of Arnpriorr. About 800 men altogether are engaged on the road. They would commence to-day to build the station at Renfrew and at New Glasgow, between Arnprior and Renfrew. The stations west of Renfrew as far as the work will be completed this fall are Douglas, Eganville and Golden Lake. The route has been finally located west of Golden Lake far enough for all next season's construction work.

The South Renfrew Agricultural Sciety are receiving $750 from the O.A, & P.S. Railway for the right of way through their grounds.

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 Almonte Gazette Renfrew

Sixteen cattle were killed a few days ago at Armstrong's trestle on the Parry Sound railway. The cattle were in two herds, and two freight trains did the act.

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.

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.

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 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 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.

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 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.

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.

24/10/1893 Kingston Daily British Whi Renfrew

A Remarkable Feat in Rails.
A remarkable feat in railroading was performed on the O., A. & P.S. RR. near Renfrew, a few days ago, when twenty men laid 9,200 feet of rails or one mile and three-quarters of track in a day.
The track laying has now reached Renfrew and the men are now engaged laying the diamond crossing over the Kingston and Pembroke line at that point. This work will take only four or five days after which track laying will be resumed to Eganville by an increased contingent of workman. It is very probable that Eganville will be the terminal point of the line this winter.

26/10/1893 Ottawa Citizen Renfrew

Will soon be Rning [sic] for Renfrew
Mr. Ferguson, M.P. for Renfrew is in the city. Mr. Ferguson states that the construction engine is now running as far as Renfrew on the O.A. & P.S. road, and is expected that passenger trains will be running to that place in the course of two or three weeks.

27/10/1893 Almonte Gazette Renfrew Arnprior

Mr. J. Campbell, of Arnprior, is erecting a large grain shed and warehuse at McIntosh's crossing on the O.A. & P.S. R.R.

Albert Smith, a C.A.R. brakeman, had the middle finger of his right hand crushed off while coupling cars here on Wednesday.

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

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.

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 whictle 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 Almonte Gazette Renfrew Renfrew

ARNPRIOR NEWS
The first engine on the O.A. & P.S. Ry. reached here on Friday last, and the citizens all turned out to welcome it. While the same engine was about half way from here and Renfrew it ran off the track.. It took considerable time to put it on again.

On Saturday an engine on a Parry Sound work train was ditched about ten miles above here.

28/10/1893 Ottawa Citizen Renfrew

Had to be Postponed
Renfrew Mercury: the O. A. & P. S. Railway Company some time ago applied to the courts for an order permitting them to begin work up on the premises of Mr.John Smith (tanner) on the 24th, leaving the price for right-of-way to be settled thereafter by arbitration. Mr.. Smith took legal steps to stay the order. The matter was to have been argued in Toronto on Tuesday: but owing to a derailed freight at Tweed delaying the express train on which was Mr . Craig, representing the O.A. & P.S. and Mr. McGgarry, representing Mr. Smith, for nine hours, the case was calarged. [sic].

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.

31/10/1893 Ottawa Journal Renfrew

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.

02/11/1893 Ottawa Journal Renfrew Eganville

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.

03/11/1893 Ottawa Free Press Renfrew Renfrew

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.

03/11/1893 Renfrew Mercury Renfrew Renfrew

"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.

03/11/1893 Ottawa Journal Renfrew

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.

03/11/1893 Almonte Gazette Renfrew

There is a fall of 150 feet on the O.A. & P.S. railway between Arnprior and Ottawa.

O.A. & P.S. passenger trains will be running from Ottawa to Renfrew next week. There will be a station half way between Arnprior and Renfrew - New Glasgow. Eganville will be the terminus for the winter.

03/11/1893 Ottawa Journal Renfrew

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 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, unwearying 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

04/11/1893 Ottawa Free Press Renfrew locomotive

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.

09/11/1893 Ottawa Journal Renfrew

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.

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 interfer 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 copmplete the work in spite of his wishes. The men went back and laid the rails.

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.

10/11/1893 Renfrew Mercury Renfrew

Navvies on the OA & PS 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 Ottawa Journal Renfrew

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, trhains 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 weekthey 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 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Regular passenger trains on the O.A. & P.S. will run into Renfrew next week
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Two stations for the O.A. & P.S. Ry. Went through here on a flat car on Sunday last (5/11) all ready to be put together.

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 Douiglas, 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 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.

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.

25/11/1893 Ottawa Journal Renfrew

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.

27/11/1893 Ottawa Free Press Renfrew

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.

29/11/1893 Ottawa Citizen Renfrew Stittsville

Mr. W.H. McGuire, contractor, who has been working on the O.A. & P.S. railway, has returned home after finishing his contract.

30/11/1893 Ottawa Citizen Renfrew Eganville

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.

01/12/1893 Ottawa Citizen Renfrew Eganville

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.

01/12/1893 Renfrew Mercury Renfrew Eganville

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 interfer with the ballasting, the greater part of the ballast being brought from east of Renfrew. - Enterprise.

01/12/1893 Almonte Gazette Renfrew Renfrew

The arbitration between the Parry Sound railway and Mr. Smith, of Renfrew for the price to be paid for right of way across Smith's property , was ended by Smith being awarded $3,700, $800 more than the railway offered.

02/12/1893 Ottawa Journal Renfrew

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.

07/12/1893 Ottawa Journal Renfrew Bank Street yard

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.

08/12/1893 Renfrew Mercury Renfrew

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.

12/12/1893 Ottawa Journal Renfrew

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.

15/12/1893 Ottawa Free Press Renfrew

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.

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.

18/12/1893 Ottawa Journal Renfrew

Passenger and freight service opened between Ottawa and Eganville. OA&PS timetable advertisement also dated this day,

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 tot eh 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 sbnow 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 villaeg 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.

12/01/1894 Almonte Gazette Renfrew

Mr. M.J. O'Brien, contractor of Renfrew, has been awarded the contract for constructing the third ten mile section west of Eganville on the Ottawa, Arnprior and parry Sound Railway.

12/01/1894 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
As soon as the mail car is put into service on the O.A. & P.S. Ry. we will get our Ottawa papers the evening they are published instead of next day, as we do now.
Mr. P. Done, who has the contract of shipping about 400 car loads of lumber from Gillies Bros'. yards, Braeside, is drawing it here and shipping it over the O.A.& P.S. railway.

19/01/1894 Almonte Gazette Renfrew Galetta

While coupling cars at Galetts a brakesman named David Biggar had three fingers of his right hand crushed to a pulp. They had to be amputated.

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."

19/01/1894 Ottawa Journal Renfrew Eganville

Comment that goods from Montreal were now arriving by train before the invoices which came 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 Almonte Gazette Renfrew

The contract for mail service between Ottawa, Arnprior and Eganville and intermediate points on the Parry Sound road went into effect today (Thursday).

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.

09/02/1894 Ottawa Journal Renfrew

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.

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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 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 conractor. Besides, we have the most obliging and gentlemanly agent on the line.

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.

23/02/1894 Almonte Gazette Renfrew

Fighting for the Pass.

The appeal case of the C.P.R. against the judgment giving the Opeongo Pass to the Parry Sound railway is now being heard in Toronto before the Chancery divisional court. The courts gave the exclusive right of the pass to the Parry Sound railway company, and the C.P.R. are trying to upset the judgment. The pass in contest is a narrow gap between the mountains in the township of Algoma, county of Renfrew, and is only capable of giving a passage to one line of railway track.

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.

09/03/1894 Almonte Gazette Renfrew Arnprior

The O.,A. & P.S. railway laid a new iron bridge across the Dochart on Sunday

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 Wlino 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, 142miles 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 much 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 witht 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).

06/04/1894 Almonte Gazette Renfrew Arnprior

ARNPRIOR
A gang of men are now engaged erecting a freight shed in connection with the O.A. & P.S. Railway station here
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The O.A, & P.S. Railway have given out several more contracts, and expects to have all but seventy miles of the road finished this summer.

09/04/1894 Ottawa Journal Renfrew Rideau Canal drawbridge

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 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 contiue his rounds as usual.

13/04/1894 Eastern Ontario Review Renfrew Eganville

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..

21/04/1894 Ottawa Journal Renfrew Arnprior

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 Golden Lake

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.

04/05/1894 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
The O.,A. & P.S. R'y. has made a settlement with Mr.O'Keefe. Mr. O'Keefe got $100 damages.

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

'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

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.

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 compeny 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 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
The O.A. & P.S. R.R. are pushing things along their road. Several horses and carts have been secured here lately for the construction.

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 Ottawa Journal Renfrew

The O.A. & P.S. Ry. Are building a flag station at the Scotch Nush road near Eganville. A siding is also being built at the same place.

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).

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 Almonte Gazette Renfrew Eganville

The Fitzroy Agricultural Society excursion to Ottawa on June 7 will start from Eganville o the O.A. & P.S. Ry. Rates are less than half the regular fare.

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 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.

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 Almonte Gazette Renfrew

The new Booth railway between Eganville and Golden Lake, a distace of eight miles, has passed the government inspector and passenger trais will be put on at once.

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.

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 uo 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 borading house losong 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.

27/06/1894 Ottawa Citizen Renfrew

Mr. John Fowler (brother of the Governor of New York State) Presidet of the Kingston and Pembroke Railway. Mr. Henry Sabert, a director of the road, Mr. R.W. Folger, general manager and other officials arrived yesterday on the company's private car after a trrip over the O., A.& P.S. Railway as far as constructed. They leave this morning by C.A.R. for Montreal.

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.

29/06/1894 Almonte Gazette Renfrew Eganville

Samuel Irwin, of Carleton Place, while working in the gravel pit at Caldwell's, on the O.A. & P.S. R. near Eganville Thursday last, fell betwee tgeo gravel trains going in opposite directions and had his left hand so badly mutilated that it had to be amptuated..

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.

13/07/1894 Almonte Gazette Renfrew

The new railway will reach 20 miles west of Eganville by the end of the present month.

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.

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.

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. Chittly 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 mikes 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.

27/07/1894 Almonte Gazette Renfrew

ARNPRIOR NEWS
The O.A. & P.S. Ry. Have two trains at work now between here and Ottawa filling up the trestle work and grading.

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 ran 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. --

03/08/1894 Almonte Gazette Renfrew Killaloe

Trains will soon be running to Killaloe on the O.A. & P.S Ry.

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 ensures 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.

10/08/1894 Almonte Gazette Renfrew Barrys Bay

On Tuesday last, July 21, a sad accident occurred at the works of the O.A. & P.S. Railay in the viocinity of Barry's Bay. A charge of dynamite explodied killing instantly three men and injuring several others. He names of the unfirtunate men are as follows: George Marsten, from Mattawa; Keller, from Halmer Rapids, the other being an Englishman, name unknown, lately out from the Old Country.

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 Ottawa Journal Renfrew

The rails of the O.A. & P.S. Ry.. are laid to three miles beyond Killaloe.

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 Almonte Gazette Renfrew

The Ottawa and Parry Sound R.R. will be completed to Long Lake, 120 miles from Ottawa, this fall.There are 40 miles billt at the Parry Sound end of the line, which leaves only 40 miles to be built to compllete thr through road from the Georgian Bay to Ottawa.

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 Almonte Gazette Renfrew

ARNPRIOR NEWS
The government inspection of the O.A. & P.S. railway from Golden Lake to Killaloe took place on Friday last.

Two gravel trains on the O.AS. & P.S.railway are now engaged in cutting down the grade which is about one mile west of here and here [sic] and emptying the contents into the trestle at the Madawaska bridge

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 appliation will be favourably entertained, if a sufficiemt number of cows to supply enough cream can be obtained. About this there can be little doubt.

27/08/1894 Ottawa Citizen Renfrew Booth's Piling Ground

Exerpt
SPREAD OF THE FLAMES. The fire broke out in the piles about half way between Cedar and Balsam streets. It spread rapidly, and by the time any streams were put on, the flames were raging furiously. Two railway sidings filled with cars separated the burning piles from the yard of the Export Lumber Company which is at present thickly stocked. By a hard fight the fire was kept from spreading into this yard, although six of the cars on the sidings adjoining were destroyed. There were some twenty or thirty cars on the sidings altogether. Some of those destroyed belonged to the Delaware aud Hudson railway, others to the Grand Trunk and the C, A. R.. An attempt was made to haul these cars away, but the fire was altogether too intense to admit of rescue. The flames took a westward course, and by degrees worked their way almost in every direction through Mr. Booth's lumber. Some cars on another siding leading from the O. A. & P. S. into a more central part of the yard were saved by being hauled out just in time.

27/08/1894 Ottawa Journal Renfrew Booths Piling grounds

Acres of lumber gone in ashes.
Seventy Thousand Dollar Blaze in Booth Rochesterville yards.
A fierce fire that was desperately fought.
A critical moment when the city was in danger.
Incendiaries supposed to have been at work.
A thousand piles of lumber, the Cedar St. School, a number of cars and two dwelling houses wiped out - notes of the blaze - how it was fought.
The greatest Lumber fire Ottawa ever had.
Such was the blaze last evening in Booth pining grounds between Cedar Street bridge and the Parry Sound crossing. It covered a greater area, destroyed more lumber and with the possible exception of the destruction of Booth's big mill a few months ago did more damage than any other fire that Ottawa has ever seen.
In length the fire covered fully a quarter of a mile. It was over 1,000 feet wide and destroyed a thousand piles of lumber. In addition to this the Cedar St. school, a dozen railway cars, three small dwelling houses, all the railway tracks and platforms throughout throughout the yard went up in smoke. The lost, it is expected, will reach fully $70,000.

Note. This is the beginning of a very lengthy article. The fire was west of Preston street and east of the CPR and included the CAR curve, 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.

31/08/1894 Almonte Gazette Renfrew

Rushing The O.P.& S. Work.
General Manager E.J. Chamberlain, of the O.A. & P.S. Railway, returned to Ottawa last week after making a trip up the line of the Parry Sound railway. He says the construction is going on rapidly, over two thousand men being employed on the works. This summer ten miles of the west end of the line - that is, between the Northern Pacific Junction Railway tracks and the Sound - have been built, which leaves about eight miles more to be constructed to connect Parry Sound Town with the Northern Junction line. These eight miles will be built next summer. In the meantime the line from the east is being rushed along, and it is expected that the road between Ottawa clean through to the town of Parry Sound will be finished about the first of November of next year.

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.

05/10/1894 Almonte Gazette Renfrew

The O.A. & P.S.R. have started a steamboat service between the end of their line at Barry's Bay and Combermere, a distance of over 12 miles.

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 Ottawa Journal Renfrew

The rails on the O.A. & P.S. Ry. have now reached Carson's Lake five miles from Barrys 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 Barrys Bay on the O.A. & P.S. Ry. to Combermere has been launched and will at once commence to carry passengers and freight.

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 opeing ceremonies are recorded in August 2, 1895 edition.

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 Ottawa Free Press Renfrew

Parry Sound car shops located - on Concession street. More.

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.

24/10/1894 Ottawa Free Press Renfrew

Work commences on the car shops. More.

26/10/1894 Almonte Gazette Renfrew Arnprior

ARNRIOR NEWS
The O.A. & P.S.RR. Are putting in a new diamond at the junction. The switchman there has improved the surroundings with pretty flower beds.

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 Citizen Renfrew Ottawa

Sheep were the victims.
Late on Saturday night (27/10) as a ballast train of the car was backing to a water tank in Rochesterville, a couple of ballast cars became detached from the train and running down the grade between Preston and Le Breton streets run into a cattle train on one of the sidings. The first car of the stock train was broken up and 18 sheep were killed. There were 250 sheep in all on the train. Two ballast cars were derailed. A wrecking crew worked the remainder of the night and yesterday forenoon the line was clear again

29/10/1894 Ottawa Journal Renfrew Le breton, Ottawa

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 then smashed into the front part. At all events the trains 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, past Rochester and Division to Le Breton.
SIX HUNDRED SHEEP ABOARD
Among the box cars 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 tho 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 OK this morning.

29/10/1894 Ottawa Citizen Renfrew

Sheep were the victims.
Late on Saturday night (27/10) as a ballast train of the car was backing to a water tank in Rochesterville, a couple of ballast cars became detached from the train and running down the grade between Preston and Le Breton streets ran into a cattle train on one of the sidings. The first car of the stock train was broken up and 18 sheep were killed. There were 250 sheep in all on the train. Two ballast cars were derailed. A wrecking crew worked the remainder of the night and yesterday forenoon the line was clear again.

02/11/1894 Almonte Gazette Renfrew

ARNPRIOR NEWS
A new engine made its first trip on the O.A. & P.S.RR. on Monday. The inhabitants were notified of its visit by its singular whistle.

02/11/1894 Almonte Gazette Renfrew

Eighteen sheep were killed in a smash up at the junction of the Parry Sound and Canada Atlantic railways at Ottawa on Saturday night.

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.

12/11/1894 Ottawa Journal Renfrew

To Inspect the O.,A. & P.S. railway.
A special train left the CAR depot this morning having on board E J Chamberlin, general manager; and G A Mountain, chief engineer of the O.,A. & P.S. Ry; Mr. Lynch, government inspector; city engineer; C J Booth and C P. Cunningham for the purpose of inspecting the last twenty-five miles of the O A & PS Line west of Barry's Bay. The party return this evening.

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)

20/11/1894 Ottawa Journal Renfrew Eganville

THE WHEELS CRUSHED OVER HIM
FATAL ACCIDENT IN A "STEEL TRAIN" ON THE O. A & PS.

It occurred to a construction party near Eganville - an inquest on the dead, and the wounded brought to Ottawa.

A very sad accident, the first with fatal results that has happened on the O, A & P S Ry, occurred yesterday near the Egan Estate Depot above Eganville.
The "steel train" was conveying a gang of men from camp to work after dinner. The men were seated on the platform cars as the train moved along to the spot where the gang had been working in the forenoon.
Four men were riding at the rear of the tender, sitting on the toolbox with their feet supported on the coupling of the flat car next to the tender.
The roughness of the road caused the coupling pin to drop out unnoticed by the men and the engine and cars separated. The separation caused the four men to lose their balance and they tumbled off the tender.
The two men nearest each side rolled off at the side of the track. The other two were not so fortunate.
ON TO THE RAILS
One of them fell directly on the rails, and was instantly run over and killed. The other fell between the rails underneath the train. He miraculously escaped death but received a dreadful shaking up.
The name of the man killed was Wm. J. Chugg. He lived with his mother in this city on Preston Street, south of the railway bridge. The man injured, whose name is James McGowan, is also a resident of this city.
E J Chamberlin, general manager of the O, A & PS Ry, from whom THE JOURNAL gleaned the particulars of the accident happened to be at the upper end of the line yesterday when the accident occurred. He arrived at the scene of the accident about four hours after it took place and at once wired to Pembroke to have the coroner, Dr. Dixon, hold an inquest. The boy [sic] of Chugg was brought down to Barry's Bay to await the coroner's arrival and a coffin was sent up in which to place the body. Mr. Chamberlain brought the injured man down to Ottawa on his special train, and on the train's arrive at the Elgin street depot the ambulance was in waiting to convey McGowan to the Protestant Hospital.
BADLY SHAKEN UP.
Inquiry at the hospital today finds that some of McGowan's bones were broken but he is very sore from the severe shaking up he received.
Mr. Chamberlin states that this is the first fatal accident on the line since the road left Ottawa.

21/11/1894 Ottawa Citizen Renfrew Egan Estate

FELL UNDER THE CARS
An Ottawa man killed on the railway work of the Parry Sound.

The body of William J. Chugg, who was accidentally killed near the Egan estate, on the O., A. & P. S. Railway, on Monday, was brought to the city yesterday evening and taken to the residence of deceased mother, 117 Pamilla street, from where the funeral will take place tomorrow afternoon. Deceased leaves three brothers and a sister besides his mother to mourn his untimely demise. He was a member of the Orange Young Britons, and members of the order will attend the funeral in a body.
Chugg met his death in a simple manner. He was employed on railway construction work near the Egan estate as J. R. Booth's Depot on the Madawaska, is still called, which is 24 miles beyond Barry's Bay. With others he was being taken from camp, after having had dinner, to their working place on Heald's contract. Four men including Chugg and James McGowan of this city, were sitting on the tender with their feet on the coupling of the flat car next to the tender. The coupling pin between the tender and the flatcar fell out somehow, and before they could save themselves the men were precipitated in front of the oncoming cars. Two fell outside the track, McGowan fell lengthwise in the centre and Chugg across the rails. The cars went over Chugg killing him instantly. McGowan was badly bruised but managed to escape serious injury.
General manager Chamberlin hastened to the scene and had the body of Chugg taken to Barry's Bay, where an inquest was held. Late at night he brought McGowan home on his train, the city being reached early yesterday morning. McGowan was taken to the Protestant hospital, where it was learned that he had no bones broken. He will be confined to bed for some days, however.

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.

24/11/1894 Ottawa Journal Renfrew

O.,A. & P.S. Divisional Point Selected.
Land is being surveyed at the Madawaska crossing for the divisional station and grounds of the O.,A. & P.S. railway. This place is exactly halfway between Ottawa and Parry Sound located in the township of Murchison in Nipissing District, about twenty miles above Barry's Bay. A tract of land two miles long and one wide is being surveyed out and the remainder of the land that is not required for car shops, c., will be laid out into town lots.

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 Almonte Gazette Renfrew

Work on the O.A. & P.S.R.
This Week the season's work on the O.A. & P.S. railway will reach an end. The line will then be completed to Long Lake, a distance of 144 miles from Ottawa, leaving only 60 miles to be built next season to complete the line to Parry Sound. Rails are now laid to 149 miles from Ottawa. By the end of the week the fifteen hundred men who are still engaged on the work will be discharged. More than two thousand men were employed all season on the work. The trains coming eastward are to be seen crowded every day with returning laborers, principally Italians. During the winter nothing will be done besides survey work. One party has now set out from Long Lake and another from Elmsdale, at the western end of the line, to rectify the hurried survey made during the summer of the sixty miles of the line unconstructed.

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 Almonte Gazette Renfrew

A man named Mahoney, brakeman on the O. A. & P.S. Railway, lost one of his hands while coupling cars last week.

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 Lakelwhich will be convenient for the people of South Algoma, 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. Booths 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 Barrys 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 Almonte Gazette Renfrew Whitney

A new town is to be laid out on the O.A. & P.S. RR. At Long Lake. It is to be called "Whitney", after one of the members of the St. Anthony Lumber Company, to which this town will owe its existence.

04/01/1895 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS
Napoleon Bourdon, who was working on the O.A. & P.S.RR. Met with a severe accident on Friday. Curiously enough while working near the steam shovel he tripped and fell into it. He was lifted about fifteen or sixteen feet into the air, when the engineer released the bottom, and he fell to the grround amid the mass of dirt. He was brought out of the heap with many injuried, among them a broken arm.

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 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 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 wella 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 tem 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.
Also coverd in the Almonte Gazette of 1 March 1895.

08/03/1895 Almonte Gazette Renfrew Barrys Bay

Freight Troubles.
A railroad tie contractor last fall and gave out contracts for ties to be delivered at Barry's Bay station on the O., A. & P.S. railway. The ties have been delivered but the company have closed the station there, refuse to receive any freight at that point, and the contractor has to reload them on sleighs and draw them to Martin's station. A merchant at Barry's Bay just previous to the closing of the station ordered a car of salt, which was billed for Barry's bay. The company brought the car through to Martin's, the merchant refused to accept it there, claiming that if the company had billed it for Barry's Bay they must deliver it there. Finally the merchant, pressed for the goods had to yield, but when he went for his salt he had to pay for five days demurrage of the car. - Egannville Enterprise

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

26/04/1895 Almonte Gazette 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 the iron ready to go to work.

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.

17/05/1895 Almonte Gazette Renfrew

A daily train is now running between Eganville and Whitney.

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.

07/06/1895 Ottawa Citizen Renfrew

Of the one hundred flat cars to be built for the O.A. & P.S. railway, twenty fivve are now finished. Eash car has a capacity of 60,000 pounds.

07/06/1895 Almonte Gazette Renfrew

There are 1,800 men at work on the Ottawa, Arnprior and Parry Sound railway.

James Perrigo, of Eganville, at Whitney, on the O.A. & P.S. construction, had several fingers smashed, necessitating amputation.

14/06/1895 Almonte Gazette Renfrew

O.A. & P.S. NOTES From our own correspondent. About 150 men are at work between Opeongo Forks and Whitney on "the lift" and on ballast trains. It is reported that a station and section houses will be erected at Madawaska siding- a mile-a-half from Murchison. Messrs. D. McDonald's and McMartin, sub-contractors for the first ten miles above Whitney, have about 400 men employed grading, rock-cutting, etc.

Messrs. Breuder & McNaughton have two miles of trestle work on the first ten miles. Mr. Campbell has a force of men taking out timber for this work. There will thus be about 500 men employed. Large numbers of men are coming in every week looking for work, many of whom return without finding suitable employment. The demand for horses is well supplied owing to the number of shanty teams in this locality. From the nature of the work along Long and Rock lakes, not so many horses are required. The railway is being constructed on the north shore of Long and Rock lakes, then crosses the Madawaska at the foot of Whitefish lake to the south side. Messrs. O'Neill & Ferguson have the contract for the second ten miles and have about 300 men at work, 100 of whom are Italians. The contract for the third ten has not been let, as the government have not given a bonus for construction past Whitefish lake. When completed the O.P. & P.S. RR. will afford tourists one of the most delightful trips in Ontario. From Barry's Bay westward, and especially from Eaganestate, it passes through some delightful lake and river scenery. The magnificent pine clad hills, wonderful chutes of the Madawaska and lovely lake views, as seen from the car window, are delightful. It is certain to become a summer resort in a short time.Whitney is one hundred and forty three miles from Ottawa, and is the present terminus of the O.A.& P.S. It is situated on the eastern end of Long lake, in the southern portion of the District of Nipissing. The place receives its name from Mr. Whitney, the manager of the St. Anthony Lumber Co., who is erecting a large sawmill at this point. The St. A.L. Co. own great limits up to the headwaters of the Madawaska and on Opeongo lake, purchased from Messrs Perley and Fraser. A large portion of these limits lie in the southern portion of the Algonquin Park. Although buildings are not very numerous in Whitney, the population at present is up into the hundreds. The company intends to erect dwellings for married workmen on a rising ground to the east of the mill site - each house to have a garden of about an acre attached. Stores, school and church buildings will also be erected for the benefit of the workmen. At present the workman and staff are boarded in large camps, the main building accommodating over 100 men in the second story, having a dining-hall capable of holding nearly 200 men, and large sitting-room on the first flat. Storehouses, stables, a small sawmill, etc., complete the group of buildings on the south side of the Madawaska, or the American side, as it is commonly called. On the Canadian or north side are the engine house, station house (in the course of erection) and a number of railway camps. Construction work is being pushed and already the steel has been laid for a short distance up the newly graded roadway. The large steam sawmill now drawing near to completion is beautifully situated on 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. A great sandy ridge back of the mill is being leveled for the lumber yard. The forest has been cleared for a good distance to make room for building operations and protection from fire. The mill will be one of the best, if not the best, in all Canada. It has all the latest improvements of American mills, made of the best material and constructed under the oversight of some of the best mill-wrights and mechanics from Minnesota and Michigan. It will be lighted with electricity and will run day and night. A more complete description of the mill will be given on its completion. Mr. Whitney hopes to have it running toward the end of June. There will probably be an excursion from Ottawa and all intervening points to witness the opening. It is a pity that Almonte has not direct connection with the O.A..& P.S. It would be a pleasant trip to this upper country.

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.

14/06/1895 Almonte Gazette Renfrew Whitney

WHITNEY NOTES
A station house is being erected a short way below the railway bridge. Mr. Cunnyworth, agent, intends to bring his family uop from Killaloe as soon as it is completed.

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.

24/06/1895 Ottawa Journal Renfrew Whitney

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 Breeder'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.

24/06/1895 Ottawa Journal Renfrew

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.

27/06/1895 Ottawa Journal Renfrew

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.

03/07/1895 Ottawa Journal Renfrew Ottawa East

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.

10/07/1895 Ottawa Journal Renfrew Elgin Street

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.

12/07/1895 Almonte Gazette Renfrew Barrys Bay

Barrys Bay is again booming since the station has been opened and it has become a temporary divisional point between Ottawa and Whitney.

A grand excursion of the railway employees came to Golden Lake last Monday, where a crowd of several thousands assembled for a picnic.

By the new time-table there are two daily trains from Ottawa to Barry's Bay, and from Barry's Bay to Whitney every dqy and a passenger going up Mondays, Wednesdays and Fridays and returning Tuesdays, Thursdays and Saturdays. The train service is thus much improved.

James and Alex. Avery, employed on the O.A. & P.S. railway, were injured by the premature explosion of a charge of dynamite, while blasting on Thursday last. Their faces and eyes were covered with sand and small stones. They will recover.

12/07/1895 Ottawa Journal Renfrew

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.

15/07/1895 Ottawa Journal Renfrew

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 MacDonald 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.

15/07/1895 Ottawa Journal Renfrew

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.

15/07/1895 Ottawa Journal Renfrew Whitney mill

(No mention of railway.)

THE WHITNEY SAWMILL. Description of the New Mill Built by the American Syndicate The large saw mill that has been built by the St. Anthony Lumber Company, at Whitney on. the O.,A. & P.S. Ry. is thus described by the Eganvllle Star: The mill proper Is a three-story gable roof building, 207 feet long by 80 feet wide, with a shingle and lath mill attachment 48 feet by 50 feet, and sorting shed 270 by 32 feet. It Is built ot heavy oak and pine, put together in such a manner that its strength is superior to any test to which it may be put The capacity, for sawing will be about2 50.000 feet per day, supplied by three band saws and one gang saw, with edging, butting and trimming saws, sufficient for the requirements. The shingle and lath mill is replete with every contrivance in the way of improved machinery calculated to get the best possible value out of the material used. The engine and boiler house, built separately from the main building, is 72 feet by 81 feet, and is fire proof, being constructed of stone, brick and. iron throughout.Motive power for running the mill is supplied by a CooIiss {sic s/b Corliss] engine of 700 horse power, furnished by Messrs. E. P. Allis & Co. of Milwaukee. Wis. The main shaft is 17 inches thick, with a fly wheel 24 feet in diameter, 52 inch face and weighing 20 tons. The main driving belt is 48 inches in width. Steam is obtained from eight Wickes' boilers, with dimensions of 5 feet by 20 feet, manufactured by Wickes of Saginaw, Mich. Sawdust belts carrying a continuous supply of sawdust to the furnace will furnish necessary fuel, and the balance of the sawdust and other waste material will be disposed of by means of a burner. This burner is constructed of iron plates 3-8 Inch thick, and lined Inside with a brick wall 18 Inches thick, the top being covered with a heavy netting. It is 85 feet In height and 30 feet in diameter.

19/07/1895 Almonte Gazette Renfrew

Fireed at Three Times.

As Daniel Galligan, construction foreman for Mr. McDonald, at the Parry Sound, was walking on the right of way between Maguire's camp and Camp No. 4 for on Sunday of last week, a man walked out of the bush quite close to him, and deliberately fired three shots at him. The first split the handle of the axe he was carrying, the second pierced a hole through the leg of his trousers, and the third missed him.

19/07/1895 Almonte Gazette Renfrew

The O.A& P.S. R.R. is now graded from end to end. 2000 men have been at work on it. It is expected that trains will be running 164 miles distant from Ottawa by Oct. 1st.

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.

26/07/1895 Almonte Gazette Renfrew

O.A. & P.S. Construction Notes.
Messrs. D.R.. McDonald and McMaster will finish the grading on the first ten miles shortly. Already the steel is laid across Mud Bay although the steam shovel is still working at a cut below that point. A second shovel has begun work on a good pit on the shore of the bay. Messrs. O'Neill & Ferguson had over 400 men on the second ten miles and are pushing the work to completion. A young Frenchman who had been away from friends for almost five years was drowned at camp No. 4 on Saturday. This is the second drowning accident at the same place.

26/07/1895 Almonte Gazette Renfrew Whitney mill

WHITNEY NEWS
(No mention of railwaty)

From our own correspondent. The big Sawmill of the St. Anthony Lumber Co., at Whitney, has cut its first log, so it may be of interest to the readers of THE GAZETTE to learn some particulars about it. The main building is 207 feet long by 88 feet wide, and about 70 feet from foundation to ridge, in three flats. It is made of the best material. It is complete in all the latest improvements. The machinery consists of three band-saws and a gang, with all the attachments needed, and can cut about 250,000 feet of lumber a day. On the south side a sorting shed extends 280 feet by 32 feet in width, so constructed in two flats that the lumber can be sent out to the yard without handling. On the north side an addition of 48x50 feet contains lath and shingle mills and the carriers of waste to the burner. The engine and boiler house also stand on this side, but separated from the main building by a few feet. It is a substantial building, constructed of stone, brick and iron, 72x80 feet. Above it towers the immense smokestack, 135 feet from the ground and 9 feet in diameter. The engine is of 700 horsepower, and the steam is supplied by eight boilers with dimensions of 5 feet x 20 feet. A power-house for electric lights is being erected beyond the engine house. It is a brick building 36x44. Poles and fixings are already erected in the yard. Some 30 feet from the shingle mill addition is the immense burner, 85 feet in height, with a diameter of 30 feet. It is built of iron plates lined with 18 inches of brick. All the waste material except that used in the furnace is consumed here. This gives only an outline of the mill. It has to be seen to be appreciated. Mr. Whitney, president of the St. Anthony Lumber Co. superintended the work in person. His staff of foreman were chiefly Americans from Minneapolis and Michigan. Peter Larson, the head millwright, with a good following of mechanics, did the work in the main building. James Kearns, of Saginaw, William Kalin and William Thomas erected and fitted up the engine and boiler building. Mr. Wheeler had charge of the men outside of the building. Nearly 200 men, with 25 spans of horses were employed laterally. All deserve great credit for the manner in which they completed the fine sawmill, one of the largest and best in Canada. Mr. Anderson has taken charge of the mill, and already the saws are humming. The undertaking is said to have cost upwards of $200,000, $150,000 for mill, so will need to do good work to reward the outlay. Some 30 million feet of logs have been gathered in for the first season's cut, all of which has already been ordered. Next season a much larger cut will be made. May it continue so many seasons!

27/07/1895 Ottawa Journal Renfrew

FAR END OF THE O.A. & P.S,
How the 20 Mile Contract is Being Put Through

This haa been a busy season with the contractors and engineers to whom were given the contracts for the building of the twenty miles of construction work on the O.,A.& P.S.Ry. westot Whitney. The building ot the twenty miles was let in two contracts of ten miles each and are to be ready for steel laying by the 1st ot August and 1st of September respectively. The building ot the first ten miles was tendered for and secured by Messrs. E. J. Fauquier, of Toronto whose name as a railroad contractor is a familiar one in Canada, who sub-let the grading and rockcutting to Messrs. McDonald & McMartin, and the trestle building and pile driving to Messrs, Breauder & mcnaughton. O'Neil & Ferguson, who are in the front rank of railroad contractors in this country, were awarded the contract for the second ten miles and are superintending the construction ot it personally. The interests of the railroad company are ably looked after by Chief Engineer Geo. E. Mountain, assisted by Mr. Arthur Bruce, C.E. and staff, on the first, and Mr. W. C. Cranston, C.E. and etaff on tho second ten miles.
Will Be on Tlme.
As before mentioned, the first ten miles was to be in readiness for the steel by Aug. 1, and from present indications the contractora will be well on time, as Messrs. McDonald & McMartin have alreadydischarged quite a number of their men, and with the remaining forces are putting the finishing touches on a few of the rock cuts and fills. The amount of rock cutting done on this section is thej largest yet done on the O.A. & P.S. within the same distance.
On Messrs. O'Neil & Ferguson's section the rock-cuts are quite numerous also, but not quite so heavy as on the first ten miles.
Ready for the Steel.
Although Messr. O'Neil & Ferguson have over a month in which to complete their contract they have the first five miles almost ready for the steel and work on the secondis going along so merriluy that it looks as though they will be ahead of their specified time. They are hustlers in the business and every day's work now makes a noticeable difference. One setback which Messrs. O'Neil & Fergoson have suffered and one which saves the railway company some $10,000 costs those gentlemen considerable time and mone, is the alteration made in the last two miles of their section by Mr. W.C. Cranston. When they took the contract (subject to alteration) ther right of way was surveyed through the base of a hill nearly a quarter of a mile in extent and which required a lot of rock cutting and excavating, but now the line has been surveyed and cuts out this piece of heavy work altogether. The contractors have in consequence a large quantity of blastong material left on their hands. One other annoyance with which they have experienced some difficulty and delay is bush fires, stated by prospectorsand others in their disctrict. For a couple of weeks past they have had some of their men continually fighting fires.

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 Almonte Gazette Renfrew

A young man named Eugene Debault, who came from St. John, Que., and was engaged on Messrs. McDonald & Martin's work at camp No. 4 on the O.A. & P.S, Ry., while in bathing was drowned in four feet of water. Debault was anticipating a pleasant time on his return home this week when death stepped in and claimed him as his victim. The body was shipped to St. John for interment. Three weeks ago Mazzo Antoine was drowned in almost the same spot.

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.

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.

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.

09/08/1895 Almonte Gazette Renfrew

Matthew Soher, one of the two Swedes taken to Ottawa suffering from wounds sustained in the dynamite explosion on the construction of the O.A. & P.S. railway beyond Long Lake, died in the Protestant hospital from the effects of his injury.

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 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.

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.

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 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 Witney open for traffic.
The O.A. & P.S. station here is about completed. It is the handsomest on the line. The respected agent, Mr. Cunneyworth will take possession on Thursday. His family from Killaloe will arrive here that day.

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. Cunnyworth 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 Almonte Gazette Renfrew Goshen

The people of Goshen, renfrew Co. want a station on the O.A, & P.S.. Line, and the company is willing to build a station if the people interested will provide a site.

06/09/1895 Almonte Gazette Renfrew Whitney

The St. AnthonyLumber Co's. mill at Whitney is cutting 150,000 feet of lumber per 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 gee 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.

27/09/1895 Almonte Gazette Renfrew

Heading of article repeated verbatim from the Ottawa Citizen of 23 September 1895

Jumped The Track

O.A.and P.S. train derails near Renfrew - Crews' miraculous escape - a couple of horses killed - the train men stuck to their post.

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 nand 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 supp;ly 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 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.

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.

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.

11/10/1895 Almonte Gazette Renfrew Parry Sound

At the Door of Parry Sound.

The O.A. & P.S. railway 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 harbor between it and the town, where all the great shipping vessels of the lakes 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 or 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.

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 Almonte Gazette Renfrew Arnprior

ARNPRIOR NEWS

At the intersection of the railway lines a new diamond is to be put in on Sunday.

The O.A. & P.S. Ry. Co. wish to purchase McNab's grove on Chats Lake from McLachlin Bros. for the purpose of converting it into a picnic ground to be used by excursionists brought here by the railway.

01/11/1895 Almonte Gazette Renfrew

A private train of engine and five coaches went up last wek to the Madawaska Forks, on the Ottawa and Parry Sound Railway with Mr. Baldwin, a wealthy car builder of Philadelphia, Pa., and a party of American tourists. The party are enjoying themselves hunting and fishing in the neighborhood.

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.

01/11/1895 Renfrew Mercury Renfrew

J. R. Booth is employing 3, 389 men as follows: on the OA & PS railway 325; OA & PS construction 575, lumber yards and mills 1,159 men. None of these work for less than $1.25 a day. 1,330 men work in the woods at the same rate.

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 cars 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 Almonte Gazette Renfrew

O.,A. & P.S. Notes

From our own correspondent.

Nov 1st. - Snow has been lying almost all week. - As the deer hunting season opens today, the country is flooded with hunters. It is estimated that several hundred have come up the O. A. P.S.- a party of hunters at MacAulay Lake (from Almonte) began the sport too early and were brought before the local magistrate and fined $10.- American hunters carried off deer before the season opened, but escaped the deputy game wardens, - The work in the shanties is booming all along the line. There will be over 1,000 men on the upper part of the Madawaska. - the St. Anthony Lumbre [sic] Company has over 300 men employed at the sawmill. -"Nipsising City" has been founded a short way east of Whitney, somewhat resembling the western city.

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?

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 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.

11/11/1895 Ottawa Journal Renfrew

Pushing Work on the O.A & P.S. railway.
The Ottawa Journal says: Mr. G. E. Mountain, C. E. of the Ottawa & 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 crossing in the township of Nepean is all ready and work will go on at once. It is expected that in ten days or two weeks the work of laying the iron will begin. The company have opened a ballast pit about halfway between here and Arnprior and ballasting will be done both ways at the same time. The trestle work across the track of the old St. Lawrence and Ottawa Railway is being pushed vigorously along.

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 Goshen

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 Almonte Gazette Renfrew Whitney

Whitney Notes

The contract for the last section of the O.,A. & .P.S R.R. has been given to Mr. Fauqier, who has already done a large portion of the work so well. Of the 47 miles, D.D. MacDonald and Murdoch have the first ten miles; O'Neill & Ferguson the next twelve miles; five remain unlet, and Poulin and Fitzpatrick have twenty miles on the other end of the work. Already the engineers have gone in with their staffs, and supplies for building camps are coming up the line. A large number of men will be needed in the spring when the work is in full operation. Supplies are taken to the American camps on the Upper Lakes by the last twenty miles of railway above Whitney. Even some of McLaughlin's camps on the Petewawa received their supplies by the railway. Gilmore's shanties are only some ten miles beyond the end of the railway. Men who have been paid off are coming through this way. Many of the log cutters in the shanties have finished work and are leaving.

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 Almonte Gazette Renfrew Whitney

Whitney News
A large number of men are ging up the line to work on the railway, there being already some 400 at work.

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. Jollife 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 sanitorium in Muskoka.

17/04/1896 Almonte Gazette Renfrew Whitney

A deaf and dumb man named Hoover, of Pembroke, had his foot taken off at the ankle by an O.,A. & P.S. Railway train on Saturday last. He was walking along the track above Whitney station when the train came up behind him; the engineer blew the whistle and expected to see the man step off the track, but he did not do so. Luckily he fell away from the engine and escaped being killed. The railway company sent a special train to Ottawa with him, where he was placed in the hospital. From later accounts we learn that his leg has been amputated half way between ankle and knee.- Eganville Enterprise.

17/04/1896 Almonte Gazette Renfrew

UPPER O., A. & P.S. NOTES
From our own correspondent.
It is expected that the grading will be finished across Cache Lake ready for the steel by the end of May.
Winter is dying hard. There is still very good sleighing in the woods. A few of the shanties are still working.
Trains run from Whitney to the end of track Tuesdays and Fridays after the arrival of the mixed from Barry's Bay.
Inspector Connolly was up lately. Mrs. Lagree was fined $100 and George Laycock, of Egan estate, $50. Others are said to be on the list.
Chambers and Richardson, of Whitney, have the contract for the last section let by Mr. Fauqier, about 6 miles. Some 500 men are at work on the first 20 miles, and more are expected as soon as snow goes. The men are not so plentiful this year as last.
The contractors up on the construction have all their supplies in, and ready for the breaking up of the sleighing. The Gilmore Lumber Co. have also been rushing in machinery and supplies for the new mill on Canoe Lake. The foundation of the mill is being laid, and it is expected that one band saw will be running by August. The main building is 180 ft. by 65 ft. - not as large as the Whitney mill. It is estimated that it will cut 50,000,000 feet in the season. Two hundred acres of land has been leased from the local government at Park headquarters for the mill and yards, exactly ten miles from the end of track by the right of way, and 30 miles west of Whitney. About 150 men are employed at present, and a portable saw-mill is cutting lumber for the building. Clearing the right of way and driving on the first 20 miles about finished.

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.

17/05/1896 Almonte Gazette Renfrew Whitney

A daily train is now running between Eganville and Whitney.

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.

26/06/1896 Almonte Gazette Renfrew Arnprior

Arnprior News
The railway company has filled with gravel the frog pond at the signal tower.

26/06/1896 Almonte Gazette Renfrew Almonte

Rev. J.A. McDonald, B.S., brother of Mr, B.L. McDonald, ordained missionary of the Presbyterian church, now labo ing among the workmen and settlers along the O., A. & P.S. railway occupied the pulpit od St. Jphn's church on last Sunday evening]. Instead of the regular sermon Mr. McDonald gave an interesting account of the wants of this section in the matter of religious services and of his work along the line. He canvassed a number of our citizens this week for subscriptions in aid of his work.

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 where 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 is 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 rthe 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.

30/07/1896 Montreal Gazette Renfrew Madawaska

A New Railway Town
Ottawa, July 29 -(Special) - A new town has been given birth to between here and Parry Sound. Seven hundred acres of land have been purchased by the Ottawa, Arnprior & Parry Sound Railway at Madawaska, which place the company have chosen as the divisional point of the line between Ottawa and Parry Sound. The land was purchased from the Ontario Government, and is to be largely utilized for workshops, round houses, offices, station buildings and sidings, and what is not used for this purpose will be divided into village lots. Madawaska is 133 miles distant from Otawa, and exactly half way between Ottawa and Parry Sound.

31/07/1896 Almonte Gazette Renfrew Madawaska

New Divisional Headquarters.
Madawaska is to be an important point on the line of the Ottawa, Arnprior and Parry Sound Railway. It has been selected as the divisional station between the eastern and western sections of the railway. A new station and a large roundhouse are to be erected there immediately. Yesterday morning Mr. Tomlinson, contractor for the railway, left with a staff of men to commence the work of construction. Madawaska is one hundred and forty miles from Ottawa and at the point where the railway crosses the Madawaska river. It has excellent natural advantages for a divisional point, inasmuch as the district thereabout is a level plain, well adapted for branch lines and sidings. On this account the place was selected in preference to Barry's Bay or Whitney. It is about three or four miles east of the Egan Estate. In the vicinity of the site there is an abundance of excellent timber. Years ago fire passed over the district, leaving thousands of trees scorched and blackened, but still standing, and their trunks are in a good state of preservation.

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.

11/08/1896 Montreal Gazette Renfrew

The camp of the engineering staff of the Ottawa, Arnprior and Parry Sound Railway, at Burit Lake, at upper end of the road, was destroyed by fire a few days ago. The men went out to their work as usual in the morning, and returning found their camp in ashes. All their clothing, as well as a considerable amount of money they had laid by, was burned.

14/08/1896 Almonte Gazette Renfrew

The Parry Sound Road.

The completion of the Ottawa & Parry Sound road is now only a few months off. The road is open for traffic from Ottawa to a point about forty miles east of the northern extension of the Grand Trunk Railway at Emsdale, and it is open from Emsdale to Parry Sound. The last link of forty miles between the two is under construction, and the whole line will be ready for the opening of navigation in 1897. The completion of this line is likely to have a very important effect on through traffic from the northwest. The Parry Sound Railway is an extension westward of the Canada Atlantic, which crosses the St. Lawrence into the United States at Coteau. Parry Sound is a fine natural harbor, and the spot selected by the railway company as its terminus, on Parry island, is favorably situated for the development of a heavy terminal business. To see how important the new route is, one need only lay a straight edge from Mackenzie or the Sault to Montreal or New York, and he will find Parry Sound lying very close to it in either case. The local traffic along the new line will, for many years, be abundant. It bids fair to abolish stream driving of sawlogs, except for short distances, to large mills, as it is found to be more profitable to carry the sawm lumber by rail than to float logs in the old fashion. From Emsdale to Madawaska, probably half of the whole length of the line, the forest is practically unbroken by settlement, and enormous quantities of lumber remain to be taken out. Under a judicious system of forest conservation and restoration this traffic might be prolonged indefinitely into the future. The completion of the line east from Emsdale will enable tourists to reach, with the minimum of inconvenience, the great provincial reservation known as Algonquin park. This area is made up of forest, lake and stream, in unknown proportions. It is traversed by natural canoe routes, which with a little improvement, may become easy to travel to even the least experienced, without the aid of a guide. The park abounds in "shelters, " which might be made accessible to respectable tourists on terms that would be less burdensome to them than the carriage of tents and cooking utensils. The Parry Sound railway is calculated to divert traffic from Toronto to Montreal and New York. Of this tendency it would be folly to complain, but it would be worse than folly to ignore it. The completion of the line is simply another reason for the prosecution of extensions of such existing routes as have natural tendency towards the city. - Toronto Star.

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.

04/09/1896 Almonte Gazette Renfrew

Accidents on the O.A. & P.S.R.R.

At the crossing near Killaloe station on Monday evening last a man named Lamontagne, (from Quebec)t, who had strayed on to the track in an intoxicated condition, was run over and killed by the train. His head was severed from the trunk, and the body was fearfully mutilated. An inquest was held, and a verdict in accord with the above facts returned.

The second accident occurred on Tuesday. When about a mile this site of Renfrew a man was noticed walking on the track, and on whistling he left the rails, but returned. The train was brought to a standstill, but before not before the man had received a tremendous blow, which lifted him into the ditch. It was found that his arm and a rib were broken, and he was brought to the Ottawa Protestant hospital. His name is Alexander Matthews, a stonemason by trade, having been at work in Renfrew for some weeks. He appeared to be under the influence of liquor when the accident occurred. He will recover.

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 Almonte Gazette Renfrew Whitney

LETTER FROM WHITNEY

From our own correspondent

Whitney, 7th - it may be of interest to the readers of THE GAZETTE to know something of the portion of the O.A. & P.S. railway under construction. The railroad was finished last year for twenty miles west of Whitney, or about 166 miles west of Ottawa. This portion of the railway passes along the north shores of Long and Rock lakes and the south shores of Whitefish and Two Rivers lakes. The shores of these lakes are nicely wooded and Rock lake is especially noted for its beautiful scenery. It is already a resort for tourists. The end of the track was until a few weeks ago, within half-a-hyphen mile of Cache lake. Here were located several boarding houses, a shoe shop and a store, houses to accommodate men and supplies. Beyond this point the railway passes over two high trestles somewhere about fifty feet high. The second one affords a crossing to the south side of the Madawaska, and brings the train to the foot of a towering cliff. Shortly afterwards Cache lake is reached and the railway crosses several bays to the north-west side of the lake. Cache lake is considered by some of the lovers of nature to be one of the loveliest of the whole chain of lakes. It is broken up into many bays and has many beautiful islands on the west shore of this lake the engineers have their headquarters. Mr. Grigge (park ranger) of Owen Sound, and family, are summering on another Bay, McQuade's, Leatherroul's and Rittle's camps giving accommodations to travelers at the present.

End of the steel,.Sept. 1 - Track laying began at this point on the 31st of August, and will probably be pushed through to Gilmour's Mill Junction by Sept. 19th. Leaving Sache lake the line crosses to Source lake, about two miles distant, then reaching the headwaters of the Madawaska at an elevation of about 1,500 ft above the altitude of Ottawa. McDonald's camps, Nos. 2 and 3, are situated on this lake. Near No. 3 the terrible accident happened lately through which three men lost their lives and one was injured. The railway crosses the watershed between the Madawaska and the Muskoka waters at this point, and passes near to Canoe lake, on which is situated the park headquarters and Gilmour's mills. This covers the first to ten miles of construction this summer, which is being built by McDonald and Murdoch. Up to the present this distance had to be traveled on foot and by boat. On this nearly 1,000 men of all classes worked during the summer months. A continued description may be given later.

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.

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, 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. 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 McQuesticn, 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 Saturdav 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 respact worthy of the occasion, probably as sumptuous and elaborate is 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 tne presidency of such a gatherirg, posseses an intimate practical acquaintance with the commercja! 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 beinn 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 he 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 od Lake Superior." (Appaluse.)

Mr. Chariton concluded with an eloquent expression of the deep sense of oliligation 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 he 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 he spared." This sentiment was warmly applauded.
Quebec Interested.
In seconding the, resolution, Hon. Mr. Langelier said that the trip had teen 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 be 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 futore 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 epoke 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 wonld be complete.There were docks to be buuilt at Parry Sound, grain elvators 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

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.

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.

02/10/1896 Almonte Gazette Renfrew

Up the O., A. & P.S.
The officials of the Ottawa,Arnprior and Parry Sound Railway treated members of parliament, senators and press representatives to a trip over their line on Saturday, when about one hundred availed themselves of the invitation. The trip was to a point 180 miles from Ottawa, a place called Potter's Lake, which is only eighty miles east of Parry Sound, the western terminus of the line. Between the two of course is a gap of twenty miles to be yet spanned by the rails. Above Barry's Bay, which the regular trains at present reaches, the train passed through the lake country with a variety of scenery that is simply charming and which better known will be appreciated by thousands of pleasure seekers in this part of the province. Besides the scenery it must be born in mind that the route means a shortening of the distance from the west by eight hundred miles, a very considerable reduction and one which will be fully appreciated by western shippers.

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.
Transcribe this.

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 Almonte Gazette Renfrew

Barry's Bay will not be the divisional point of the O., A. & P.S. railway after the 15th of November. Madawaska will then be made the terminus of the first division, it being exactly half way between Ottawa and Parry Sound.

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In consequence of the line being nearly finish large numbers of men are being discharged from the conbstruction work of the O.,A. & P.S. railway. The other day as a number of them were coming down the line a Frenchman and an Italian got into a quarrel and the former was stabbed in the neck. When the train stopped at Eganville the Italian jumped from the car and took to the woods.

A genuine beaver dam is one of the curiosities at the crossing at Canoe Lake along the O., A. & P.S. railway.

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.

23/10/1896 Almonte Gazette Renfrew

UPPER O.,.A. & P.S. NOTES.
From our own correspondent.
Snow fell on Saturday night and another fall came Monday morning. - the work of track-laying is almost completed. The steel gang reached the summit cut at the end of O'Neill and Ferguson's section last week, and a portion of the gang is paid off. The large rock cut will probably be finished this week. Chambers and Richardson have completed their five - mile section. - a section house is being erected at Gilmore's Junction by Mr. Tomilson's Men. As soon as this and the work at Madawaska is finished a new timetable will come out. The Whitney mixed train will probably run from Gilmore's to Madawaska to connect with the Ottawa express. At Gilmore's mill on Canoe Lake a number of buildings are being erected - an office and store, store houses, boarding house, tenement for four families, all situated on a rising ground back of the park headquarters. Near the middle a large brick engine and boiler Rrom is being built by Mr. Shugie, of Brighton. A frame building for electric light plant, blacksmith and carpenter shops is also under construction. There are over 200 men at work at and around the mill, and between 600 and 700 in the shanties. Breuder & McNaughton are building iron bridges over Potter and Joe creeks for the railway company. Mrs. Lagree has charge of their boarding house. Times are somewhat dull at Whitney. The grading in the yard is almost finished. Some of the men with teams will soon leave for the woods. The dullness in the lumber trade is being felt, but some lumber is being shipped. Mr. Whitney went down on Saturday to Ottawa. The school was opened on the 15th, and Mrs. Stac has been appointed teacher. Only children living in the village are allowed to attend. The children of the settlers are thus deprived of school privileges.

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 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.
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O.,A.& P. S. INSPECTION
A Party Leaves the City To-Nlght to Look Over the Llnej

The finai inspection of the O, A. & P. S. Railway from Ottawa to Scotia, where the line connects with the Grand Trunk, will begin tomorrow. The inspection party leave the city this evening on a speclal train, The party will consist of Seetary/treasurer Fleck. Chief Engineer Mountain, Engineers Bruce and Cranston, iand the Ontario government inspector. As there are a great number ofmeasurements to be made, the inspection ls expected to take at least three day. The party will return to the city on Saturday,

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.

06/11/1896 Almonte Gazette Renfrew Emsdale

Brakesman Villeneuve, who was run over by a construction train at Emsdale on the O.,A. & P.S. R on October 25th, died on Sunday the result of his injuries

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.

11/11/1896 Ottawa Journal Renfrew

THEY WILL PROTEST
Residents of Renfnw Co. Meet To-day re OA & PS Grievances

A meeting of the leading residents of Renfrew county was to be held in Arnprlor to-day to formally consider, the laying of a protest before the government reviewing grievances against the O.,A. and P. S. Ry. Company. The county bonused this line of railway to the extent of $75,000 on the understanding that the line would be built so as to serve the best interests of the residents of the county. It is claimed however that the company in constructing the line showed no due regard to the wishes of the people and built the line over another rouie to that proposed when the bonus was voted. A still later grievance is tht the company have removed their, divisional point from Barry's Bay. Renfrew county, to Madawaska, the latter place being in Nipissing, which county gave no bonus whatever to the line.

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.

27/11/1896 Almonte Gazette Renfrew

Crushed to Death.
W Crisper, aged about 25, a young man of Gloucester township, acting as brakesman on the Ottawa, Arnprior & Parry Sound railway, was killed on Monday afternoon at Sim's Pit, 150 miles up the line. No one witnessed the accident, but it is supposed that he was either walking alongside or on top of the flat cars and fell in between. The train was moving slowly at the time. The body of the unfortunate young man was cut in two so that death was instantaneous. An inquest was held Monday night, conducted by Mr. Simpson, Algonquin Park Commissioner, who has authority to act on such occasions. It was reported to the railway company that the jury brought in a verdict of accidental death, attaching no blame whatsoever to the company

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.

04/12/1896 Almonte Gazette Renfrew Barrys Bay

The rumor that Mr. J.R. Booth will build a sawmill at Barry's Bay has pacified the people with regard to the removal of the O.A. & P.S.R. divisional point to Madawaska.

04/12/1896 Almonte Gazette Renfrew Parry Sound

The Parry Sound Railway company are erecting two laarge grain elevators at the Sound harbor to be in readiness for next year's business. They will have a capacity of fully one million bushels.

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

BARRY'S BAY PETITION

The petition of the people of Renfrew county to have the divisional point of the O.,A. & P.S. railway removed from Madawaska to Barry's Bay, is to be presented to the government after all. A prominent local lawyer, along with a deputation, will present the petition on to the return of Hon. Mr. Blair, Minister of Railways and Canals.

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 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.

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.

An Open Switch
Three Ottawa Men Meet death on the O., A. & P.S.
A FOURTH BROUGHT HOME TERRIBLY SCALDED
Fatal Accident last Evening Above Barry's Bay - A Freight Train Runs into a Siding, the Switch Being Open - Story of the Accidens [sic] by the Engineer - The dead

The worts [sic] accident in the history of the Ottawa, Arnprior and Parry Sound Railway occurred last night.
Three Ottawa railroaders were killed and one very badly injured in a run off four miles above Barry's Bay, about 110 miles from Ottawa.
The killed are:
James Casselman, brakeman.
Charles Hutchison, fireman,
William Russell, in charge of store car.
The injured man is William Taylor, the engineer, who is badly scalded about the face and hands. All the victims were more or less badly scalded by escaping steam, from the engine. Hutchison and Casselman died near hbe scene of the accident, within a short time and Russell died at Carp on a train which was bringing him to Ottawa. Russell's death was caused by scalding. Casselman and Hutchison died from other injuries.
An Open Switch.
The train to which the accident occurred was the regular way freight which left Ottawa yesterday morning, in charge of Conductor Aris and an Ottawa crew. At the time of the accident the train was made up of eighteen cars. About four miles above Barry's Bay there is a very short siding that will hold not more than half a dozen ears. A couple of flat cars were standig on this. From what can be learned the train which was running fast to get up a grade, ahead, encountered a wrongly set switch, rushed on to the siding and into the flat cars.
The engine jumped the track, and turned over on its side in dropping down an embankment of three or four feet the tender was thrown round behind it and the freight cars were piled up in a horrible wreck. To make matters worse, considerable of the piping of the engine was wrenched out and the steam escaped in a blinding cloud.
On the engine at the time was Engineer Taylor, Fireman Hutchison, James Casselman, head brakeman and Wm. Russell, who was in charge of a supply car, and who went into the cab to warm himself. Conductor Jas. Arts and second Brakeman Peter Tapp were in the van.
Got Out of the Wreck.
Taylor managed to grope his way out of the wreck but was very badly scalded. Russell, who was in a worse plight than Taylor, managed to get out, but both Casselman and Hutchlson were pinned down in the wreckage. Hutchison was conscious when extricated by train hands, but only lived a few minutes. Casselman was also conscious and lived for an hour after being carried into the van.
A hand was sent back to Barry's Bay to apprise the railway employees there of the accident, and a locomotive and car were sent to the relief. The two bodies and the injured men were taken on board, and after the bodies of Hutchison and Cassehnan were left at Barry's Bay the train started for Ottawa with the injured men.
In the meantime word of the accident was dispatched to Ottawa from Barry's Bay and a relief train in charge of Superintendent Donaldson and with Dr. Powell on board left Ottawa at 11 o'clock. The downward train was met at Galetta and Dr. Powell boarded it. His services were not required for Russell, who died about Carp, but the injuries of Taylor were attended to. When the train reached Ottawa Taylor stepped off without assistance and told his fellow workmen who were in waiting that he was all right.
The Engineer's Story.
Taylor was taken to his home at 295 Nicholas street, where he lives with his parents. He passed the night well. This morning he gave a Journal reporter an account of the accident. The train, he says, was running at a good rate of speed and the first thing that any one knew the crash came. The switch was wrongly set, he says, and the light was out. While at the other end the light was all right and was mistaken for the first light. Taylor thinks that had the two cars not been on the siding there is a bare possibility of the train going on at one end and back to the main line at the other, but on such a short siding with a train running fast the chances of anything like this occurring were very remote.
An Inquest Held.
A jury was empannelled at Barry's Bay, and after the jurymen viewed the remains they were sent down to Ottawa. The remains of Russell were taken to Rogers' morgue on Nicholas street, last night and those of Hutchison and Casselman this morning when the train arrived.
Superintendent Donaldson, Conductor Aris and Brakeman Tapp remained at Barry's Bay to attend the inquest.
Mr. J. R. Booth. General Manager, E. J. Chamberlain, C. J. Smith, general passenger agent and Chief Train Despatcher Duval were in waiting at the depot this morning when the remains arrived.
Dr. Mark this morning opened an inquest at Rogers' morgue on the body of Russell. The jury viewed the remains and adjourned. The following are the jury.
J. H. Doherty (foreman). T. J. Seaton, Chas. E. Smith. G. P. O'Neil, J. Pratt, H. H. Lang, T. J. Martin. J. Fortier, L. E. Stanley, G. F. Mongan, S. P. Hemphill, H. Eagleson, F. H. Blackburn, R. B. Taylor, Jas. Dalglish, and S. Christie
Coroner Mark will go to the scene of the accident on this evening's train to view the switch where the accident occurred.
He Acted Bravely
It is stated by the train hands that Taylor acted very bravely, and after getting out of the wreck, despite his bad scalding, started back to flag a train following.
Chas. Hutchison, the fireman, was a well known young man. 26 years or age and a son of Mr. Chas. Hutchlson, commercial traveller of 38 Kent street. He was a nephew to Dr. Geo. Hutchison and a member of the Brotherhood of Locomotive Firemen, the Independent Order of Foresters and the Independent Order of Oddfellows. The funeral will likely be private.
The young man's father was absent from the city last night, when news of the accident arrived. A telephone message asking for Mr.Hutchison was sent and Mrs. Hutchison it is said was immediately struck with the beliet that something had happened her son.
Wm. Russell, who was in charge of the store car was 32 years of age. He lived on First avenue and leaves a wife and several small children. She was informed of her husband's death about midnight and is heart-broken. Russell is a member of the Hornerite Church.
James Casselman is also a married man and leaves a wife and daughter residing at 62 Cedar street. He is the fourth brother of one family to perish in railway accidents, three others having been killed at different times on the Grand Trunk. He was about 45 years of age.

THREE MEN KILLED

FREIGHT TRAIN WRECKED ON THE PARRY SOUND RAILWAY.

A Run-Off Above Barry's Bay, One Hundred and Ten Miles from Ottawa, in Which a Fireman and Two Brakemen Lose Their Lives.

The unusual record of immunity from serious accident which the Ottawa, Arnprior & Parry Sound railway has enjoyed since it opened for traffic, was broken last evening by a casualty which occured near Barry's Bay, resulting in the death of three train hands and the injury of another.

The killed are:

Charles Hutchison, fireman, aged 26, single.

James Casselman, brakeman, aged 45, married.

William Russell, in charge of store car, aged 35, married.

The injured man is William Taylor, engineer, scalded about face and hands.

The Disaster.

The train to which the accident occurred was No. 60, way freight, which left Ottawa yesterday morning at 8:30, in charge of conductor Aris and engineer William Taylor. The train as it left Ottawa consisted of 27 laden cars, and was doubtless still a very heavy one when it reached Barry's Bay at 7.15 last evening.

Four miles above Barry's Bay is a short side track, known as O'Brien's siding. It was here the disaster occurred.

It appears that the train was running along at a moderate speed. Just as the siding was reached the engine jumped the track, through what cause is not yet known, although it is surmised that an open switch had to do with the run-off. Two cars were standing on the siding. Into these the derailed engine crashed and was thrown into the ditch, falling upon her side. Several of the cars following were also derailed and over-turned.

When conductor Aris, who was in the van at the rear, reached the engine he found engineer Taylor groping about the cab blinded by scalding steam, and fireman Charles Hutchison crushed in between the engine and the embankment. With the assistance of the train hands the poor fellow was extricated. He was still conscious and able to speak but his injuries were of such a nature that he survived his rescue but a few minutes.

Casselman, the forward brakeman of the freight, was also riding in the cab. When the crash came he was thrown over into the embankment and wedged in between the tender and the car following. He lived for an hour or so after being taken out and laid in the van, being quite conscious and able to speak a few words to his mates. He died, however, before the first relief arrived.

Russell was badly scalded, but not until he was examined by the doctor at Renfrew, two hours later, was the extent of his injuries known. These, eventually, proved fatal, the patient expiring on the way down to Ottawa.

So soon as the dead and injured were removed from the wreck a train hand was sent back to Barry's Bay for help. At that station there was a locomotive on the siding, and with a car attached she was dispatched to the scene of the wreck. This relief train made the return journey to Ottawa in quick time, only remaining at Barry's Bay long enough to land the bodies of Casselman and Hutchison at the station.

Relief Sent Promptly.

The run-off occurred at about 7.30, and at 9 o'clock word of the accident was briefly telegraphed to the train despatcher's office here from Barry's Bay. Measures were promptly taken to forward relief to the sufferers. A tool car special, in charge of Superintendent Donaldson, and having Dr. R. W. Powell on board, left for the scene of the accident at 11 o'clock. At Galetta the train was met which had been despatched down from Barry's Bay with the two injured men on board, Taylor and Russell. The latter were being attended to by a doctor who boarded the train at Renfrew. Russell was found to be fatally injured, and he died just before the train reached the Carp.

Arrives at Ottawa.

The train consisting of a locomotive and van, with the injured engineer and the body of Russell on board arrived at the Elgin Street Station at 12.45 this morning. Engineer William Taylor, accompanied by Dr. Powell, was driven in a cab to his house at 291 Nicholas Street. His face and hands were bandaged, but he stepped from the van without signs of weakness, and to the inquiries of a group of fellow-employees gathered at the landing, returned the cheery answer that he was all right. The doctor's report, while somewhat less sanguine, gave the impression that he considers the patient in no immediate danger.

Homes of the Victims.

The body of William Russell was taken to Roger's morgue where an inquest will probably be held. The news of his death was broken to his widow at midnight, at her home on First avenue, by a kindly neighbor. The poor woman's grief was uncontrollable. She is left a widow with two small children.

For the intelligence of her son's death, Mrs. Hutchison was not holy unprepared. The telephone call from the Canada Atlantic office, sent about eleven o'clock, was for her husband; but somehow a premonition of the purport of the message it had been intended to give him, had he been at home, flashed across her mind. And so she dispatched a nephew down to the office in response to the message, remarking that she knew "something had happened to Charlie " a few minutes afterwards she learned the sad story of his death from two gentlemen, who had been sent to break the news.

Chief Train Despatcher Duval, of the Booth system, having ascertained that the father of the dead boy, Mr. Charles. Hutchison, of 34 Kent street, was at Renfrew, communicated with him at once by wire so that he will be able to take the early morning train to Barry's Bay, where the body of his son lies, awaiting the coroner's inquest.

Charles Hutchison was a bright young fellow, well thought of by his employers. He entered the service of Canada Atlantic about five years ago. Previously to that he was for a short time on the C.P.R. He was the nephew of Dr. Geo. Hutchison.

The Other Victims.

James Casselman, the brakeman, was the fourth of his family to perish in a railway accident, three brothers having been killed on the road at various periods during the past six or eight years. He was a married man, of 45 years of age, and lived with his wife and only daughter at 62 Cedar street.

William Russell had for some time been employed at the freight shed on Elgin street; but laterally was in charge of the store car. It was in this capacity that he went out yesterday morning with his car to distribute stores to the several stations along the line. He resided at 44 First avenue, and leaves a widow and two children but poorly provided for.

The remains of Casselman and Hutchison will be brought home to-day.

27/01/1897 Ottawa Citizen Renfrew Barrys Bay

SWITCH FORCED OPEN

LATEST EVIDENCE TO THE PARRY SOUND ACCIDENT

Detective Hatton Left Last Night to Arrest Two Suspects. They Were Seen Near the Fatal Siding. Inquest at Roger's Morgue.

The inquest touching the death of the late William Russell, one of the victims in the recent accident on the O.A. & P.S. railway, was resumed last night at Roger's morgue.

Although the jury deliberated for quite a while on the evidence aduced, no verdict was arrived at. This was owing to some of the jurymen desiring further information in regard to the distance at which the lights on the switch where the accident happened, could be seen by the employees on the approaching train. On this point the evidence was conflicting, and the jury thought it of sufficient importance to adjourn the inquest until February 3. In the meantime the jury, or some of them will visit the scene of the accident.

Section Man Examined.

James Stewart, of Barry's Bay, and section foreman of that district, was the first witness. He testified that he had left the switch where the accident happened, set for the main line, about four o'clock in the afternoon. He left the lamps at the switches on the east and west side of the siding, lighted. James Murray was with him. They left the place side by side. After the accident he found the lights out and the switch turned for the siding.

Conductor Aris said he was in the van at the time. He assisted in getting the injured men out of the cab. He saw that the switch was open.

Brakeman Tapp's Testimony

Peter Tapp, brakeman, said he was in the van. He felt three distinct shocks and then the train coming to a standstill. He met Taylor, who said he was all right, and then helped to get the injured men from the wreck. He afterwards examined the lamp on the switch and found the wick turned down. Taylor ran a mile down the line to stop the next coming train.

Dr. Powell was heard as to the condition in which he found Russell.

Mr. Duval of the railway company, stated that he saw Mr William Taylor, the engineer of the ill-fated train, at his house, along with Coroner Mark, and Taylor said he would swear that the light was not burning at the turned switch.

John Graham and Joseph Leslie, roadmasters, gave similar testimony about only the train men having keys for the switches on the road. They differ, however, on the distance at which the light at the scene of the accident, could be seen.

Switch Forced Open.

James Ogilvie testified that the switch was regarded as the best and most modern in use. The switch must have been turned by someone. A man with a crowbar could do it. There was no key used in the turning of the switch in question.

Alfred Tague [sic] lighted the switch lamp after the accident. He found the wick in the lamp turned down.

James Stewart, recalled said, he noticed marks on a track spike at the switch, as though it had been struck by a crow-bar.

This was the last witness and the inquest was then adjourned.

Arrests Will Follow.

Detective Hatton left the city last evening to arrest Peter Clement and Charles Golgoleen, the latter a Pole, in connection with the accident.

The men are engaged in a lumbering shanty near Barry's Bay, and it is said there is strong evidence to prove that they were in the vicinity of the siding a short time previous to the accident.

The men, if arrested, and there is little doubt but what they will be, will be taken to the Renfrew gaol.

27/01/1897 Ottawa Journal Renfrew Barrys Bay

THE SWITCH WAS LOCKED

INVESTIGATION INTO THE DEATH OF WM. RUSSELL

Suspicion that the Railway Accident on the O.A.& P.S. was Caused by the Switch Being Forced Open by Parties Unknown - Evidence at the Inquest Last evening

The jury appointed to investigate into the death of the late William Russell, who was killed last Thursday night in the railway accident at Barry's Bay, on the O.A. & P.S., met last evening in Roger's morgue. No verdict was arrived at, as the jurymen after hearing all the evidence available decided they were not quite clear about the lights, and adjourned until next Wednesday evening to give time for some of their number to visit the scene of the accident to see just how far the lights at the switch, where the accident occurred, can be seen.

The first to witness last evening was Mr. James Stewart, section foreman at Barry's Bay, near where the accident took place. He has been engaged, he said, on that section, No. 19, over two years. The section begins 1 mile west of Barry's Bay and ends 6 miles east. He was in charge of that section on the night of the accident, and had found and left the switch locked for the main line. It was his duty and that of his assistant under him to look after the lights at that siding. He had lighted the two lights, the east and the west, on the night of the accident, and was positive there was enough wick and oil in them to last as long as required. He left the siding at four o'clock that afternoon with Jas. Murray, and after going some distance, had looked back and seen the lights were burning all right. Murray had not gone back, so could not have undone anything without his knowing it.

The switch turned.

No trains had passed the siding, he said, from either direction between 4 o'clock that afternoon and 7.30 that evening. He heard of the accident about 8.15 that night, and went right up upon the hand car. He found the east light out, and the switch turned to the siding and locked. He and every train man had a key for that switch. When he got to the place of the accident he found four or five cars together, with the van and paymaster's car on the main line. The engine and some badly damaged cars were in the ditch.

The east lamp went out once about a month before owing to the wick being too short. There being a curve near the siding, he could not tell if the lamp had been lighted whether the accident would have happened.

Dr. Powell was next called. His evidence was not of much importance. He simply told about being called to go up on the wrecking train, and of his having met the injured man being brought down. Death was due to scalding and a severe shork [sic]

Wm. Taylor, of 291 Nicholas street, the engineer was too ill to be present, so Dr. Mark and train despatcher Duval went to his house and received his sworn statement that the east light was not burning on the night of the accident it was not considered advisable to ask him any more questions.

Mr. Duval, Chief train despatcher, stated the train to which the accident happened was behind time having left Ottawa 20 minutes late besides meeting with several delays on the way.

Three Men Under the Engine.

Mr. James Aris, the conductor on the wrecked train stated they had passed Barry's Bay about 7.15 the night the accident happened. He had felt three shocks, the third of which had stopped the train. He jumped out and ran to the head of the train and found the engine on its side in the ditch. He met Taylor who said the switch was wrongly set. He had found the three men Charles Hutchison, James Castleman and Wm. Russell under the engine. The lights at the switch could be seen at a distance of about 500 or 600 yards, and in time to stop the train if necessary. The light on the east switch was out and appeared to have been blown out. It was lighted afterwards and burned for about three hours.

Peter Tapp, a brakesman on the train, corroborated conductor Aris' statements. The wick of the lamp, he said, was down and he had turned it up while some person, he thought it was a man named Teague had lit it. One of the brakemen had ran about a mile down the track after the accident and stopped an approaching train. The switch could be seen about 30 car lengths away.

Mr. J. Graham, road master on the C.A.R. said from Mr. Stewart's evidence he considered he had done all his duties required him to do. Keys of a switch on a section, he said, are generally in the possession of all the men on that section, the section foreman and his assistants. When a man leaves his position he has to return his keys.

Mr. James Ogilvy, locomotive foreman, considered the switch a safe one. If the east switch, he said, was set for a siding a train coming from the west would turn the switch back to the main line. A man with a good crowbar would be able to change the switch.

Alfred Teague, of Ottawa East a shopman who went out upon the wreck train said he had lit the east lamp on the morning of the accident, with a torch and it had continued to burn. A brakesman had turned up the wick for him to light.

Switch Forced Open.

Mr. John Leslie was recalled and said that the switch after the accident showed it had been turned automatically and not by hand and without the assistance of a key.

Mr. James Stewart was recalled and stated that although he had examined the switch he could not say whether it had been turned by a train hand or by the use of a crowbar.

Mr. Duval, chief train despatcher of the O.A. & P.S. said that at the regular stations the agent has to look at the signal ten minutes before every train passes. There was nothing to prevent the east lamp in question from being tampered with. This concluded the evidence.

Ice on the Lamp.

While the jury was out considering a verdict, Mr. Donaldson, superintendent of the O.,A. & P.S.,, who was present, mentioned what seems uan mportant fact that did not come out in the evidence. He stated that on the Thursday night of the accident it will be remembered there was a severe storm from the east. The sleet, he said, froze on the east side of the lantern glass, the side the train was coming from, making it almost impossible to see the light from that side at any greater distance than a few yards.

When asked what could put the light out Mr. Donaldson stated that it might easily have been blown out by the force of air that would ensue on the sudden stoppage of a train going at 18 miles an hour. The wick having to be turned up, far [sic] a man to light with a torch, he said proved nothing as a torch could not light to wick unless it was turned up high. If a match had been used, he said, it would probably have lighted the lamp without the wick of being turned up.

The jury weret out about three quarters of an hour before returning and asking for an adjournment. Several of the jurymen expressed displeasure with Dr. Mark when he tried to persuade them not to send any of their number up to the scene of the accident but to be content with the sworn statement of men who were up there.

28/01/1897 Ottawa Citizen Renfrew

THAT RAILWAY ACCIDENT

Detective Hatton Arrested Two Men Near Barry's Bay Yesterday.

Charles Golgoleen and Peter Clement, the two men whom it was stated in yesterday's Citizen would be arrested in connection with the Barry [sic] Bay accident on the O, A. & P. S. railway, were taken into custody yesterday by Detective Hatton. They were lodged in the Renfrew gaol, and their preliminary trial will take place on Monday.

It is said that on the day of the accident the men drove heavy loads over the railway track contrary to the law against trespassing, and that the weight of the loads dragging over the switch displaced it. The men were teamsters drawing produce to a lumbering shanty in the vicinity.

28/01/1897 Kemptville Advance Renfrew Barrys Bay

THE FIRST THREE VICTIMS
FATAL RAILWAY ACCIDENT AT BARRY'S BAY.
Train on the Ottawa, Arnprior and Parry Sound Railway Runs Into an Open Switch

A despatch from Ottawa says:- The bodies of three men, who were killed in an accident on the Ottawa, Anprior, and Parry Sound railway, at Barry's Bay on Thursday night, were brought here on Friday morning. The killed are Jas. Casselman brakesman Chas. Hutchison fireman; Wm. Russell. in charge of the store car. The injured man is Wm. Taylor, the engineer, who is badly scalded about the face and hands. All the victims were badly scalded by escaping steam from the engine. Hutchison and Castleman died near the scene of the accident, within a short time, and Russell died at Carp on a train which was bringing him to Ottawa. Russell's death was caused by scalding. Castleman and Hutchison died from other injuries. Barry's Bay is 110 miles north-west of Ottawa. The train to which the accident happened was a regular way freight, which left Ottawa Thursday morning. At the time of the accident the train was made up of eighteen cars. About four miles above Barry's Bay, there is a very short siding, that will not hold more than half a dozen cars. A couple of flat cars were standing on this. The train, which was running fast to get up a grade ahead encountered a
WRONGLY SET SWITCH,
rushed on to the siding, and into the flat cars. The engine jumped the track and turned over on its side, dropping down an embankment of three or four feet. The tender was thrown around behind it, and the freight cars were piled up in a wreck. To make matters worse a considerable portion of the piping in the engine was wrenched out, and the steam, escaped in a blinding cloud. On the engine at the time were engineer Taylor, Fireman Hutchison, Jas.. Casselman, brakesman; and Wm. Russell, who was in charge of a supply car, and who went into the cab to warm himself. Conducto rJas. Aris and second brakesman Peter Tapp were in the van, but escaped injury. The very highest praise is given to the engineer, Wm. Taylor. He was so badly scalded that it was impossible for him to assist in recovering the bodies, which were buried under the wreck. In this state he seized a flag, and made his way along the track for a mile, where he stood waving it, until he stopped an express train that otherwise would have collided with the wreck. The cause of the accident was an open switch, but there is some mystery as to how it happened to be left open. It is said that the wreck was caused by train robbers, who had expected the pay car would be attached to the train. An inquiry will be held as to the cause of the accident.

29/01/1897 Almonte Gazette Renfrew Barrys Bay

AN OPEN VERDICT
The party responsible for the accident on the Parry Sound Thursday night is not known. There is difficulty in finding out who is responsible for the wrongly set switch. Dr. Galligan held an inquest at Eganville Friday night, and sectionman Stewart, who had charge of the switch, swore that he set it for the main line and locked it some three hours before the accident. The light was left burning.
The train hands on the wrecked train, who gave evidence, including conductor Aris and brakeman Tapp, swore that the switch was locked for the siding with the light out. It was also shown that many train hands are obliged to carry keys to fit the switch locks. This was all the light the jury had to determine whether the accident was due to negligence on the part of the switch man, or someone else or a deliberate and successful attempt at trainwrecking.
The jury accordingly brought in an open verdict, to the effect that the deceased met death through a run-off occasioned by a switch wrongly set by unknown parties.
Dr. Mark, who will conduct the inquest on Tuesday night next into the death of Hutchison, went up over the line last night and saw the scene of the accident. He obtained a sworn statement from the section man, that will perhaps make it unnecessary to bring him down.

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.

30/01/1897 Ottawa Journal Renfrew

TWO MEN UNDER ARREST
CHARGED WITH CAUSING THE O.A. & P.S. RY ACCIDENT
They are Shantymen Who Worked in the Vicinity of Where the Accident Occurred - Detective Hatton Placed Them in Renfrew Jail To-day - To be Tried on Monday

Chas. Golgolene and Peter Clement have been arrested on the charge of displacing the switch whereby the accident on the O.A. and P.S. Railway occurred on Thursday last in which three men were killed.
The arrests were made last night by Detective Hatton, and the men were placed in the Renfrew jail today.
They will come up on Monday for their preliminary trial at Renfrew.
Who the Prisoners Are.
The men were working in a lumber shanty a few miles from the siding where the accident occurred. Both were teamsters and had occasion to pass the siding very frequently. It is said that on the day of the accident they were driving their teams along the railway track, contrary to the law against trespassing on railway property and the weight of their loads dragged over the switch, caused the switch to be displaced.
When the train came along a short time afterwards it ran into the open switch into the siding with a fatal results already known.
Prompt investigation.
Immediately after the accident the railway company had an investigation opened. Detective Hatton was absent from the city several days looking into the matter. He traced the accident to these men and returned to the city. Last evening he returned to Barry's Bay and had the men put under arrest.

30/01/1897 Ottawa Journal Renfrew

The trial of Chas. Golgoleen and Peter Clement, the men arrested by Detective Hatton for causing the fatal railway accident on the O.A. & P.S. Railway, above Barry's Bay, will take place in Renfrew on Monday.

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.

02/02/1897 Ottawa Journal Renfrew

THE PRISONERS COMMITTED
Gogoleen and Clement on Preliminary Tial in the O.A. & P.S. Switch Case

The preliminary examination into the charge against the men Gogoleen and Clement, of moving the switch which caused the recent accident on the Parry Sound Ry. was conducted at Renfrew yesterday. Detective Hatton was in attendance [sic]
ton was in charge, arranging the evidence for the prosecution which meant to show that the switch must have been moved by these men drawing heavy logs across it.
They were committed for trial

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.

04/02/1897 Ottawa Citizen Renfrew

NOT IN A SAFE PLACE
CORONER MARK'S JURY ON THE O'BRIEN SIDING.
The Jurors Also Express the Opinion That the Switch at the Fatal Siding is Not "Absolutely Safe." What a Railway Man Says.

The inquest touching the death of Wm. Russell, who died while being brought to Ottawa from the effects of the scalding he received in the accident on the Parry Sound Railway on January 21st, was concluded last evening.
Only two witnesses were examined at the sitting last night, Joseph Leslie, roadmaster of the Barry's Bay section of the Parry Sound railway, and James Ogilfe. After they had been heard Coroner Mark reviewed the evidence in a masterly manner. The jury was out some 40 minutes, returning with a verdict to the effect that the deceased succumbed to the effects of the scalding received in the accident, which had been caused by the switch being misplaced by some party or parties unknown. The verdict also included a statement that in the opinion of the jury the siding where the accident occurred was not in a safe place and also that the east switch was not absolutely safe.
The citizen asked some of the jurymen their reason for expressing the opinion that the switch was "not absolutely safe." The answer was that in a personal inspection they had found that the rails of the switch even when locked could be moved by a crowbar, and they did not think a switch "safe" when it could thus be tampered with.
A railway official in answer to a question by the reporter stated that the switch was the most modern contrivance on the market and was in general use on all railways in the country.
The verdict was signed by all the members of the jury, which was composed as follows
J. H. Doherty, L. E. Stanley, S. P. Hemphill, F. J. Martin, J. Fortier, G. H. Morgan, I. Pratt, S. H. Eagleson, F. H. Blackburn, G.P. O Neil, R. B. Taylor, James Dalglish, C. E. Smith, Thos, J. Seton, H. H. Lang and S. H. Christy.
The evidence of the witnesses examined was to the effect that the runner of a laden sleigh, running parallel with the rails could change the position of the switch. It would of course, be a trespass for a teamster to drive along the railway at all.
Mr. Ogilvie stated that he had to never seen a set switch forcibly moved by one person. He had tried to do so once, and succeeded, but only after much effort.

04/02/1897 Ottawa Journal Renfrew

Charles Gogoleen and Peter Clement, who drove across the track of the O.A. & P.S. railway, moving the rails, which was the cause of the recent disaster, have been committed to stand their trial at the Pembroke assizes. Clement is a resident of Arnprior.

04/02/1897 Ottawa Journal Renfrew

A MISPLACED SWITCH
Verdict of the jury regarding the death of Wm. Russell
The inquest into the death of William Russell, who was killed in the accident on the Ottawa, Arnprior and Parry Sound Railway, was concluded last night.
The jury found that the deceased came to his death in the accident caused by a misplaced switch. The verdict included a clause to the effect that the siding where the accident occurred was not in a safe place, and that the switch was not a safe one either.
The jurymen afterwards expressed the view that they did not consider a switch safe when after being locked it could be moved by a crowbar.
Mr. John Leslie, road master of the Barrys Bay section, and James Ogilvy, Foreman in the C. A. R. workshops, gave evidence last night. The evidence went to show that the running of a heavy sleigh parallel with the rails must have moved the switch. It was a trespass for a teamster to drive along the track.
Dr. Mark summed up the evidence and the jury was about forty minutes in reaching a verdict.
The jurymen will be paid at the county treasurer's office.

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

08/02/1897 Ottawa Citizen Renfrew

LIBERATED ON BAIL
The magistrate at Renfrew, who tried Chas.Gogoleen and Peter Clement, on the charge of driving over the switch near Barry's Bay, where the fatal accident occurred, "concurred in the view that there was no criminal intent on the part of the prisoners in driving through the switch, but he could do nothing but commit them and he did so." The prisoners have since been liberated on bail.

18/02/1897 Ottawa Journal Renfrew

AYLMER NEWS
Peter Clement, one of the men accused of disturbing the switch at Barry's Bay, which resulted in the recent accident at that place, is an Aylmer boy. He is known in Aylmer as an upright, honorable and inoffensive young man, of excellent parentage, and one of the last that would be a party to any act that would endanger the lives of his fellows.

19/02/1897 Perth Courier Renfrew

Wm. Russell, who met his death at Barry's Bay Jan. 21, was insured for $3,000, of which $2,000 was with the United Workmen. Two months ago Russell joined the religious sect known as the Hornerites. Horner, who is head of the body, it is said, ordered Russell to give up all his insurance, as it was against the rules of the order. Russell did so, and his young wife and two children are now left penniless

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.

05/03/1897 Almonte Gazette Renfrew Eganville

Jamieson Bros. of Eganville have a contract for loading square timbers on the cars at the O., A. & P.S. railway station, and on Monday morning found itnecessary to haul a loaded car to make room for an empty, and the place being on a down grade the car moved with greater speed than was expected, and one of the horses was knocked down and shoved for a distance ahead of the car. The animalslimbd=s are severely cut and it is otherwise injured.

08/03/1897 Ottawa Citizen Renfrew

BARRY'S BAY ACCIDENT

The spring assizes will open in Pembroke tomorrow. One of thr more important cases will be the trial of the men Gogoline and Clements, in connection with the wreck on the O.A. & P.S. Railway, near Barry's Bay recently. Gogoline, it is claimed, is soliciting signatures through the upper country to a petition testifying to his good character from childhood. He has already secured over one hundred signatures.

12/03/1897 Almonte Gazette Renfrew Killaloe

Arthur Sills. Of Ottawa, aged 27, took another brakeman's place on the O.A. & P.S. R.R. on Monday last for one trip.While at Killaloe Station that evening he went to turn a switch, when he slipped and fell to the ground. The train was backing up at the time, and two wheels of the car passed over him, killing him.

12/03/1897 Ottawa Journal Renfrew

ARNPRIOR NEWS

Our citizens were pleased to hear last evening that Peter Clement and his companion Charles Golgolin, had been acquitted at the Pembroke assizes. The charge was that of tampering with the rails which caused the late accident. There was no reason to show that either of the men had disturbed the rails. Clement is a well known resident of this town.

19/03/1897 Almonte Gazette Renfrew Barrys Bay

At the Pembroke assizes last week , before Mr. Justice McMahon. The case against Peter Clement and Chas. Golgolin, arrersted in connection with the recent accident at Barry's Bay on the O.A. & P.S. Railway , was dismissed.

26/03/1897 Almonte Gazette Renfrew Killaloe

The following severe verdict was brought in by the jury at the inquest of young Sills, who was killed on the O.A. & P.S. while coupling cars: That deceased's death was due to his foot being caught in an unpacked "frog" and that the company were negligent in not having packed it as the law requires.

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.

28/05/1897 Almonte Gazette Renfrew

W.S. Dagette, a brakeman on the O. A. & P.S. railway, had his right arm broken by a barrel of sugar falling on it.

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.

16/07/1897 Almonte Gazette Renfrew

The O.A. & P.S. R.R. Co. could not give the N.L.A.S. cars for their excursion to Ottawa on the 24th because on account of that day being given to employees of the road for their annual picnic at Clark's Island.

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.

03/08/1897 Ottawa Journal Renfrew Goshen

THIRTEEN CARS DITCHED

Accident to an East Bound Freight on the).A. & P.S.

A train of 13 cars was ditched on the line of the O. A. and P. S. on Saturday afternoon last.

The accident occurred at Goshen station about 2 p. m. A freight train wsa coming east and at Goshen station either ran into an open switch or the rails spread.
The engine remained on the track and also the van. The tender and 13 cars were thrown from the track into the ditch, and 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 tne accident.
None of the trainmen left the train, and were in no way injured.

The above was repeated verbatim in the Journal for 4 August 1897.

08/08/1897 Almonte Gazette Renfrew Goshen

On the Parry Sound R.R. track near Goshen on Sunday 13 cars were derailed, but no serious damage resulted, though the train was running at a lively gait at the time.

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.

08/09/1897 Lanark Era Renfrew Arnprior

The O.A. & P.S. railway were on Wednesday last served an injunction restraining them from carrying over 27,000 railway ties, now at Arnprior, into the united States. There is a dispute about the ties between Hebrom Harrisa and r=the Rideau Lumber Company. The O.A. & P.S. will not carry the ties until the dispute is settled.

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 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.

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".

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.

26/11/1897 Almonte Gazette Renfrew Eganville

As a result of a runaway accident Mr. D. York, mail clerk on the O.A. & P.S. railway, had his arm badly spraine and his hip dislocated at Eganville last Friday.

07/02/1898 Ottawa Citizen Renfrew Egan Estate

PRETTY, BUT OH, SO GREEN
The Experience of a Young; Girl During Her First Railway Trip.
An amusing incident occurred a few days ago on the Ottawa, Arnprior and Parry Sound railway. The incident shews that there are still some people in the world who have not yet been greatly influenced by the onward trend of civilization,
A pretty and intelligent girl, probably of some twenty summers, boarded the train at Madawaska for Egan station. When a few miles from Egan the brakeman as usual went through the car calling out "Egan Station!" On hearing the name of her station the young lady rose and followed the brakesman to the end of the car. Shortly after the conductor went into the car where the girl had been sitting, but not finding her, remarked to the brakesman, "I had a passenger, a young girl, for Egan station, but I can't find anything of her."
Well, she must have fallen off the train, for she followed me out of the car door," exclaimed the brakesman.
The train was at once stopped, and the brakesman sent back along the lino to look for her. He soon found the girl, covered with snow, walking along the track. She told the brakesman she had never been on a train before, and she thought when he called out the name of her station that she had to jump off. " And I am awfully sorry I made you stop the train," she added naively.

08/04/1898 Almonte Gazette Renfrew

DOG VS. TRAIN
The trains on the O.A .& P.S.R'y. may travel at a good rate, but not too fast for a certain canine, owned by Mr. Angus McMab, from down east, to follow. Mr. McNab insisted on taking his dog with him into the passenger coach, but the conductor objected, and rather than place him in the baggage car the owner, when the train arrived at Eganville station, tied him to the back of the rear coach. This seemed a foolish proceeding, but for the sequel. When the express arrived at Golden Lake, after covering a distance of 10 miles, the dog was still on deck, apparently none the worse for the fast pace set him. The conductor immediately offered $20 for the animal, but was refused. The dog was given, however, the freedom of a first class coach to Killaloe. - Pontiac Advance

18/04/1898 Ottawa Free Press Renfrew

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

The O.A. & P.S. have ordered five more large freight engines from the Baldwin Locomotive Works, This is in addition ot the eighteen recently mentioned.

12/05/1898 Almonte Gazette Renfrew

A freight train on the O.A.& P.S. broke into three sections and the rear one collided with another freight following. The runaway cars were ditched and the train went on, little the worse. The other loose section for the train from which broke away down a grade and bumped into the rear end of it at the station. No one was injured and little damage was done.

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.

03/06/1898 Almonte Gazette Renfrew

The engine of the Parry Sound railway passenger train going east on Thursday last killed fourteen cows and one deer before reaching Renfrew.

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.

06/09/1898 Ottawa Citizen Renfrew Eganville

Eganville, Sept. 3. - A very serious accident occurred on the O., A. & P.S. railway this evening. While the section men were returning from work on their car one of the handles of the car broke and James O'Brien fell in front of the car which passed over him. Mr. O'Brien is under the care of Dr. Reeves

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 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.

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.

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 og weighing scales. Arnprior Watchman.

02/12/1898 Ottawa Citizen Renfrew Elgin Street

NEW C.A.R. CAR SHOP
Building to be Erected at Once and Five Hundred Freight Cars Constructed This Winter

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.
A larg e

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.

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.

24/01/1899 Ottawa Journal Renfrew Deep Cut

INTERLOCKING SWITCH SYSTEM
WILL BE PUT IN AT THE DEEP CUT
Representative of the Switch Company Here I Connection With the System

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.

07/02/1899 Ottawa Free Press Renfrew Elgin Street

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.

07/02/1899 Ottawa Free Press Renfrew Ottawa East

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.

08/02/1899 Ottawa Journal Renfrew Deep Cut

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.

15/02/1899 Ottawa Free Press Renfrew Elgin Street

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.

21/02/1899 Ottawa Journal Renfrew acetylene

TESTED THE NEW HEADLIGHT
MR. A. HOLLAND'S DEVICE SHOWN AT THE C A.R.
The Machine was Successfully Tested and Showed up Well in Comparison With Other Lights

Mr. Andrew Holland's device for acetylene locomotive headlights was given a successful test in the C.A.R. car shops last evening. Mr. Holland installed his device and compared it with a Well's kerosene burner. The test was a great success and demonstrated the superiority of acetylene gas as an illuminant particularly for locomotive headlights. The test was conducted in the presence of Messrs. J. Olgivie, G.W. Robb, M.Donaldson and E.J. Chamberlin.
The plant used was of the same principle as that now in use on the P. and P. J. railway for headlight purposes.
The machine used is composed of a water reservoir and condenser connected by means of several check barrels to the carbide chamber from which leads a pipe to the burner. Steam can be used instead of water and the effects are said to be much better. When placed on an engine the carbide receptacle is placed beneath the running board of the engine and the water chamber is placed near the firemen's seat but so arranged as not to take up much room. If steam is used a pipe is connected with a steam valve and run thence to the carbide chamber. The gas generated passes along a pipe or tube to the headlight. It burns with steady brilliancy and its illuminating power is remarkably high. Tested beside the gasolene or kerosene, burner the acetylene light was probably twice as good and it is also cheaper. The C.A.R. officials were delighted with the light and were wall satisfied with the test.
After the test the machine was carried out and placed on Mr. Holland's sleigh and one of the burners was kept lighted and as the rig passed up Elgin street the acetylene light compared very favorably with the arc lights.

24/02/1899 Ottawa Citizen Renfrew Ottawa East

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.

24/02/1899 Ottawa Journal Renfrew Ottawa East

IT DOES RAPID WORK
PAINTING MACHINE TESTED YESTERDAY AT C.A.R. YESTERDAY
The test was Successfuk and Machine has Been Adopted by the Railway

A new painting machine has beea adopted by the Canada Atlantic Railway for use in their work shops. By its use, a box car can be painted in from 15 to 30 minutes, while a man would take about 4 hours to do the same work. The apparatus was given a satisfactory trial yesterday by Mr. C.A. Bruyere, foreman in the C.A.R. 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.
The painting machine consists of a brass can which holds about3 quarts of paint. It is set into operation by from 60 to 80 pounds of compressed air. A rubber tube extending from the machine which compresses the air is attached to a pipe at the top of the paint holder.
The paint passes upwards through another pipe in the paint apparatus and on being met by the current of compressed air. is sent spraying over the object that is to be painted. The can is furnished with handles whereby a man can carry, handle and regulate it with ease. When filled with paint it weighs about 9 pounds.
Effective Work.
The paint sprayer is very practical and apparently does its work better than any ordinary man who follows painting as a calling. Two coats of paint applied by the sprayer are equal to three coats put on by hand. It sends the.paint into all cracks, joinings and nail holes. It may be used not only for painting, but for varnishing and whitewashing. The machine will be employed by the Canada Atlantic Company on box cars, the outside of vans, and the trucks of passenger cars. By its use. the necessity of brushes is done away with.
It is expected that this machine will soon be generally adopted by painters for painting the outside of houses.fences., etc..
Another Use.
The compressed air machine by which the paint sprayer is worked, is used for a variety of other purposes. By it are tested all the iron pipes and joints mads in the shops. This testing is done in a simple manner. If it is necessary to see whether a hollow iron joint is air tight one end of the joint Is fastened to a tube through which the air passes. Over the other end of tbe joint soap suds are drawn. If a bubble is formed and remains covering the end of the joint it is an indication that the joint is air tight. If the bubble bursts, the contrary is the case. By the air are also worked machines for sand papering wood, and drills.

03/03/1899 Ottawa Citizen Renfrew Ottawa East

A BIG SCHEME
C.A.R. Workshops to be Operated by Electricity
PLANT AT CHAUDIERE
The Electric Current Will From There be Transmitted to Ottawa East

Ottawa has entered upon a most important chapter of her industrial history. Yesterday Mr. J.R. Booth signed and closed a contract with the Canadian General Electric company, of Toronto, by the fulfillment of which the C. A. R. machine shops and new car works at Elgin street will be supplied with electrical power generated from the Chaudiere at Mr. Booths mil. [sic] The work will be completed in two months time.
Mr. J.J. Ashworth, of Toronto who represents the Canadian Electric company, gave a Citizen representative the particulars of the contract just closed. The company will install two three - faced generators, each of 200 horse-power capacity, at the Chaudiere mill. These combined will give 4,000 volts electromotive force. The power will be transmitted to the works, three and a half miles distant, by an overhead line. At the car shops two motors of 130 horse-power each will be installed. Besides furnishing power for the car works and machine shops this energy will operate the locomotive transfer tables, the traveling cranes and the entire lighting system of the different works and adjoining yards. For the latter purpose 100 enclosed arc lamps will be put in service the total outlay will be $30,000.
Less Costly.
It is estimated that this power can be furnished at about one half the cost of the present motive force. As the power is constant and adapted to so many diverse purposes it will affect a considerable saving in this respect also.
It is understood that on the satisfactory completion and operation of this system, Mr. Booth will enlarge the car shops and works and extend the power plant.
Mr. Ashworth states that Mr. Booth's enterprising example will certainly be followed by other concerns, looking for a saving improvement in the production of power.
"Ottawa certainly possesses wonderful resources in the power producing line," states Mr. Ashworth, "but until that power is properly handled and transmitted the benefit of it will never be reaped. By the system just contracted for even the power generated at Chats Falls and other distant points can be transmitted to Ottawa manufacturies, etc., at small cost. Thus the city can levy toll on outside points, and develop within its natural limits.
Mr. Ashworth has great faith in Ottawa as an important railway center and manufacturing town and advises strongly the proper utilization of the abundant water power to bring about this end.

10/03/1899 Renfrew Mercury Renfrew Ottawa East

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, bitts, 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.

24/07/1899 Ottawa Journal Renfrew Whitney

UNDER THE WHEELS

JAMES A. BULL MANGLED BY A TRAIN

Employee of the O.A. & P.S. Injured Saturday Night, and Died Yesterday

James A. Bull, of 19 Second avenue, a fireman on the Ottawa, Arnprior and Parry Sound Railway, was so badly injured by being run over by a train at Whitney Saturday night that he died yesterday morning. While Mr. Bull was standing on the tender of his engine shortly after six o'clock Saturday night, filling the boiler of the locomotive with water, a shunting engine jolted against the rear end of the train to which the locomotive attended by Mr. Bull was attached.

Fell to the Track.

The collision caused the man to lose his balance and fall to the ground. The train, set in motion by the jolt, passed over him, cutting off his right arm and crushing his right leg. He was pulled out and taken to Ottawa in a special car. In spite of all that could be done for him, however, he passed away yesterday morning.

The late Mr. Bull was 20 years of age and lived at the residence of his father, Mr. Enoch Bull, foreman for S and H. Borbridge, trunk manufacturers. He was a member of the Brotherhood of Locomotive Trainmen..

24/07/1899 Kingston Whig Standard Renfrew Whitney

His Legs Cut Off

OTTAWA, July 24 - John R. Bull, Gfirst avenue, a fireman on the O.A. & P.S. railway had both legs and an arm cut off at Whitney on Saturday. His engine was taking water when another engine rushed up. He was knocked under the wheels. He died Sunday morning.

24/07/1899 Ottawa Journal Renfrew Whitney

AN INQUEST TONIGHT - An inquest will be held to-night over the remains of the late J.A. Bull of the O.A. and P.S. Ry., who died yesterday as a result of injuries sustained at Whitney Saturday.

25/07/1899 Ottawa Journal Renfrew Whutney

AN INQUEST OPENED.

An inquest was commenced yesterday into the death of James A. Bull, of Second avenue, who was fatally injured at Whitney Saturday night. Dr. Klock gave evidence as to the injuries on deceased. The inquest was adjourned until to-night in order that some important witnesses from Whitney may be present. The jury consists of H.J. Friel, Foreman; J.Rickey, F. Taylor, G. Mann, D. Currell, J. K. Reid, R. Sinclair, I.H. Woodland, A. Moreland, J Valilee, A Helmer, R. Defoe. G. McGregor, J. McRae, T. McMillan..

25/07/1899 Ottawa Citizen Renfrew Whitney

JAS. A. BULL'S DEATH.

Inquest Was Adjourned After Dr. Klock Had Testified.

The inquest into the circumstances surrounding the death of James Arthur Bull, on the O.A. & P.S. railway at Whitney, commenced yesterday morning and was proceeded with last evening, but was further adjourned after a short sitting until this evening, owing to a number of employes of the road who had been summoned to give evidence being unable to attend.

The only evidence taken by Coroner Freeland yesterday was that of Dr. Klock, who examined the body and described the injuries which resulted in Bull's death. The left arm was severed and the left leg and right foot horribly mangled. Death, the doctor said, was due to shock. The jury were as follows: H. J.Freil. foreman: I. Rickey, T. Taylor, G. Mann, D.J. Currell. J. K. Reid, R.Sinclair, t. H. Woodland. A. Moreland.J. Valilee. A. D. Helmer.

R. N. Defoe. Geo. McGregor, James McRae, Thomas McMillan.

HELD LIABLE
A.T. Granger Adjudged Guilty of Manslaughter
JURY OUT THREE HOURS
Coroner's Inquest Touching the Death of the Late Fireman J.A. Bull

"That Arthur Thomas Granger, on the 22nd day of July. 1899, at Whitney, Ont., did feloniously and unlawfully kill and slay one James Arthur Bull."
This was the verdict returned by the Jury empaneled to enquire into the circumstances surrounding the death of James Arthur Bull, fireman on the Canada Atlantic, who was run over on Saturday afternoon last. A decision was reached, a 3.15 this morning, after deliberations extending over fully three hours. Twelve of the jurors subscribed their names to the verdict, only two disagreeing. The only other member left early in the evening on account of illness.
The jury found it hard to determine whether the case was one of "mere neglect" or "gross neglect." The circumstances of the case are well known. The special freight trains were proceeding from Depot Harbor to Ottawa. They were in the early stages of the journey about fifteen minutes apart. The first, in charge of Conductor Campbell, stopped at Whitney to take water, backing in at 6.40. The second, under charge of Conductor Young, arrived at 6.48 though there appears to be some divergence of opinion as to the length of time that elapsed between the two arrivals, one brakeman on the first, claiming that the second trajn came along without any appreciable lapse of time. Granger was the engineer on the latter. Though signaled to stop, there was, in the minds of twelve of the jurors, little evidence to show that he did anything to impede the progress of his train other than to whistle for the brakes, which, according to testimony, had been applied at Conductor Young's instance. The impact of the engine against the van at the rear of the first train knocked Bull beneath the wheels, killing him instantly. Hence, the verdict of manslaughter. A mitigating circumstance was pointed out by those who disagreed in the fact that a curve in the road at Whitney station, together with a number of buildings, obstructs the view, making it impossible for Granger to see the danger ahead.
Conductor Campbell was unable to be present through indisposition, a letter to this effect being read from his physician.
Mr. Charles H. Donaghy was the engineer on the train which stopped at the Whitney station for water. Arthur Bull, the fireman. stood on the rear of the tender to connect the spout of the tank. Just before the second train ran into the rear of his train, McLellan, the brakeman. gave the sign to pull ahead quickly. The train went about half a car's length and then came a crash. At this moment he saw the unfortunate fireman fall. The train continued to move for five car lengths more, and then came to a standstill. The two trains were fifteen minutes apart at Canoe Lake.
Mr. William McLellan, of Madawaska, was hrakeman on the same train. His duty was to be on the first car to give signals to the engineer. Conductor Campbell, in this instance, gave him the signal to go ahead. The conductor was standing on the station platform. It was impossible for the witness to see the train behind. The signal he had given was answered immediately The train had only moved about sixteen feet when the shock came. Mr. Bull was standing on the rear of the tender placing the water spout when the signal was given. With the crash Bull fell and the train moved about five car lengths.
Mr. S.J. Kingston was the brakeman on the rear car of the first train. His duty was to flag any train following - to go back, if necessary, a mile to protect his train. On this occasion he did not do so; he left his train without a flag. He went back about 200 yards. Seeing the second train coming he gave the signal, which those on board observed. One sharp whistle was given by the engineer. The second train, according to rule, should have been a mile behind. He was unable to take the flag because he didn't have sufficient time. The second train, he judged, was going about eight miles an hour. Even if the signal had been acted upon it would have been impossible to have stopped the train before reaching the train ahead.
Mr. Arthur Granger, of Depot Harbor, was engineer on the second train. Campbell was to have three signals, flags - one on the engine and two on the rear. As soon as he saw the signal made by McLellan he whistled for brakes one short whistle. He then placed the engineer's valve in the emergency position, which at the time had little or no effect, as there were onlv three cars on the train supplied with air brakes. When he whistled it was the duty of the brakemen to applv the breaks [sic]. It was not possible to see the train ahead as there was a sharp curve with three buildings obstructing the view. Just before he struck the rear of the first train it started ahead a few feet and stopped. There was little damage to either the engine or van. When the engine stopped, witness got off and asked Conductor Campbell if a flag had been sent back and received a reply in the affirmative. Knowing that another train was ahead, he had kept a pretty sharp look out, and went about fifteen miles an hour. Coming into the station he slackened down and was at that time going about three miles an hour.
Mr. Kingston. recalled, said that the rule about protecting the train did not apply when within a station yard.
General Superintendent Donaldson said that it was not necessary for the train to be protected while the engine was taking water in the station yard. If Conductor Campbell had stopped outside the station yard he would have had to protect his train.
Mr. William Young was conductor on the second train. He told the engineer to watch out for the train ahead because he knew his train had few air brakes and the grades were steep down. He was afraid the engineer was going slightly too fast, though not sufficiently fast to make it dangerous…

ACCUSED OF KILLING FIREMAN
Charges Laid Against Engineer Granger
The Trial in the Police Court To-day
Was Granger to Blame for the Accident?
Fireman James Bull was Killed in Collision. Engineer's Carelessness is Blamed.

Arthur Thomas Granger was to-day charged in the Police Court with unlawfully killing and slaying James A. Bull. Granger was the engineer on the train that collided with another one on July 22nd, on the O.. A. and P.S. line at Whitney, The collision was a rear end one and the man that was killed was fireman on the front train.
The criminal action is taken in the court, following the verdict of the coroner's jury. who found Engineer Granger guilty of the man's death.
Crown Prosecutor Ritchie conducted the case against the engineer, while Mr. Hal McGivern, of Messrs. Henderson. McCracken and McGivern, defended Granger.
A Question of Jurisdiction.
Mr. McGivern questioned the jurisdiction of the court as the deceased fireman was struck in another county. Mr. Ritchie pointed out that when a man met with an accident in one jurisdiction, and died in another the courts of either of these jurisdictions had power to try the case. Magistrate O'Keefe decided that he had power to try the case and the trial proceeded.
Mr. Wm. McClelland, who was brakesman on Campbell's special, the train on which Bull was killed, gave first evidence. He saw the whole accident and described it to the court.
The front train, on which McClelland was, consisted of fifteen cars. They left Depot Harbor about five o'clock and arrived at Whitney at twenty minutes to seven o'clock, the same evening.
Story of the Death.
There the train stopped. It was necessary to take water, but the engine was not stopped till the tank on the tender was three or four feet beyond the water tank by the track. Fireman James Bull went back on the tender to attend to the taking of water. The witness, McClelland, was standing on the top of one of the freight cars.
Suddenly Conductor C. A. Campbell gave a signal to start the train. The train was started almost immediately, and went about nineteen feet. Then the rear train dashed down upon them.
The rear train, Young's special, struck the back end of Campbell's train. Bull, the fireman, who was standing on the top of the train, was seen to fall; down between the front car and the engine. The witness ran to him and found him on the east side of the track. His arm and leg was separated from the rest of his body and the man was in great agony.
The rear end of the front train was considerably damaged by the collision. And it was found that the two rear cars of the front train were detached from the rest of the train. The visitors did not know whether this was a result of the accident or whether it came from the accident or from the sudden starting of the train a few seconds before.
Cross-examined by the defence, the witness said that there was a curve and a heavy grade at Whitney station. The trains had to go in there very slowly with brakes on.
The Man Was Dying.
Dr. Klock of the corner of Nepean and O'Connor streets told of his visit to the dying man, John Arthur Bull, at 2 o'clock on Sunday morning. The man was out by the Elgin street depot here and they considered that he Charles Bellamy, the engineer of was taken into a station building there. The man was dying. He had his left arm chopped off two inches from his shoulder and he had other injuries.
Samuel J. Kingston, a brakeman, from Madawaska. told of how he was on the train that was struck. About four minutes before the accident occurred he went back along the track to give a signal to any trains that might be coming. He went back two hundred yards when he saw Young's train approaching. He waved his flag and then jumped down the bank. He heard the coming train whistle for brakes and then it turned the curve. The train was not going at a high rate of speed.
The Engineer's Orders.
Charles Bettamy[sic] the engineer of the forward train, told of the orders he received. They were in technical language to "Run on red by Bank's." He explained that there were four special trains coming through from Depot Harbor. Bank's train was the first, while the one he was on was the second. To run on red meant for him to look out for Bank's train, which had red lights displayed. He was to keep. a mile behind the train ahead. and Granger, the engineer on the train that ran into him doubtless had the same orders.
Samuel J. Kingston was recalled and be said that at Whitney station there were no semaphores. There was but one signal board on the other side of the station from, which the water-tank stood.
An Ottawa Conductor.
Wm. Thomas Young. of Ann street Ottawa, was the conductor on the train that ran into the first one. He said that his train was not going fast, but was under control going down the heavy grade into Whitney station. The train was going fast enough, however, to plough its way under the rear coach of the front train and lift it on the "cow catcher" of his train.
Conductor Young thought that Campbell, the conductor on the front train, should have had men posted earlier up the track each way to warn approaching trains. Young did not expect that the other train would be in Whitney. When the accident happened he sent a man back to flag the fourth special train that was following a few miles back.
Albert White, was the prisoner's fireman on the rear train the evening of the death of Bull.
He described in detail the movements of his train before and after the fatal accident,
Did All He Could.
Granger, the prisoner, said White, did everything possible in his power to stop the train and avoid having the accident caused.
Brakesman R. Moore, of Depot Harbor, who. was on Granger's train, also gave testimony. His evidence was of a technical nature as to the distances between the different points concerned in the accident. The evidence he gave was not important except the fact that he said the shock of the collision was so light that he felt no shock or jerk whatsoever. This of course is in Engineer Granger's favor.
Henry Barrfield of Depot Harbor, another brakesman, was on the rear of Granger's train. When they came within six or seven car lengths from the front train he heard two whistles for brakes from his train. Like the previous witness, he felt no shock at the time of the collision.
There were two more witnesses that Crown Prosecutor Ritchie wants to examine. He asked for an adjournment. Mr. McGiverin opposed this strongly, as he did not want to have a charge like this hanging over his client's head, as he said there was no evidence yet to implicate Mr. Granger. Mr. Ritchie said he had no objection to Mr.Granger being allowed out.
Granger gave his own personal bail for $400. The case will come up next Tuesday, August 1.
Sympathy for Granger.
Much sympathy is expressed in railroad circles for Engineer Granger, as it is not considered by railroad men that he was at all to blame for the accident. The court was crowded with railroaders interested in the case.
The court adjourned a few minutes before one o'clock. ,

27/07/1899 Kingston Whig Standard Renfrew Whitney

INDICTED FOR MURDER
Parry Sound Engineer Held Responsible for a Fireman's Death

Ottawa, July 27th - "That Arthur Thomas Granger, on the 22nd day of July, 1899, at Whitney, Ont, did feloniously and unlawfully kill and slay one James Arthur bull. "
This was the verdict returned by the jury empanlled to inquire into the circumstances surrounding the death of James Arthur Bull, fireman on the Canada Atlantic, who was run over on Saturday afternoon last. A decision was reached at 3:15 on Tuesday, after deliberations extending over fully three hours. Twelve of the jurors subscribed their names to the verdict, only two disagreeing. The only other member left early in the evening on account of illness. The jury found it had to "determine whether the case was one of mere neglect or gross neglect." The circumstances of the case are: Two special freight trains were proceeding from Depot Harbor to Ottawa. They were in the early stages of the journey about fifteen minutes apart. The first in charge of conductor Campbell, stopped at Whitney to take water. Granger's train run into it knocking fireman Bull off the tender on which he was standing at the time. Bull received injuries from which he died.

28/07/1899 Almonte Gazette Renfrew Whitney

James A. Bull, aged 20 of Ottawa, fireman on the O.A. & P.AS. RR., had both legs and an arm cut off at Whitney on Saturday, and died next day. He was standing on the tender while the boiler was being filled with water, and by some mistake another engine collided with the one he was on. Bull was thrown on to the rails, and the train being set in motion, the wheels of a car passed over him.
- - -
The jury at the inquest held to inquire as to the death of J.A. Bull, O.A. & P.S. RR. fireman, brought in the following verdict: "That Arthur Thomas Granger, on the 22nd day of July 1899,at Whitney, Ont., did feloniously and unlawfully kill and slay one James Arthur Bull." Granger was the engineer on the rear train, and, though signalled to stop, there was little evidence to show that he did anything to slacken the speed of the train beyond whistling for brakes.

01/08/1899 Ottawa Citizen Renfrew Whitney

MANSLAUGHTER CHARGE
The Granger Case Further Enlarged That More Evidence May be Obtained.

At this morning's police court Arthur T. Granger was again arraigned on a charge of manslaughter.
Dr. Klock, who attended James A. Bull, the victim of the railway accident at Whitney on July 2nd, testified that death was due to the shock caused by the injuries deceased received
The case was enlarged for a day, as the Crown desires to secure the evidence of Dr. Freeland, coroner, and Mr Morley Donaldson, superintendent of the O., A.& P. S. railway.
Mr. McGiverin, counsel for the accused, questioned the necessity or value of the last named witness' evidence. but Crown Attorney Ritchie stated it would be of value, inasmuch as plans, etc., would be submitted.

01/08/1899 Ottawa Journal Renfrew Whitney

WAS GRANGER RESPONSIBLE?
IMPORTANT QUESTION TO BE DECIDED
Preliminary Trial of the Engineer now going on in Court

The preliminary trial of Arthur Thos. Granger, the O., A. and P. S. engineer who is accused ot unlawfully killing Fireman James A. Bull in a rear-end railway collision, is not yet over. In the police court this morning the case was again adjourned till tomorrow to allow the presence of Coroner Freeland and Superintendent Donaldson of the Parry Sound road. The court was filled with railway men, for the casei is an unusual one and involves the important principle of the liability of an engineer in case of an accident caused by his train.
Mr. J.A. Ritchie. Crown prosecutor, managed the case against the engineer, while Mr. Hal. McGiverin defended him.
[sic] morrow to allow Superintendent Don and O'Connor streets was recalled and said that undoubtedly the deceased had died from the shock of the accident.
There were no more witnesses in court, so the case was left over till tomorrow to allow Superintendent Ion.[sic] aldson to attend. Mr. McGiverin rather objected to this, as he did not think Mr. Donaldson could give any important evidence, as he was not present at the accident.
Crown Prosecutor Ritchie explained that he wanted Mr. Donaldson to interpret some of the running rules of the road. The case was then laid over.

02/08/1899 Ottawa Journal Renfrew Whitney

He Was Not to Blame,
Arthur Thomas Granger, of Depot Harbor, was honorably acquitted in the police court to-day on the charge of killing Fireman Jas. A. Bull through alleged carelessness which caused an accident at Whitney station on the Parry Sound. Mr. Hal. McGiverin defended Mr. Granger, and Mr. J. A. Ritchie, crown prosecutor, handled the crown's case.
General Superintendent Donaldson, of the C A.R., was the last witness.

02/08/1899 Ottawa Citizen Renfrew Whitney

AN ACQUITTAL
Granger Not Responsioble for Whitney Fatality

At this morning's police court. Arthur Granger was acquitted of the charge of manslaughter, the court not holding him responsible for the death of James A. Bull, fireman on the O.. A. & P. S. railway.
The principal evidence was given by Mr. Morlley Donaldson, general super intendent of the O., A. & P.S. and C.A. railways. Mr. Donaldson produced a blue print profile showing the track-curve, grade, etc. at Whitney, where Bull was killed. The grade from the west at this point is 1.25 feet in the hundred.
Mr. Donaldson next explained the rules under which the trains ran. He stated there was no sign post or semaphore at Whitney to mark the station yard.
This closed the case and the addresses of counsel followed. Mr. McGiverin said. "I would submit that no case has been made out, and I think the case should be withdrawn. Nothing has been brought out fastening the blame on Engineer Granger. He was not running ahead of time, nor was he going at an undue rate, and when signalled he did everything possible to stop his train."
Continuing, Mr. McGiverin maintained the shock that threw Bull off the tender was caused by the sudden starting of his train, which caused the separation of the van and the last car. Mr. McGiverin also referred to Granger's good record in the past as an engineer, as a point in his favor.
Crown Attorney Ritchie maintained that Granger was responsible, as for one thing he ran into Whitney at greater speed than was permitted. He referred to the fact that the first train had the right of way and hence any fault was on the part of those in charge of the second train. He also referred to evidence to prove that Bull did not fall till after the collision occurred.
He also emphasized the fact that the crew of the first train did everything possible to avoid the accident.
Negligence All Round
Magistrate O'Keefe in summing up the evidence, stated he could not hold Granger guilty.
There was negligence all around, not on Granger's part alone and he was not justified in holding him responsible.

02/08/1899 Brantford Expositor Renfrew Whitney

Ottawa Aug 2. - Engineer A.T. Granger of Depot Harbor who waa charged by a coroner’s jury in Ottawa recently with being responsible for the death of J. A. Bull a fireman on another Parry Sound train was this morning dismissed by Magistrate O'Keefe at Ottawa. Granger's train was following the train upon which Bull was working and collided with it at Whitney. Bull fell under the train and was killed. It was said that Granger had not obeyed signals to stop his train and was therefore responsible for ths accident.

02/08/1899 Toronto Evening Star Renfrew Whitney

GRANGER ACQUITTED
Charge Against an Engineer on the O A & P S Line Collapses

OTTAWA Ont., Aug 2. - Engineer A.T.Granger, of Depot Harbor who was charged by a coroner's jury in Ottawa recently with being responsible for the death of J. A. Bull on another Parry Sound train, was this morning dismissed by Magistrate O'Keefe at Ottawa.
Granger's train was following the train upon which Bull was working and collided with it at Whitney. Bull fell under the fralin and was killed.
It was said that Granger had not obeyed signals to stop his train and was therefore responsible for the accident.

02/08/1899 Hamilton Spectator Renfrew Whitney

Engineer A.S. Granger, of Depot Harbor, who was charged by a coroner's jury in Ottawa recently with being reaponsible for the death of J.A. Bull, a fireman on another Parry Sound train, was, this morning dismissed by Magistrate O'Keefe at Ottawa

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.
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04/08/1899 Ottawa Journal Renfrew Madawaska

Renfrew, Aug 4. - The O.A. & P.S. car shops at Madawaska were burnt down yesterday.

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.

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.

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.

11/08/1899 Almonte Gazette Renfrew Madawaska

The O.A. & P.S. car shops at Madawaska were burned on Thursday.

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 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.

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.

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.

20/10/1899 Almonte Gazette Renfrew Renfrew

There passed through Renfrew last week, one of the largest, if not the largest, wheat trains to pass over the rails there. It was on the Parry Sound line, and was composed of 36 cars, containing 37,000 bushels of wheat. The train, cars and freight weighed 1,650 tons.

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.

10/11/1899 Almonte Gazette Renfrew Arnprior

Arnprior News
All the C.A.R. section men from Renfrew to Ottawa were working on the trestle here on Sunday.

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 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.

13/01/1900 Ottawa Journal Renfrew Elgin Street

OUR SOLDIERS OF THE QUEEN
DEPARTURE ARRANGEMENTS
BATTERY WILL LEAVE FROM CENTRAL DEPOT.
Public Will Therefore Have a Chance to Say Au Revoir.
The complete arrangement for the departure ot the troops havE been made. Very early Monday morning the men will depart from the Exhibition grounds, with all their baggage and guns. These with the horses they will will bring to the Elgin street depot and will pack upon special cars that will be waiting for them. Then the men will form up and will march In Elgin street direct to the Central depot.
The men will come along Elgin St. about half-past nine or a little before. The military train, which will consist of seventeen or eighteen cars in all, is timed to leave at ten o'clock. The officers say that ths work will be done so that ths train can leave at the hour arranged. In the city it is thought likely that the train will not get away much before eleven o'clock.

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.

15/01/1900 Ottawa Journal Renfrew Elgin Street

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The men numbered about one hundred and seventy, and the horses one hundred and thirty-seven. The men had decorated their horses with flags and; the animals, carefully, groomed. looked their best. The battalion marched out the Elgin street gate and along that road to the Elgin street depot, where the horses were loaded.
The Entraining
Ottawa was out in full force at the depot. The horses were loaded on the trains as soon as they arrived. The scene was a very unusual one, full cf Incident and adventure. The horses were nervous at the noise of the trains and many of them refused to go into the cars at all. Then force had to be used and some very exciting incidents occurred.
Gunner F. Phillips of Port Hope was leading a handsome chestnut. The horse became entirely unmanageable, lt fought, bit and reared like nothing but a mad horse. Phillip, with a bravery that all the officers commended, held on to his horse, although he was flung all over the field. Another man let go his animal in the excitement and there was a wild chase for it.
But the horses were loaded at last, sixteen to a car. One men was stationed in each car to look after the beasts.
Some of the people cheered the men when the horses were being put into the cars. In return about thirty of them sang "I'll leave my happy home for you," and the appropriate sentiment was cheered again. ' Gunner Phillips received a round of applause, for his management of the horses.
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How the Troops Moved From Depot to Depot.
Never was there a more entbusiastic send-off given to any troops leaving for the field of battle than that which was accorded the members of "D" Battery as they marched up Elgin street to the Central Depot. Right from the start of the parade at the old Elgin street station up to the point of departure crowds of people lined both sides of the road. At some places they were so thick that even the sturdy soldiers found dllticulty in making their way.

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.

02/03/1900 Almonte Gazette Renfrew Eganville

Mr. A. Geraldi, formerly station agent at Kinburn, is now in charge of the station at Eganville.

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.

02/05/1900 Ottawa Citizen Renfrew

MEN GIVEN WORK
Renaud & Co., of Murray street, yesterday sent up 100 men, principaly sufferers from the fire, to Canoe Lake, to work in the lumber camps of Messrs. Gilmour & Co. About 250 more are required and good wages will be paid as well as railway fare..

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 Journal Renfrew

A TRIP TO PARRY SOUND
NEWSPAPER MEN ENJOY AN OUTING.
A Party of Them go Over the O., A. & P.S. Ry. As Guests of Mr. Booth.

Twenty-six newspaper men of the press gallery in the House of Commons were given a very enjoyable trip through the kindness of Mr. J. H. Booth Saturday and Sunday last. A special train of palace cars left the Central early Saturday morning after the House adjourned for Depot Harbor. Arriving there the party was given a trip on Georgian Bay on one of the boats of the Canada Atlantic railway. After spending a night In Depot Harbor the party left Sunday morning for the Capital arriving at six in the evening.
It was three o'clock Saturday morning when the train pulled out of the Central depot. The train was one of the handsomest that any road could run, consisting of th palace cars Tioga. Washita, and Mr. Booths private car, the Opeongo. Engineer Ferguson and Conductor Bracken were in charge. Madawanka was reached at eight in the morning, where breakfast was served. Then the run was made to Depot Harbor without stop, arriving there for dinner.
For balance see page 6 column 4

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.

04/06/1900 Ottawa Citizen Renfrew

A GRAND TRIP
Journalists Take a Grand Trip to Parry Sound.
AS GUESTS OF THE C.A.R.
Algonquin Park, Depot Harbor and Other Points of Interest.

The unexcelled tieauty of the district traversed by the Parry Sound division of the Canada Atlantic railway, the extent of its grain traffic and the exceptional terminal facilities which it possesses were very forcibly impressed upon the members of the parliamentary press gauery, who on Saturday were the guests of the courteous officials of the road and enjoyed a trip to Depot Harbor and Parry Sound, returning last evening, When the C A.R.
undertakes anything it carries it out in the most successful manner and this was never more clearly iIllustrated than during the trip of the newspaper men who were the recipients of most untiring kindness and courtesy.
A special train made up of two Pullman sleepers and Mr. Booth's private car Opeongo carried the party and left the Central depot on Saturday morning about three o'clock. The trip wasunder the direction of Mr. A. W. Fleck, secretary-treasurer of the road, Mr. Morley Donaldson, general superintendent. Mr G. A. Mountain, chief engineer; Mr. J.W. Smith, assistant to the manager; Mr. J.E. Walsh, passenger agent and Mr. W. Carter, travelling freight agent.
For balance see Page 6 columns 5 and 6.

23/06/1900 Ottawa Citizen Renfrew Renfrew

RAILWAY GOSSIP
The Canada Atlantic employees will hold their annual picnic at Renfrew today. The affair is always a large one and participated in by all classes of the employed and their friends. It is usually held at Clark's Island, in the St. Lawrence, but this year a change in favor of a point on the Western Division was decided on. A fine program of sports has been prepared and with fine weather this success of the event is assured. Special trains for the excursionists will leave Ottawa at 7.30, 9 and 12.50 and Renfrew at 6.15, 4.20 and 5 p.m. The guards band will furnish music..

23/06/1900 Ottawa Journal Renfrew Renfrew

A BIG PICNIC
Twenty-six Filled Coaches go to C.A.R. Picnic at Renfrew
Twenty-six Canada Atlantic coaches filled with excursionists left the city to-day for Renfrew where the Canada Atlantic employees are holding their annual picnic. Fully three thousand people were on board. All the railway shops in Ottawa East are practically shut down to-day and every employee who could get away is enjoying himself at Renfrew..

25/06/1900 Ottawa Journal Renfrew Renfrew

RENFREW EN FETE
CANADA ATLANTIC EMPLOYES' PICNIC
The Creamery Town had about Six Thousand Visitors on Saturday. A Good Programme of Sports.

The Canada Atlantic picnickers have no reason to regret going west on Saturday. For years the employees have held their annual outing to Clark's Island, in the St. Lawrence, but on Saturday about four thousand journeyed up to Renfrew and had one of the most enjoyable outings since the employees began to hold picnics. The weather was perfect. June is about the best season to visit Renfrew, and Mr. McAndrew's picnic grounds were in perfect condition. Everything combined to make the day all that was pleasant and every arrangement was carried through without any trouble. The town waa gaily decorated in honor of the visitors.
The Guards' band and orchestra accompanied the excursionists and gave a concert and also furnished music for dancing. Mr. W. Cochrane was floor manager during the dancing.
Mayor Moss and other leading citizens of the Creamery Town, welcomed the visitors and did all that could be expected to make the day enjoyable. The hotels gave special rates, and the use of the picnic grounds was given free.
The Sports
(details omitted)

25/06/1900 Ottawa Citizen Renfrew Renfrew

C.A.R. PICNIC
Thousands Had an Enjoyable Time at Renfrew.
A LENGTHY PRIZE LIST
Citizens of Renfrew Outdid Themselves in Kind Attentions.

Eminently successful in every particular was the excursion of the Canada Atlantic Railway employes to Renfrew on Saturday. Every condition was propitious. The weather could not have been more pleasant. The train service was perfect. The hospitality of the citizens of Renfrew could not have been surpassed. Aberdeen park, where the picnic was held, was voted to be admirably adapted for such an affair. In the program of sports, the contests were keen and interesting.
The first train for Renfrew left Ottawa at 7.30. 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 probability 4,000 people were conveyed to Renfrew from Ottawa. Including Renfrewites and residents of the district, there must have been at least 6,000 people at Aberdeen park in the afternoon.
Renfrew was in gala attire to welcome its visitors. The buildings on either side of the main street were beautifully decorated with flags and bunting and many of the private residences of the town was similarly adorned.
The Ottawans, who arrived in Renfrew were met by Mayor Moss, ex- Mayor Mackay, Mr. W. Airthe and Mr. McAndrew. The mayor delivered an appropriate address of welcome and extended the freedom of the town to the visitors. Nothing could have exceeded the generosity and hospitality of the citizens of Renfrew.
WHAT RENFREW DID.
When the proposition to hold the C.A.R. picnic at Renfrew was first suggested, Mayor Moss called a meeting of the council and it was decided that the town should entertain its guests in a royal fashion. And it did so. The majority of the prizes were given by the citizens of Renfrew and these also furnished free transportation to and from the grounds to the station. All the hotels gave special rates for the day. Hot and cold water was also supplied to the picnicers at the grounds in unlimited quantities. Mr. McAndrew was especially kind. He placed his handsome yacht at the disposal of the excursionists and consequently many were afforded the pleasure of a trip on the pretty Bonnechere. The magnificent park in which the outing was held is the property of Mr. McAndrew, and he willingly allowed it to be used free. Throughout the day, Mr. McAndrew visited the grounds frequently and took every trouble to ensure that his thousands of guests should want for nothing that was in his power to give. The C.A.R employes at their next meeting will pass resolutions expressing their gratitude to the citizens of Renfrew for the reception tendered them.
During the day, the various points of interest in the town were viewed by many of the pleasure seekers. The unique wire bridge was one of the great attractions. The public buildings were open to the Ottawans.
AT THE GROUNDS.
At the grounds the scene in the afternoon was one not readily to be forgotten. If one did not care to watch the various sports, he or she might participate in the seductive waltz, as a large dancing pavilion had been erected for the occasion. The Guards' orchestra, under Mr. A. Jones, rendered the music. Mr. Wm. Cochran was a capable floor manager. Near the river, some distance away from the pavilion, the Guards' band, and Mr. George Ambridge, discoursed sweet strains that proved to be an irresistible attraction to many. In the river the lads distorted themselves by the hundred and their antics were the source of unlimited mirth to the spectators. To those who preferred quietude, there was ample scope to enjoy themselves. The park was very large in extent and it contained countless species of wildflowers. These were eagerly sought after. Cool and shady nooks abounded and they were patronized extensively by those desirous of a restful hour. Swings and other means of enjoyment were there in abundance.
THE PRIZE WINNERS
(details omitted here)
THE BASEBALL MATCH
(details omitted here.)
THE TRIP HOME
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 1,000 excursionists. The last pulled out at ten o'clock and it was so crowded that the platform between the cars had to be utilized. The inconvenience was born with equanimity, as the contingency was one that it would have been difficult to foresee. The train reached Ottawa about 12 o'clock
To the officials of the C.A.R. the employes are very grateful, as they provided, at a considerable expense, an unsurpassed train accommodation. The officials engaged extra cars from the G.T.R. From the first they exhibited great interest in the excursion, and spared no pains to make it a success. Those who made special efforts to make the necessary arrangements were Messrs. E. J. Chamberlain, M. Donaldson, Walsh, Meehan, Lamplough and Richardson.
THE COMMITTEES
(details omitted here).

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.
Brown as Indians, broad shouldered, healthy, bright eyed and happy looking, the "D" Batterymen arrived at the Elgin street depot to-day at twelve twenty, noon.
Major Hurdman and Lieut E.W.B. Morrison, were both looking splendid. There was not that regard for dress which marked their appearance when they left Ottawa last year, but there were indications of fitness for duty and present in the minds of all spectators was the good record of the men of "D" battery.
All wore wide sombrero hats.Some of the gunners had their hats turned up on one side, and on the turn was a St. Andrews cross of red and blue, the colors of the battery. All wore khaki uniforms, some with great coats, some without.
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Detatchments from the Guards, Rifles Dragoons and second Field Battery attended and lined up on Elgin street near the tracks.
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22/03/1901 Almonte Gazette Renfrew Caldwell

An elderly man named Hugh Henderson, a resident of Grattan township, was killed by the snowplough special on the Canada Atlantic near Caldwell's station on Wednesday afternoon. Henderson was walking along the track with his shovel on his shoulder, and evidently heard the whistle, for he started to run ahead. But he must have been confused, for he remained close by the rails, and was struck and killed. - Renfrew Mercury.

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 Renfew

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.

10/03/1902 Ottawa Journal Renfrew Douglas

Much sympathy is felt for Mr. Boyd, of Douglas, who lost many of his effects in the recent fire at the station here

20/03/1902 The Equity, Shawville Renfrew Douglas

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.

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 intentness 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.

22/03/1902 Ottawa Citizen Renfrew Elgin Street

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 York.

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 alarm 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 adjacent 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.

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 contruction 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 despatched 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.

12/04/1904 Ottawa Journal Renfrew

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 jekd 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

Collision at Madawaska
Two freight trains crash into one another
This is the first head on collision on the Canada Atlantic for eighteen years.
For the first time in eighteen years since the road was taken over by the company, a head on collision occurred on the Canada Atlantic railway yesterday morning.
Two freight trains were given orders to cross at La Napo (sic) a small siding six miles west of Madawaska, The trains were proceeding slowly at the time they met and as a result the damage done was slight.
How the accident occurred is not yet known by the officials. It is thought that one of the trains had drawn on to the switch, and either had not gone far enough or had pushed along too far. As a result a number of cars were ditched, the engines damaged and the fireman of the westbound train, Geo. Maguire of 432 Laurier Avenue, received such severe injuries that he was brought to St. Lukes hospital for medical attandance...
The engines were not derailed and were used to assist in replacing the derailed cars. A couple of grain cars were broken open and the wheat scattered over the road bed and in the ditch and the road was blocked for some hours. With the exception of fireman Maguire the train hands escaped without injury.
More.

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.

30/10/1905 Ottawa Journal Renfrew Fitzroy Harbour

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.

07/02/1906 Almonte Gazette Renfrew

All the sub-contracts for the building of the Parry Sound Railway have been let by Mr. Fauquier. The last one was given out on Wednesday, to Messrs. O'Neill & Ferguson for eleven miles. The distance and positions of the respective sub-contracts beginning from the Ottawa end are as follows: D. McDonald, Williamstown, first ten miles; O'Neill & Ferguson, next eleven miles; Mr. Fauqier, six miles, and Poulin & Fitzpatrick, twenty miles.

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 Renfrew

Unattached engine dashes into a through freight train on the Grand Trunk Railway.
Up until a late hour today traffic upon the Grand Trunk Railway was suspended owing to a rear accident yesterday at 3.30 p.m. The through freight going east stopped a mile east of the station owing to a hot box and was dashed into a few minutes later by an unattached engine going east which did not stop at Renfrew, nor was an attempt made to flag it.
The van and three cars were demolished and seven or eight rendered unfit to travel, the balance of the train being taken ahead. The offensive engine was badly wrecked. The fireman was buried for a short time beneath the coal from the tender but was rescued without serious injury. No other casualty.
Pictures CSTM Matt-1411/1412.

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

TRAIN ACCIDENT , NEAR RENFREW
Unattached Engine Dashes Into a Through Freight Train on the Grand Trunk Railway. . . Speclal to The Evening Journal.
Renfrew, Ont., Sept. 10. Up till a late hour to-day traffic upon the Grand Trunk Railway was suspended owing to a rear accident yesterday at 3.30 p. m. The through freight going east stopped a mile east of the station owing to a hot box, and was dashed into a few minutes later by an unattached engine going east which did not stop at Renfrew, nor was an attempt made to flag it.
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The fireman waa buried for a short time beneath the ooal from the tender, but was rescued without serious in.jury. No othsr casualty.

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 og 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)

01/12/1906 Ottawa Citizen Renfrew Ottawa East

JUMPED THE TRACK
Seven Freight Cars Gave Some Work to Railroaders.
Seven G. T. R. freight cars, four of whifh were loaded with lumber, were derailed at Ottawa East, near Ballantyne's coal chute yesterday morning. The train, which was just pulling out from Stewarton lumber yards, was crossing a switch, when one of the foremost cars was derailed by the track moving. Before the engineer could bring the train to a standstill seven cars were off the track, two of which, being loaded with heavy plank, sank up to the bottom of the car floors into the earth, leaving them balanced in a precarious manner. The unloaded cars were quickly replaced on the rails, but the loaded ones had to be unloaded before they could be replaced. The work of unloading occupied a large number of men for several hours. No damage was done. The tracks were cleared sufficiently to allow the regular 11 o'clock train to pass.

10/12/1906 Ottawa Journal Renfrew Renfrew

A Collision At Renfrew
Two Freight Trains ComeTogether.
Little Damage Was Done However.
There was a collision at Renfrew Saturday evening between two freight trains one belonging to the CanadianPacific Railway and rhe other to the Grand Trunk. No one was hurt and the only damage consisted in the smashing of two of the C.P.R. freight cars and the derailing of the G.T.R. engine. The smashup delayed traffic on the G.T.R. line for some hours. The C.P.R. freight was on the diamond at Renfrew and the G.T.R. train was going east. Previous to the collision the C.P.R. train was divided but when the smash came was all coupled together. The cars struck by the engine were loaded with cement.

14/12/1906 Eganville Leader Renfrew Renfrew Juncrion

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. beakeman'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.

21/12/1906 Ottawa Citizen Renfrew Arnprior

ENGINE RAN INTO DIAMOND. A light engine coming east on the Grand Trunk railway beyond Arnprior Wednesday night (19/12) re-unite [sic] a D rail at Arnprior and was ditched. The accident occurred at the diamond, the crossing of the main lines of the C. P. R. and the Grand Trunk. The engine, pulling no cars, was moving along at a fair speed and for some reason that has not yet been explained, ran square into the diamond, which was open for crossing only to C- P. R. trains. It made bad havoc of the crossing, bending the rails and almost tearing up the track. The engine was turned completely over and it was only by a miraculous escape that the engineer and fireman escaped with their lives It is understood that Champness, the engineer, was hurt, but not seriously. A gang of men was called up at once and set to work immediately to repair the track. Very little delay was caused to the trains on either system. W. Hamilton, fireman, had his ankle sprained slightly.

28/12/1906 Ottawa Citizen Renfrew Madawaska

WAS FRIGHTFULLY MANGLED.
Madawaska, Dec. 27. (Special.) The remains of the unfortunate man who was struck by a freight train early Sunday morning and killed have been identified as those of A. Logan, secllon man, married, and aged about 41 years The man was fearfully mangled.
It appears that Logan was walking the tracks about a quarter of a mile from Madawaska station, and not hearing the approaching train was run over, about midnight, Saturday, he leaves a family to mourn his sudden death.

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.

15/02/1907 Ottawa Citizen Renfrew Bell Street

An order is to issue respecting the Bell street bridge, allowing the Ottawa Electric railway to cross the Grand Trunk by means of the bridge. The structure is not of a permanent character and any strengthening necessary will be divided as follows: The Grand Trunk to supply the uprights, the street railway the stringers and beams and the city the top planking. If a new structure Is required the board will make another order.

20/02/1907 Ottawa Citizen Renfrew Galetta

BLOCK AT GALETTA
Caused by Derailment of Freight Cars in Early Morning.
The east and west bound local express trains on tho Grand Trunk railway were delayed for nearly two hours this morning by the line being blocked at Galetta through the derailment of a couple of freight cars. A west bound freight consisting of about thirty cars and hauled by engine number 1367 was passing through the village at 6.45 o'clock this morning and when about half way over the switch a brake rod dropped and caught in the frog, throwing the switch open and side-tracking the rear end of the train. The train proceeded for some distance in that peculiar manner. The draw-bars held firm and the two sections were held together by one of the derailed cars, which was being dragged crosswise of the tracks. The wrecking train and crew were sent from Ottawa and had the line clear for traffic about 11.45 o'clock.

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 Citizen Renfrew Ottawa Rideau Canal

ENGINE OFF BRIDGE
Locomotive Had a Narrow Escape of Dip into Rideau Canal.

A large GrandTtrunk railway engine came within an ace of dropping into the Rideau canal at the Ottawa East swing bridge this morning. In charge of engineer J. McKenna and fireman Johnston it was backing out to take a freight train. The bridge had been open for the Ottawa which had just gone through on the way to Smith's Falls but the engineer apparently did not notice the signals which were against him till he was near the bridge. By reversing he succeeded in bringing the engine to a stop just as two wheels of the tender had projected over the water. Fireman Johnston jumped before the engine went on to the bridge but the engineer stayed till the engine stopped. Three engines were attached to the engine, on the east side and the tender was pulled back on the rails in time to have the track clear for the first passenger train. The damage consists of a few broken timbers where the tender was pulled on.

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. 451are 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.

19/12/1907 Kemptville Telegram Renfrew Arnprior

A head-on collision occurred at the G.T.R. yards Arnprior, Wednesday morning of last week. The west bound passenger train ran into the freight, telescoping the baggage car and completely wrecking it and the engine. No one was killed but the passengers received a bad shaking up. Mr.Geo D.R. Milford of Carp, son-in-law of our townsman, Mr. Geo. Ferguson, and who is well known here as a traveller for McColl Bros of Toronto, was among the passengers, but escaped with a slight shaking up.

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.

15/04/1909 Ottawa Citizen Renfrew

Timely action averts wreck
Of GTR Express near Pembroke
Track had been washed away by freshets
Young man flagged train just in time
Much more but poor quality

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.

17/08/1909 Ottawa Citizen Renfrew Carson Lake

Wreck on G.T.R
A mixed train going west derailed a short distance from Barry's Bay at 9.15 last night. W.J. Thurston, fireman, Madawasgar, [sic] is missing. It is surmised he is killed.

18/08/1909 Ottawa Journal Renfrew Carson Lake

A RAILROADER MEETS DEATH

W.J.Thurston, 20 years of age, a fireman on the G.T.R., was killed in a washout accident at Barry's Bay, Monday night at 9.15 o'clock. The wash-out was due to a cloud burst, which had a damaging effect upon the crops and railroads for miles about.
Thurston was firing on a mixed train going west. The engine, tender, four cars loaded and two empties, left the track and rolled over a steep embankment many feet high. Thurston lived at Madawaska, and was a brother of Wm. Thurston, train operator at Alexandria

18/08/1909 Ottawa Citizen Renfrew Carson Lake

FIREMAN KILLED
Cloudburst Causes Washout at Barry's Bay.

A mixed G.T.R. train going West on Monday night run into a washout near Barry's Bay at 9.15 o'clock. The engine, tender and four cars loaded with merchandise and two empties left the track, and rolled down an embankement near the lake. The passenger cars did not leave the rails. All escaped unhurt but the fireman. W.J. Thurston of Madawaska. For some time he could not be found but at Iast was found under a car, crushed to death. He was 20 years of age, and a brother of William Thurston, a G.T.R. operator at Alexandria. The latter has been notified and left for the scene of the accident.
The washout was due to a cloud burst which wrought havoc to crops, and railway lines in that district. It washed away the ballast along the G.T.R. line at different points. It was one of the heaviest rains in many years in that district. However the main line has been repaired and the trains are running as usual.

19/08/1909 Ottawa Journal Renfrew Carson Lake

OTTAWA CREW HAD NARROW ESCAPE
Passed Over Scene of Barry's Bay Fatality an Hour Previous

A number of Ottawa railway men employed on the Grand Trunk consider themselves very fortunate in escaping the wreck at Barry's Bay. Monday night, caused by a cloudburst and in which W.J. Thurston, of Madawaska, was killed. Just an hour before the accident occurred the Ottawa bound train passed over the spot where the fatal accident occurred. The Ottawa train escaped the violent storm, which caused the washout, and the wreck. When the crew of the Ottawa bound train heard the news of the fatality they considered themselves most fortunate, although deeply grieved at the death of a fellow employee.

20/08/1909 Almonte Gazette Renfrew Carson Lake

A mixed G.T.R. train going west on Monday night ran into a washout near Barry's bay. The engine, tender and four cars loaded with merchandise and two empties left the track, and rolled down an embankment near the lake. The passenger cars did not leave the rails. All escaped unhurt but the fireman, W.J. Thurston of Madawaska. He was found under a car, crushed to death. He was 28 [sic] years of age, and a brother of William Thurston, a G.T.R. operator at Alexandria. The washout was due to a cloudburst which wrought havoc to crops, and railway lines in that district.

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 westboud local on the C.P.R Saturday morning and sustained injuries from which he died n 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 embanklment 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 empanneled 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.

22/09/1911 Eganville Leader Renfrew Barrys Bay

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

16/07/1912 Ottawa Journal Renfrew Carp

Carp. Mr. W, Glennie, Galt, spent last week in this vicinity buying and shipping hay. The Milne and Glennie Co. have a few more cars of hay to be shipped from the station here, which wil end the shipment of last year's hay crop.

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 Grank Trunk station is looking a good deal better thank 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 where 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 bording 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

23/04/1915 Ottawa Citizen Renfrew Eganville

Eganville Station Burned.
EGANVILLE, Ont., April 23. As Mr. J. P. Smith, agent at the Grand Trunk Railway station here, sat in his office about eight oclock last night he heard a crackling sound coming from the freight shed that adjoined the office. He opened the door and found big flames sweeping through the place. His wife was out on the station platform; upstairs was their invalid son. Smith hurried upstairs to the rooms above the station building where they lived, to get their boy, who was lying helpless on his bed. He got him out to a place of safety and a few minutes later the shed and station buildings. which were built of wood, were a mass of flames. All the freight in the shed, of which there was a considerable quantity, was destroyed, as was everything else in the building, including $50 in cash in the till, all the company's papers, and the Smiths' furniture.
The loss will total about $6,000 covered by insurance. Just what caused the fire is not known.

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 volunter brigade fought valiantly to save the buildings they were compeletely 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.

09/09/1916 Ottawa Citizen Renfrew Bronson avenue

Commission order for Ry. Crossing
The board of Railway Commissioners has issued an order regarding the protection gates for the level crossing over the G. T. R. tracks at Bronson Avenue. The order directs that twenty per cent of the cost of the gates be paid out of the Railway Grade Crossing Fund, the balance to be divided equally between the city and the railway company. A day and a night watchman are to be employed and the cost of maintenance and operation is to be divided fifty - fifty between the city and the railway company.

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.

01/11/1917 Ottawa Journal Renfrew South March

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 dreailment 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.

10/05/1920 Ottawa Citizen Renfrew LeBreton street

Solomon Viner, Age 5, Met death at the LeBreton St., Crosing
While playing about the G.T.R.tracks crossing Le Breton street Saturday afternoon, little Solomon Viner, five years old was hit byu the 6.30 train from Pembroke and as a ersult of his injuried received, died one hour leter at St. Luke's Hospital.
More - illegible

15/05/1920 Ottawa Citizen Renfrew LeBreton street

EVIDENCE CLASHES AS TO SIGNAL BELL

Enquiry Into Death of Little Sol Viner is Not Concluded.

Coroner Craig conducted an inquest into the death of the late Solomon Viner. aged five years, who was killed last Saturday afternoon by the G.T.R. Pembroke trainat the railway crossing on Le Breton street, last night at the police station. The whole evening was devoted to taking evidence, which was not concluded when the inquest adjourned at 11.30. It will be resumed Monday at 8 p.m.

Throughout last night's inquiry the evidence was somewhat conflicting, especially in regards to the electric signal at the Le Breton street crossing. Members of the train crew stated that after the child was hit the train stopped, and that they heard the electric beil signal ringing.

Residents in the vicinity of the Le Breton street crossing stated that they did not hear the signal ringing.

Mr. and Mrs. McVeigh. 248 Le Breton street, were coming out the front door of their house immediately before the accident happened. They diid not hear the bell ringing, but would not say that it did not ring. Mrs. McVeigh testified that she did not hear the bell, and when asked by the coroner if the bell rang, seemed to get confused. Her husband approached the railing of the court room and accused the coroner of trying to make his wife commit perjury. Coroner Craig threatened to have him put out.

George Mason., 230 Le Breton street, swore positively that the bell did not ring and that such was the case on previous occasions. He stated that he was nearly run over himself at the same place, about the middle of March, and at that time also the bell did not ring.

18/05/1920 Ottawa Citizen Renfrew LeBreton street

ACCIDENTAL DEATH LITTLE SOL VINER

Much Conflicting Evidence as to Ringing of LeBreton St. Signal Bell.

After listening to the greatest mass of contradictory evidence ever taken at an inquest in Ottawa, the jury at the inquest into the death of the late Solomon Viner last night returned a verdict of accidental death, after a deliberation of twenty minutes. Addressing the jury after hearing all the witnesses, Coroner Craig stated that during his experience as coroner in the last fourteen or fifteen years, he had never heard such a mass of contradictory evidence, and that they as sensible men had to weigh the entire evidence and arrive at a proper verdict.

So many witnesses had to be heard that it was found necessary to extend the time of the hearing over two nights. Friday night last, evidence was taken from eight o'clock till 11.30, and last night it 11.05 when the last wltness was heard.

The verdict returned by the jury was that Solomon Viner came to his death in St. Luke's hospital, May 8, 1920, being struck by G.T.R.. train number 52 at the LeBreton street crossing the same day, and that death was accidental. Viner, who was five years old. was hit about 7.30 in the evening of Saturday, May 8.

The point over which was the most conflicting evidence, was. whether or not the signal bell at the LeBreton street crossing rang, as a warning that a train was approaching, at the time of the accident. Residents of the, vicinity of the railway crossing swore that they did not hear the bell ringing, and some of them went so far as to swear that the bell did not ring. Railway employes swore the opposite. The train crew swore that when the train had stopped just over the crosslng, after tho accident had occurred, they had heard the bell ringing, while other employes, who had tested the bell since, found it to be In good order.

29/09/1920 Ottawa Citizen Renfrew Kinburn

KINBURN WOMAN AND SON INJURED BUGGY HIT BY G. T, R. TRAIN

Mrs. Walter Acres and Howard Acres Badly Hurt, While Horse Was Instantly Killed.

As a result of the Ottawa-Pembroke G.T.R. local colliding on Tuesday morning with a buggy in which they were driving at Kinburn, Mrs. Walter Acres, of that village, and her four-year-old son, Howard, received injuries which may prove fatal. If they survive the accident their escape will be veritably miraculous.

Mrs. Acres' injuries consist of a fractured hip and internal injuries, while the boy is suffering from severe injuries to his head. Both are suffering very much from shock and the next twenty-four hours will tell whether they will live.

The horse was instantly killed, while the buggy was completely wrecked. It is believed that Mrs. Acres, who was driving up to the village to do some shopping, did not see the train until it was almost upon her, and that she attempted to get across the track before it reached them. The crossing is not considered at all dangerous, there being a clear vision on both sides. Both the mother and boy-were thrown some distance by the impact.

Mrs, Acres is the wife of one of the prominent farmers of Kinburn, near Arnprior. Dr. Hyndman, who is attending them, states that it will take another twenty-four hours to ascertain the real seriousness of their injuries. There is a possibility of the boy's skull being fractured and as soon as the swelling subsides a little Dr. Hyndman will make a careful examination.

The accident occurred about 9.40 a.m. on Tuesday and it is thought that the horse was hit squarely by the engine and the buggy thrown sideways.

Likely to Recover.

The condition of Mrs. Walter Acres, of Kinburn, and that of her four-year-old son Howard, who while riding in a buggy on Tuesday morning were struck by the Ottawa-Pem broke G.T.R. train and seriously injured, was reported this morning by their physician. Dr. A. B. Hyndman, of Carp, to be slightly improved. The injuries are not as serious. as at first! reported and hope is held out for the ultimate recovery of both.

18/01/1921 Ottawa Citizen Renfrew Rochester street

KILLED BY TRAIN AT ROCHESTER STREET

Mr.. Albert H. Harvey, a man about 60 years old. was killed shortly before noon today by the Incoming Pembroke train near Rochester street crossing of the Grand Trunk railway.

Harvey was very deaf, and was walking on the track. He apparently did not hear the whistle or the electric bell at the crossing, anil was struck and thrown some distance and instantly killed.

Harvey was known locally by his nickname of "Bruno." He resided in a rooming house, 619 Cumberland street, and had been employed at the Canadlan National telegraph offices as a messenger.

He leaves a wife and two children, one son and' one daughter. His wife and family recently moved from Ottawa to Toronto, where they now are. The body was taken to Woodburn's undertaking parlor and an inquest hns been called for eight o'olock tonight.

26/01/1921 Ottawa Citizen Renfrew Rochester street

INFIRMITY CAUSE A.H. HARVEY DEATH

The G. T. Railway Company and train crew In charge of the train that killed the late A. H. Harvey on Jan. 18th at the Rochester street crossing, Ottawa, were absolved from blame at the inquest held last night at the police station by Coroner J. E. Craig.

Mr. Walter Taylor was foreman of the jury and some of the train crew who gave evidence were J. Marsh, conductor, Aylmer Ave., Ottawa: W. J. Keevil, trainman. 65 Laurier Ave., East: E. Marchand, brakemnn, Pembroke: H. Brown, engineer, 91 Greenfield Ave., Ottawa East; F. Rennick, fireman, 66 Havelock-Ave.

The verdict was "That the late A. H. Harvey came to his death of Jan. 18th, 1921, In Ottawa, and the cause of his death was due to him being struck by G. T. Railway train No. 58 at the Rochester street crossing, which was accidental. In all probability the fatalty was due to the fact that the deceased was deaf."

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.

15/11/1921 Ottawa Citizen Renfrew Bank Street

An application by residentsof the south end of the city, but mainly commercial travellers, for an order to the Grand trunk Railway to stop incoming trains on the Parry Sound and pembroke divisions at the Bank street yard.
More but much illegible - see Journal same date

15/11/1921 Ottawa Journal Renfrew Bank Street

To find out number to be accommodated

Commercial Travelers ask for Bank Street train stop.

Arguments in the application of the Ottawa commercial Travelers Association for an order directing the Grand Trunk Railway company to stop two trains from the West, numbers 58 and 52, at the Bank Street yard office to allow passengers to alight, was heard before the railway commission this forenoon. The hearing was practically concluded. The board adjourned the case for one month to allow the Grand Trunk to make a check during that period of the number of passengers who would stop off at the point mentioned. The board will then deliver judgment.

The application for the stoppage of the trains in question at the Bank street yard office was supported by city solicitor F. B. Proctor, and Mr. W. L. Massiah, secretary - treasurer of the Ottawa Commercial Traveller's Association. Mr. Massiah stressed the fact that a large number of commercial travelers residing in the southern part of the city were in the habit of alighting at the Bank street yard office. Many people would risk getting killed in a lighting from trains in motion if there were no stop.

The application was opposed on behalf of the Grand Trunk by Mr Normand Guthrie, Counsel, and Superintendent F. L. Lamplough. "Tthe application is asking something we should not agree under the present circumstance" Mr. Lamplough stated.

Chief Commissioner Carvel was of the opinion that an order granting a stop-off at Bank street would be tantamount to an order for the establishment of a station at that point. He assumed that the Union station had been established to take care of all city passenger traffic.

Mr. Proctor pointed that Hamilton with a population about the same as Ottawa had suburban railway stations. "The time is coming." he stated, "when the present Union station will be unable to take care of all passenger traffic. It is indicative of our easy-going nature that we have not applied for suburban stations before."

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.

05/01/1922 Winchester Press Renfrew Eganville

The mayh who tries to beat the train to the railway crossing near Eganville lasrt week is now resting quietly in the grave. That's what happens in most cases when a man tries to beat a train to a railway crossing.

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.

26/01/1922 Ottawa Citizen Renfrew

REFUSE REQUEST FOR STATION AT BANKS SUBWAY
Hon. F. B. Carvell. in Judgment, Dismisses Application of Certain Citizens and Commercial Travelers
STATISTICS SHOW IT IS NOT NEEDED
Commissioner's Tribute to Street Railway and Other Civic Facilities.
There will be no railway station ion Bank street at the G. T. Ry. crossing near the subway. The application of certain citizens of Ottawa for an order directing the Grand Trunk Railway through trains to stop at the Bank atreet Yard Office to take on and off passengers made last November to the board has now been refused, after certain statistics had been gathered by the board's officials.
The decision is very gratifying to those In Ottawa who are advocating the removal of the cross town tracks, as any decision for a station stop at this point, it was felt, would postpone the day when the G. T. Ry. a crosstown tracks would be removed. Incidentally the judgment has a word of high praise for the city's street car service.
The Judgment.
The decision, which was given bv the Chief Commissioner, Hon. Frank B. Carvel), and concurred in by Commissioners Calvin Lawrence. Dr. Rutherford and Dr. S. J. McLean, is as follows:
"In my opinion, this application should be dismissed.
"At the hearing the company .was ordered to take a census of the traffic for one month, which they have done between the 16th day of November and the 15th of December, both inclusive, the results being as follows:
Train 58 Commercial Travellers' tickets, 147; Other paying tickets, 1,044; Passes: 51
Train 52 Commercial Travellers tickets, 252; other paying tickets. 940:Passes, 173.
"The number of commercial travellers on the incoming .train, which is the only one about which the application is made, is not very great and, while, no doubt, the stoppage of the train in question would be some convenience to this limited number, as well as to certain other persons living in that portion of the City of Ottawa who wish to use this particular railway, yet, on the' other hand, it would be impossible to maintain the service as requested, because there would inevitably be a demand for the stoppage of outgoing trains by some person who wished to travel on the Parry Sound line, not a commercial traveller. It is Quite .evident that commercial men must go to the Central Station to buy their tickets in order to take advantage of the. reduced rates. .This would be followed very shortly by a demand for station, facilities,, including an agent for bacgage and express and all that goes with it, and. I do not think we are justified in imposing this burden upon the railway company at the present time
"Perhaps, however, I am influenced in this decision more by the general conditions in Ottawa than the special case referred to. Probably no city in Canada has a more up-to-date street car service than has the City of Ottawa: the Central Station, which now accommodates all passenger trains, is centrally located, and I think it would be a great mistake to establish stations elsewhere in the city, especially at such a short distance from the Central Station."

29/05/1922 Ottawa Journal Renfrew Bank Street

GTR TRAIN BREAKS AN AXLE IN YARDS

A broken axle on Grand Trunk train No. 52 occasioned some inconvenience to passengers on the train early Saturday evening, as a result of which they had to transfer to other coaches at the Bank street yards.

The break occurred at 6.40 o'clock standard time, Saturday evening, as the train was pulling into the Bank street yards. The axle broke low in the second class coach. There was no confusion, the passengers changing quietly over to the express and baggage cars.

The train which makes the run from Depot Harbor to Ottawa, was only about 10 minutes late as the result of the break. Conductor Tom J. Brachen, 38 College avenue, was in charge.

29/05/1922 Ottawa Citizen Renfrew Nepean

NOTICED BREAK AND PREVENTS ACCIDENT

The derailing of the G.T.R. express from Pembroke, on Saturday night, was narrowly averted through Mr E. Moore, 134 Cartier street, the fireman of the train, looking back from the window of the engine cab and noticing that an axle of one of the passenger coaches had broken. The train at the time was near the Ncpean yards of the J. R. Booth Ltd. It was immediately brought to a standstill, and the passengers were transferred from the passenger coaches to the mail and baggage cars and brought to the city.

The spot where the broken axle was noticed is but a short distance from a sharp curve, near Holland avenue viaduct, and It is generally believed that had the train taken this curve one or more coaches would have become derailed. After the regular train had delivered its passengers at the Central Station, a crew was sent out to bring in the damaged passenger coach.

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.passengerr train between Pembroke and Ottawa. At two o'clock the train was four hours late in reaching- reaching Ottawa and the obatructlon 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 derallment is not serious.

07/09/1922 Ottawa Citizen Renfrew Parkdale Avenue

BUGGY WAS STRUCK BY GTR TRAIN

Clement Davis Has Narrow Escape at Parkdale Avenue Crossing.

Clement Davis, residing at the corner of Bellevue and Carling avenues, had a hairbreath escape from at least serious injury, a few minutes before six o'clock last evening, when a buggy in which he was driving was struck by an east-bound G.T.R. freight train at the Parkdale avenue crossing. As it was he escaped with a few scratches, his horse uninjured and tho buggy badly smashed.

Davis was driving in a southerly direction along Parkdale avenue, and for some reason did not heed the bell at the crossing, which rings as a warning of trains approaching. The bell rang, for just a few minutes after the accident happened a Citizen reporter who was passing, heard it ringing. The freight train, drawn by engine number 1645, and in charge of Engineer H. Legate and Conductor J. Conley, both of Ottawa, was travelling in an easterly direction at a moderately slow rate of speed.

Davis had almost crossed the tracks when the accident happened. The front of the engine caught the rear part of the buggy and swung it to the east side of the road. Davis himself was thrown clear of the rig and fell among some grass the side of the road. As the train along was travelling slowly, and thanks to the presence of mind of the engineer, it had almost come to a stop when the collision occurred.

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 detatched 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 sytated that the line was repaired and cleared by 10 o'clock Sunday morning.

Also in the Ottawa Citizen same date

23/06/1923 Ottawa Citizen Renfrew Bayswater Avenue

TWO INJURED WHEN TRAIN STRUCK AUTO

R. Innis and R. B. Smith Hurt in Accident at Level Crossing.

Two men narrowly escaped death and are both suffering from injuries, one serious, following a collision between the motor car in which they were driving, and the Depot Harbour-Ottawa train, at the Canadian National Railway crossing at Bayswater avenue, which occurred at 7.30 o'clock last evening.

Robert Innis, 931 Wellington street, lies in the Protestant General hospital, Rldeau street, in a serious condition suffering from numerous injuries, and Rjchard B. Smith, 82 Spadina avenue, is confined to his home suffering from fractured ribs and a severe shaking up

The two men were on their way home, and were traveling north along Bayswater avenue. Mr. Smith owned and was driving the car, a McLaughlin touring car. The front of the engine struck the auto broadside and carried it for -about 250 feet along the rails. Innis was thrown out of the auto and suffered a fractured left arm, severe scalp wound, injuries to both legs, and internal injuries, while Smith remained in the car and was assisted out by Philip Button, fireman on the engine.

No Signal Bell.

Apparently the men in the auto did not see the approaching train until running onto the rails and then attempted to clear the track in front of it. The car was swerved to the east side of the street as if in an attempt to clear the track ahead of the train.

Mr. Philias Roy, 9 Second avenue, was engineer on the train, and did not see the auto till it shot right in front of the train. The engine caught the car broadside and carried it for about three car lengths, in which distance the train was brought to a stop.

The railway crossing at Bayswater avenue is a level crossing, but there is no signal bell to warn of the approach of a train.

25/06/1923 Ottawa Citizen Renfrew Nbayswater avenue

Injury Causes Death.

Robert H. Innes,' 931 Wellington street, who with Richard Smith, of Spadina avenue, was injured when the Ottawa bound Depot Harbor-Ottawa train struck an auto in which they were crossing the Bayswater avenue railway crossing on Friday evening, passed away on Saturday night at a local hospital.

The deceased was quite popular in the city. For 13 years he had been employed in the militia department. In fraternal circles he was also well known, having been senior deacon of Chaudiere Lodge, A.F. and A.M.. and was also a member of the Canadian Order of Foresters. He was 39 years of age, and was born in England, and came to Ottawa fifteen years ago. Besides his widow, he leaves two sons, Thomas and Norman, and one daughter. Irene. His mother resides in England.

Coroner W. W. Saulter, M.D., opened an inquest on Sunday afternoon. After the usual opening formalities the- inquest was adjourned until Tuesday evening, July 3.

A Masonic funeral will be held from the late residence this afternoon at two o'clock. A funeral service will he held at 1.30 o'clock.

04/07/1923 Ottawa Citizen Renfrew Bayswater Avenue

HEDGE OBSTRUCTED VIEW OF CROSSING

Mr. R. H. Innes' Death Found Accidental. Jury Recommends .Warning Signal

A venJiet of accidental death with a rider to the effect that a hedge obstructing a. clear view of the right of way should be clipped was returned by the coroner's jury, under Dr. W. W. Saulter which held an inquest at the police station last evening into the death of Robert H. Innes, 931 Wellington street, who died as the result ot injuries received when the auto he was riding in was struck by a C.N.R. train on June 22nd at the crossing at Bayswater avenue.

Evidence elicited from a number of witnesses by Crown Attorney J. A. Ritchie was somewhat conflicting on fhe point as to whether or not the locomotive had blown the customary warning blast from its whistle, as it approached the crossing. One point, however, which was well established, was that a hedge which was described as about 30 feet long and about 7 feet high, which ran along at the side of the railway in the rear ot Mrs. Alex Camnbell's property, situated on the southwest corner of the crossing, obstructed the view ot both the driver of the automobile and the engineer of the locomotive. The jury added a rider to its verdict that the hedge should be trimmed off where it encroached on the right of way, which extends for some 30 feet on each side of the tracks. The jury also advised that a warnins bell be installed at the crossing.

The Chief Witness.

The chief witness was Mr. Richard Smith, Spadina avenue, who was the driver or the car hit bv the locomotive. Deceased was riding in the front seat with Mr. Smith. Mr. Smith deposed that he was travelling around eight miles an hour. He said he had looked to the west first and then to the east, as he approached me crossing, but had seen nothing. Shouts attracted his attention just as his front wheels touched the rail and looking quicklv to the west again he saw the locomotive quite near him. Having no time to go forward or backward he attempted to turn his car to the east and was struck by tne train as he did so.

Olher witnesses heard were Mr. John Cotter, 163 Spadlna avenue; Miss Marian Prudthomme. 163 Bavswater avenue: Dr. V. H. Craig, Somerset street; Miss Mary McCuaig, 117 Rochester street; Miss May Taylor, 130 Spadina avenue; Mr. P. E. Botten, fireman of the engine; Mr. Philip Roy, enginerr of the locomotive, and Constable Herman Boehmer.

The engineer contended that he was driving his train at about 15 miles per hour and. that he had sounded the customary warning blasts, two long and two short blasts, on his whistle when about one-quarter of a mile from the crossing.

13/09/1923 Ottawa Citizen Renfrew Carling Avenue

TRAIN KILLED HORSE

Jos. Astpect, of Westboro, Slightly Hurt in Crossing Accident.

Joseph Astpect, who resides at Westboro, had a narrow escape from death when his buggy and horse were hit-by C.N.R. train on the Carling Ave, crossing at an early hour this morning, near Bellevue Park. He waa proceeding home and did not notice the train approaching until It was too late to avoid it. His buggy was smashed to pieces and the horse was killed outright, but Mr. Astpect was only slightly injured. He was removed to St. Luke's Hospital by Wdodburn's ambulance but his injuries were found to be only slight. He left the hospital for his home later.

30/10/1923 Ottawa Citizen Renfrew Bayswater avenue

URGE PROTECTION LEVEL CROSSING

At the Board of Railway Commissioners on Tuesday next, there will come up the matter of protectlon at Bayswater avenue, Ottawa West, where same is crossed by the Canadian National Kailway tracks.

A fatal accident occurred there on June 22nd last, in which Mr. Robert Innes lost his life and Mr. R. B. Smitn, the driver of. the car, was badly hurt. At the inquest, it transpired that there was no warning bell to notify the approach of a train. A dangerous hedge which interrupted the view of both engine driver and those travelling on the road, was ordered clipped; but this precaution would not seem to be sufficient. The. coroner's verdict contained a rider advising that a warning bell be placed at the crossing.

Mr. H. K. Carruthers. secretary of the Ottawa Board of Trade, considers that the only satisfactory safeguard would be a wig-wag system such as has recently been installed on the new Driveway between tne Richmond road and the Ottawa river, and also on the continuation of this Driveway between the Richmond road and Carling avenue.

19/03/1924 Ottawa Citizen Renfrew Bayswater Avenue

Motor Owner loses case against C.N.R.
Jury Finds Company Had Not Been Negligent in Accident to R. B. Smith's Car.
Holding that the Canadian National Railway had not been negligent in the operation of it train, which on July 22nd last crashed into a motor car on the level crowing at Bayswater avenue, a Carleton county jury at one o'clock today, dismissed the action which had been brought by Mr. Richard B. Smith, owner of the motor car. against the C.N. R.. for $5,000 damages.
On behalf of Mr. Smith it was claimed that a hedgee situated on fthe company' right of way had obscured a view of the track, and the driver of the car had not heard the bell of the engine ringing.
For me C.N.R., it was testified that the members of the engine crew had not seen the motor car until it appeared on the track a few feet ahead of the train. It was also contended that both the bell and tha whistle of the engine had been sounded before the crossing was reached.

02/06/1924 Ottawa Citizen Renfrew Rochester Street

TWO PERSONS IN AMAZING ESCAPES WHEN C.N.R. TRAIN HIT MOTOR TRUCK Mr. and Mrs. T. Hill Hurled to Safety When Machine Struck by Passenger Train at Rochester Street Crossing. Driver Failed to See Oncoming Train or Hear the Warning Signals.
When the motor truck in which they were driving, was demolished, when struck by a west-bound passenger train at the C.N.R. Rochester street crossing on Saturday evening. Thomas Hill. Currell avenue, Westboro. miraculously escaped with scalp wounds and his wife uninjured, though both were badly shaken up. It was estimated that the train was travelling between 15 and 20 miles an hour.
Residents in the vicinity of the mishap are amazed at the escape of the two occupants of the truck. As the accident happened during the supper hour most nearby residents were inside their homes at the time when they were suddenly aroused, by the loud report of a collision. The noise of the collision was made still greater by the fact that the truck carried a 300 gallon tank for carrying oil, which was about a third full. Rushing from their homes they noticed the Canadian National Pembroke-Ottawa train being quickly brought to a stop and a man and woman walking out of cloud ol dust, wnicn surrounded the railway crossing.
The man was suffering from cuts on the forehead while the woman was in an extremely nervous condition, and they were taken to a nearby residence and Dr. A. S. McElroy was called. The doctor put two stitches in Mr. Hill's forehead and examined the two for other injuries, after which they were taken to their homes in a motor car by the police from number two station.
Smashed in Pieces.
The truck was badly smashed and pieces of it were scattered all around the crossing, while the oil tank, which it carried, was dragged along on the fender of the locomotive a distance of about 75 yards after which it rolled down an embankment from the railway track close td the Export Lumber Company fence. A hose carried on the truck for unloading oil was taken off the fender of the locomotive when the latter had reached the trestle over Preston street. About 75 gallons of gasoline and about 60 gallons of coal oil. which was in different compartments of the tank on the truck was spilled along the railway tracks.
When seen at their home last night Mr. and Mrs. Hill were stilt wondering how they came through the accident with so little injury. Mr. Hill was lying down but his wife was as usual attending to her household duties. . Both complained of being stiff and sore from the jolting they had received when thrown from the truck, while Mr. Hill's head was bandaged up. Both had visitors during the day congratulating them on their escape
Didn't See Train.
When asked by The Citizen man, who visited his home as to what happened Mr. Hill smilingly answered he didn't know. He said that he was driving an oil truck owned by the Capital Oil Products Company south on Rochester street at a slow rate of speed and on approaching the C.N.R. railway tracks slowed up the truck and looked up the track but could see no train, hear no whistle nor the ringing of the electric bell at the crossinp and so continued on.
The next thing he and his wife remembered was when they picked themselves up out of ths dust on the road and noticed a passenger train to the west of the crossing. Both spoke highly of the attention rendered them by residents of the neighborhood and by ths officers from number two police station.
Though he could not say definitely Mr. Hill thought that the train struck the rear part of his truck, throwing hia wife out the door at the side and himself out through the windshield. This is the only cause he could attribute to his head wounds. When thrown out Mr. Hill, who weighs about two hundred pounds, still gripped the steering wheel of the truck.
Official Report.
The train was in charge of Conductor John Marsh. 65 Aylmer avenue, and Engineer Hiram. Brown, 19 Echo Drive. These along with other members of the crew remained in Pembroke over the week-end and could not be got In touch with. However, on Saturday night a report of the occurrence was wired back to the superintendent's office here.
At the CN R. office it was stated that the train which left the Union Station at 4.30 o'clock (Standard Time), struck and badly damaged a motor truck and in the collision the driver of the truck was slight ly injured while a woman who was with him escaped uninjured. It was ' stated that the engineer had sounded the whistle of the locomotive while approaching ths crossing, and the locomotive bell was also ringing as well as the electric beil at the crossing. No mention was made of the train crew seeing the truck before the accident.
Residents in ths vicinity ot the mishap also told The Citizen that they had heard the bell ringing at the crossing previous to the approach of the train while some also told of hearing the engine's whistle giving two loud blasts when it was over a block away- from the crossing.

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.

08/07/1925 Ottawa Citizen Renfrew Young Street

Train Hit Auto At Young St. Crossing, Two Men Escaped
In a collision with a C.N.R. freight train at the Young street crossing yesterday afternoon two occupants of an auto, Napoleon Monette, 34 Douglas avenue, and Gustave Brault, 302 Wllbrod street, narrowly escaped serious injury. Brault received a slight cut on one of his legs.
The auto, which was driven by Monette, was travelling east along Young street, and at the C.N.R, crossing close to Preston street. it struck a freight train. The front of the auto was badly smashed.
Mr. Monette the driver of the car and Mr. Aubry a passenger, managed to jump when they saw a collision was inevitable but Mr. Brault, failing to make a getaway received injuries to his leg and some bruises as the car was carried about 75 feet by the engine. The auto was a five-passenger touring car. Mr. Monette, who is a local contractor, was driving home and taking Mr. Aubry and Mr. Brault to their homes also. There are no gates at the crossing as traffic is not heavy at this point. Apparently the driver of the car did not notice the approaching train in time to avoid collision. Mr. Monette and Mr. Aubry though shaken and somewhat bruised were otherwise none the worse for their unfortunate ex-perience.

18/11/1925 Ottawa Citizen Renfrew Carp

Automobile Struck by Freight Engine
Quick Action on Part of Ephraim Scharfe
Train Crews Averts Fatality.
Quick action on the part of Mr. Ephraim Scharfe, of Carp, probably saved him from serious injury when the automobile In which he was driving was struck by a C.N.R. freight train at a railway crossing at Carp on Tuesday afternoon.
The train was backing from a siding to the main line as Mr. Scharfe approached the crossing. Apparently thinking that he could cross before the train, he proceeded to the crossing and was about to go over it when he became aware of his danger. The train was about, to strike the front of the auto, but Mr. Schrarfe swung his car along the tracks and away from the engine, with the result that the auto was struck squarely in the rear and pushed some 200 feet along the tracks. When the train was brought to a stop. Mr. Scharfe was rushed to Dr. W. O. Robertson, Carp. His injuries were not serious but he was cut by flytng glass from the windshield. The body of the car was torn completely from the chassis.
Members of the train crew claimed that both the engine bell and the siding bell were ringing, and were unable to account for the accident. Although a member of the crew standing on the rear of the train signalled thi engineer when he saw what was about to happen, it was too late, and the smash followed.
Dr. W. G. Robertson stated to The Citizen that Mr. Scharfe is not seriously injured and is resting well.

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 genttlemen 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. R'y; G.M. Bell, M.J. O'Brien Ltd., J.Epinault, Central Supt Canada and Gulf Terminal R'y; 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. Donnogan, 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 petent 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 1975 - depending upon the actual date of publication the trip could have been taken on Nov. 25, Dec 2, 9, 16 or 23. 1925

12/06/1926 Ottawa Journal Renfrew Ottawa Car

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. Heady 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 Coommission 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 aparently 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 buillt 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 thw 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 is103,000 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.

07/02/1927 Ottawa Citizen Renfrew Arnprior

Pembroke Local Engine Derailed

C.N.R. Ottawa-Bound train in mishap. Engineer makes quick stop. No one is injured

Arnprior Feb. 7 The Canadian National Pembroke local No. 88, due in Ottawa at 11.35 a.m. was derailed here this morning

The rest is missing because of a torn page.

07/02/1927 Ottawa Journal Renfrew Carp

HUSBAND SEES FAST CN TRAIN KILL HIS WIFE

Mrs. F. H. Morrison, of Carp, Loses Life While Walking to Village Station

Struck by a CN. train before her husband's eyes when she was unable to get from the track because of high snow drifts, Mrs. Margaret Hanlon Morrison, aged 67, wife of F. H Morrison, for more than 30 years C.N.R. station agent. at Carp. was instantly killed on Saturday afternoon at two o'clock.

The accident occurred while she was walking on the track about 100 feet from the station where her husband was on duty. Mr. Morrison was one of the first to reach her after the train passed, but although she was carried into the station immediately, life was found to be extinct by Dr. A. B. Hyndman. her neck having bean broken.

Walked Along Track.

The train was a C.N.R. through extra, proceeding west from Ottawa and due at Carp ar 2.10 o'clock. Altbough not required to stop at Carp it was proceeding slowly at the time the accident occurred. The engine and caboose were going towards Smiths Falls to get a load of freight. W. R. Marsh was the conductor in charge.

As far as is knowm. Mrs. Morrison was going to the station to see ber husband. Instead of following the road from the town to the station, as she usually did on such visits, she left it at a crossing a short distance west ot the station and started walking east to the station on the track.

Although familiar with the regular train schedules, she apparently did not know that the extra was due. and did not notice it approaching her until it was about half way to the station. She attempted to step to the side of the track, but found that she was blocked by high snow. She got as far from the track as she could, and waited for the train, to pass. The train, meanwhile travelling at reduced speed, whirled past the station, the engineer at the same time noticing her at the side of the track. Immediately, seeing that there was not room for the train to pass without stiking her, the engineer threw on the emergency brakes, but too late to stop the train in time.

Thrown 15 Feet.

The engine caught the elderly woman and threw her 15 feet over the snow at the side of the track.

Mr. Morrison, who had. been expecting his wife to arrive by the road as usual, was on the station platform as the train passed through. Just as it passed.he caught a glimpse of the woman on the track and in the moment ot uninterrupted, vision recognised her as his wife. The train thundered past, and blotted her from from his sight. Fearful for her safety he ran down the track after the train and the still figure lying on the the right of way, just as some section hands also arrived, at the scene.

With the assistance of the section hands, Mr. Morrison carried her to the station, and Dr. Hyndman found that death had been instantaneous, her neck having been fractured. Her body was practically uninjured in any other way.

Dr. Hyndman, who is coroner for Carp, has decided that an inquest is necessary, and it will be held this evening.

The tragic death, of Mrs. Morrison came as a great blow to hundreds ot friends in the town and district. She was born in Carp and lived her entire life there, and was much beloved by all who knew her. Sbe was a member of St. Paul's United Church, and the funeral was held this afternoon from the family residence to the church. Burial was made in Huntley Cemetery.

Mrs. Morrison is survived by her huaband and one daughter, Mrs. (Dr). E. S. Johnston.

07/02/1927 Ottawa Citizen Renfrew Carp

WOMAN IS KILLED INSTANTLY WHEN STRUCK BY TRAIN

Mrs. F. S. Morrison, Wife cf Carp Station Agent, Was Walking on Track, Returning From Shopping Trip.

CREW FROM OTTAWA WAS IN CHARGE OF THE TRAIN

Husband Witnesses Woman Walking to Death, But No Time to Warn Her.

Struck by a C.N.R. locomotive, while walking on the railway tracks at Carp on Saturday afternoon, Mrs. Morrison, wife of F. S. Morrison, station agent, was instantly killed. She was 67 years of age.

Mrs. Morrison had been out on a shopping trip in the village and was returning to her home at the station about 3.10 p.m. when she was struck by a light engine and van travelling from Ottawa to Madawaska. Conductor W. R. Marsh, of Ottawa, was in charge of the train, and Engineer L. J. Turner, also of Ottawa. was in charge of tne engine.

The accident happened only a few yards east of the highway crossing where an electric bell was ringing to warn of the approach of the train, It was only about a hundred yards to the west of the station, at which the train had not stopped. Mrs. Morrison was slightly hard of hearing, it is stated, and apparently did not hear the warning of the approach of the train. She was walking towards it and her attention was evidently otherwise attracted for she gave no sign of having noticed the train.

Husband Sees Accident.

Her husband, who was at the station, saw her go to her death not knowing that the woman was his own wife, and being powerless to warn her of approaching danger. He saw the woman walking on the tracks about a hundred yards away and also noticed the approach of the train. After the train had passed he noticed that the woman he had seen had disappeared. He did not see her getting struck for the train was between him and the woman.

After striking the unfortunate woman the train was brought to a stop She was picked up by a member of the crew and was found to be dead, She was carried to the station, and Mr. Morrison received a dreadful shock when he saw that the unfortunate woman was his wife.

Dr. A. B. Hyndman was called, and found Mrs. Morrison to be beyond medical aid. In the capacity of coroner he viewed the remains and inquired into the circumstances of the accident. He decided to hold an inquest and a jury was empanelled, and after the usual formalities the hearing was adjourned until this evening at the town hall.

The late Mrs. Morrison had been a life-long resident of Carp and vicinity. She was born near Carp. During her many years of residence in the village she had won a wide circle of friends, among whom there is deep mourning following her sudden and untimely passing. She was active in the women's organizations of the United Church.

To the travelling public and in railway circles she was quite well known, especially to those who use the Ottawa, Madawaska or Pembroke C.N R. line. Her husband for the last thirty years had been station agent at Carp, formerly with the Grand Trunk and latterly with the C.N.R.

Besides her husband she is survived by one daughter, Mrs. (Dr.) F. J. Johnson, of Carp: two brothers, Nicholas Hanlan, of Arnprior, and Michael Hanlan, of Gravelford. Sask.; and one sister, Mrs. James Mitchell, of Detroit. Mich.

The funeral was held this afternoon from her late residence to St. Paul's United church, where a service took place at two o'clock. Interment was made in the Third Line cemetery, Huntley.

08/02/1927 Ottawa Journal Renfrew Carp

NO ONE TO BLAME FATALITY AT CARP

A verdict of accidental death was returned by the coroner's jury which last night at Carp investigated the death of Mrs. F.H. Morrison, aged 67, wife of the C.N.R. station agent at Carp. Mrs. Morrison was killed on Saturday by a Canadian National train when she was caught on the track with high banks of snow on either side, and was unable to escape from the path of the train. The jury exonerated the train crew of all responsibility in connection with the accident. Dr. A.B. Hyndman, of Carp, presided as the coroner,

11/02/1927 Morrisburg Leader Renfrew Carp

Woman Killed By Train

Struck by a C.N.R. train before her husband's eyes when she was unable to get from the track because of high snow drifts, Mrs. Margaret Morrison, aged 67, wife of F.H. Morrison, for more than 30 years C.N.R. station agent at Carp, was instantly killed on Saturday afternoon at two o'clock at Carp.

The accident occurred while she was walking along the track about 100 feet from the station where her husband was on duty. Mr. Morrison was one of the first to reach her after the train had passed. But although she was carried into the station immediately, life was found to be extinct, her neck having been broken.

10/08/1927 Ottawa Citizen Renfrew Holland Avenue

JUST ESCAPED AS TRAIN SWEPT BY

Dangerous Practice by Children Walking Tracks and Crossing Holland Avenue Railway Bridge.

The dangers attendant upon children walking on steam railway tracks was emphasized this morning when six children, not one of them over twelve years of age, gave those who saw them a few anxious moments, and themselves a bad fright, when they scrambled down a C.N.R. embankment a few seconds ahead of a fast westbound passenger train about 8.45 o'clock.

The children, who apparently were aware a train was due in their direction from the manner in which they kept looking back, were walking the tracks in the vicinity of the Holland avenue bridge.

They had just embarked on the bridge when the long drawn out whistle of the locomotive sounding for the Bayswater avenue crossing was heard, and then they ran helter skelter across the structure, for they had to, there being no other way of getting off the track, and reaching the west end of it. had just tumbled down the steep embankment when the train, covering much ground in a short space of time, swept by. If any of the children had fallen while running across the bridge, it is doubtful whether they would have been able to get clear before the train was upon them.

Despite the notices which are prominently displayed that trespassers on the tracks will be prosecuted, many walk them and most of those who are offenders are young children, especially in berry picking time, as raspberry bushes are to be found in abundance on the embankments on each side.

08/09/1927 Ottawa Citizen Renfrew Carling Avenue

SMIRLE AVE. RESIDENT HAS NARROW ESCAPE

J. A. Bowser, 96 Smirle avenue, had a narrow escape late yesterday afternoon when he attempted to drive his motor car across the main line level crossing of the C.N.R. on Carling avenue. The fender and rear of the car were dinged, but apart from this the car was not damaged to any extent. Mr. Bowser was practically over the crossing when the rear of his car was caught by the front of the engine hauling a freight train: The train was not proceeding at a rapid rate, which probably accounts for Mr. Bowser's fortunate escape.

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.

07/02/1928 Ottawa Citizen Renfrew Parkdale avenue

AUTO CARRIED FOR 500 FEET ON RAIL TRACK

Romeo J. St. Denis, 425 Clarence Street, Critically Injured in Smash at Parkdale Ave. Crossing.

Slim Hopes Are Held for his recovery Eye-Witness Thinks He, Was Trying 'to Get Across Track Ahead of Oncoming Train.

Mr. Romeo J. St. Denis, 425 Clarence street, manager and part owner of the Capital Brass Works, 630 Parkdale avenue, was critically injured about eleven thirty o'clock this morning when a combined truck and roadster Chevrolet car which he was driving was struck by the incoming C.N.Ry Pembroke train at the Parkdale avenue level crossing.

When the locomotive, travelling at about twenty-five miles an hour, struck the automobile it was carried fully six hundred feet along the track before the engine was brought to a stop.

The train crew found Mr. St. Denis on the pilot of the engine, covered with debris of the wrecked car, and he was carried on board the train arid given first aid by Dr. M. J. Malojney, M.P, of Eganville, who was a passenger on the train, and was brought on to the Central Station.

There he was placed in Hulse Bros, ambulance and rushed to the Civic Hospital, where Drs. F. W. McKinnon and W. C, McCarthy, who are in attendance, hold out but slim hopes for his recovery.

Last Rites of Church.

When picked up, Mr. St. Denis was in an unconscious condition and at the hospital he was found in have sustained a compound fracture of the right leg, a bad scalp wound, and is believed to be suffering from internal hemmorrhage. So serious was his condition that the last rites of the church were administered to him.

How the accident happened is not quite clear, but the engineer of the train, Mr. Harry Brown, 19 Echo Drive, stated that when they were some distance from the crossing, where the wigwag signal was operating, and while the locomotive bell was sounding its warning, his fireman, Mr. D. Milligan, shouted to him that an auto was approaching the crossing from the north side. He applied the brakes, but too late to avoid hitting the automobile, which was squarely on the tracks when the engine arrived .at the crossing, and which was carried some distance before the train was brought to a stop.

Story of Eye-Witness.

Mr. St. Denis was travelling south in his car en route to the Capital Brass Works, which are located about sixty feet south of the CNR. tracks, and according to a teamster, Mr. R. B. Kelly, Grant street, whom Mr. St. Denis had passed, travelling at a fair rate of speed, the driver of the car was apparently trying to get across the tracks before the train arrived. He does not think the car stalled in any way.

How Mr. St. Denis escaped instant death in view of the wreck of his car which was smashed almost to kindling wood, is a wonder to the railway authorities, as is also the fact that his unconscious body was found on the pilot of the engine. It is surmised that when Mr. St. Denis awoke to his danger, and saw the oncoming locomotive upon him, he must have tried to jump from his car and landed on the pilot of the engine, as there was no trace of blood on the wreckage of the auto, when examined afterwards.

Fireman Milligan, of the C.N.R., stated that when he saw the automobile it was on the south side of the tracks and was travelling fast for the crossing apparently in an endeavor to get across before the train arrived, and he shouted a warning to his engineer who at once applied the emergency brakes, but he was too late to avoid the accident.

He said the engineer had whistled for the crossing and that the bell was ringing as they approached it.

The conductor in charge of the train was Mr. J. Marsh, 65 Aylmer avenue, and he assisted in carrying the badly injured man on to the train, and with Dr. J. M. Maloney, MP., rendered what first aid was possible.

Mr. J. Robinson, partner of Mr. St. Denis in the Capital Brass Works, stated he was at a loss to explain how the accident occurred, as there is a clear view of approaching trains at the Parkdale avenue crossing, and Mr. St. Denis had been travelling this route for some years and knew the times at which trains could be expected. He staled that after the locomotive hit the Chevrolet, it was carried in a mass of splintered wreckage fully five hundred feet down the track, before the train came to a standstill.

25/02/1928 Ottawa Citizen Renfrew Arnprior

FREIGHT DERAILED WEST OF ARNPRIOR.

Arnprior Ont.. Feb. 24. While proceeding eastward about three miles west of Arnprior five cars of a Canadiani National Railway way freightleft the rails about five o'clock this afternoon and tied up traffic for some time. While the derailed car were badly smashed, the roadbed was only slightly damaged and will be cleared and repaired tonight. Passengers for points west of Arnprlor on the Ottawa-Pembroke Local, train No. 87 were delayed here about an hour and were then transferred at the scene of the accident to an improvised train made up of cars from the west bound way freight and proceeded to their destination. The cause of the accident is unknown but is thought to have been due to a broken arch bar.

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 ttawa, 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.

08/12/1928 Ottawa Journal Renfrew Renfrew

Jury Finds Death Due To Accident

State Renfrew Woman Killed By Mischance At Level Crossing.

RENFREW, Ont-, Dec. 7. That she had come to her death through mischance and through no fault ot railway employee, was the verdlct ot the coroner'a jury today at the inquest held in connection with the accidental death of Mrs. Louis Blaskovich of Barry's Bay at the Elisabeth street crossing of the C N. R. in Renfrew on Dec. 5th. The train crew and other persons gave evidence, but no new light was thrown upon the situation. Mrs. Blaskovitch was struck by a shuntlng freight train and killed instantly without anyone witnessing the accident. Chief of Police Scott. Mrs. John Prince. P. M. Box and Dr. Colin W. McCormack were first heard followed by the train craw, who were all Ottawa men. Hector H. Legate, engineer: Herbert J. Kent, fireman; Reuben A. Reid and Samuel Moffatt. brakemen; Ernest A. Tyers, conductor.

County Crown Attorney wss present from Pembroke. A Marchington of Montreal. C. N. R. counsel, watched proceedlnga in the Interest of the railway. The jury deliberated for a few minutes only before bringing in a rerdlct

24/12/1928 Ottawa Journal Renfrew Arnprior

Arnprior youth killed by train

Martin Wagenblass is thrown from sleigh in path of engine.

Arnpriorr, Ont., Dec. 23. - Martin Adam Wagenblass, youngest son of Mr. and Mrs. Adam Wagenblass of Arnprior was instantly killed here on Saturday afternoon. He was delivering some groceries with a horse and sleigh and when crossing the C. N. R. tracks at Hugh Street crossing was struck by the local train as it was nearing the station.

The horse and sleigh escaped injury but the unfortunate young boy was run over and smashed up. Apparently the horse got beyond control and young Wagenblass was thrown to the tracks before the oncoming train with no chance of escape. The body was taken to an undertaking parlour and then to his parents residence on Madagascar Street. Martin was a bright boy of 12 years and had been helping his brother, C. W. Wagenblass in his grocery business.

The funeral will be held Monday from his parents residence, to the Evangelical Church. Burial will be made in the Arnprior cemetery.

30/07/1929 Ottawa Citizen Renfrew Glasgow

Freight Train Derailed On C.N.R. Near Glasgow
Traffic on the C.N.R. line between Ottawa and Golden Lake was delayed by the derailment of several cars of a freight train about two miles east of Glasgow station, west of Arnprior, ahortly after noon yesterday The derailment is attributed by the C.N.R. to a damaged truck on one of the cars. On account of the derailment the afternoon passenger train to Ottawa reached the city about an hour late

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 Carp

Carp District Farmer Killed at Level Crossing
J.J. Wilson was struck by train going to Scotia
Was riding alone and evidently did not see engine although view was unobstructed.
Fireman saw car but thought it would stop
Two witnesses state they heard train coming and the bell ringing.

John James Wilson, one of the most prominent farmers in the Carp district, was instantly killed this morning at 8:30 o'clock when the auto in which he was riding alone was struck by the Canadian National Railway Ottawa - Scotia passenger train at a level crossing on the line between Fitzoy and Huntley townships. It is understood that Mr Wilson was on his way to Carp to superintendent loading of cattle which he was shipping today. The train which struck Mr Wilson's auto left Ottawa at 7:40 this morning and was in charge of Engineer H. McCulloch and Conductor J. Marsh of Ottawa.
It is thought that Mr. Wilson who was on the sixth line of Huntley, was driving his Dodge sedan and on approaching the crossing failed to notice the oncoming train. He was traveling at a slow speed. There is an exceptionally good view for hundreds of yards on either side of the crossing, it was stated. Fireman E (illegible) said he noticed the auto but it was traveling slowly, thought would stop before it made the crossing. The day was clear and bright and vision good.
Heard bell ringing
Dr. A.B. Hyndman, coroner was called and had the body removed to the Wilson home. An inquest will be held, the time and date to be announced later. Witnesses to the accident, S. T. and Dalton Baird of Kinburn, both stated that they heard the oncoming train and also heard the locomotive bell ringing. Other members of the train crew were H.H. Holmes, Baggage man and E. Milligan, Brakeman.
Resided in this District
The late Mr. Wilson was born at Carp 66 years ago and had resided in the district all his life. Her was President of the Monk Gtelephone Exchange and a past president of the Carp Agricultural Society. In addition to his wife,, formerly Florence Moorhead, he is survived by five sons, Wallace Wilson of Ottawa, Robert, John, Archie and Albert, all at home; two daughters Mrs. I. Switzer of (illegible) View and Miss Frances Wilson nurse-in-training at the Ottawa Civic Hospital, and one brother G.H. Wilson of Carpp.
The late Mr. Wilson attended Kinburn Presbyterian church and the funeral will be held from the family residence to that church and Kinburn Cemetery.
The preliminary inquest was opened at noon today by Dr. Hyndman and after the usual formalities, was adjourned until Monday next at Carp.

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.

24/04/1931 Ottawa Citizen Renfrew

Two Men Have iNarrow Escape At C.N.R. Crossing
Bell Telephone Truck Hit by En-ine and Workmen Slightly Injured,
Two employes of the maintenance division of the Bell Telephone Company had a miraculous escape from serious injury or death shortly after 8 o'clock this morning when the truck in which they were driving to repair trouble on the Bell Telephone lines on Carling avenue collided with the C.N.R. Ottawa- Scotia train at the level crossing on Carling avenue, just beyond the city limits. The truck was thrown about twenty feet from the crossing and was considerably damaged. Both men crawled from the truck and summoned aid from headquarters.
More

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. Aparently 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.

07/01/1932 Ottawa Citizen Renfrew

Ottawa Coal Shoveller Winner Of Contest With Freight Train
William McDermotl, of 13 Champagne Avenue, Fortunate Man to he in Good Physical Condition After Slipping in Path of Oncoming Cars.
When William McDermott, 39 years old, of 15 Champagne avenue, got a job shovelling coal this morning, he didn't think he'd have to wrestle with a freight train before he got to his place of work.
McDermott won the bout, coming out of his unusual experience without a scratch.
About 10 o'clock this morning, McDermott, who has been unemployed for some tune, applied to the branch office of J. J. Heney and Son. Catherine street, for a job. The foreman there ordered him to shovel coal into the bin of the Canada Bread Co., about 150 feet from the Heney office, direct from the coal freight car.
Shovel in hand and all set to work, McDermott commenced walking alongside the Canadian National Railway tracks near the Bronson avenue crossing, unmindful of the approaching engine and freight cars coming in the onnosite direction.
He had gone about fifty feet when he slipped and fell into the path ol the freight train. The shovel wss thrown from his hand.
Fortunately McDermott retained his presence of mind and when he was struck, grabbed hold of the couplers at the rear of the freight car and was carried about 100 feet before the engine came to a halt.
His encounter with the freight concluded McDermott calmly, as it nothing extraordinary had happened, walked to where his shovel was lying along the tracks and then once more wended his way towards the Canada Bread Co. this time observing if any locomotives were approaching.
Very fortunately the train was proceeding at about five miles an hour only when it struck him or McDermott might not have been able to tell The Citizen about his thrilling entanglement with the coupler about an hour after his experience.
This afternoon McDermott is still shovelling coal.

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.

09/05/1932 Ottawa Journal Renfrew Arnprior

Two Men and Boy Injured in Crash

C.N.R. Electric Train Hits Team and Wagon near Arnprior.

Ontario, May 8 - another level crossing accident occurred here Saturday evening at the C.N.R. crossing on Highway 17, about a mile east of town.
A team of horses and wagon, owned by Peter Goodwin, of Arnprior, were proceeding towards the town when the evening local, due in Arnprior at 5.58 p.m., crashed into them.
William McCrea, who was driving, was thrown clear of the train, but sustained fractures of both arms, as well ascCuts about the head, while Goodwin received injuries to his shoulder and his young son suffered from concussion, but is not seriously hurt.
Both horses were instantly killed and were dragged about 700 feet before the train was brought to a stop. The wagon was also badly smashed.
The train, which is an oil-electric express, according to some members of the train crew, narrowly escaped being de-railed, due to one of the horses becoming caught beneath the front trucks.
Goodwin claims he did not see or hear the train until it was within 10 feet of him and he had no chance whatever to avoid being hit.
Dr. Cranston attended the injured men and they were conveyed to their homes as soon as they had received medical aid.

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.

17/11/1932 Winchester Press Renfrew Kinburn

TRAIN KILLS 23 CATTLE
A herd of cattle belonging to J. Scissons, near Kinburn, Ont., seeking shelter from a snow storm, wandered through a gate on the Canadian national tracks and there huddled togethr. A train rushing west crashed into the herd and killed 23 of them. Railway men do not recall so great a number of cattle killed in one crash heretofore.

28/11/1932 Ottawa Citizen Renfrew Booth Street

Truck Wrecked But Driver Not Severely Hurt
Youth Hurled 10 Feet With Milk Delivery Vehicle Struck By Train at Booth St. Crossing.
George Cassell, aged 18 years, of City View, escaped with a shaking up early Saturday evening, when a milk truck, the property of Knox Dairy, was hurled about forty feet when struck by a CNR passenger train at the Booth street crossing on the cross town tracks. After the truck landed on its side at the side of the roadway down the street from the crossing, Cassell scrambled out from a mass of wreckage and milk cans, and went to a nearby house.
Police Constable Frank Harris. who investigved the accident, reported that Cassell, who is employed only as a helper and who, police say, had no permit to drive a motor vehicle, was proceedirg southerly along Booth street to another customer, having left William Knox, the owner and regular driver, about a block back where he was delivering milk. Cassell told Constable Harris that he did not hear the crosing bell ringing or see the train approach.
Truck Struck Twice.
Just as the front of the truck drove onto the crossing a C.N.R. passenger train, eastbound from Golden Lake to Ottawa, crossed the street. The locomotive struck the front of the truck spinning it around and as the truck swung the side of the train struck it in the rear and shot it at an angle about forty feet back north along Booth street. where it overturned on its side.
Did Not Hear Bell
Joseph Wilkes, 250 Lebreton street, who was standing at the corner of Booth and Raymond streets at the time, witnessed the accident. He told police that, he did not hear the crossing bell ringing and his statement was substantiated by Mr and Mrs M.J. McGrath. 501 Booth street, who live alongside the crossing. They ran from their home on hearing the noise of the crash. The train was brought to a stop past the crossing and according to the police the warning bell commenced to ring as the train backed up.
A report of the accident was forwarded from the local C.N.R.superintendent's office to headquarters.
The yard limit on that line is near Bayswater avenue and trains both incoming and outgoing travel at a speed much lower than in the open country..

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,

21/08/1933 Ottawa Citizen Renfrew Arnprior

Amos Resident Killed by Train Near Arnprior
Two Women Companions of C. Pendler Escape with Lives Although One is Badly Bruised
ARNPRIOR, Ont . Aug 21 C Pendler, aged 27, a merchant, residing in Amos, Que , died here this morning as result of injuries when he drove his rar into the side of an eastbound C.N.R local.
Pendler was dnvingK west on Highway No. 17. with two lady companions and apparently did rot see the train when approaching the crossing. His car struck the train between the engine and tender and was hurled around on the roadway. One lady, in the front seat wi'h the driver, was badly cut and brured. The other, in the rear seat, was practically uninjured.

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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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 of 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.

28/10/1933 Ottawa Citizen Renfrew Arnprior

Ottawan Escapes As Train Hits Car
Benjamin S. Bolton Only Jarred and Shocked in Smash Near Arnprior.
ARNPRIOR, Ont., Oct. 27. Benjamin S. Bolton, 105 Grove avenue, Ottawa, member of the Ottawa firm of Webster and Bolton, is alive and uninjured, but his light coach is almost a wreck as a result of Mr. Bolton driving his car into the side of a C.N.R. train at a level crossing about a half mile east of Arnprior late this afternoon. The mishap occurred about 4.50. The afternoon westbound local of the C.N.R. was approaching Arnprior. Mr. Bolton was driving to this town from Ottawa on highway 17, and coming to the crossing, failed to notice the approach of the train until it was too late to avoid a crash. Too late, he swerved his car in an effort to run along the track beside the train.
When the train and car crashed, the right front wheel and headlight were torn from the auto. The car was tossed around on the road as a fender and the rear right wheel were in turn smashed to kindling. The auto was not overturned and conclusion of the mishap found the lone driver jarred and shocked, but otherwise unhurt.
The car was towed to a local garage and it is estimated that about $300 will be required to repair the damage. The force of the collision broke an air line on the train and it was held up for two hours while repairs were being made.
This is the third serious accident at this crossing during the past eighteen months. Although it has no protective device in the form of signal or wig-wag and although the highway and track meet at a small angle, the crossing has never been considered as particularly dangerous.

02/01/1934 Ottawa Citizen Renfrew Carp

CARP DERAILMENT. CARP,
Jan. 2. The morning train from Ottawa to Pembroke ran into trouble here yesterday morning about 8.45 as it was leaving the station, when the engine ran off the track. The icy condition of the tracks was undoubtedly the cause and the fact that the train had not gained very much speed certainly prevented a bad wreck. One of the rails was broken into three pieces but the engine remained upright.

23/01/1934 Ottawa Journal Renfrew Madawaska

TRAIN IS DELAYED.
Motor trouble on the C.N.R. Madawaska -Pembroke-Ottawa train this morning as it was leaving the sheds at Madawaska caused it to be more than two hours late on arrival at Ottawa. Due at 10.55 a.m, it did not reach here until nearly two o'clock. Some difficulty was experienced in getting the engine off the turn-table at Madawaska with the result that a steam engine had to be commissioned to convey the passengers here.

18/08/1934 Ottawa Citizen Renfrew Bank Street

To Start Putting Up Big Midway At Exhibition Today
Long Railway Train of Double Length Cars Is Bringing World of Mirth Shows to Ottawa.
The shows and rides that will be featured on the midway at the Ottawa Exhibition next week will be an unusually large parade of fun houses, shows and thrill rides. The directors have secured the World of Mirth Shows under the personal direction of Max Linderman to furnish the outdoor amusements. Late this evening a long train of double length railroad cars will pull into the Canadian National yards and the unloading of the eighty seven wagons carrying the ,show equipment will start immediately. Attendants will work continuously until everything is ship shape and in readiness for the opening of the exhibition Monday morning at nine o'clock.

05/11/1934 Ottawa Citizen Renfrew Bank Street

Toronto Man Hurt Trying To Board Freight Train
When he attempted to board a freight train while it was crossing the Bank street subway about eight o'clock Saturday night, George Jiasson. 40 years of age. 541 Dundas street, Toronto, fell between a box car and the side of the bridge, suffering a cut to the side of his head and a fracture of the left rib. The injured man somehow managed to make his way to the police station, where he reported his injuries. He was taken to the Ottawa General Hospital, Water street, by P.C. Frederick Wilcox, where he was attended by Dr. M. Taschereau.

08/05/1935 Ottawa Citizen Renfrew Carp

Escaped Serious Injury in Crash at Rail Crossing
Robt. Armstrong of Huntley badly cut, bruised. Auto he was driving crashed into train.

When the automobile he was driving crashed into the side of a freight train at a crossing at the west end of the village of Carp at 1.30 p.m. Yesterday, Robert Armstrong, aged 19 years, of Huntley, received minor injuries. Dr. Andrew P. Davis, physician who attended after the youth was rushed to the Ottawa Civic Hospital, reported last night that he escaped with only cuts and bruises.

Thrown clear of the car in the collision, Armstrong landed 20 feet away on the highway. An X-Ray of his injuries taken last night failed to reveal any fractures and he is regarded as being in no danger. He was bruised nearly all over his body, receiving, in addition, a painful but not serious cut on the head and minor cuts on the nose and right hand.

At the time he was picked up he was unconscious. After being carried to the office of Dr. A. B. Hyndman, only a few yards away from the scene, he was given medical attention by Dr. Hyndman and then rushed in Kennedy's ambulance to Ottawa.

Travelling west out of Carp, Armstrong apparently did not see the approaching train in time to apply the brakes. At the last moment he made an unsuccessful attempt to avoid the collision by swinging the car to the right. His auto struck the C.N.R. east-bound freight just after it had passed over the highway crossing, colliding with the first car behind the engine of the train.

The auto, a sedan, was turned completely around in the smash and badly damaged.

Robert Armstrong is the son of Mr. and Mrs. Wilson Armstrong of Huntley.

Constable John Brown of the Ontario Police is investigating the accident.

09/08/1935 Ottawa Citizen Renfrew

In reply to a protest that shunting and the stopping of cattle cars in the Isabella street yard of the C-N. Rly. were creating a nuisance in the district, I. C. Rand. K.C. counsel for the railway, wrote that two hours was the limit for keeping cattle on the sidings and that while switching could not be done without noise it had to be done, but the company was endeavoring to make as little noise as possible. . Mayor Nolan said one cause of the aioise was the practice of "flying shunting" and the railway's attention will be called to this.

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.

09/09/1936 Ottawa Citizen Renfrew Carp

Carp Youth Unhurt as Train Strikes Auto
Claude Armstrong Has Narrow Ecrape in Crash
CARP, Sept. 8 Claude Armstrong, son of Mr. and Mrs. Wilson Armstrong, of Carp, narrowly escaped death this morning when the car he was driving was hit by a freight train travelling west from the village. He was alone in the car which was entering the village, and although approaching trains may be seen for some distance, he apparently did not notice the freight until too late to stop.
The car was badly wrecked but Mr. Armstrong himself escaped with onlv a cut on the chin.
About a year ago, Robert Arm strong, brother of Claude Armstrong, was struck at the same crossing while driving in the op posite direction. He, too, was not injured.

14/09/1936 Ottawa Citizen Renfrew Arnprior

Freight Train Strikes Frank Nighbor's Car
Hockey Star and Companion Escape Injuries
ARNPRIOR, Ont-. Sept. 13 Frank Nighbor of Pembroke, well- known In hockey circles, had a narrow escape from serious injury here when his car was struck by a freight train at the Daniel street crossing of the CNR., at about 2 o'clock Saturday afternoon. Mr. Nighbor was accompanied by Miss Ann Heney of Pembroke.
He slowed up for the crossing but did not notice the train, a freight, which was shunting on a siding. The crossing has an electric wig-wag signal but it operated from the main line only and does not wag or light up when trains are working on the siding.
When Nighbor saw the train it was too late to back up and he accelerated as speedily as possible with the result that the train caught the rear of the car and swung it around with a crash that brought people from nearby homes to their doors.
Neither Mr. Nighbor nor Miss Heney suffered any injury other than shock and although damage was caused to the car it was able to proceed under its own power.

19/09/1936 Ottawa Citizen Renfrew Bank Street

Young Man Gravely Injured In Falling Off Freight Train
Roland Duchesneau of Cacouna suffers amputation of Foot. Accident in C.N.R. Yards

Just after he climbed aboard the side of a box-car of a moving westbound mixed freight tram in the yards of the Canadian National; Railways near Elgin street at 7 o'clock last evening. Roland Duchesneau. 28 of Carouna. Que., was caught by the switch standard just west of the bridge over Elgin street subwav and pulled from the train. He fell to the ground between the train and the west comer of the iron bridge and sustained severe injuries to both feet in addition to a cut on the forehead.First aid was rendered at the scene of the accident by two railway employes and the injured man was then taken to the Ottawa Civic Hospital in an ambulance of Hulse Brothers Limited. Shortly after his admittance to the hospital doctors amputated the right foot at the ankle, so badly was it injured. Although the left foot is also severely; injured doctors believe that it will not have to be amputated. Hospital authorities reported this morning that the injured man's condition was as good as could be expected. He is suffering a great deal but his condition is not considered serious. Shouted Warning. Police who Investigated the accident reported that just as the train was pulling through the yards, four men climbed the bank leading from Elgin street at the north side of the tracks and ran for the train. William Hammll, 419 Laurier avenue west, a C.N.R. yardman, shouted to 'the men to keep away from the train. The unfortunate man and one of his companions jumped to the box-car but the two others did not attempt to board the train and disappeared. Durhesneau's companion was successful in getting aboard the train.The Injured man was picked up by railway employes and first aid was rendered by Robert Chapman, 183 Holland avenue, and Joseph Edwards, 387 Gladstone avenue, yard men. The train was moving slowly at the time of the accident as it had to stop before it crossed the bridge over the canal a little east of Ihe Elgin street bridge The train was in charge of Conductor G.H. Everest, 250 Cooper street.

Sergeant H. Wells of the C.N.R. police and Constable Frederick Wilcox of the city police, investigated the accident

02/01/1937 Ottawa Journal Renfrew Holland Avenue

GIRL IS KILLED WHEN STRUCK BY TRAIN HERE
Jean Hyde, 13, of Merivale Road, Victim of Accident Near Holland Avenue.
Returning home after spending New Year's afternoon at a theatre with a younger brother, Jean Hyde, 13-year-old daughter of Mr. and Mrs. Ernest Hyde, Merivale road. Carlington, was fatally injured when struck by the west bound CNR. Ottawa-Pembroke local, just west of Holland avenue subway, at 4.30 p.m. Friday.
Rolled along the track for a distance of 28 feet and then down the steep embankment on the north side for 30 feet more, the child was in a critical condition when picked up and died while being taken to Ottawa Civic Hospital.
Brother Jumps Aside.
Jean was walking west on the track with her 10-year-old brother, Harris. The latter remarkably missed the fate of his sister by leaping aside just as the train srruck her. A protruding part of the engine glanced the heel of his boot, but he was not injured.
The brother later told The Journal the slory of the tragedy. which turned the Merivale road home from one of joy to sorrow, death claiming the eldest of a family of four children.
"We were walking along the track as I always do and watching boys playing on the ice near there." Harris said. "I heard the whistle just as the train hit her and I jumped, the train just tipping my heel. I fell down the side of the hill and when I got up I saw part of Jean's goloshes on the track. Then I ran home and told mother Jean was hurt," the boy said.
Harrris declared the surface between the tracks was icy and he didn't want to walk there choosing the north side insead. His sister, however, walked between the tracks.
The father of the child recalled that during the morning Jean had remarked: "Well I wonder what 1937 is going to bring me."
The train, carrying many people who were in Ottawa for the holiday, left Union Station at 4.20 p m. in charge of Engineer Edward Silverthorne, 55 Hazel street, and Conductor John McBain. Russell road, Ovcrbrook. The engineer told Constable James W. Moffat and Acting Detective Roy O'Neill he first noticed the children on the track when the train reached the subway, 150 feet from the scene of the accident.
Put on Brakes.
When he saw the children did not make any attempt to get off the right-of-way, he sounded the whistle and pulled on the emergency brakes., The train came to a stop 180 feet from the point where the girl was struck.
Dr. Edward Box, of 76 Iona street, who was walking across Fisher Park with his father and two children, told police he didn't see the train until it was nearly upon the children. He saw the boy jump, but apparently the girl did not have time to do likewise.
Dr. Box picked the child up as the train came to a stop and realised she was critically hurt, although there still was a trace of life. Her left foot was amputated while her right leg was broken and she suffered numerous injuries to her face, head and body.
An ambulance from A. E, Veitch and Son, 453 Parkdale avenue, was called and took the girl to Civic Hospital. She was dead on arrival there.
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08/01/1937 Ottawa Journal Renfrew Holland Avenue

Ask Parents To Keep Children Off Tracks

Coroner's Jury Find Death of Jean Hyde Purely Accidental.

Recommendation that parents constantly caution their children not to walk on railway tracks was contained in a verdict.Thursday evening of a coroner's jury inquiring into the death of Jean Hyde, 13-year-old daughter of Mr. and Mrs. Ernest Hyde, Merivale Road. Carlington, who was killed when struck by a CNR. train, near Holland avenue subway, on New Year's Day.

The jury found death was accidental and there was no negligence on anyone's part The girl was walking west on the track with her ten-year-old brother, Harris Hyde, and the train proceeding in the same direction. The boy said he did not notice the train until it was just about upon them. He yelled to his sister and jumped, just getting off the track himself in time. He did not hear the train whistle or bell.

Dr. Edward Box and Robert Box, of 78 lona street, and Rupert Meldrum, 40 Java street, also said, they did not hear the whistle or bell, but Engineer Edward Silverthorne, of 55 Hazel street and Fireman J.L. Culhane, of 103 Springhurst, of the train crew, said the bell had been ringing steadily while the whistle was sounded for some time when the children were noticed on the track. The emergency brakes were applied about 75 feet from where the children were walking.

The fireman, who first noticed the children and had a good view of them, said they appeared to make a confused movement just before the accident.

Dr. Harry Dover, coroner, presided and witnesses were questioned by Acting Crown Attorney Raoul Mercier. Austin O'Connor, K.C, was present for the Hyde family, and Joseph F. Proulx, CNR. legal department, appeared for the company.

Mr. Proulx submitted a plan of the scene of the accident, while other witnesses were Dr. T.R. Little, who said death was due to multiple fractures, hemorrhage and shock; Constable James W. Moffatt, and Acting Detective Roy O'Neil, of city police; John McBain, conductor, of Russell road, Overbrook, Harold Hutt, baggageman, ot 138 Arlington avenue, and Norman J. Henderson, brakeman, 48 Clarey avenue, members of the train crew.

20/02/1937 Ottawa Citizen Renfrew Graham Bay

Truck Crashes Train at Richmond Road Crossing

Two Ottawa men had a miraculous escape from serious injury or death when the truck in which they were riding crashed into the side of a special Canadian National Railways freight train headed for Barry's Bay at the Richmond road crossing at Graham Bay, about eight miles from Ottawa, early this morning.

The men, Harry Purcell. 125 Irving avenue, and Morris Ferguson, 51 Pinhey street, were rushed to the Civic Hospital and given attention. Ferguson was allowed to go home after he had been treated for facial cuts and bruises, but Purcell, who was the more seriously injured of the two, and suffered severe body bruises, will be confined to the hospital for somedays.

Crashes In Heavy Fog.

The truck, owned by Motorways Limited, was headed for Toronto and left Ottawa shortly after one o'clock this morning. As they swung onto the Richmond road there was a heavy fog. It is understood that the men in the truck failed to see the train in time owing to the density of the fog.

Three Cars Damaged.

The train, in charge of Engineer E. Palmer, and Conductor A. Joyce of Ottawa, left the yards at 1.30 this morrlng, and reached the level crossing at 2.10. The men in charge of the train stated that they did not see the truck approaching and that the train was almostlmost over the crossing when the truck crashed into it. The truck hit the fifth car from the rear of the train and damaged three cars in all.

Thrown out of cab

At the time of the impact, Purcell was thrown clean out of the cab. The crash was so violent that the truck was almost a total wreck. The trailer attached to the truck was also severely damaged

Rushed to hospital

Sergent Harry Storey of the Ontario provincial police, stationed at Perth, who was on his way home, arrived at the scene of the crash shortly after the accident and at once rushed the men to the Civic Hospital in Ottawa in his automobile,

The crossing has no signals as it is considered to be an open view crossing.

The density of the fog would undoubtedly dim the headlights both of the train and of the truck, it was stated.

None of the freight cars were derailed, and the train was able to continue on Its journey, the line not having been blocked.

22/05/1937 Ottawa Citizen Renfrew Barrys Bay

Three Men Killed Barry's Bay Wreck

The unusual record of immunlty from serious accident which the Ottawa. Arnprior and Parry Sound Railway had enjoyed since it opened for traffic, was broken on the evening of January 21, 1897 (just 40 years ago) by a casualty which occurred near Barry's Bay resulting in the death of three train hands and the injury of another.

Those who lost their lives were: Charles Hutchison. fireman: James Casselman. brakeman. and William Russell, in charge of the store car. The injured man was William Taylor, engineer, who was scalded about the face and hands.

The train was a way freight. in charge of Conductor Aris and Engineer Taylor. The train as it left Ottawa consisted of 27 laden cars, and was still a fairly heavy one when it reached Barry's Bay at 7.15 in the evening. Four miles above Barry's Bay was a short side track, known as O'Brien's siding. It was there the disaster occurred.

It appears that just as the siding was reached the engine jumped off the track. Two cars were standing on the siding. Into these the derailed engine crashed and was thrown into the ditch, falling upon her side. Several of the cars following were also derailed and overturned

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 energency 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. Walter 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 lete 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 fro 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 12 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.

07/04/1938 Ottawa Journal Renfrew Kinburn

Truck Occupants Escape Injury
Machine Turns Over After Hit By Train.
When the truck in which they were driving was turned over when struck by a trin at Kinburn at 10.10 a.m. today, two residents ol the Kinburn district escaped without injury. They were: Leonard Laughlin. R.R. No. 2, Fitzroy, Kinburn, owner and driver of the truck, and William Cole, of Galetta.
Provincial Constable Hughes reported the truck was proceeding in a north-easterly direction and slowed down for the crossing. The driver's vision of the east-bound C.N.R. passenger train from Madawaska was obscured by a box-car near the crossing. The train was about to stop and also was travelling slow.
The train struck the rear of the truck and turned it over. It was loaded with gravel and was damaged to the extent of $100. The train was able to continue.

07/04/1938 Ottawa Citizen Renfrew Kinburn

Kinburn Man Unhurt In Crash
KINBURN April 7 - Leonard Laughlin of Kinburn escaped with a shaking up when a new truck which he was driving was struck by a C.N.R. diesel driven car at a level crossing about 100 yards 10.45 o'clock this morning. The train which was eastbound struck the rear of the truck and turned it completely around.

09/05/1938 Ottawa Citizen Renfrew

First Train East Following Wreck Smashes Handcar.
Four Members of C.N.R. Section Crew Jump For Lives Just Before Collision. No One Hurt.
The old adage that troubles never come singly is being accepted as a truth by officials of the Canadian National Railways in the Ottawa district today.
Following yesterday's wreck near Norway Bay C.N.R. trains were re-routed by way of Golden Lake and Pembroke Junction and No. 2 from Winnipeg, the first east-bound passenger train due in Ottawa since the wreck, collided with a section gang's handcar just west of the C.N.R. Preston street subway at 8.05 this morning. No one was injured but the handcar was practically a total wreck. R. McDonald, section foreman on the Renfrew section operating from Ottawa, and his crew of three men. jumped down the embankment when they saw the train approaching.
The Winnipeg train is due tn Ottawa at 8 15 o'clock. E S.T., or 7 15 Daylight Saving Time. Re-routing the train, due to the wreck, however, made a change of exactly one hour In the train's time of arrival in Ottawa. The section gang evidently did not know of the changed time and. secure in the belief that No. 2 had passed, started out to their work from the tool house at Booth street.
Just as the handcar reached the Preston street subway, the train loomed up ahead. Engineer George Reynolds. 298 Somerset street east, who brought the train in from Pembroke, gave a warning blast on the engine's whistle and applied the brakes. The train met the handcar about 100 feet west of the subway and the impact threw the lighter vehicle from the tracks and down the southern embankment. The men had jumped just as the handcar reached the end of the subway and escaped unhurt.
The accident occurred at 8 05 o'clock and although the train pulled to a jtop until it was learned that nn one was hurt, it reached the city exactly on time. Conductor J, Fonllis, of Capreol was the conductor in charge.
CNR. officials were not table [sic] to give the names of the crew of the section gang, which proceeded to work immediately after the crash. R. McDonald is the forrman of the crew. His report of the accic=dent has not reached the division headquarters and until it does the names of his crew will not be known.

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 interfer 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.

24/09/1938 Ottawa Citizen Renfrew Renfrew

Dies After Car Hits Train Coach

RENFREW. Sept. 23. Joseph Lacailla of Maniwaki. Que., died in Victoria hospital here Friday afternoon, the result of an accident this morning when the automobile he was driving, crashed into the rear steps of the last coach on the eastbound Canadian National local.

When the accident occurred at the crossing on Highway 17, nine miles east of Renfrew and two miles west of Glasgow, the Lacaille car was also travelling east but the highway and railroad meet at an angle of about 50 degrees there. There were no signs of skid marks on the highway to indicate the brakes had been applied and it is thought that Lacailie fell asleep at the wheel. The auto is a total wreck.

Dr. Box of Arnprior arrived on the scene shortly after the accident and, the victim was rushed to the hospital here where he passed away about 2.30 this afternoon. The accident was investigated by Provincial Constable L. T. Keeler and Traffic Officer George E. Buck, both of Renfrew.

A Jury was empanelled by Chief of Police Moses Greer at the direction of Coroner Dr. C. W. McCormack of Renfrew and the body wa viewed tonight in the Quinn Funeral Home. The date for the inquest has not been set yet.

The jury includes H. A. Smart, H. D. Ferguson, J. Wadsworth, J. H. Letang. H. B. Elliott, M. J. Dolan and Wm. Stewart.

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29/09/1938 Ottawa Citizen Renfrew Renfrew

Exonerate Train Crew In Taxi Driver's Death

RENFREW. Sept. 28 At an in quest in the Temperance Hall here afternoon into the death of Joseph Lacaille. Maniwaki. Que.. taxi driver, who died in hospital j Friday afternoon, the result of a collision between his automobile and the train, a coroner's jusy sitting unxder Coroner Dr C.W. McCormark found that his death was accidental and completely exonerated railway employes of any blame.

The verdict read as follows: "from injuries received we find thatt Joseph Lacaille died in Renfrew Victoria Hospital on September 23 from injuries received when the car he was driving on provincial highway 17, township of McNabb. collided with Canadian National Railways train No. 686. Death was accidental. We attach no blame to employes of the Canadian National Railways."

Five witnesses were heard. They included: L. Lindsay, farmer. Glasgow Station: Dr. J. H. Box. Arnprior: Dr. G. B. Burwell. Renfrew; E. Calcutt, engineer, Ottawa, and John M. Drummey, conductor, Ottawa. The jurors included: H. D. Ferguson, foreman: Wm. Stewart, J. H. Letang, J. Wadsworth,M. J. Dolar. H. B.Elliott and H. A. Smart,

01/03/1939 Ottawa Journal Renfrew Island Park Drive

The Royal train bearing the King and Queen and their suite will arrive in Ottawa at 11 o'clock on Wednesday morning. May 17, at a special platform to be built at the junction of the Canadian Nalonal Railway tracks and Island Park Drive.

This arrangement was disclosed Tuesday evening in an official release of the Ottawa program for the Royal visit made by the Prime Minister.

Building Elaborate Platform.

The spot where their Majesties first will set foot in Ottawa is on the westenmost boundary line, and a few hundred yards north of Carling avenue. The entire area will be transformed for the important occasion and although no details have been given yet. it is understood that a most elaborate platform, profusely decorated will be erected, with royal red carpet leading from the train to the platform's edge, near where Their Majesties carriage will be drawn up in readiness.

02/03/1939 Ottawa Citizen Renfrew Ottawa, Island Park Drive

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It was a hapy 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.

03/03/1939 Ottawa Journal Renfrew Island Park Drive

King Will Drive To Rideau Hall In Limousine

On the pilot train which will precede the Royal train bearing the King and Queen to Ottawa, on May 17, will be the two new limousines which the Dominion Government is supplying for the tour in Canada.

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.

23/04/1939 Ottawa Journal Renfrew Island Park Drive

Make Platform 240 Feet Long

King and Queen Will Leave Train East of Driveway,

The special platform which is to be erected at the C N R. intersection of the Island Park Drive, where the Royal train will arrive with the King and Queen at 11 o'clock on Wednesday, May 17, Is to be much larger than previously reported.

Instead of being 150 feet in length, the platform will be 240 feet long,The Journal learned today. This will be the wide platform (or the main receiving party, the guard of honor and others. In addition there will be a narrower platform stretching farther along.

It is not the intention to have the platform cross the driveway. It is to be built along the south side of the railway track, from immediately east of the driveway. There will be a canopy top. The main platform will be covered with a carpet

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.

16/09/1939 Ottawa Citizen Renfrew Arnprior

Arnprior Resists Cancelling C.N.R. Line to Eganville

ARNPRIOR, Sept. 15. Any concentrated effort by municipalities affected to fight the proposed abandonment of the 37 mile stretch of C.N.R. line between Arnprior and Eganville will receive the support of Arnprior, Clerk G. H. Moles was instructed to inform Dr. J. J. McCann. South Renfrew M.P. by the local council in regular session here last night.

Council decided to send the letter following receipt of formal application from the C.N.R. to abandon its Arnprior-Eganville division. It was pointed out that the line gave employment to some ten Arnprior residents.

14/10/1939 Ottawa Journal Renfrew Arnprior

Struck by Bird Shot On Pembroke Train

Herbert H. Brown, of 130 First avenue, C.N.R. conductor, suffered slight injuries to the back of his head and neck when a shotgun accidentally discharged in a day coach on the C.N.R. Ottawa- Pembroke local passenger train near Arnprior on Friday morning.

Loaded with birdshot, the gun belonged to a passenger whose name was not revealed. The passenger was sitting in the smoking compartment and another passenger lifted the gun to examine it. The gun discharged as the conductor was passing in the corridor. The lead pellets penetrated the partition wall of the compartment and two or three of the pellets lodged in the flesh of Mr. Brown.

At Renfrew station. Dr. C. W. McCormack was summoned and the conductor's injuries were treated, after which he was able to continue his duties.

14/11/1939 Ottawa Journal Renfrew Kinburn

Seriously Hurt When Truck Strikes Train

Michael Dubrofsky, Moses Greenberg In Crash Near Kinburn

KINBURN, Nov. 13. Two Ottawa men were injured one of them seriously, and the locomotive on the Canadian National .Railways Pembroke-Ottawa passenger train was disabled when a truck crashed into the tender of the train at a level crossing near here at 3.30 p.m. today.

The injured were Michael Dubrofsky, 62, of 484 Rideau street, and Moses Greenberg, 28, of 78 Melton street. Dubrofsky received a severe gash on the head, several broken ribs and possible internal injuries. Be was taken to the Ottawa Civic Hospital in an ambulance - summoned from Carp. Greenberg, driver of the truck, escaped, with only slight cuts and bruises and a bad shaking up..

Broke Water Tank.

When the truck crashed into the left side of the tender, just behind the locomotive, the water tank was punctured, allowing the water to pour out. The train, due in Ottawa at 4.20 p.m, was delayed for more than an hour and a half as another locomotive had to be sent out from the city.

The accident occurred on the Kinburn side road a short distance west of Kinburn station. Moses Greenberg reported that he and Dubrofsky had just left Kinburn and were en route to Arnprior. They rounded a slight curve in approaching the crossing and the driver did not notice the train until the truck was almost on the tracks. He was unable to stop in time and although he applied his brakes the vehicle skidded into the side of the moving train.

Train Was Slowing Down.

The train, in charge of Engineer William Cooper, 617 Chapel street, Ottawa, and Conductor Peter J. Maloney 87 Main street, Ottawa East, was slowing down for Kinburn station at the time and was brought to a stop within a short distance. The engine crew did not notice the truck until a moment before the crash occurred.

Dr. A. B. Hyndman, M.P,[sic] of Carp, was called and he rendered first aid to the injured men before ordering Dubrofsky taken to the hospital in an ambulance. Greenberg went to the city aboard the train.

Engaged in cattle buying, Greenberg and Dubrofsky had left Ottawa earlier in the day on one of their regular trips..

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 passiengerservice 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 th«e 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.

17/06/1940 Ottawa Journal Renfrew

Will Continue Eganville Train

Appeal against the decision of the Board of' Transport Commissioners granting the CNR an order to abandon their line from Arnprior to Eganville, a distance of 49 miles, has been postponed until some time in the Fall, it was announced today.

After the judgment was handed down several months ago, municipalities affeced decided to appeal to the Privy Council. The appeal was set for June) 1, but owing to pressure of business by the Privy Council, ft has been postponed. I

In the meantime the line will continue in operation.

11/07/1940 Ottawa Citizen Renfrew Graham Bay

Beats Train to Crossing,

Is Fined $5 and Costs

When Harold Grierson, R.R. No. 2, Stittsville, beat a train to a crossing on Highway No. 15 near Graham's Bay, he had his eyes on the train. He failed to notice that Provincial Constable J. M. Hinchcliffe was riding his motorcycle right behind him. As a result Grierson was charged in county magistrate's court this morning with careless driving. He pleaded guilty and was fined $5 and $5.05 costs. In setting the fine Magistrate A. H. Lieff remarked that Grierson had done "a very dangerous thing."

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 freihgh train at Graham Bay crossing near Britannia Heights, about 8.30 yesterday morning. He is in the Civic Hospital.

Raverty, in charge 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.

22/12/1941 Ottawa Citizen Renfrew

C.N. Building Damaged in Catherine street 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.R. superintendent, was also on the scene. He said the building was a very old frame place, which had been reconstructed to serve as a 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 office beneath suffered heavy water and smoke damage.

28/03/1942 Ottawa Citizen Renfrew

Army tradesmen, trained in civillian 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 comea few years ago. Motor trucks and cars were on the road to amuch 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 proceedingd 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.

23/12/1944 Ottawa Journal Renfrew Arnprior

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04/04/1947 Ottawa Citizen Renfrew

Caboose, Refrigerator Car Scene Of Blaze
An old caboose belonging to the Canadian National Railway was completely burned, and an unused refrigerator car partially destroyed by fire yesterday afternoon.
The two cars were on a siding immediately behind the Imperial Oil plant on Catherine street, near Percy. The blaze, which is believed to have started in a small cupboard in the caboose where oil lamps were stored, was confined by firemen to the two cars.

30/05/1947 Ottawa Citizen Renfrew

Blaze In. Boxcar On Catherine St. Riding
Fire believed started by children damaged the inside of a CNR box car. emptied three hours previously of furniture, as it stood behind the Brewers Warehouse on Catherine street last night.
A pedestrian called firemen after a youngster told him three children had set fire to the interior of the box car and had run away. The furniture, packed in straw in the car, had been removed at 4 o'clock and stored in the Marshall warehouse building.
Firemen under Deputy Chief Harvey Chatterton quelled the flames only after the roof of the car had been destroyed along with the interior woodwork. The storage building, only a few feet from the burning car, was untouched by flames.

03/06/1947 Ottawa Citizen Renfrew Island Park Drive

As on the occasion when President Franklin D. Roosevelt visited Ottawa in August. 1943. the Ottawa public is to be given ample opportunity to see and greet President Truman, Mrs. Truman and daughter, Miss Margaret Truman. These occasions embrace the ceremonial nine -mile drive through the city on arrival Tuesday afternoon at 3.30 at Island Park Driveway railway siding via the Driveway and Sussex street to Government House where they will be guests while here.

08/09/1947 Ottawa Citizen Renfrew Eganville

Three Die As Car Hits Train At Eganville

EGANVILLE, Ont. Sept. 7 (Special) Three persons were killed, one is in critical condition and two others escaped with a shaking up when their automobile plowed into the engine of the CNR's Ottawa to Barry's Bay Special one mile east of here on Saturday afternoon.

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The accident occurred at 5.30 Saturday afternoon when the slow moving train drawing five passenger-laden coaches, started to move to westward across Spring street crossing, one mile east of here on Highway No 41 between here and Matawachan.

The automobile, driven by Albert Kelly, crashed into the engine of the train and bounced several feet to land upright in a .wrecked condition.

Engineer George Turner, of Hurdman's Bridge at the controls of the CNR train, brought his locomotive to a stop less than 100 yards after the crash.

Although a piston on the engine was broken, the train was able to continue its journey to Barry's Bay. The conductor was William Swinwood. of 110 Clegg street, Ottawa.

16/12/1947 Ottawa Citizen Renfrew Arnprior

Train Wrecks Big Oil Truck

2nd Level Crossing ; Accident In Arnprior

ARNPRIOR, Dec. 16 (Special) An east-bound freight; Monday afternoon struck the three-ton oil truck of J Melville Keith,-but the driver escaped uninjured.

Mr. Keith, who purchased the big truck only a. few weeks ago, was proceeding northward on Hugh street. His vfew of the track westward was obscured by buildings. Suddenly the long freight was only a few yards away. By the time he could apply the brakes, the front half of the truck was on the tracks and the train was. upon him.

The impact came on the driver's side, nearly demolished the front end of the big machine. Yet the driver escaped unhurt. As the tanker slid along the tracks the train, which was going slowly, was brought to a stop. The conductor was James C. Cameron of Madawaska and the engineer, Harold1 Sheehan of Ottawa.

Only a few days ago at the John street crossing, yards from the scene of yesterday's collision, the way freight, west-bound, hit a truck driven by Ken Burnett, causing a lot of damage . to the truck but little to the driver.

07/01/1948 Ottawa Citizen Renfrew Bank Street

Fire Threatens Gas Tank Car

Train Crew, Firemen Prevent Explosion

An explosion of serious proportions was narrowly averted shortly before five o'clock this morning, when firefighters extinguished a small but fiercely blazing pool of gasoline which threatened to ignite a gasoline-filled tank car in the Bank street railway yards.

Some of the flaming liquid spilled over and set afire the clothing of Michael Rantis. a yard helper, whe was standing beside the car. He extinguished his burning clothing quickly by rolling in the snow and suffered only minor burns which did not require hospital treatment.

Other freight cars which stood near the threatened tank car were quickly hooked- on to an engine driven by Engineer E. Emard and hauled to safety while Yardmaster J. R. Timlin and other railroard employes attempted to put out the flaming gasoline.

More than 20 minutes' work was required to quell the stubborn blaze as the threatened tank car was shunted further up the tracks and away from the flames.

The fire is believed to have been caused by a loosely fitting cap on the top of the tank car which permitted the contents to spray into the air as the car was being shunted. Droplets of the highly volatile fuel apparently splashed against the hot surface of a brakeman's lantern immediately setting fire to a pool of gasoline which had formed in the snow at the side of the railway tracks.

While nearby railway employes struggled to control the blaze, an alarm was turned into the Ottawa fire department from the corner of Roseberry avenue and Bank street.

Checked With Sand

Within minutes after receiving the alarm men and equipment from four stations arrived on the scene and under the direction of Deputy Chief Carl Dunning held the blaze in check with sand and chemical extinguishers. So difficult was the fire to quell that firemen stood by with additional equipment while the blaze was permitted to burn itself out.

A fire department official declared that if the licking flames had been able to reach the top of the tank car where the loose cap was situated, the entire tank which contained thousands of gallons of gasoline would have exploded, creating damage for blocks around.

Only the speed and efficiency of the fire department in getting to the scene and the alertness of railway employes who immediately recognized the danger, prevented an explosion which, according to experts, would have rocked the city like an earthquake.

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 sectacular 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.

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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06/08/1948 Ottawa Citizen Renfrew Graham Bay

Car Crashes CNR Train
Montreal Driver Critically Hurt
Ronald Samuel Sealy, 40, of 4611 Melrose avenue, Montreal, was critically injured shortly after 9 o'clock this morning when his automobile crashed into a speeding CNR train at the Graham'a Bay crossing on Highway 15, some 12 miles west of Ottawa.
Rushed to Ottawa Civic Hospital, the injured man, suffering from an almost completely severed right leg, fractured skull, fractured arm and severe internal injuries is given only a slight chance for recovery.
Engine Damaged
The locomotive was extensively damaged in the crash and the train enroute to Barry's Bay, was delayed for more than an hour until a new locomotive could bm routed from Ottawa.
Mr. Sealy's car was a total wreck. According to the report of Provincial Constable C. B. Cresswell, the automobile was travelling towards Ottawa and the train was speeding westward. The main portion of the motor car was tossed a distance of 44 feet into the west south ditch and the engine of the vehicle was carried 42 feet further. The grill work and part of the hood had to be pried from the side of the locomotive.
The injured man was apparently thrown clear and he was found lying near a fence 25 feet from the tracks. When Constable Cresswell arrived. Mr. Sealy was still conscious despite his terrible injuries and he remained conscious until given an anaesthetic in hospital.
The train was in charge of Conductor M. J. Reid. 261 Russell avenue. Engineer H. Shee-han. 315 Arthur street, and Fireman Albert Hill, also of Ottawa.

01/02/1949 Ottawa Citizen Renfrew Arnprior

Same Train Hits 2 Cars No One Hurt
ARNPRIOR Two prominent local residents yesterday missed death by a narrow margin, when their automobiles collided at two different points in town, with a Canadian National Railways freight train.
Involved in the two accidents, which occurred at noon, were Percy J. Lindsay, head of the local unemployment insurance commission and chairman of the Board of Education, and J. A MacKlem, well known local tobacconist.
Mr. Lindsay was proceeding south on Russell street, while the train was backing east from the local depot. Due to falling snow and a building adjacent to the track, Mr. Lindsay apparently did not see the approaching train.
Brakeman Gregory Gaffney, who was on the rear car that smashed into the Lindsay vehicle, leaped from the train to prevent his being jammed in the wreckage.
The Lindsay car was struck in the right front section, whirled around and struck again in the back and hurled against a telegraph pole, where it telescoped between the pole and the train, Mr- Lindsay escaped uninjured while the automobile was totally wrecked.
The same train, shortly afterwards proceeded slowly ahead in a westerly direction towards the depot, when two blocks from the first accident it again piled into an automobile, this time driven by Mr. MacKlem. MacKlem did not see the approaching train quickly enough and his vehicle was struck in the rear left and swung around sideways on the edge of the crossing. Mr. MacKlem was uninjured, and damage to his car was slight.
This was the fourth railway crossing accident in Arnprior within two weeks, all of a similar nature. Constable J. S. MacDonell investigated the Lindsay accident, while Constable E. Hunter handled the MacKlem crash. Both belong to the local detachment Ontario provincial police. The train crew included Charles Niell. conductor: Harold Sheenan, engineer; Gregory Gaffney, brakeman.

19/07/1949 Ottawa Citizen Renfrew

Averts Crash With Train
Forty-year-old Armand Paquette 34S Laurier avenue west, suffered a fractured right leg and injuries to his right arm shortly after 8 a.m.. today when the old model coupe in which he was a passenger swerved to avoid an oncoming freight train and straddled a ditch a scant 20 feet from the CNR level crossing at Carling and Kirkwood avenues. Two others in the car, driver Willie Lagasse, 110 Charlotte street and Martin Brennan of Sarsneld, Ont.. escaped unhurt.
Paquette. thrown hard against the outside door of the car, was rushed to Civic hospital by Exclusive ambulance. Lagasse told police he swung his car into the ditch to avert a jsmash-up with the CNR freight train, travelling southwest. He was proceeding east on Carling.
Saw Car In Ditch
Thirteen-year-old Shirley Jones 548 Kirkwood avenue, an eye witness, said she saw the train slowing down at the crossing "but I only heard a little noise. I didn't think there was anything wrong until I saw the car in the ditch."
Engineer of the train. Extra No. 5053 was Patrick Garvey with John Dumais as conductor.
Nepean Detective William Saunders conducted a preliminary investigation of the accident with a later inquiry conducted by Ontario Provincial Constable James
Damage to the Lagasse coupe was minor.

02/02/1950 Ottawa Journal Renfrew Ottawa, Bank Street

Rail Cars Jump Track at Bank Street Subway

A trailing brake beam snagged against a switch point, derailed two CNR gondolas laden with anthracite early this morning and hurled them against the steel bulwarks of the Bank street subway bridge.
Cascades of coal showered on to the tracks as the leading gondola of the morning freight from Montreal rode up on the four-foot centre bulwark of the bridge. The gondola hung drunkenly over the centre support while the second gondola rammed into the end of the bridge.
Heading Into Yards.
The mishap occurred shortly after 8:30 this morning as the freight train was about to cross the bridge in to the yards.
Wheels were snapped in two and chassis twisted by the force of the impact which fortunately threw the two cars towards the centre of the bridge, narrowly averting a crash down the concrete abutments to the street below.
The leading gondola was dragged clear of its precarious position by a locomotive and the auxiliary crane called out to clear the tracks.

22/08/1950 Ottawa Citizen Renfrew Renfrew

Special To The Citizen RENFREW People living near the railroad depot here found it hard to sleep during the early hours of the morning there were no haunting noises of the train whistles and the shunting back and forth of freights.
Some 50 men have walked out on strike as did others in stations across Canada.
Everything is orderly. At the Colonial Coach depot, two buses left for Ottawa this morning and were "packed to the hilt". The Renfrew County Bus Line has added extra buses also to the runs.
It was reported that the Renfrew Line is expected to offer their buses to the Colonial line until the strike is over.
Only first class mail and medicine will leave the area every afternoon at 3.30 p.m. both east and west by Colonial Coach. Mail for the Barrie's Bay region will leave by the Renfrew County Bus at 8 o'clock in the evening and will return the next day at noon.
Mail for Calabogie will leave every afternoon at 4.30 p.m.
M. J. Bolger, postmaster was swamped with mail, it was reported and many people were told that only first class mail could be accepted.

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 .employes 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.

12/10/1950 Ottawa Citizen Renfrew

Renfrew Vet Hit By Train, Badly Injured

Special To The Citizen

RENFREW Harold Bolger, 30-year-old war veteran, was seriously injured last night when struck by a train near his home In the north part of Renfrew.

Bolger's right leg was severed between the knee and ankle. He also has severe concussion and a broken left arm.

The injured man had gone for a walk shortly before 10 o'clock. Suffering from a disability as a result of the Second World War, It Is believed he was unable to reach safety before being struck by the train.

The accident occurred between Bank and Queen Streets where the railway tracks run through the town.

He was - rushed to hospital where he was treated by doctors Ed and Herb Handford.

The injured man is the son of Mr. and Mrs. John Bolger of Renfrew.

12/05/1951 Ottawa Citizen Renfrew

11-Year-Old Victor Miron Is Killed By Locomotive On Railway Trestle

A schoolboy's adventure atop a railway trestle ended in tragedy yesterday afternoon, when Victor Miron, 11, of 319 Le-Breton Street, was struck and killed by a passing locomotive.

Two companions escaped death by inches as they leaped down a steep embankment only a brief second before the engine roared over the narrow bridge where the lads had been playing.

It was at 4.20 yesterday afternoon that Victor Miron accompanied by Howard Moffatt, 7, of 12, Raymond Street and Harold "Butch" Starklngs, 10, of 9 Raymond Street, climbed the 23 foot CNR trestle on Preston Street in search of adventure.

20 Minutes Later

Twenty minutes later two police officers patrolling the area made a grim discovery. The small battered body of Victor was found on the sidewalk under the trestle Staff Sergeant Brown 537 Lyon Street, a passerby, was stooped over the lifeless child, who lay in a pool of blood.

The two other lads, frightened by their own narrow escape, had fled from the scene hardly aware. of the tragedy that had befallen their playmate.

The army sergeant reported that, he had not seen the actual accident. He stated that he was passing under the trestle as the boy's body fell down the rocky emhankment and came to rest on the sidewalk almost at is feet.

At 4.40 P.M

It was later learrfed that the accident occurred at 4.40 p.m. as the Ottawa-bound Pembroke Flyer (train No. 9. locomotive No. 5059) was passing over the trestle on the way to the Union Station.

The engineer of the passenger train, Gilbert Orange, was unaware of the accident. He did not know that the train had struck the child until he was so informed by city police some time after the boy had been found dead.

Several hours after his chum had been killed seven-year-old Howard Moffatt gave The Citizen his version of his frightening experience prior to the death of young Victor.

"Victor. Butch and myself decided to take a walk along the tracks, "he said.

Climbed On Trestle

"We climbed to the top of the trestle and started walking and playing, suddenly we saw ine train. Butch ran first. I was behind him, and Vic was last.

"I jumped down the grass behind Butch. I thought I saw the train hit Victor but I wasn't sure. I think I did see him fly into the air when I looked back," the youngster recalled.

The dead lad's sorrowing parents werp unable to give any reason for Victor's desire to play on the tracks yesterday afternoon. His father, Raphael Miron, a city employe, could not recall that his son had ever been seen on the railway tracks before yesterday.

The boy, he said, did not come home from school yesterday. He had taken his bicycle and left it at the home of an aunt. Mrs. Anton Levesque, 357 Rochester Street who lives about a hundred feet from the CNR tracks. This was shortly after 4 o'clock.

Seen Joining Friends

Victor was seen by Mrs. Levesque joining his two friends and heading for the tracks. The family knew nothrng of the accident until advised by officials after the tragedy had occurred.

Sergeant William Cowan and Constable Earl Connollv of No. 2 Police Station were at the scene shortly after the accident had occurred. The officers noticed the train passing over the trestle as they approached the spot. When they passed under the trestle they saw the boy on the sidewalk.

Further Investigation revealed that the boy had been thrown over a two-foot ledge alongside, the tracks. He then rolled down the 23-foot embankment leading to the sidewalk.

Coroner Dr W. T. 8hirreff, who was called to the scene, stated that death had been instantaneous. He reported that an inquest will be held.

26/05/1951 Ottawa Citizen Renfrew

Tragic Story Of Death Pours From Boys' Lips

The tragic story of their playmates death atop a railway trestle poured from the lips of two little boys last night at a coroner's inquest into the death of Victor Miron, 11, of 319 Le-Breton Street.

They told how the lad failed to keep up with them as they raced across the edge of the CNR railway overpass on Preston Street, during the afternoon of May 11. and was struck by an eastbond locomotive that came down upon them as they were at play.

The two boys, Howard Moffatt, 7, of 12 Raymond Street and Harold "Butch" Starkings. 10, of 9 Raymond Street, told the coroner's jury that despite frequent warnings they habitually made the railway tracks their playground.

On the afternoon of the accident the three boys had climbed up the embankment leading to the Preston Street trestle shortly after leaving school. They were engaged in "throwing pebbles on little girls below" when the Pembroke passenger train brought a tragic end to the dangerous pastime.

Too Small For Box

Too young to be sworn in as witnesses, and too small to be seen over the edge of the witness box in the courtroom, the boys were seated, one after the other, in a chair before the coroner and permitted to tell the story in their own words.

Howard Moffatt, told Assistant Crown Attorney Samuel Lepofsky, KC, that he knew the difference between the truth and a lie. "My father will spank me if I tell a lie." he declared. With this assurance Coroner Dr. W. T. Shirreff told the young witness to go ahead with his story.

"Butch Starkings and me were walking to the tracks, when Victor came along and joined us. He had a bicycle and left it with a lady and we went to the tracks," the boy recalled.

"We crossed the tracks twice, and were throwing some pebbles at the girls, when 'Butch' hollered 'Run, here comes a train'," he saild.

Ran Ahead, Jumped

"I ran ahead and jumped down the side. When I looked back I saw Victor falling over the side of the bridge. I guess the train must have hit him," young Moffatt stated.

His grim testimony was duplicated by Harold Starkings. He told the coroner's jury that he "just happened to look up and see the train." Both boys declared that they heard neither bell nor the warning blast of a whistle.

Members of the train crew testified that the train had been coasting at a speed of 10 mlles-per-hour in accordance with CNR regulations for travel within Ottawa city limits.

Fireman Stephen Hook and Engineer Gilbert Orange, both testified that a warning bell had continually sounded, but the whistle was silent in the observance of a city anti-noise by-law.

Constantly Warned

The coroner's jury were told that youngsters were constantly being warned away from the CNR right-of-way. CNR Chief Constable B. B. Harris testified that two of the youngsters had appeared in Juvenile Court on March 30, after being found on a similar crossing, and were severely reprimanded oy Judge Allen Fraser.

"I don't condone the practise, but we must remember that little boys will play on railway tracks, and every precaution must be made to avoid accidents," Mr. Lepofsky reminded the jurors after all witnesses had been heard.

The following verdict was returned by the jury: "Victor Miron met his death by injuries suffered on a railway bridge at Young and Preston Streets. "While we are at a loss to understand why the boys were not seen on the bridge by the engineer or fireman, evidence shows the boys were previously warned, and we attach no blame."

However the jury added the recommendation that all such danger spots be provided with more adequate warning signs in the future.

Other witnesses heard last night were, Dr. Max Vechter, Robert Fitzpatrick, Mrs. Mary McCadden and Patrick Larkin. Members of the train crew who testified were, William Swlnwood, conductor; J. Valllere, brakeman, Wilbert Fahey, baggageman; Gilbert Orange, engineer, and Stephen Hook, fireman.

Corporal Walter Hudson, Sergeant William Cowan, and Corporal Eric McDonald of the Ottawa City Police reviewed the results of their Investigation.

10/10/1951 Ottawa Citizen Renfrew Island Park Drive

The Prince and The Princess are here! Her Royal Highness, The Princess Elizabeth, and the future Queen of the United Kingdom and "the Dominions Beyond The Seas" stepped off the Royal Train at 10 a.m. at Island Park Drive with her husband, the Duke of Edinburgh.

09/01/1952 Ottawa Citizen Renfrew

Crashes Into Rail Barrier

Police are searching for a motorist who, with no apparent respect for trains, crashed through the railway barrier on Bronson Avenue shortly before midnight, missing an oncoming freight by a matter of Inches.

The railway attendant reported that the automobile was travelling north on Bronson Avenue just as the guard rails were being lowered.

The car was forced to swerve to miss the train and then continued along Bronson Avenue. Damage to railway property was estimated at $100.

Constables Rene Miner and John Johnston were called to investigate.

25/01/1952 Ottawa Citizen Renfrew

Driver Safe, Car Damaged.

Jean Paul Chenier 33 of 1908 Carling Avenue swerved his car from the path of a moving freight train yesterday evening just in time to avoid personal injury, but not soon enough to save his car from heavy damage.

While travelling south on Clyde Avenue, Westboro at 6.10 pm the motorist noticed an eastbound freight just as he approached the CNR tracks. He turned his car into a snowbank in an attempt to clear the train, but the rear end of the automobile caught an overhanging step on one of the freight cars.

The fender and part of the auto body were ripped from the car but the lone occupant of the car escaped injury. Damage to the automobile was estimatedat $2000.

The engine (No. 2620) was in charge of Engineer Fred Hampel of 98 Gilmour Street.

Constable John Hodgins and Albert McConnell, of No. 2 Police station were called to tnvestigate.

31/01/1952 Ottawa Citizen Renfrew Bank Street

Four Freight Cars Derailed

Four CNR freight cars were derailed during switching operations in the Bank Street yards, east of Bronson Avenue, early Saturday evening.

The cars were part of a freight train proceeding to Montreal. No one was injured. A wrecking crew worked until 2 a.m. to clear the tracks. All cars remained upright. Cause of the derailment was not Immediately ascertained.

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 despatched to the scene immediately and had cleaned up the derailment by 2 a.m. today.

11/06/1952 Ottawa Citizen Renfrew Graham Bay

Truck Crashes Train, Driver Dead
Vehicle Hurled Off Road
Graham Bay Scene Of Smash
A train-truck collision at Graham Bay, one half mile west of Ottawa, this morning claimed the life of 21-year-old Cecil Woods, of 139 Broad Street.
Woods, the driver and sole occupant of a truck owned by J. R. Brazeau, of 29 Stirling Avenue, was pronounced dead on arrival at the Civic Hospital by Coroner W. T. Kendall. The accident occurred about 9.11. The victim was rushed to hospital by the Exclusive Ambulance.
Truck Empty
The empty truck was heading south towards Graham Bay when it struck train No. 89 proceeding west to Pembroke. The 1951 International truck was thrown clear of the highway by some 15 feet and finished in an upright position next to the home of W. J. Saunders.
According to the conductor, Patrick A. Potter, of 560 MacLaren Street, the train was proceeding at a rate of about 35 miles-per-hour when it reached the level crossing and came into contact with the truck.
The three-car train had not stopped at the Graham Bay station but those nearby said the whistle had blown. There is no "wig-wag" at the crossing but a warning sign is clearly visible.
Provincials On Scene
Corporal Carl Johns, and Constables James Carr and Gordon Macdonnell, of the Ottawa detachment, Ontario Provincial Police, arrived on the scene shortly after the collision and carried out the investigation.
The train came to a halt about 150 yards down the track. It's only damage was a broken steam pipe on the locomotive. A new locomotive was brought from Ottawa and the train proceeded to Pembroke about 11 a.m.
One of the first to arrive at the scene of the collision was Thomas Cavanaugh of Ashton. who had just left the crossing and was moving uphill towards Ottawa when he passed the Woods truck. The driver waved at me, said Cavanaugh, and the next thing I knew he had struck the side of the train. "I must have come very close to it myself," he added.
According to W. J. Saunders, who witnessed the accident from the window of his house, the truck ran into the side of the engine on the engineer' side. "I tnought it was coming right Into the house." he said discribing [sic] how hard the four wheel vehicle had been hit
The driver was pinned against the windshield of the truck and was removed from the cab minutes before the arrival of the ambulance.
The truck received extensive damage to the engine and cab.
Reggie Coghlan of Britannia Heights, who was travelling in a mail car just behind the engine. said that the first warning he had of the collision was when he felt "a heavy bump."
Gilbert Orange, of 113 Harvey Street, was the train's engineer and . Harvey Scisson, Woodlawn, fireman. Both were convinced it was impossible to avert the collision as the truck was not seen until it was too late
On Valley Run
Canadian National Train No. 89 leaves Ottawa Union Station at 8.40 a.m. for the Ottawa Valley run. A large crowd gather-ed at the crossing shortly after the accident. Many tried to identify the victim.
Since the victim had been driving alone in the truck it was some time before he was identified
Also investigating the accident was B. B. Harris, chief investigator of the Canadian National Railways.

Caption to picture
Fatality - The scene of the fatal truck-train collision at Graham Bay which this mocning claimed the life of 21-year old Cecil Woods. The truck is seen in the foreground at the point where it came to rest following impact With the train. Photo by Newton

10/09/1952 Ottawa Journal Renfrew Arnprior

CNR FreightTrain Derailed at Arnprior
ARNPRIOR, Sept. 10. Service on tha Canadian National Railways branch line from Ottawa to Pembroke and Barry's Bay was disrupted today as the result of a freight derailment)ust east of tha 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.

10/09/1952 Ottawa Citizen Renfrew Arnprior

Derailment At Arnprior
Special To Tne Citizen
ARNPRIOR A freight train derailment just east of the CNR bridge at Arnprior last night blocked all service on the CNR branch line to Pembroke and Barry's Bay. Normal service was expected to be restored late this afternoon, according to railway authorities.
Six cars of a slow-moving ballast freight, moving west, jumped the track just before reaching the bridge, completely blocking the line. The train was in charge of Engineer J. S. Dodds, 325 Cambridge Street, and Conductor J. D. Cameron of 534 King Edward Avenue
No one was injured In the mishap and the cause of the derailment is undetermined pending an investigation and survey.
Until the tracks are cleared trains are being rerouted over another line via Beachburg.

07/10/1952 Ottawa Citizen Renfrew Barrys Bay

Dally Highlight Policeman, doctor, priest, taxi drivers, everyone turns out to meet the noon train from Ottawa at Barry's Bay. Engine 5072 pulls in with two express cars and passenger coach, brings mail and parcels, turns on "Y", and heads back to Ottawa. Photo by Inglis.

19/11/1952 Ottawa Citizen Renfrew Madawaska

Caption to picture
"Ghost Town" - One of the first things that catches your eye as you arrive in Madawaska by rail or road, is the skeleton of the once-busy Grand Trunk roundhouse that held 35 locomotives when Madawaska was a division point on the railroad, built by J.R. Booth. The town;s population shrank by 200 when a secion of the road was ripped up and the roundhouse closed.in 1933,

04/12/1953 Ottawa Citizen Renfrew Eganville

Train Strikes Auto, Cormac Man Injured
EGANVILLE (Special) August Vituski, about 30, of Cormac, Out, was seriously injured when the car he was driving was struck by a CNR freight train at a level crossing one mile west of here last evening.
Taken to Pembroke General Hospital, Mr. Vituski was found to have severe cuts and bruises and possible fractured ribs, as well as suffering extreme shock. Full extent of his njuries will not. be known until an X-ray examination has been made.
Dr. T. L. Cashman, of Eganville, who was called to the scene, said his condition was "fairly critical."
Ontario Provincial Police Constable George Widdows said that heavy fog, making visibility very poor, probably was to blame for the crash.
Mr. Vituski was alone in his 1953 model car, driving towards Cormac. a few miles west of here, when the accident occurred at about 8.30 p.m.
The westbound freight, CNR Extra No. 2567, was driven by Engineer .John Harper, of 193 Marlborough Avenue, Ottawa.
The road at this point, after proceeding almost parallel with the railroad, angles across the tracks. The train struck the car just behind the left front wheel, and pushed it several yards. The automobile was all but completely wrecked.

10/12/1953 Ottawa Citizen Renfrew

Cross-Town Rail Track To Survive

When the new cross-town super highway is built, it will parallel one railway track of the Canadian National Railway, alongside the old right of way.

The Federal District Commission makes it clear that both the cross-town highway and one cross-town track will be left. When the last rail will be torn up is not known.

Many people fancied that when the passenger trains and through freights stopped operating along the cross-town track, that all the tracks would be abandoned.

The FDC has pointed out that as long as the CNR has railway-yards and industries to serve in Ihe west end of town, the railway tracks will survive.

"There is plenty of room on the property we have acquired for both railway and highway traffic," said a FDC spokesman.

The highway which starts out near Graham's Bay station will come in on the old tracks or alongside it. The railway tracks will only function through the center of town and as a service to industries located along the rails.

"Both highway and railway will be around for quite a while" opined an FDC official.

11/05/1954 Ottawa Citizen Renfrew Echo Drive

1930 Auto and Massive CNR Train Break About Even In Their Tusstle

By Ben Dworkin Citizen Staff Writer

A 1930 vintage coupe and a crack CNR trans-continental flyer had it out at a city railway crossing early this morning and broke almost even in the tussle.

However, after they had been pulled apart it was agreed that the train did come out slightly on top as a result of the argument. The 14-coach train "was only backing up slowly at the time.

The scene was the CNR Echo Drive crossing, near Hawthorne Avenue. The time shortly after midnight.

Morris Lepage, 18, of 397 Gloucester Street, was at the wheel ct the early-model automobile. At the throttle of locomotive No. 6074 pushing the train was Engineer Albert Bates.

Pushed Coupe 95 Feet

Catching the right rear corner of the auto, the train pushed it a distance of 95 feet along the rails, and then threw it onto the shoulder of the railway right-of-way.

Total damage to the car was a broken rear wheel. Driver Lepage suffered nary a scratch.

When Engineer Bates climbed down from his locomotive and examined the damage to his train, he found (upon very close scrutiny) that the train was slightly the worse for a few scratches and scrapings where it had come into contact with the car. All he suffered personally were hurt feelings.

What Police Say

Here is what police say happened. Lepage, the holder of only a temporary driving permit was alone in the car travelling south on Echo Drive when the motor stalled. He had borrowed the car from a friend for the evening in return for the use of his motor cycle.

Along came a friend-in-need, Fred Ducharme, 17, of 301 Wilbrod Street, and agreed to give him a shove with his car.

Both drivers apparently failed to notice the CNR signalman at the crossing waving his red lantern to warn motorists of the approaching train.

The engine with its 14 coaches was backing along in a leisurely manner toward the CNR switches at the Bank Street yard.

Speaking to The Citizen later the 18-year-old auto driver said he did not know just what did happen.

"I was being pushed normally along Echo Drive by my friend. The next thing I knew I was being pushed sideways by the train. The car just skidded along the rails.

"When I got out I couldn't figure out what all the fuss was about. I didn't even have time to think about getting hurt at the time, ' he said.

"Cost 60 Bucks' "

What about the damage?" he was asked.

"Can't say," he replied. "The car only cost about 60 bucks, so I guess a wheel can't be very cxpensivs."

Officially Cpl. Alvln Meredith and Const. Prospere Bruyere were in charge of investigating the freak accident But before the car was cleared away from the crossing policemen in prowl cars who could find an excuse to pass along the way, visited the scene to see for themselves - otherwise they wouldn't believe it could have happened that way.

13/08/1954 Ottawa Citizen Renfrew

Brakes Fail Car Strikes Signal House

When the brakes of her car failed suddenly yesterday evening, Miss Beverly Walker, 503 McLeod Street avoided crashing through the lowered CNR gates at the Bronson Avenue crossing, by swerving over the sidewalk into the side of the signal house. Damage to the auto $150, and about $50 to the CNR property.

Miss Walker told police that she had been travelling north on Bronson when the gates were lowered as a freight train was about to start backing up at the crossing. She applied her brakes only to find they did not operate. Rather than risk plowing into the train she took to the sidewalk. The-brakes were In perfect working order only a few minutes earlier, she said.

Constables Kenneth McDonald and Bill Ferguson investigated.

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.

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 procesion proceeded to a reception at the New Zealand high commissioner's rsidence 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."

25/11/1954 Ottawa Citizen Renfrew Renfrew

Driver Unhurt When Truck Hits Train
RENFREW (Special) A young Renfrew man had a close brush with death when the truck he was driving struck the side of a slow moving train here yesterday afternoon.
Joe Cartier, 18. escaped with minor abrasions when he was thrown to the road as the three-ton truck he was driving hit the side of the engine.
The accident happened about 2 o'clock yesterday afternoon at the CNR crossing at the south end of Raglan Street.
According to police, Cartier was proceeding north into town, when he noticed the eastbound train seconds before reaching the crossing.
Although he applied his brakes he was unable to avoid the train. The truck was thrown against an automatic signal as Cartier was tossed to the road.
Damage to the truck, owned by J. C. McLaren for whom Cartier worked, amounted to about $600. The engine damage was estimated to be close to $200, with another $200 damage to the warning signal.
OPP Constable Tom Wark, who Investigated the accident, stated that no charges will be laid.

17/12/1954 Ottawa Citizen Renfrew

Plow Hit By Train
PEMBROKE (Staff) Struck by a train at a level crossing on a township road, a township of Westmeath snowplow sustained heavy damage, Thursday, but its operator, Gordon MacGregor, 36. Beachburg. escaped without injury.
The plow was working on a road about eight mniles west of Beachburg when it was struck by a CNR westbound train at Indian Road crossing. The plow was travelling south at the time.
The train struck the rear section of the truck pushing it off the tracks and moving the heavy vehicle about 12 feet. The driver remained in tne cab.
The train was stopped in about 25 box car lengths.
The train, extra freight number 9098 was halted for a time for police investigation of the accident.
It was in charge of conductor , G. S. Anderson, 38 Merritt Ave., Ottawa. Engineer J. R. Jolicoeur, 73 Blackburn Ave, Ottawa. Fireman A. Hills, 61 Second Ave., Ottawa and Brakeman J. P. Labroque. also of Ottawa.
Provincial constable Ken Lepine, Pembroke, is investigating.

21/12/1954 Ottawa Citizen Renfrew Carp

Train Wrecks Tractor, Trailer of Beer Saved.
A crash involving a CNR mixed freieht-train and a tractor-trailer loaded with beer at Carp last night, sent the truck driver to hospital and reduced the tractor to a mass of twisted wreckage.
The trailer loaded with several hundred cases of beer, however, was undamaged in the accident.
The driver, William Giles, of Montreal, escaped with minor injuries. He was admitted to Civic Hospital suffering lacerations to his right arm, and severe bruises.
$10,000 Loss
The tractor owned by Dow's Brewery and valued at $10,000, was wrecked beyond repair, but the trailer it hauled did not have even its new red paint job scratched.
Though the trailer remained locked at the scene, officials believe that not even a bottle of beer was cracked in the collision.
An Ontario Provincial Police guard was posted at the scene until the truck load of beer was hauled away from the scene at midnight.
Police said that the accident happened at 6.15 p.m. at the CNR level crossing. The slowly moving freight train was travelling east at the time.
The truck driver reported that he heard the warning whistle of the locomotive when his truck was only a few feet away from the tracks.
Road Slippery
He attempted to brake but could not stop on the slippery road. Then the truck driver swung his truck in the direction of the train's travel in a futile effort to avoid the accident.
The locomotive (No. 2524) struck the tractor broadside, shoving it about ten feet before pulling to a stop.
Engineer George O'Connor, of Ottawa, was operating the engine, and Conductor J. M. Grant collision. was in charge of the train.
An Ontario Provincial Police OPP Const. Lloyd Crego investigated the accident.

26/01/1955 Ottawa Citizen Renfrew Kinburn

Truck-Train Collision In Kinburn
KINBURN (Special! Murray Findlay escaped serious injury when a truck he was driving was struck by a CNR freight train at the level crossing in Kinburn.
The driver, who was alone in the truck, was thrown out of the vehicle when it was struck in the rear by the train. He was shaken up but otherwise uninjured.
Bags of grain he was taking to the Leo Cotton elevator were scattered along the roadway where the accident occurred.

05/02/1955 Ottawa Journal Renfrew Isabella Coal Sheds

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."

28/04/1955 Ottawa Citizen Renfrew Renfrew

4 Persons Killed In Smash

RENFREW (Special) Four men are dead and two others in hospital as the result of a car-train collision nine miles east of here on Highway 17 and the CNR line yesterday afternoon.

The Victims

The dead are: Viateur Dumas, 27, believed to be the driver of the vehicle; Harvey Dumas, either brother or cousin; Marcel Deschenes and Louis Desjardins.

Injured and in Renfrew Victoria Hospital are Jean Paul Desjardins, son of the dead man, whose condition is reported as "fair", and Rheal Desjardins, suffering from concussion and shock. The latter's fatheris Eugene Desjardins of Ste. Rita, Que.

All passengers of the vehicle are believed to be from the Riviere du Loup area. The six men were headed west on a level stretch of highway when the accident occurred shortly after 2 p.m. Although there were no witnesses, it appeared as though the men failed to see the train.

The car was truck [sic] in midsection by the engine. A slight risei in the ground adjacent to the tracks partially blocks the vision of a driver for some 50 to 60 feet from the crossing.

Ottawa Train

It was a passenger train running from Barry'a Bay to Ottawa that hit the car. The train was due in Ottawa at 4.50 D.S.T. yesterday afternoon. Engineer was M. J. Gaffney and the fireman was E. Proulx, both of Ottawa.

Completely demolished, the car was tossed into the north ditch of the railway about 60 feet from the point of impact. Two 'of the victims were pinned beneath the overturned vehicle. The other passengers in the car were thrown clear.

The two men pinned under the car apparently were killed outright and a third died before an ambulance arrived at the scene. The fourth victim, taken to hospital by a passing motorist, was pronounced dead on arrival.

Personal belongings and luggage of the occupants of the car were strewn for 50 yards along the right of way.

The investigation is being directed by Cpl. William Milton of the Renfrew detachment of the Ontario Provincial Police.

Caption to picture

Scene Of Tragedy Shown above is the battered vehicle in which four men were killed and two others seriously injured in a car-train collision nine miles east of Renfrew yesterday afternoon. Two men were pinned beneath the upturned vehicle. It is believed they died instantly. The car collided with the Barry's Bay-Ottawa passenger train. Looking over the wreck shortly after the accident Is Constable William Freeth of the Renfrew detachment of the OPP. Photo by McKinnon

06/09/1955 Ottawa Citizen Renfrew Bells Corners

Auto Driver Killed Two passengers Safe

John A. Greer, 81, of R.R. 1, City View died in Civic Hospital Sunday of multiple injuries and shock sustained Saturday when a C.N.R. freight train demolished his car at Bells Corners.

Two young girls, passengers in the ear, ordered out by the driver, escaped injury. They were: Jean Greer, 10, daughter of Mr. ana Mrs. Gordon Greer, City View, a granddaughter of the deceased; and Brenda Stapledon. 9, daughter of Mr. and Mrs. May-nard Stapledon, also of City View.

Mr. Greer was driving north along the 4th concession road and, as he crossed the railway tracks, the car stalled.

Relatives said Mr. Greer saw the train when he reached the tracks and applied the brakes. The car stalled.

He ordered the two youngsters. who were in the back seat, to get out of the car.

The girls scrambled to safety and called to Mr. Greer to leave the car.

Tried To Save Car

As the train bore down on the vehicle, Mr. Greer made two frantic, unsuccessful efforts to start the automobile.

Then, too late, he opened the car door and started to get out.

The freight train struck the car, demolishing it and Mr. Greer was thrown to the ground, suffering multiple injuries.

The accident happened just after 5 p.m., Saturday and Mr. Greer was taken to the Civic Hospital for emergency treatment. He died early Sunday morning.

The train involved was a freight travelling from Barrys Bay to Ottawa. The engineer was Daniel McCarthy, 82 Clegg Street and the conductor was Russell Conly, 382 Frank Street.

Dr. W. T. Sherriff, coroner, viewed the body. No decision has been made as to whether an inquest qill be held.

23/12/1955 Ottawa Citizen Renfrew Arnprior

Three Escape When Truck And Train Hit

ARNPRIOR (Special) Three members of the construction crew of the Corporation of Arn-prior had a narrow escape when the nine-ton truck in, which they were driving piled inlo a westbound extra freight, at the Canadian National Railways John Street level crossing about five p.m. yesterday.

The driver of the vehicle was Gerald Frivalt and with him were Gerald Nicholas and William Nicholas, all town employes. The men apparently saw the oncoming train even though vision is poor at this point. Brakes were applied but on the icy road the truck slid into the train and was carried some 120 feet west along the right of way. The occupants of the truck were shaken up but-otherwise escaped injury. Damage to the truck was estimated at one thousand dollars.

Constable Gilliam McCuen of the Arnprior detachment, Ontario Provincial .Police, investigated. Train crew members were Conductor James Grant, Barrys Bay, Engineer James Dodd, Fireman G. McEIcoy, both of Ottawa.

24/12/1955 Ottawa Citizen Renfrew Barrys Bay

Dead on arrival at Barry's Bay was Raymond Gutoskie, 36, of Barry's Bay, driver of the car which was struck by a CNR way-freight.

Injured were three other Barry's Bay men: Bronas Kuiack, 32: Emard Kutchoskie, 23. and Bernard Kutchoskie, 63. Mr. Muiack suffered possible fractured shoulder while the two Kutchoskles suffered from bruises and shock.

The acciednt occurred on a county road between Highways 60 and 62.

The train was travelling west and the car south. Survivors told police they had not heard the train whistle but had seen the headlight of the engine. They said the driver applied the brakes but slid into the side of the locomotive.

Brand New Car

The car, a 1956 model, had 57 miles registered on the speedometer.

The train was in charge of ;Engineer Daniel McCarthy. 82 Clegg Street. Ottawa, and Conductor Russell Conley, 332 Frank Street. Ottawa.

Coroner Dr. L. J. Mulvihill, Renfrew, was called and an inquest was ordered.

Investigation is being conducted by Constables J. E. Grubb and Norm Waslyk of the Ontario Provincial Police. Killaloe.

28/02/1956 Ottawa Citizen Renfrew

Escapes level Crossing crash With Minor Hurts

An Ottawa driver escaped with minor injuries last night in the fourth level-crossing crash in the Ottawa area within eight days

Keith Sassevilie, 34, of 184 Aylmer Avenue, was trapped in his car when it rolled down a 40-foot ravine after ramming into a CNR baggage coach at a local unguarded crossing.

The accident occurred on the CNR crossing at Riverside Drive, west of Hurdman's Bridge. Involved was a train of baggage coaches being taken from the Union Station.

(Ten persons lost their lives in the previous crossing accidents that occurred in the district.)

Mr. Sassevilie was alone in the car at the time of the accident shortly after 8.30 o'clock.

Hit Last Coach

His car struck the last coach on the train, and was forced about 40 feet down the right of way by the impact. The car did not come to rest until it rolled down the deep ravine on the side of the railway right-of-way.

The auto, valued at $1,800, was wrecked beyond repair.

The injured man was taken to Civic Hospital by Ralph Latta of 215 Eastern Drive, a passing motorist. Sassevilie was treated for a back injury but was not detained.

He told Const. Donald McDonald that he was travelling north on Riverside at a slow rate of speed, and did not notice the train. He reported that there were no lights on the coaches and that he heard no warning signal.

Arthur J. Shaw, yard foreman, in charge of the train, told police that there were some lights on the last coach, though the other cars were unlit. He reported that the regulation whistle had been sounded as the engine approached the crossing.

07/06/1956 Ottawa Citizen Renfrew Arnprior

Schoolchildren Not Injured In Level Crossing Accident

ARNPRIOR (Special) A busload of homeward-bound schoolchildren escaped with nothing more than a brief scare following a three-way level crossing crash here yesterday afternoon.

Involved was the school-bus, a CNR train and a loaded gravel truck. The potentially dangerous accident ended up with heavy damage to the truck. The bus and train escaped practically unscathed. No one was hurt.

The accident happened at 4 o'clock in the afternoon. The three-ton dump truck was driven by James S. McCarroll, of Renfrew, and was travelling north on the highway.

When it approached the level crossing, the driver apparently failed to notice an oncoming train because of a house that obscured his vision.

The engine of the train, backing up at the time, caught the rear of the truck.

Thrown Against Bus

The heavy truck was thrown against the school-bus that had pulled to a stop at the crossing to await the passing of the train.

When he noticed the truck swerving in the direction of his bus MacGunn, the bus driver, alerted the youngsters averting any panic the children night have displayed.

Michael Gaffney, of Ottawa, was the engineer, and James N. Grant of Barrys Bay was in charge of the CNR freight train.

The accident was investigated by CpL H. Boyd and Const. M. McNairn, of the Ontario Provincial Police,

18/01/1957 Ottawa Citizen Renfrew Bank Street

Railroader Slips From Caiv Killed l A CNR yardman died this morning after he was run over and dragged by a dietel engine and four oil tank cart in the Britannia Yards near Duke Street

Orville Thomas Ryan, aged 30, of 351 Kempster Avenue, wat horribly crushed about the lower body In the accident, which happened about 9 am. He died shortly after admission to Civic Hospital.

Mr. Ryan had been riding one of the cars when he apparently slipped and fell on the rails. The diesel engine was backing up shunting the oil tankers.

The yardman was run over by several cars, then caught up In the running gear. He was dragged almost 500 feet before he came free and was again crushed by the moving train.

Spotted By Crew

The victim finally crawled to the side of the track and was seen immediately by the train crew.

Engineer Philip Button, of 9 Graham Avenue, said he felt a slight bump seconds before spotting Mr. Ryan on his side of the train. Romo Couslneau, 32 Simcoe Street, was fireman in the locomotive's cab.

A brother of the victim, Kenneth Ryan, was killed in a similar accident near the Laurier Avenue Bridge in the summer of 1954. He was also a CNR employe.

The fatality occurred 50 feet east of the No. 2 switchiIn the yard. It is thought the victim may have been preparing to dismount to tend the switch when he slipped.

Fellow employes tried to give the stlll-conscious man first aid until an Exclusive Ambulance crew arrived to take Mr. Ryan to Civic Hospital. At least one of the wheels had passed directly over his abdomen.

The accident was investigated by City Police Sgt Walter Hudson, Constables B. H, Wigmore, John Coombs and Clayton Bigras and A. A. Small of the CNR police.

29/01/1957 Ottawa Citizen Renfrew

TRAIN STALLS ACROSS ROAD 30 MINUTES

Supprtime traffic passing through Ottawa East was tied up for more than 30 minutes late yesterday afternoon when the crack CNR transcontinental flyer stalled on the tracks across Main Street and Echo Drive.

Despite loud spoken pro tests from scores of motorists and blares from countless horns nothing could be done about the situation in a hurry. It was not the fault of railway officials.

The brakes of the Diesel locomotive hauling the Montreal-bound train seized up just as the train was being pulled across the two busy streets.

The engine stalled at 3.22 p.m., and at 3.46 p.m. an emergency crew repaired the brakes and the train continued on its way. About 15 more minutes elapsed before the traffic became untangled and the motorists could make their way homeward.

28/08/1957 Ottawa Citizen Renfrew Merivale Road

Badly Hurt In Crash With Train

John Paul Lanthier, 26. of Gatineau, is in critical condition in Civic Hospital following a truck-train crash at the CNR crossing on the Merivale Road shortly before 10 o'clock this morning.

The truck driver suffered severe head and internal injuries. He underwent emergency operations upon his arrival to hospital, but the full extent of injuries was not immediately known.

Nepean police said the victim apparently drove his five-ton truck loaded with sand directiy into the back of a passing diesel locomotive pulling a freight train bound from Ottawa to Barry's Bay.

Force of the impact hurled the truck, owned by B. J. Monette, 22 Concord Street, completely across the highway and into a ditch alongside the right of way. It snapped off the crossing sign and knocked down a telephone pole. Lanthier was hurled from the truck and was found lying some 30 feet away from the wreckage.

Nepean Chief John Rankle found the injured man lying unconscious when he arrived on the scene. He was rushed to Civic Hospital by Exclusive Ambulance.

The crossing has no warning signal, and despite the fact that visibility is good on both sides of the highway has been the scene of several accidents includ ing a fatal crash about a year ago.

The engineer of the train was Tom Bradley, 77 Glenn Avenue, and Conductor Patrick J. OToole of 329 Fourth Avenue was in charge. Both said the horn of the train was sounded as it approached the crossing.

Caption to photo 29 August 1957

WRECKED BY TRAIN , This is all that was left of a five-ton truck owed by R.J. Monette, local wood and lumber dealer which rammed the diesel engine of the CNR freight from Ottawa to Barry's Bay at the Merivale Road crossing yesterday. Thrown clear, the driver. John Paul Lanthier, of Gatineau Point, was taken to Civic HospitaL His condition today is reported Improved. - Photo by Newton

07/12/1957 Ottawa Citizen Renfrew Echo Drive

Four Airmen Injured At Crossing

Four young airmen wer injured last night in a grinding car-train collision at a crossing on Echo Drive near Haw thorne Avenue. All are in good condition.

Police report that a CNR signalman, Wilfred Menard of 149 McGllllvray Street, narrowly missed being struck by the airmen's car as he waved his warning lantern at the crossing.

The injured, all stationed at RCAF Station Foymount, are: Vincent Pellow, 20, of 148 Stewart Street, who suffered head injuries and possible broken ribs; Richard Jones, 19, of RR1 Ottawa, driver of the car, who suffered a severe forehead gash: Jack O'Reilly, 24, of Eganville, also with head injuries; and Andrew Jorgenson, 21, of RR5 Markdale. Ont., who was treated for a lip laceration.

To Rockcliffe

The injured were originally taken to Civic Hospital by Exclusive Ambulance and Fire Department Emergency Car and later transferred to Rockliffe Tri-Service Hospital. All were admitted except Jorgenson.

The Jones' vehicle, according to police, was heading east on Echo Drive and the driver apparently failed to see either the signalman or the oncoming train engine until too late to stop on the slippery pavement. Poor lighting conditions and the fall of a light wlndshleld-smearlng snow also contributed to the accident, police said.

Engineer of the slow-moving locomotive, Ronald Pritchard of 259 Arlington, said his position in the engine cab (on the side away from the impact) prevented him seeing the car in time to avoid the collision.

The impact of the collision was great enough to demolish the 1954 model car and cause damage amounting to $600 to the train.

Const Wllmer Dowd Investi gated.

10/02/1958 Ottawa Citizen Renfrew Kinburn

Young Medical Student Dies In Car-Train Crash - Illegible

15/10/1958 Ottawa Citizen Renfrew

Set Dates

By The Camddam Press The board of transport commissioners will hold hearings in Pembroke Nov. 18 on an application by the CNR to cancel two passenger trains operating between Ottawa and Barry's Bay. The hearings originally were scheduled to be held in Renfrew Nov. 18. The two passenger trains 89 and 90 operate between Ottawa and Barry'a bay daily except Sunday.

23/10/1958 Ottawa Citizen Renfrew

Barry's Bay Ottawa Mail Run To Stop

ADMASTON (Special) - Rail-vay service will be discontinued between Ottawa and Barry's Bay with the change of time on October 26.

The last trip will be made Saturday, October 25 on the Canadian National Railways passenger trains No. 89 and No. 90. Mail for Barry's Bay will be transported from Ottawa by truck as a continuation of the Fitzroy Harbor-Galetta service, stopping at intermediate points enroute both ways.

The Ottawa-Barry's Bay service will by-pass Admaston post office. Mail for Admaston and Admaston RR 1 will be brought from Renfrew by mail courier for RR 2 Renfrew.

The hearing by the Board of Transport Commissioners for Canada of the application by the Canadian National Railways for permission to discontinue passenger train service between Ottawa and Barry's Bay will be held in Pembroke Council chambers at 10 o'clock on November 18.

Representatives of Admaston Council, Admaston post office box holders and Fluid Milk Shippers will attend the hearing to protest the application of the CNR to discontinue passenger train service.

19/11/1958 Ottawa Citizen Renfrew

"Temporary Halt" To CNR's Plans To Cut Off Trains

PEMBROKE The hearing ' of the CNKRs application for permission to discontinue its two daily trains running between Ottawa and Barry's Bay was today adjourned indefinitely by the Board of Transport Commissioners.

The case is being heard by eliief commissioner Rod Kerr and commissioner H. B. Chase. The situation reached an impasse at noon today when counsel for the municipalities affected, declared they were hampered by lack of detailed information which they claimed the company bad refused to give them.

Seek Alternative Service

During the period of adjournment, the CNR and the communities concerned will get together in an attempt to work out some type of alternative service which will be economic, and which will fill the needs of the residents.

Chief Commissioner Rod Kerr rapped CNR officials over the knuckles this morning when he expressed a view that some of the statistical exhibits put in by the company were lacking in helpful detail.

He did this after J. J. Greene of Arnprior, representing a number of the affected municipalities, charged that one CNR witness was giving mere opinions, rather than facts.

"If it's mumbo jumbo we're dealing with, then it's of little value to us," said Mr. Greene.

As Rupert Rollo, CNR transport economist endeavored to explain an exhibit showing estimated costs of operating trains 89 and 90 and 58, Mr. Greene interrupted:

"We've had hearsay evidence and opinion evidence, and now we're getting opinion-opinion evidence. .We are always getting into the realm of the crystal ball.

As Mr. Rollo continued giving evidence, Mr. Greene leaped to his feet.

"Is there going to be contempt of court here too?" he asked. "This entire procedure is very prejudicial to us." .

At this point :Chief Commissioner Kerr attempted to pour a little oil onto the troubled waters. "You'll have to give some consideration," he said, "to the fact that this board has been functioning for some 50 years and has had considerable experience in these matters."

Mr. Greene men cnarged mat his clients have been repeatedly refused access to the company's books.

"I don't see how this hearing can go on until we have had access to company records," he declared.

"Give us a whack at your original records and we'll be able to come up with some opinion evidence of our own," he said.

James A. Maloney, MPP for Renfrew South, declared that abandonment of the line was going to put the country back 150 years.

"They'd like to push us back into the horse and buggy days," he declared heatedly.

Mr. Maloney declared that it was significant that the CNR did not close down its other lines which serve company hotels, although they might be losing money. "I don't hear of them closing down the Chateau Laurier, or worrying about losing money in connection with their new $10 million Queen Elizabeth Hotel which they have leased to the Hiltons," he said.

When Mr. Maloney had subsided and a lull occurred, Mr. Kerr said that the issue was simply whether the service is necessary or not, and not whether some hotel was losing money.

20/11/1958 Arnprior Chronicle Renfrew

CNR line remains.

20/11/1958 Ottawa Journal Renfrew

Ottawa Barrys Bay line continues for a year.

29/01/1959 Ottawa Citizen Renfrew

Study Train Schedule For Valley

ARNPRIOR (Special) A tentative date, Thursday, February 12th, was set for a meeting between officers cf the Canadian National Railways and representatives of Ottawa Valley municipalities to work out a new trial rail passenger service for the historic 112-mile Ottawa-Barry's Bay line, it was announced today.

J. J. Greene, Arnprior lawyer who represented the appellants when the Valley communities won a reprieve from the Canadian National's decision to abandon passenger service on this run, said the meeting is also tentatively set for Arnprior, in the town hall, at 10 a.m. Feb. 12.

A letter has gone out to municipal representatives from J. W. G. MacDougall, CNR commission counsel at Montreal, requesting the meeting at which the railway will propose a more modern substitute service for trains 89 and 90 that now operate daily except Sunday from Ottawa to Barry's Bay and return. This move to propose an experimental service results from the Board of Transport Commissioners' hearnig in Pembroke last November into the railway's application to discontinue the passenger run. The hearing was suspended when Mr. MacDougall agreed to consult with railway management to see if the CNR would be prepared to institute an alternate service that would be more in accord with the wishes of Valley residents.

Sees Remedy

Mr. Greene expressed the opinion that the present position "indicates a willingness on the part of the CNR to compromise and to attempt a remedy rather than to abandon their responsibilities."

Mr. MacDougall said the CNR is agreeable to instituting a trial service on the "general understanding that if it works out well and trade increases, it will be retained as long as it pays its way. But if, on the other hand, it turns out that traffic docs not increase to the point where the service can be sustained, then objection to the proposal to reduce tie service will be withdrawn."

05/02/1959 Ottawa Citizen Renfrew Arnprior

To Discuss Barrys Bay New Service.
Representatives of Ottawa Valley municipalities served by the Ottawa-Barrys Bay CNR line will meet with railway officials at Arnprior next Thursday to discuss details of the company's proposed new passenger service.
- -
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 ageed to discuss the possibility of rearranging the service on a trial basis.

12/02/1959 Ottawa Citizen Renfrew

Rail Line Stays If Patronized
ARNPRIOR (Staff)-J. W. G. Macdougall, CNR commission counsel, Montreal, told a meeting of Ottawa valley residents here today that the railway was ready to inaugurate a new, modern train service between Ottawa and Barry's Bay.
He said, however, that if the public was apathetic and did not show interest in using the railway, the CNR would be back before the Board of Transport Commissioners for Canada to ask for discontinuance of the line,
"If the public don't patronize it, we'll get rid of it," he said. "But, if the public really does want it, then we are eager to cooperate, and are receptive to any ideas the public may have."
J. J. Greene, Arnprior, representing a number of municipalities, said he could not accept the premise that the only issue in railway requires, this is not the line could be made to pay.
Selling Job
"We feci that railways can be sold, just like soap chips, if the proper techniques are used," Mr. Greene said. "But even if profits do not reach the size the railway requires, this is not the end of the issue."
Mr. Greene added that, in accepting an exclusive monopoly and making high profits during the lush green years, the railway could not now cast aside its responsibility when times are not quite so good.
The railway owed a responsibility to the citizens, he concluded.
Mayors, reeves and other municipal representatives from more than a dozen municipalities were present at the meeting, which opened at 10 o'clock this morning in the town hall.
Among others present were: James Baskin. MP for Renfrew South, and James Forgie, MP for Renfrew North.

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.

13/02/1959 Ottawa Citizen Renfrew

Ottawa-Barry' Bay Service
The CNR has agreed to inaugurate a new, modern train service between Ottawa and Barry's Bay. Only if the public falls to patronize this service will it renew its application to the Board of Transport Commissioners to abandon tho line. It would be for the board to say whether the line should be retained, even if uneconomic. In these matters, the adequacy of alternative transport is taken as the test. But if the revamped Ottawa-Barry's Bay rail service proves popular, this question will not be raised.

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 numer 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, vho was born in Madawaska and veteran of many years service on the line, piloted the dayliner into Barry's Bay Sunday afternoon in preparation tor 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 servce, 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.

26/04/1959 Ottawa Citizen Renfrew

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 the 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.

15/06/1959 Ottawa Citizen Renfrew Rideau Canal

Believe Train Killed Father Of 6 Children

Believed struck by a train, Lionel Morn. 44, of 138 n1/2 Isabella Street, was found dead lying beside the CN railway tracks near Pretoria Bridge shortly before midnight Saturday.

Police said that Watchman Michad Furgoch, of Glen Robinson, reported to them that an unidentified young couple came to his shack and told him there was a man lying beside the tracks at the west end of the swing bridge at Pretoria.

An Exclusive ambulance was rushed to the scene but the man was dead on arrival of police. His injuries w ere consistent with being struck by a train but there was no way to determine exactly when the accident occurred.

The victim carried no means of identification but he wore a war service badge and his identity was established after checking with the war records branch.

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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 giveevidence.

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 wiII 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.

25/11/1959 Ottawa Citizen Renfrew

Keep Barrys Bay Run On Longer Trial Basis

Strictly on a further trial basis, the CNR has announced its Ottawa -Barry's Bay passenger train service will be continued "until next spring." I n the latest effort to attract patronage, the CNR has augmented the Sunday evening service on the line. This consists of a Sunday evening train leaving Barry's Bay at 7 p.m., arriving Ottawa at 10 p.m., and departing from Ottawa at 11 p.m. Sunday to arrive in Barry's Bay at 2 a.m. on Monday.

The CNR, in making the announcement of continuance of the iiervice until next spring, made these points:

1 Revised schedules for the service were worked out last March, following a canvass of the interested parties.

2 Despite these adjustments, the lack of increased patronage during the first six months' trial period had been "a distinct disappointment" to the railway.

3 All parties interested in maintenance of the line were urged "to do everything possible' to encourage people in the area concerned to use the service fei the coming months.

4 If, in the spring, patronage has not increased to the point where a more satisfactory result is obtained, the CNR "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 seriice any longer."

Highway Express

The CNR, during recent months, has re-arranged its express service so that it goes principally by highway. Economies in operating expenses have been effected wherever possible. The lack of increased patronage in recent months, however, still has left the CNR with "a substantial loss, even on an out-of-pocket cost basis without any consideration being given to necessary overhead or general expense."

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.

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.

16/12/1959 Ottawa Citizen Renfrew

Barry's Bav Train Times Are Adjusted

A further adjustment in the Ottawa-Barry's Bay CNR passenger train service, effective today, has just been announced. The same station stops will continue to be made in both directions.

For the seven-day period beginning December 7, a total of 334 revenue passengers were carried on the Barry's Bay train service for an average of 23.9 passengers per train trip.

Daily, except Sunday, the CNR train will leave Barry's Bay at 7 a.m. arriving in Ottawa at 10 a.m. Leaving Ottawa, the train will depart at 6 p.m., arriving at Barry's Bay at 9 p.m.

On Sundays only, the train will leave Barry's Bay at 7 p.m., arriving in Ottawa at 10 p.m. One hour later, the return train will leave Ottawa at 11 p.m., arriving at Barry's Bay at 2 a.m.

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.

24/03/1960 Ottawa Citizen Renfrew

Schoolboy Hit By Train At Renfrew

RENFREW (Special) Keith Towler, 14, of 30 Barnet Boulevard, suffered slight injuries this morning when struck by i diesel passenger train at the Raglan Street crossing. He is in Victoria Hospital under observation.

The boy was injured wnen he dashed across the front of the train as it pulled over the crossing. He was on his way to school and was hurrying to meet a friend on the other side of the tracks.

Renfrew Constable Joftre Desilets conducted an investigation to determine exactly what hit the boy. He is not in serious condition.

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

15/07/1960 Ottawa Citizen Renfrew

30 Minutes Closer

CNR Is Streamlining Its Barry's Bay Service

Barrys Bay will be 30 minutes closer to Ottawa by CNR as from next Monday. Running time on the line is being cut by that figure.

As well, in a further two-pronged effort to attract patronage to the dwindling Barrys Bay-Ottawa Line, the CNR will place in service on Monday a 91-pa-enger railiner, largest type on the CNR system.

CNR officials again expressed concern over the disappointing patronage" since the upgraded railiner servica was introduced on the line in March, 1959, through use of a railiner capable of carrying 49 passengers.

"The time is fast approaching when the CNR must assess the results of the co-operative efforts to revitalize the Ottawa-Barrys Bay line," a CNR spokesman warned.

Recently the CNR said it was willing to extend the Barrys Bay line service for two months and that the question of continuance of the service would be reviewed early in August.

According to figures just released by the CNR, the average number of revenue passengers per trip carried by the Barrys Bay line worked out to 18, 19, 20 and 35 for the four weeks in June. The July 1 exodus from Ottawa and a special campaign excursion to Barrys Bay by the Arrowhun Club raised the passenger figures for the final week of last month.

New Schedule

Starting Monday, the CNR morning train will leave Barrys Bay at 6.15 a.m. EST and arrive in Ottawa at 8.45 a.m. EST. The evening train will leave Ottawa at 5.40 p.m. EST and arrive at Barrys Bay at 8.10 p.m. EST Mon.

Effective as from Sunday, July 24, the Sunday schedule, on the line will be changed. Valley weekenders will leave Barrys Bay at 6 p.m. EST and arrive in Ottawa at 8.30 p.m. EST. The train will depart from Ottawa on Sunday evenings at 10 p.m. EST and arrive in Barrys Bay at 12.30 a.m. EST.

16/08/1960 Ottawa Citizen Renfrew

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 1 8 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-Barrys Bay train.

By Fred Inglis Citizen Staff Writer .

Passengers and public say it's the CNR's own fault that the railway's Ottawa to Barry's Bay train service has reached the low point where it wants to stop passenger service on that route.

Had the CNR dropped its Sunday service instead of the important daily express service, the line would pay its way, many say.

In a letter to interested parties along the 112-mile line, the CNR said that despite various improvements made in passenger service during the past 18 months, the railway's position has not improved. The CNR now has requested permission from the Board of Transport Commissioners to discontinue the service.

Six-Month Evaluation

The CNR said it postponed its request for discontinuance of passenger service a further six months in order to evaluate the service during the past summer season. It said the situation is no better and the company has asked the Board to give its application "preferred attention".

After a two-day public hearing in Pembroke in November, 1958, the railway agreed to revise the service as asked for by the municipalities affected. Since March, 1959,", the CNR said, "when the rail diesel car replaced the conventional train, the company made other adjustments in the schedule in an endeavor to attract additional patronage.

"The last of the changes was effected in July of this year when 30 minutes was cut off the running time between Ottawa and Barry's Bay. The expected increase in passengers, however, did not materialize."

Asked Passengers

On the train from Arnprior to Ottawa Thursday, passengers and railway employes commented on the situation.

Passenger business was best at intermediate points of Killaloe, (Golden Lake in the summer), Eganville, Renfrew and Arnprior. Stops are also made at Wilno, Douglas and Carp, with flag stops in between.

Maxwell Garvie, 24-year-old co-owner of the Carp Review, lives in Renfrew and rides the train daily to. Carp where he does offset plate work for the Renfrew Advance.

"I guess I'll have to move to Carp," he mused reflectively. Cutting off the service would be a serious blow to him, he said.

"A Nice Way To Travel"

Three ladies from Galetta, Frances and Anna Dean and Mrs. Cecil Bidgood, said they go in to Ottawa two or three times a month to shop.

"I hope they don't take it away," said Miss Frances Dean. "This is such a nice way to travel. We don't want to lose it."

The other two ladies agreed and said they would miss the service very much.

A single unit diesel or Budd car as railway men call it, leaves Barry's Bay at 7.15 daily except Sunday and arrives in Ottawa at 9.45 a.m. On Sunday it leaves Barry's Bay at 7 p.m. and gets into Ottawa at 9.30 p.m. It leaves Ottawa at 11 p.m. Sunday and arrives at Barry's Bay at 1.30 a.m.

"I never could see why they did aot want to take off the Sunday night train," said J. J. Foran, past-reeve of Eganville and ex-warden of Renfrew County.

"No Need For Sunday Train"

"I wondered at them taking off the express and giving this service on the way freight," he added. "There was no need for the Sunday night train as only one or two passengers use it, and the express business was important to us at Eganville. We definitely want to have the train service kept on."

Mrs. Nelson Bochme, who with her husband operates a general store at Combermere, 10 miles south of Barry's Bay, said there is "no other way" to reach Ottawa quickly. Any other way would mean stopovers of two month have CNR, two hours or more at junction points. Bus service was "terrible".

"I'm sorry and I will miss it very much," said Miss M. C. Russell, of Braeside, near Arnprior. "I go in to Ottawa once a month to shop and it means I'll have to go by taxi and that costs $8.

" Conductor Peter McCarthy, of 2273 Courtice Avenue, 63-year-old veteran of 44 years service with the CNR, has been on this line for two years.

"Tried To Make It Pay"

"We tried hard to build up the express service and make it pay," he said. "I often helped with the express and even the engineer came back and gave us a hand to load on up to 35 milk cans. We'd even put them in between the empty seats in the passenger car to find room for them. The business was there all right."

The alternative? For Arnprior folks it means: Get up early and take the CPR train which passes through Arnprior at 5.25 a.m., or take the bus.

The Budd car can carry up to 93 passengers but handles no express, baggage or mail. On Friday nights people are standing up in aisles, said Arnprior agent Clarence Huron. Saturday, too, sometimes. He does about $300-a-week passenger business and up to $3,000-a-week express business.

If the passenger service is discontinued, only a wayfreight service will remain.

Ready To Fight

BARRYS BAY (Special)

Reaction to the proposed discontinuance of CNR rail service was met with varied reaction by municipal officials both here and st other points along the rail line.

Most were strong in their opposition to the CNR move and felt that the rail company was doing the wrong thing.

Reeve Paul Yaksboski of Barrys Bay said that the persons served by the line "don't like it a bit. We'll protest any move by the CNR to end service here."

A councillor, Hillary Jones felt that if people didn't use the train, they couldn't want it badly. His was the only dissenting voice, however.

Councillor Tom Conway said:

"They've taken away the mail contract. They've taken away the express and it almost looks as if they were trying to lose money on purpose. Despite it all, though, they seem to be doing all right."

Expressing the opinion of those "grounded", Barrys Bay councillor Dominic Mintha felt concern over the fact that it will be next to impossible for earless residents to get to Ottawa.

Renfrew Acts

In Renfrew, Mayor Harry Young has decided to ask James W. Baskin, MP for South Renfrew, to bid for continuation of the run.

Councillor Bert Garrett, of Renfrew, who presented a motion to approach Mr. Baskin, said that the elimination of the service would seriously inconvenience residents of the Renfrew area, especially those in Whitney and Barrys Bay.

30/11/1960 Ottawa Citizen Renfrew

Still Try To Retain Rail Line

Opposition to the CNR's plan to drop its Ottawa-Barrys Bay train service has been registered with the Board of Transport Commissioners and a public hearing may be held to air the problem.

Early in October the CNR, in a letter to interested parties along the 112-mile line, said that despite various improvements in passenger service during the past 18 months, the railway's position had not improved.

The CNR then asked the Board of Transport Commissioners for permission to drop the passenger service.

The Board invited submissions from interested persons and communities and has received briefs from Barrys Bay and Renfrew registering opposition to the CNR's plan to halt passenger service.

The deadline for submissions has just been passed, Board secretary C. W. Rump said, but belated submissions would still be considered. With the Christmas season approaching, Mr. Rump said it is not likely that a public hearing would be held before the new year.

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 thisl 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 Jully 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

03/07/1961 Ottawa Citizen Renfrew

Final Run Of Train To Barrys Bay

The CNR passenger train between Ottawa and Barrys Bay made its last run Friday. It left Ottawa Union Station at 5:40 p.m., DST, and arrived at Barrys Bay at 8:10 p.m.

The Board of Transport Commissioners had approved the CNR'S application to discontinue the passenger run. However, the railroad will continue to handle freight and express services on this line, Monday through Friday.

Note - the BTC gave discontinuance authority on Friday 30 June - the last run would have been later.

05/07/1961 Ottawa Citizen Renfrew

New Routing For Trains In NCC Plan

Further steps in the National Capital Commission $21,500,000 five - year railway re-location program will be taken tomorrow and on Friday.

The program is to be completed by 1965, including a new Union Station at Hurdmans Bridge just off the Queensway.

Tomorrow, the last CNR train will pass over the Loretta Street-Bronson Avenue section of that line west of the Bank Street yards. Use of the yards will be discontinued later for Queensway construction in that area.

- -

M. Zagerman and Son Limited has been awarded the contract by the NCC for demolition of the Preston Street bridge overpass of the CNR line to make way for the Queensway That company, in submitting the best of four bids will pay the NCC $2,250 for salvaged material. The demolition job will be earned out without delay.

06/07/1961 Ottawa Journal Renfrew

Tear Down Preston St. Overpas

The last train crossed the CNR Preston Street overpass Wednesday (5/07) and work began mmediately loremove the bridge, making way for construction of the Queensway.

The National Capital Commission said that the CNR line between Loretta .Street and Bronson Avenue is being abandoned and the track lifted to provide the right-of-way for the Queensway, as part of NCC $20,000,000 railway relocation project.

04/08/1961 Ottawa Citizen Renfrew Bank Street

The last train of the CNR to operate over the Bank Street line made its final run on Wednesday (02/08) this week.

20/01/1962 Ottawa Citizen Renfrew Galetta

Boy Killed At Crossing
GALETTA (Staff) A three- year-old boy was killed yesterday when the car in which he was riding with his parents collided with a freight train near this village, 35 miles west of Ottawa.
Dead is Kenneth John Boucher of R.R. 2, Bells Corners.
Mother of the child, Mrs. John S. Boucher, 40, is in Arnprior and District Memorial Hospital with head and multiple internal injuries. Her condition is described by hospital authorities as "improving" and she is said to be "out of danger".
Ontario Provincial Police say the accident occurred at approximately 1.55 p.m., when the vehicle, driven by Mr. Boucher, 43, skidded onto an unprotected level crossing about one-tenth of a mile from Galetta Post Office.
Freight Train
The car was almost immediately struck by an easlbound train carrying 14 freight cars.
The car was thrown back onto the highway and came to rest on its side. Pieces of the automobile and personal effects were scattered along the tracks.
Mr. Boucher was taken to Arnprior hospital where he was treated for cuts and bruises and later released.
The family were on their way to Arnprior. Two other children Howard, nine, and Carol, seven, were attending school at Bells Corners at the time.
Residents near the crossing said they had been trying for years to have signal lights installed at the crossing.
Train engineer was Robert Flumerfelt of 225 MacLaren St., and the conductor was Fred Swinwood, 85 St. Clair Ave.
Const. James Norrie of the Provincial Police at Ottawa is investigating the accident.

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.

28/02/1962 Ottawa Citizen Renfrew Galetta

Train Crew Absolved In Fatality
A coroner's jury last night absolved a CNR train crew of any blame in the January 19 level crossing death of Kenneth Boucher, 3, of R.R. 2 Bells Corners.
The boy was in a car, driven by his father, which struck a train on County Road 20, at Galetta, about five miles east of Arnprior. He died of a fractured skull.
The victim's mother, Mrs. Stella Boucher, is still recovering from injuries suffered in the same accident.
His father, John S. Boucher, testified he was not aware he was approaching the crossing until it was too late to stop on the slippery pavement.
Coroner Dr. J. L. Dauphinais of Arnprior presided at the inquest. Assistant Crown Attorney D. G. Forrest examined the witnesses.

04/01/1963 Ottawa Citizen Renfrew Rideau Canal

Last Train
The last train is scheduled In cross the Rideau Canal on Jan. 13. thereby easing the traffic situation on Main Street and Echo Drive. The move is made possible by the new turning Y track in the Alta Vista area built by the CNR and CNR with money provided by three levels of government.
Thus step by step railway relocation is proceeding according to plan, it makes possible a less costly Queensway and also opens the way to other projects of importance to the national capital.

25/02/1963 Ottawa Citizen Renfrew Rideau Canal

BRIDGE FOR REMOVAL
Sealed tenders addressed to the undersigned and clearly marked "Tender for Removal of Bridge" will be received up to 3 00 p m. on March 7. 1963 lor the purchase and removal of a deed piste girder swing bridge over the Rideau Canal on the former Canadian National Railways. Renfrew Subdivision. Specifications and tender forms may be obtained from the undersigned at 2S1 carling Avenue, Ottawa. The lowest or any tender not necessarily accepted.
MR. J. E. HANDY. Secretary.
National Capital Commission. 291 Carling Avenue, Ottawa. Ontario.

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.

26/12/1963 Ottawa Citizen Renfrew

Man Killed when auto collides wiyh train
PEMBROKE (Special) A Golden Lake man died after a car in which he was a passenger collided with a freight train early Tuesday-afternoon. The accident occurred about 30 miles south of here.
Dead is Harold Knuth, 48, a Golden Lake bachelor. He died in Pembroke General Hospital four hours after the accident.
Constable WTilliam Bell said Ralph Schroeder, 18, of Golden Lake was driving his car north on Augesburg Road, on the Golden Lake Indian reserve, when it ran into the rear of the engine of a diesel powered Canadian National Railways freight, operated by engineer William James Hannell, 64, of 436 Queen Mary Rd., Ottawa. The train was travelling west.
Const. Bell said parts of the Schroeder car were embedded on the 11 cars of the freight train, as it bounced from one to the other. The constable added that high banks along the road's edge could have hindered Schroed-er's view.
Schroeder is in the Pembroke General Hospital in fair condition suffering with back injuries.

14/01/1967 Ottawa Citizen Renfrew Carp

Truck rolls over driver after hitting freight

CARP (Special) - A tank truck carrying 1,000 gallons of fuel oil flipped right over its young driver after it hit a freight train near here Friday morning.

Calvin Mulligan, 19, son of Mr. and Mrs. Gordon Mulligan of RR 2 Carp, was thrown onto the pavement and suffered only minor back injureis.

"He's very fortunate to be alive," said Constable James Norrie, Ontario Provincial Police, Ottawa.

Mr. Mulligan was driving the truck on the road from Old Highway 17 into Kinburn, about 14 miles northwest of here, about 11.30 a.m.

He told police he did not see the 17-car Canadian National Freight train coming until it was too late to stop. As the truck hit the fourth-last freight car, he opened the door and rolled out.

Ends up in ditch

The truck flipped 32 feet in the air, missing the driver, and landed on its side in a ditch with its front sheared off. The train continued west and damage to it was not known.

The stake truck, owned by Parfield Oils Limited, Ottawa, was damaged beyond repair, police estimated, but the tank it carried will probably be salvageable. Mr. Mulligan's father is the Parfield agent in the Carp area.

Debris from the collision was carried about 75 feet up the track. The driver was checked by his family doctor and allowed to go home.

Police said visibility was clear and the paved road bare in the centre.

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.

22/06/1968 Ottawa Citizen Renfrew Barrys Bay

Train kills district man

BARRYS BAY (Special) A local man was killed when he was struck by a freight train a quarter-mile east of a level crossing at 5.25 p.m. Friday.

Stanley Mintha, 70, is believed to have been walking-at the time of the accident, which occurred one mile west of Barrys Bay. There were no witnesses.

28/02/1970 Ottawa Journal Renfrew

Train, Plow Collide Damage Heavy

RENFREW (Special) The driver of a snowplow which was hit Thursday by a CNR freight train near Glasgow Station, 10 miles east of Renfrew, was not hurt in the collision

William Melanson, 30,of RR 2 Arnprior, was driving a plow owned by McNab Township when the accident happened. The front of the plow was caught bv the engine and spun sideways. Six freighr cars were ripped along the side by the blade before the train came to a stop.

The damage to the engine was estimated at $1,000 and to the snowplow $,500. No estimate of damage to the freight cars was available.

OPP Const. Clayton McKech-nie Investigated.

20/06/1970 Ottawa Citizen Renfrew Eganville

The silent rails of the Valley
Story by Judy Barrie Citizen staff writer
Photos by Bob Carroll Citizen-UPI staff
Railroading in the Valley isn't what it used to be. Just ask Jack Redmond who's worked every station from Carp to Whitney. For Mr. Redmond, now stationmaster at Eganville, the once-vibrant railroad era has slowed to daily monotony and he feels "bad about the changes all right". "But", says Mr. Redmond philisophically, [sic] "I suppose you have to go with the times".
[Photo caption: Eganville station: It's weekly business is six trains and two trucks]
EGANVILLE - Six trains and two trucks. That's all the business Eganville stationmaster John Redmond handles in a week.
Oh, and the CN money orders. He still sells those.
But there was a time when this veteran railroader had to hustle quickly through a day, sending Morse code messages on the telegraph and selling tickets to townsfolk heading out for a weekend break.
"Yes, it gets monotonous sometimes," said the man known better as Jack to the 1,400 residents of Eganville.
"I feel bad about the changes all right But I suppose you have to go with the times."
Most of all he misses the incessant chatter of the telegraph. "Whether you were alone or not, it was like having someone here talking to you all the time."
For while the machinery wasn't exactly flooded with messages for Eganvillers, it was hooked up with a number of small area towns so Jack Redmond heard everything that was going on for miles around.
Discordant picture
And it gets cold in the winter. "Sit here by the window and it'd freeze the knees off you."
This, despite the two new electric space heaters installed by CN to replace the aging pot-bellied stoves.
The shiny metal exteriors of these newest fixtures in the 50-year-old wooden station strike a note of discord, somehow imposing on the dark floor boards, worn smooth from years of traffic.
But Jack Redmond figures he has it pretty good. At 63, he is eligible for retirement at full pension but the railroad has retained him as an "on-hand representative" to keep track of the express parcels and freight.
Last Thursday he checked through a stainless steel bathtub from Simpson's-Sears, two "high-riser" bikes and a ripped mattress from Eaton's that will have to be returned, and some glassware for a local service station's giveaways.
A neighbor wandered into the express room to ask about a mattress he had ordered three weeks ago.
"Nope. I haven't seen it," said Jack. "But I'll let you know when it comes in."
The same day Welk's Mill hands loaded their first shipment of wood chips since the February fire that shut down operations. "He got back on his feet pretty quick," said Jack. "I was glad to see that."
This is how it works:
A train a day, Monday through Saturday three going to Ottawa, three coming from Ottawa.
The train brings the parcels Monday, Wednesdays and Fridays while the truck brings them Tuesdays and Thursdays. (All letters are delivered to Eganville by truck).
The train pulls through slowly - if there's anything to be put aboard, Jack signals and the engineer stops. "They're not on too strict a schedule," but, "No, they can't stay for coffee."
No matter, Jack Redmond doesn't really long for company.
"I never get lonely. I know everybody from 100 miles around here. But I guess a stranger would find it kinda lonesome."
Once in a while a friend drives the mile and a half out from town to chat but he doesn't see too many railroad buddies.
"Most of them are dead now."
And Jack Redmond knew lots of good railroaders - he has been in the business 42 years.
"I joined CN on May 30, 1928. as a relief man for agents on holidays. I did that job for 10 years, working all around here, Killaloe, Barry's Bay, Whitney", all territory dear to his heart.
For he was born in Eganville. So were his wife and their five children.
Then he spent three years at the Madawaska agency, 10 years in Douglas, five in Golden Lake and the past 10 at Eganville.
"I've worked at every station in what was called the Ottawa division and there must be 50 or 60. And I've met a lot of fine people.
"This is a beautiful part of the country, the hunting and fishing are good and there's no pollution here. I wouldn't live anywhere else."
Jack's association with the railroad was a natural.
His father was a section foreman, his older brother a station agent and his younger brother an operator. Today, his nephew works at the station in Pembroke.
But many years ago neighbors would have understood if the young boy decided to stay away from the business.
Jack Redmond's father was killed when he and two other men were riding a handcar about a mile west of Eganville. They met a train and tried to get the car off the track. The other two jumped clear. Jack was only eight years old and things were tough for his mother and five brothers and sisters.
But the railroad has been good to him. He is satisfied with his slary, [sic] owns his own house and has hundreds of happy memories.
Telegraphic chatter
Like the time a turkey broke loose from his shipping cage and flew to the top of some nearby trees and those wild days when seasonal laborers hopped a train for the Prairie wheat fields. The Harvest Express they used to call those trips. Any farmers milk cans left by the side of track were sure to have disappeared after one of the runs. The thirsty passengers wanted them for water.
And the telegraph conversations that ended just a year ago. "We never used the phone when we wanted to talk back and forth."
And wishing friends bon voyage. Passenger service ended eight years ago and Jack Redmond doubts anyone would use the train if it was introduced again. "Everybody has their own car these days."
He doesn't remember missing a day of work because of illness in 42 years.
"When you're alone in a station like this, what can you do? You have to come in, even when you're feeling rough."
So far, CN hasn't given any word on how long they'll keep their on-hand representative in Eganville and he said he is amenable one way or the other.
Only one thing Jack Redmond wants to do "see the west before I die." Although he has had passes to travel the country free for some time row, he has never been too far away from Eganville.
[Photo caption: Stationmaster Jack Redmond checks the waybills]

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 potion 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.

28/02/1972 Ottawa Journal Renfrew Carp

Train, truck afire; one believed dead
The driver of a tanker truck is believed dead, after his truck collided with a CN freight train one mile east of Carp and burst into flames about 10 a.m. today.
The flames spread to two cars of the train but no members of the crew are reported injured.
At noon, Highway 17 was still blocked and OPP were rerouting traffic.
The train was travelling from Ottawa to Barry's Bay on the Renfrew branch line. The main westbound route is not blocked, a CN spokesman said.
The train contained a deisel [sic], three empty box cars, a baggage car and a caboose

29/02/1972 Ottawa Citizen Renfrew Carp

Highway 17 to reopen when wreckage cleared.
The Trans-Canada highway at Carp will reopen later today after crews finish clearing wreckage left Monday when a gasoline-loaded tanker truck rammed a train.
The 10.10 a.m. accident, which occurred at a level crossing on Highway 17 just east of the village, claimed the life of truck driver Camille Brideau.
The 32-year-old father of two lived at 50 Balsam St., Orleans.
He was employed by Shell Canada Limited, owner of the truck and trailer he was operating. The vehicle was carrying 8.000 gallons of motor gasoline when the accident ocurred.
Canadian National Railways officials said the line and the highway should be open by late afternoon. The impact of the accident derailed three cars of the five-car freight train, which was travelling along the CNR branch line to Barry's Bay and Whitney.
Three rail cars afire
The collision set fire to the three cars as they were knocked from the tracks. The highway did reopen for a few hours during the night, but was closed again at 7 a.m. while mobile cranes removed the three empty cars.
Traffic had been rerouted along old Highway 17 after the accident.
One witness told police it first appeared Mr. Brideau was going to attempt to cross the tracks before the train reached the crossing.
But the trucker apparently changed his mind, slammed on the brakes and skidded 200 feet into the side of the moving train, said the witness.
Mr. Brideau was thrown from the wrecked vehicle, which burst into flames upon impact. No one else was injured.

28/03/1972 Ottawa Journal Renfrew Whitney

Snowmobiler dies in crash
WHITNEY (Staff) Douglas Laginskie, 41, was killed in a collision with a freight train while snowmobiling on the CNR main line on the outskirts of Whitney Monday afternoon.
Mr. Laginskie, and Richard Dubreuil, 29, of Whitney, .each driving his own machine, were going to fish at Joe Lake.
On a curve they met the freight train.
OPP Constable C. P. Graham said. Mr. Dubreuil, in the lead, swerved off the tracks to the left and escaped injury.
Mr. Laginskie turned to the right. His machine struck a snowbank, returned to the tracks and met the train head-on.
His body was found on the first freight car behind the engine when the train was stopped 500 feet from the point of impact.

27/04/1972 Ottawa Citizen Renfrew Carp

Jury urges lights 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.

10/10/1972 Ottawa Journal Renfrew

ALL ABOARD!
Fail Foliage Railway Excursion
To Arnprior, Renfrew; Barry's Bay by speciall CNR passenger train in Air Conditioned comfort. See the Ottawa Valley in Autumn splendor. Leave Ottawa Station Sunday, Oct. 15 at 8 a.m. Fares: Adult $9.50, Children $5. Sponsored by the Bytown Railway Society. Tickets and Informatton at Hobbyland 93 O'Connor St., 234-7274.

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.

04/04/1973 Ottawa Citizen Renfrew

Hopkins wants to revive Ottawa-to-Algonquin train

EGANVILLE (Special) Renfrew North Liberal MP Len Hopkins wants to see a revival of passenger service on the 78-year-old railway line between Ottawa and Whitney, on the edge of Algonquin Park.

The line has been used exclusively for freight. Mr. Hopkins says that developing it for tourist passengers travelling between Ottawa and the national park site would give the area an economic boost.

It would restore the prominent economic relationship between the valley and Ottawa which existed with the substantial lumber industry in the past.

Mr. Hopkins said tourists visiting the capital could travel to the park in trains modelled after those of pioneer days.

We might even bring back the so-called 'old-fashioned' steamer and pot-bellied stove in the coach," he said.

Passengers would be able to get off the train at any point to explore historic sites. Old stations on the line could be rejuvenated or rebuilt to serve as entertainment attractions for the tourists, he said.

The village of Barrys Bay has already purchased an old station from Ottawa.

Mr. Fullerton said if the proposal was implemented it would be undertaken by the Ontario ministry of tourism or a travel council, not by the NCC.

22/04/1975 Ottawa Citizen Renfrew Carp

Foam follows close shave West Carleton Township firemen weren't taking any chances after this fuel tanker slid into a CN train near Carp Monday. They quickly drowned the rig in foam extinguisher to prevent a possible explosion. The truck driver escaped with only slight bruises.

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."

30/08/1976 Ottawa Citizen Renfrew Arnprior

ARNPRIOR Two women remain in hospital in Ottawa after , being trapped in this car following a car-train collision in Arnprior Friday. Irene Carmichael, 70, of RR 1, Braeside, is in fair condition and her daughter, Jean Kinkade, 48, of Sand Point, is in good condition. The mishap took place at the CN crossing on Campbell Street. The women were trapped inside the wreckage until OPP Constable John McCann pried open a door.

24/01/1977 Ottawa Citizen Renfrew

Car-train crash kills area woman

A car-train accident Friday took the life of a Glasgow Station woman and seriously injured her husband and two children.

Katheline Fraser, 28, of R.R. 2, Arnprior, was dead on arrival at the Ottawa Civic Hospital.

Gordon Fraser, 29, is in fair condition at the Civic, suffering from a head injury.

Their two children, Sheila, 6, and Bradley, 4, also suffered head injuries and are in fair condition in the intensive care unit of the Children's Hospital in Ottawa.

The accident occurred at 4:30 p.m. when the car, driven by Mr. Fraser, collided with a Canadian National work train on McNab Township Road, less than 1 50 feet from the Fraser home.

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.

21/12/1977 Ottawa Journal Renfrew Eganville

Eganville's train station is soon just a piece of memorabilia
By Bill Collins Journal Correspondent
EGANVILLE Another piece will be added to Canada's impressive collection of aging rail-side buildings which serve solely as historic landmarks Dec. 31, when Canadian National Railways cioses its Eganville station.
The decrepit station, actually in Grattan Township, has a history of almost 60 years. The original building burned down in 1914 .after 17 years service.
The site has been owned by a series of four railway Companies.
Built by. Ottawa's legendary lumberman J. R. Booth, the original "Ottawa-Whitney line" was officially opened as the Ottawa, Arnprior and Parry Sound Railroad (OAPSR) in 1897.
Linking St. Albans, Vt., and Depot Harbor on Georgian Bay, OAPSR did yeoman service for the lumber industry until 1900 when it became the Canada Atlantic Railway, which, in 1904, joined the Grand Trunk Railway (GTR) system.
GTR was taken over by CNR in 1921.
Like the animal-lover who docked a puppy's tail "a little bit at a time so it wquldn't hurt so much," CNR has cut off service at Eganville in a series of major operations which has caused the area considerable economic pain.
At one far distant date, Eganville was served by six passenger trains a day. After New Years Day, the village won't even be a freight train whistle stop.
Deaf to the screams of community leaders and their elected representatives, CNR cut off Eganville's passenger service a dozen years ago. Telegraphic service was amputated two years later.
The CNR agent was removed in 1968.
John Redmond, who was agent at that time, has served at the Eganville station since then as CNR's "express representative" or "on-hand clerk." He will not enter full retirement until May, when he will have worked 50 years for CNR but the station will be locked Dec. 31.
After that, CNR patrolmen who cruise the line once a week will "keep an eye on" the crumbling building until it collapses or is otherwise disposed of - or, "until the trains come back."
"Who knows?" said Redmond. "If the energy (crisis) gets so bad that the cars are taken off the road who knows?"

05/01/1978 Ottawa Citizen Renfrew Ski train

Family ski excursions train ready
Winter sports enthusiasts will be able to take a leisurely train ride to ski country in Barry's Bay during Februrary, thanks to the efforts of a Nepean resident.
Dick Howey, chairman and only member of the Nepean-Aylmer Transit Committee has organized weekend excursions from Ottawa to Barry's Bay aboard a special CNR train.
"While primarily a "family ski excursion", the four-hour 110-mile trip should also appeal people interested in numerous other winter activities, said Howey.
"Barry's Bay has excellent downhill and cross country ski facilities, but, there's also ice fishing and sleighrides," he said. "It's ; really beautiful country and the train ride makes it a nice relaxing family venture.
Howey developed the idea for the project after being asked by Nepean township officials for some "novel" ways of raising funds for Nepean senior citizens.
He had taken a trip on the rail line five years ago, the last time it was operated.
"We really haven't had a ski excursion like this in Ottawa for years people are really excited about the prospect."
The project has backing from the National Capital Commission, Seagrams, and a number of community groups if it runs at a deficit, Howey said. "But we hope it will go the other way.
Howey is also waiting for confirmation of a $10,000 provincial grant to help pay for the train. CN is charging $35,000 for the locomotive, baggage car and four coaches for the four February weekends. Any profit from the venture will be turned over to the Nepean Fundraising Committee, a township charity organization for senior citizens and the handicapped.
The train will leave Ottawa station at 7:30 a.m. Saturday and Sunday, taking on passengers at Bells Corners. It will be returning both days at 6 p.m. It will also stop in Renfrew for people wishing to visit the Calabogie-Dacre area.
Adult round trip ticket prices will be set at $16 to Barry's Bay and $10 to Renfrew, said Howey. Children will ride for half.
Howey said he hopes to establish a number of ticket outlets when plans are finalized.

11/01/1978 Eganville Leader Renfrew Ski train

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.

12/01/1978 Ottawa Journal Renfrew Ski train

Nepean-Aylmer 'snow train' getting support 'up the valley

PEMBROKE (Special) A Canadian National Railways weekend special to run out of Ottawa "up the valley" next month, may open a new chapter in the history of Foymount, a former military base between Eganvillc and Barrys Bay.

The "snow train," a fund-raising project of the Nepean-Aylmer Transit Committee will cost the sponsors $35,000 for the four February weekends.

Chairman Dick Howey expects capacity loads composed of "families and young adult groups interested in all forms of winter activities, including skiing. ice fishing, sleigh rides and even just looking at the scenery."

And when they are not looking or riding or fishing or skiing, they will want a place to eat, sleep or relax, it occurred to Fred Ginn, Foy-mount's co-owner.

"He has been talking about it to ski area operators at Dacrc and Barrys Bay," said Foymount administrator Mary McMillan "There's no point in everyone having a ski hill but we've got what will complement what they've (ski area operators) got."

Established by the Department of National Defence in 1952 as a radar warning station, Foymount served in that capacity until it was sold to 2B0303 Holdings Ltd., a Kitchener firm, in 1974.

As "Foymount Estates", the former radar station was reopened as a residential, commercial and recreational community - a ready-made hamlet with more recreational facilities than most suburbs have.

Ginn envisions a third career for Foymount, as a centre at which city-based weekenders could unwind between bouts with Mother Nature.

Foymount, equidistant from Candiac Ski Area at Dacrc and Mount Madawaska at Barry's Bay, can provide sleeping accomodation, meals and indoor entertainment, McMillan said.

"We have apartments and motel-type units that can be rented by the day, the week or by whatever," she said. "There is a restaurant and licenced lounge and dining lounge, a sauna, and a gym."

Rates would "naturally be within the reach of family groups and young people," she said.

"There would be an arrangement made for busing them from Barrys Bay, down here," she said. "If Calabogle (Calabogle Peaks ski area) wants to work with us that's fine and dandy but that's near Renfrew and I think it's actually a bit out of our reach."

At Calabogle Peaks, the opinion was that the snow train won't get on the rails this winter.

"He (Howey) has to put up a pile of bucks and I can't see it going through this year," said Wayne Hodgins, son of manager Bill Hodgins. "If the man can get it going and we can help in some way we'd be glad to see it go.. . . but he's never approached us."

Mount Madawaska manager Bell Plotz said "everyone" in Barrys Bay is interested in the train because "It's not only for skiers."

Tourist resort operators are coordinating accommodation and transportation for this weekend, said Ian Gilmore, speaking for the Barrys Bay area resort operators' association.

"The train will definitely run. at least this weekend," he said. "There's no sense bringing people up here and then just dumping them off at the station."

Lake Kamaniskeg and the Mount Madawaska ski area are both within five miles of the CNR tracks, in Barrys Bay.

Candiac ski area manager Frank Legris was also making plans for the train's arrival.

Only 15 miles from Foymount, he ."would be prepared to go along on50-50 basis with Fred Ginn on transportation costs" if a bus service was organized.

"I've written to Mr. Plotz and to Mr. Legris," McMillan said. "I expect to hear from them this week. Then we'll know, what's going to be done."

24/01/1978 Ottawa Journal Renfrew Ski train

Snow Train gets Green Light

The weekend "Snow Train" that will take winter holldayers up the valley during February got the final green light Monday with Queen's Park approval for a (10,000 grant to support the project.

Dick Howey, chairman of the Nepean-Aylmer Transit Committee, organizer of the train project, says he now has the $20,000 guarantee that will make the train a reality. Earlier the National Capital Commission agreed to back Howey for $10,000.

Howey says he hopes none of the money will be required. If public interest in the train is sufficient, the train will pay its way and may even make a profit to support Nepean senior citizens.

But Howey says that means virtually filling all 304 seats in the train on both Saturday and Sunday of all four weekends in February.

The Snow Train will pull out of Ottawa's union station for the first time at 7:30 a.m. on Saturday, Feb. 4. It will stop in Bells Corners to take on passengers at 7: 45, will arrive In Renfrew at about 10: is and reach Its destination in Barrys. Bay at about 12:15.

On the first weekend it will also stop in Eganville, if there are enough passengers wanting to stop there to take part in the Eganville winter festival.

The return trip will start from Barrys Bay at t p.m. and should pull into union station about 10: 30 p.m. Persons getting on in Renfrew for the return journey should be at the station about 8 p.m.

Round trip fares are $18 to Barrys Bay and $10 to Renfrew, with children's fares $8 and $5 respectively.

Buses will meet the train in Renfrew and Barrys Bay to take travellers to the ski hills at Calabogie, Dacre and Barrys Bay. Organizers in those communities are also arranging iceflshlng and bus tours for the non-skiers. They will also arrange over night accommodation for anyone wanting to go up on Saturday and back on Sunday.

Tickets can be bought In advance at Hobbyland, at the corner of Slater and O'Connor, or from Don Bradley of the Lions Club, at 825-2154. Tickets maybe purchased at the station prior to departure if the train is not fully booked in advance.

Howey hopes most people will book in advance, especially if they require transportation or overnight accommodation at the other end.

Howey admits the whole scheme is a gamble, but he thinks there will be enough people interested in a train trip up the valley to make it a workable proposition.

25/01/1978 Ottawa Journal Renfrew Ski train

Winter carnivals awaiting travellers on snow train

Ottawans can ride the Snow Train up the valley to take part In three consecutive winter carnivals.

The first weekend the train goes, February 4 and 5, Eganville will be holding its winter carnival. Dick Howey, organiser of the snow train project, says the train will stop at Eganville If there are enough persons wanting off there.

The following weekend,February 11 and 12 Renfrew will have Its winter carnival. Renfrew Is a regular stop on the train's route.

The third weekend of February, the 18th and 19th, Barrys Bay, the terminus of the trip, will be holding its winter carnival.

The train will go up in the morning and back at night on each of the four Saturdays and Sundays In February.

A report In Monday's Journal had an incorrect telephone number for reserving tickets. Reservations can be made by culling Don Bradley of the Lions Club at 825-4154

ickets are also available at Hobbyland at the comer of Slater and O'Connor.

Committees are active In Renfrew and Barrys Bay organizers, dances, hockey games, ice fishing trips, bus tours and other events to entertain the visitors

03/02/1978 Ottawa Citizen Renfrew Ski train

Warm welcome wasted, snow train stays home

BARRYS BAY The postponemerit of the first weekend snow train which was to bring Ottawa skiers into the Barrys Bay, Calabogie and Comberrmere area has apparently dampened enthusiasm for the venture here.

The train, brainchild of Nepean resident Richard Howey, was to make return trips each Saturday and Sunday in February, but poor ticket sales for this first weekend have forced the delay.

Howey, who has guarantees of $10,000 from both the National Capital Commission and the province of Ontario to offset whatever losses the $35.000 venture might have, said he "hated to make the decision (to postpone the first weekend trips) but others have entrusted me with their money."

He said only about 100 advance tickets had been sold, far short of the 541 necessary to break even.

Howey blamed poor publicity for the bad ticket sales, but Barrys Bay reeve Hilory Jones blamed lack of research.

The village had planned to go all out to welcome the skiers when the first train pulled into the station Saturday,

The local CB club had donated a loudspeaker to provide information and direction as people got off the train.

Senior citizens were to have coffee and doughnuts waiting.

A delegation of local reeves and the county warden was to be waiting on the platform. Area schoolchildren had drawn posters, hay wagon and sleigh rides were scheduled, buses were set to take skiers to the slopes and cross-country trails were arranged.

The village was going to hold a free dance at the Legion hall for those who opted to stay over until Sunday instead of returning Saturday evening.

Jones said he thought "people would be very cautious in their thinking, at least until next Friday," waiting to see if the train would run that weekend.

Jones criticized Howey for not coming to the village to help arrange things in the first place. "I've never even seen him. (County administrator) Mac Fraser had lots of phone calls from him but he's never seen him either.

"Anybody that wants to do this in the future has already got three strikes against him ... If it were arranged better it probably would have gone over," Jones said.

He said area people were "not discouraged, but disappointed" with the train's cancellation. "We've had so many disappointments in this part of the country one more won't hurt."

13/02/1978 Ottawa Journal Renfrew Ski train

Skiers were the largest group to take the inaugural snow train

Slow start for snow train.

The Ottawa Valley Snow Train made its first two runs to Barrys Bay on the weekend to the delighted response of the passengers.

But whether it will be a financially viable operation is open to some doubt. It is not likely to replace the family car as the popular way to get to Ottawa Valley ski resorts.

Running speed was about 30 mph and down to 5 mph for the bridges. Now the track has been tested, the trains will move faster on the next two weekends.

Dick Howey, organizer of the train, said he expects by next weekend the trip will be down to three hours. It took 4½ hours this past weekend.

Howey needs a little more than 500 adult passengers at $16 per round trip each weekend for the train to pay for itself. There were less than 200 this weekend with a few of those being $10 tickets to Renfrew and about a dozen children at half fare.

As a winter weekend adventure, however, it certainly deserves to survive for three or four weekends. Train is a fun way to travel and most of the passengers aboard the comfortable CN passenger coaches on Saturday and Sunday were primarily there for the train ride.

It was a slow trip but not a tedious one. The crew was pleasant and patient in explaining the many stops and slow places. The winter scenery was picturesque with the mood changing as the weather went through periods of cloud, snow and brilliant sunshine.

The passengers themselves made it a pleasant trip enjoying the relaxed atmosphere to wander up and down chatting with old friends and making new ones.

The trip itself was something of a novelty. It was the first passenger train along that line In more than 20 years: The diesel horn blowing at every crossing and every community brought out groups of people to wave a cheery welcome.

Barrys Bay turned on the hospitality in true rural home-made style. Saturday's train was greeted by a crowd of welcomers complete with a band. Sunday's welcome was a little more subdued.

The senior citizens club had donuts, coffee and hot chocolate in the station and a nearby reception centre provided information on the many events, organized transportation, arranged overnight accomodation and made sure everyone was well cared for.

Nothing was too much trouble. If the mini-bus wasn't there to take visitors to and from the ski hills when they wanted it, someone with a car quickly filled the gap.

Skiers were the largest group of passengers but by no means all. Some were there to fish, others to hike. A couple of railway buffs were there just to ride the train and two members of the Ottawa Field and Naturalists Club used it as a novel way to bird-watch.

The railway was built well over 100 years ago to bring out timber and at one time ran all the way from Parry Sound to Ottawa. Booth, the timber magnate who built it, sold it to the Grand Trunk and so it eventually became part of the CNR.

For years now it has served only to carry the occasional freight train to industries between Ottawa and Barrys Bay. It was concern about the condition of the tracks that necessitated the slow trip.

Organizers hope there will be enough interest to make the train pay its way. It will run the next two weekends, Feb. 18 and 19 and Feb. 25 and 26. If there is enough interest, it will also go the first weekend in March.

The train leaves Ottawa station at 7:30 a.m. and leaves Barrys Bay on the return trip at 6: 30 p.m. About a third of the passengers who went up Saturday stayed overnight and came back Sunday.

This coming weekend Barrys Bay will be celebrating its winter carnival, Timberfest '78. Several passengers on the return trip Sunday night said they had already booked their tickets for next weekend's run.

Tickets can be bought at Hobbyland at Slater and O'Connor, or by phoning 825-4154 or at the station prior to departure.

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Cold Day Hot Time

Winter sports enthusiasts and train buffs received a warm welcome at Barry's Bay Saturday. The train's first journey attracted about 160 people, including the young woman at left in cross-country ski attire who opted for snoozing over scenery on the five-hour run. At right, one of many Barry's Bay residents who met the train smiles an echo of her welcoming sign to a freshly-arrived skier. The welcoming committee from the community, below, included a group of girls in traditional Polish dress. It was hoped the visitors would spread the word to friends, and next weekend's train would bring a larger contingent for the Barry's Bay Timberfest.

13/02/1978 Ottawa Citizen Renfrew Ski train

G'Day and welcome to Valley

BARRYS BAY Skiers, snowshoers and other outdoor enthusiasts received a warm welcome Saturday as the first Ottawa-to-Barrys Bay weekend train pulled into the station here some 40 minutes late.

With only about 160 tickets sold for the train's first trip and with a number of travellers disembarking at Renfrew to challenge the Calabogie-area slopes and trails, the welcoming committee almost matched the number of arrivals.

School children hoisted banners welcoming the train on behalf of area merchants, the municipality and tourist operators.

The ethnic nature of the area was evident by the girls in traditional Polish dress and one trilingual sign that read "Welcome VVitamy Bienvenue."

Members of the Madawaska Valley High School Band provided music and senior citizens sold coffee, tea, hot chocolate and doughnuts.

And while some were disappointed in the number of travellers, there was optimism that word-of-mouth of the welcome, the scenery the train travelled through and the attractions will draw more people to the area next weekend during Barrys Bay Timbcrfcst.

During Timberfest visitors will be able to watch parades, log loading, tree felling, cross-cut saw cutting, axe throwing, chair cutting, nail hammering, tug of war and hockey contests as well as participating in the skiing, snowshoeing and ice fishing the train advertises.

20/02/1978 Ottawa Journal Renfrew Ski train

'Up the Valley' weekend train given final-minute reprieve.

It goes by a variety of names, but the Ottawa Valley-Madawaska Valley Ski (Snow?) Train lives to run another day.

The train, initiated as a fund-raising venture for Nepean senior citizens has operated from Ottawa to Renfrew and Barrys Bay the past two weekends, but for a while Saturday, things looked bleak for the chances of the train operating for its final scheduled runs next weekend.

But the venture was bailed out at the, 11th hour Sunday by a trio of township councils headed by Barrys Bay Reeve Hilary Jones and strangely enough, the Nepean senior citizens council.

Funds for the first two weekend operations were provided by the National Capital Comission and the province. But organizer Dick Howey had to come up with $5,000 for the CNR by this morning to book the train. He was about $1,500 short, but the grant from the Madawaska councils, plus a block of 50 trips purchased by the senior citizens, puts him over the top financially.

Prior to the departure from Barrys Bay Sunday night, Howey had another 50 seats confirmed, many of them from passengers who have made at least one of the first two trips.

Barrys Bay held its version of a winter carnival on the weekend, "Timberfest 78", a logging-oriented scries of competitions, sports events, displays, dinneus and dances with any amount of cross-country and downhill skiing thrown in. Saturday's passengers were greeted by a big Timberfest parade.

"I don't know that anyone made any money up here," Reeve Jones said Sunday evening, "but the train has shown a lot of city people what the (Madawaska) Valley has to offer."

A highly-organized committee of resort and hotel-motel operators and businessmen were on hand to gree-t the train's arrival at noon Saturday and again for its Sunday run. The committee supplies transportation at nominal cost to the ski areas, hotels, motels and restaurants and there is plenty of reasonable accommodation in the area.

The 200 or so passengers who look either the Saturday or Sunday train, were a cross-section of senior citizens, middle-aged couples, dedicated skiers and sightseers. Many, if not most, indicated their enjoyment of the weekend and in particular, the train ride, considerably faster than the initial runs.

"We were surprised to get such top equipment for the train," Howey said. "But the CNR has indicated that it was happy with the idea of the train.

"My family has had a great time, and we've met some great people." he added. "And even most of the train crew has signed on to work this train next weekend."

Cost of the train is $16 for adults from Ottawa or Bells Corners and $10 for children and passengers who may go up and back either day or stay overnight Saturday. Tickets and information are available at Hobbyland on O'Connor Street or by calling 825-4154.

23/02/1978 Ottawa Citizen Renfrew Ski train

Last run this weekend

Full steam ahead for train from Ottawa to barrys Bay

All systems are go for this weekend's snow train between Ottawa and Barry's Bay.

This weekend will be the third and last run of the season for the train which leaves Ottawa station in Alta Vista at 7:30 a.m. Saturday and Sunday with stops at Bells Corners and Renfrew. It returns at 6:30 p.m. both Saturday and Sunday.

Although the train has not been filled to its 548-seat capacity for its first two runs, organizer Dick Howey considers the venture a success.

Skiers have been using the train to get to Mount Madawaska near Barry's Bay, but it has also attracted those who just want a leisurely ride through the countryside for some scenery-gazing.

"We had people up from Boston and New Jersey riding the train last weekend," said Howey.

About 160 people took the train from Ottawa last weekend, Howey calculates, with more passengers picked up at Renfrew and Bells Corners and on the return trip.

The weekend train project is designed to raise funds for senior citizen programs in Nepean.

Round-trip tickets at $16 for adults and $8 for children are available at Hobbyland at O'Conner and Slater streets, or from Lion's Club member Don Bradley at 825-4154.

Accommodation in Barry's Bay can also be arranged for those taking the train Saturday and returning Sunday night.

11/04/1978 Ottawa Citizen Renfrew Ski train

Ski-train venture declared success

Nepcan council has declared this winter's weekend ski-train venture, which took skiers and sightseers from Ottawa to Barry's Bay, a successful pilot project and worth repeating next year.

Train organizer Dick Howey donated $210 to help Nepcan senior citizens' programs.

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.

23/09/1978 Ottawa Citizen Renfrew

Monday Oct 9 Barrys Bay

As a grand finale to the 1978 season locomotive 1201 wiil head an excursion train from the Museum to Barry's Bay with an en route stop at Renfrew.

27/11/1978 Ottawa Citizen Renfrew Ski train

Special trains heading toward slopes again
The sound of the ski train whistle will shriek through the cold air of Eastern Ontario and the Laurentians again this season.
The local Snow Train will carry alpine and cross-country skiers to Barry's Bay Friday through Sunday from the Alta Vista station. The service begins Jan. 19, 1979.
Initiated in 1978, the Snow Train proved a popular mode of winter transportation for the get-away skier. The train will leave the east-end station Friday at 5 p.m. and arrive in Barry's Bay 4½ hours later.
On the weekends, the Snow Train is scheduled to start its engine at 7:30 a.m., arrive at noon and depart at 6:30 p.m. During the trip, the train will stop in Bell's Corners and Renfrew.
Ticket fares will be $18 for adults and $10 for children leaving Ottawa and $12 and $8 respectively for those boarding at Renfrew.

10/01/1979 Ottawa Citizen Renfrew Ski train

Apathy may stall Snow Train
The Ottawa-Barry's Bay Snow Train's first run Jan. 19, may be its last if ticket sales do not improve dramatically by train time.
Dick Howey, co-ordina-tor of the special train program, said Tuesday advance ticket sales have been disappointing and may cause cancellation of any more trips this season. The train will roll the weekend of Jan. 19, Howey said, "but after that, I make no promises."
To make the exercise economically feasible the first run must be sold out, said Howey. He would not say how many of the 1,000 tickets had been sold but said the revenue would not begin to cover the costs of running the train more than one weekend. It costs $12,000 to operate the train per weekend, he said.

22/01/1979 Ottawa Citizen Renfrew Ski train

Few on Snow train
'End of the line?'
The Ottawa-Barry's Bay snow train has probably come to the end of the line ... at least for this winter.
The excursions have been derailed by lack of interest, organizer Don Bradley said today.
Only 150 fun-seekers showed up on the weekend for the up to 900 seats offered on three runs to Barry's Bay.
Had the first weekend been successful, several other train trips would have been run through to the end of February, Bradley said.
Organizers might be prepared to proceed with other weekends if financing can be found, he added.
Bradley and co-organizer Dick Howey operated the snowtrain with a $10,000 National Capital Commission grant that didn't quite cover the $12,000 it cost to rent the train for one weekend. The train included a diesel engine, four passenger cars and a baggage car.
Organizers had hoped to recoup a large part of expenses through ticket sales, charging at $18 return for adults and $12 return for children.
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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 caboose, pushed eastwards back to Ottawa signalling an end to the use of the line until the spring season arrives.

05/08/1982 Renfrew Mercury Renfrew Carp

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"

08/08/1983 Ottawa Citizen Renfrew

CN to abandon historic Barrys Bay railway link

BARRY'S BAY The Canadian Transport Commission has decided to allow Canadian National to abandon an 85-year-old stretch of historicrailway linking Renfrew with Whitney, near Algonquin Park.

Commissioner Anne-Marie Trahan, who presided over the daylong tribunal on the proposal late last year, said in a 14-page report that the railway was uneconomical and likely to remain so.

Politicians and area business men stressed at the meeting that CN had allowed the 140-kilometre stretch of line to fall into disrepair. They said CN's freight rates were raised beyond the competitive range over the years, forcing logging companies and other industries to use less expensive trucking companies for transportation.

The final transport commission report said Highways 60, 41, and 17 provide adequate alternate transportation for lumber and woodchip operations and serve the area well in ali seasons with reasonable prices.

It also said the rail line was not worth repairing.

The condition of the line between Barry's Bay to Renfrew was listed in "good to fair" condition but the Whitney section is considered "poor" and impassable due to washouts.

Although enough maintenance was performed on the Renfrew Junction to Barry's Bay section to keep it in safe operating condition, there has been no train service to Barry's Bay since Jan. 1, 1982.

CN said repairs to the Barry's Bay-to-Whitney section were stop ped because traffic once handled by rail had been diverted to trucking and attempts to regain the traffic were unsuccessful.

Evidence at the hearing showed the cost of continuing the line in operable condition would be about $29 million at 1982 prices.

CN contended the limited freight business generated from the area was not worth the effort to save the line.

Peter Gonzalez, vice-president of Madawaska Wood Products, said abandonment of the line will cost the company an additional $45,000 a year.

10/08/1983 Eganville Leader Renfrew

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..."

Futhermore, 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."

09/11/1983 Ottawa Citizen Renfrew

Door manufacturer wins delay in death plan for CN rail line

BARRY'S BAY Madawaska Wood Products Ltd. has won a delay in the end of service by CN's Renfrew Subdivision, the rail line serving the town.

The route was to have been abandoned by the beginning of November, but that has been put off until the federal transportation commission completes a review of the move requested by Madawaska.

Company vice-president Peter Gonzalez says his firm could go under because of the $50,000 estimated increase in annual freight rates expected after the closure.

"It seems unfair thai nine years after we were established under a Department of Regional Economic Expansion grant and created f7 jobs, the federal government would allow the tracks to be removed and probably put us out of business."

Earlier this year the Railway Transportation Committee's Commissioner Anne:Marie Trahan ruled to .close the little-used branch line which CN sujd was losing more than $500.(X0 annually.

Madawaska brings in B.C. red cedar to build interior and exterior doors.

Gonzalez argues CN's poor service accounts for the drop in area rail use, and he details a list of problems he has had over the years with the crown corporation.

He points to high rates, late deliveries and rail cars parked backwards making unloading impossible as evidence of CN's lack of commitment to continued rail service in the region.

And lor the past two years, goods have been trucked to and from the rail depot in Pembroke at CN's expense because no trains have run on the line to Barry's Bay.

But when the abandonment takes effect. Madawaska will have to pay approximately $1,000 cost of trucking a boxcar load to or from the railhead.

Gonzalez does not accept Trahan's view that the increased product costs resulting from conversion to trucking would be "minimal considering the value of the finished product."

"It's such a competitive product that sometimes a ten-cent difference on a door from your competitor's price "can win or lose a sale."

He says the success of the company, which employs 67 and markets doors around the world, hinges on delivery, quality and service. Losing the railway could-destroy the delivery component for his business.

Gonzalez stiil thinks that the railway could show a profit if it made a serious effort. He suggests wood chips as one commodity CN could make money hauling.

Pointing to evidence given at the commission hearing on the proposed closure, he says McCrae Lumber ir Whitney atone ships the equivalent of 29 boxcars of chips weekly primarily to Consolidated Bathurst at Portage du Fort.

If the economy improves that cuanlity could increase by 6Q per cent.

CN has argued Portage du Fort is a difficult destination because it's on a CP line, and that prompts Gonzales to wonder whether CP was ever approached to buy the line.

26/10/1984 Ottawa Citizen Renfrew Herzberg Road

Beaverbrook Trains to stop for traffic

Canadian National trains will stop for motor vehicle traffic at a level crossing south of Carling Avenue and Herzberg Drive starting in late November.

Kanata Mayor Marianne Wilkinson said the Canadian Transport Commission ordered the change in August (R-37096 of 22 August 1984) because cars are often forced to stop on the tracks due to the closeness of, the traffic light at Carling and Herzberg.

About two trains a week use the track.

Wilkinson said a train signal connected to the traffic light will make the intersection safer. Trains will stop before reaching the intersection and remain there until the light changes to red on Herzberg Drive.

The connected rail and road traffic signals have been installed, but will remain covered until late next month.

The mayor said the unusual safety precautions are necessary because the tracks are so close to the intersection and Herzberg is used by OC Transpo and school buses.

23/04/1986 Eganville Leader Renfrew

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.

09/01/1987 Ottawa Citizen Renfrew Renfrew

Fifth Arson Case Confirmed in Renfrew

By Barbara Sibbald Citizen correspondent

RENFREW The provincial fire marshall's office confirmed Thursday that a fire which severely damaged the 94-year-old former CN train station here was deliberately set.

It was Renfrew's fifth confirmed incident of arson in the last ten months. Damages in the blazes at a boat launch, the Salvation Army Chapel, Ottawa Valley Grain and the town's beach house totalled an estimated $75,000.

However, police also suspect arson was the cause of a $2-million fire last April which destroyed 103-year-old Trinity-St Andrew's United Church. Exact cause of that fire may never be known because of extensive damage to the stone building.

Fire chief Randy Foster said some of the fires were set in a similar manner and are definitely related.

"I don't know what's happening. I just hope we catch someone soon," said Foster.

The train station fire was reported at 6:14 a.m. by a neighbour.

Town fire fighters had the blaze under control in about two hours. However, flames destroyed half the roof of the 130-by-16-metre building on Renfrew Avenue West and damaged the interior.

Foster said the wooden building was in poor condition before the fire and would likely be torn down.

CN spokesman Ewa Jarmicka said they haven't decided what to do with the remains of the train station.

Jarmicka said there has been no dollar figure placed on the fire damage yet.

For the past ten years the station has only been used to store equipment There has been no electricity to the building for five years.

The train station was built in 1893 by Valley lumber baron J.R. Booth for his Ottawa-to-Parry Sound railway. CN eventually took over the line in the 1920s. Since 1980, the track has only been used about six times each summer. The line now ends in Renfrew.

Les Anderson, chairman of Heritage Renfrew, said the station was never considered for historical designation despite its age.

"The building was no beauty and it was nothing compared to the CP building which was torn down a few years ago," said Anderson.

The town had considered using the abandoned station as a base for summer recreation programs in 1975. The town was [sic]

09/01/1987 Ottawa Citizen Renfrew Renfrew

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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."

31/12/1988 Ottawa Citizen Renfrew Arnprior

Loss of CN line could derail plant expansioon

A decision to abandon a Canadian National Railway branch line has struck a blow to Arnprior's major industry.

The National Transportation Agency announced Friday it has granted permission for CN to abandon its operation between Nepean and Renfrew.

As well, the NTA granted permission to Canadian Pacific to abandon its 30-kilometre line between Carleton Place and Nepean. Only CP freight service will stop on this line. VIA Rail passenger trains will continue.

BASF, a manufacturer of nylon carpet yarn employing 350 people in Arnprior, uses the CN line to ship tanker cars of a petrochemical used to make nylon.

BASF is a wholly-owned subsidiary of BASF, a German-based multinational.

Arnprior Mayor Tom Sullivan said it's mainly his community that will be affected by the closure of the CN line.

"We tried so hard to attract national industries to create employment, then you get a slap a face ... is anyone out there listening to us at all?" said Sullivan.

"CNR has the only rail access to the plant now, and BASF needs the rail to carry out their operation."

He said BASF is in the midst of a $30-million expansion that would add another 100 jobs by 1990. But he fears the expansion could be in trouble with the closing of the line.

BASF plant manager Larry Marshall said the company has been negotiating with CP, in anticipation of CN's decision to abandon its line. They have asked CP to build a spur from its main Montreal-Vancouver line, which runs 2,000 metres from the plant.

However, CP officials "are very reluctant" to build the spur, Marshall said. "In fact, in their heart of hearts, I think CP would (like to abandon service to the Ottawa Valley as well."

Without rail service, the Arnprior plant could be in trouble. "Rail has to be the best way to transport bulk," Marshall said. Trucking the chemical "wouldn't be economical."

CN trains now make weekly trips to the Arnprior plant, usually carrying two railway cars of the chemical, Marshall said.

In justifying its decision Friday, the NTA said that from 1984 to 1986 the 70-kilometre branch line lost more than $780,000. It said there was no prospect of the line becoming profitable in the foreseeable future.

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 absoluely 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.

15/12/2009 Barrys Bay This Week Renfrew Barrys Bay

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 gordrodgers@xplornet.com.

The young railroader at the centre of a very old mystery
Story by The Canadian Press

Carson Lake -- Frank Burchat, a local Barry's Bay man with a unique love of local history, got all choked up last Wednesday just as he was about to unveil a plaque in the middle of nowhere. It was dedicated to a young railroader few people have ever heard of. It was understandable.
Frank has been coming to Carson Lake since his parents built a cottage there 62 years ago. It's where he built his own retirement home over 20 years ago.
But last Wednesday, he was standing pretty much in the proverbial wilderness and yet there were 25 people happily there with him. He had invited them to a very unique ceremony he had organized on a lonely stretch of the old Ottawa, Arnprior and Parry Sound railroad bed, just north of where he now lives along Carson Lake. They were all there to pay respects to someone who had died there 114 years ago to the day, at exactly 9:15 p.m. Monday, August 16th, 1909.
Mr. Burchat was there to unveil a plaque he paid for himself and that he and his friends were placing in that wilderness to remind anyone with even a passing interest to remember a young 20-year-old man who had been killed on that stretch of shoreline a very long time ago.
It happened, as the Ottawa Citizen explained back in 1909, when a mixed, westbound Grand Trunk Railway train was suddenly derailed after hitting 'a washout' along the tracks.
"The engine, tender and four cars loaded with merchandise and two empties left the track, and rolled down an embankment near the lake," wrote the Citizen. “Luckily, the passenger cars did not leave the rails, and all passengers escaped unhurt. But the engine's fireman, 20-year-old William J. Thurston of Madawaska, could not be found.
"At last, he was found," added the newspaper, "under a car, crushed to death."
Among the 25 people gathered together last Wednesday at the very spot where Mr. Thurston died were eight members of his extended family: Debra Thurston-Prescott, a great niece; Barbara Thurston-Silke, another great niece; Kevin Thurston, a great nephew; Doug Thurston, a nephew, Norma Thurston-Lewis, a niece; Margaret Thurston-Kranz, a niece; Hugh Thurston and Christine Kranz.
Despite William's death that day, three of his brothers would go on to become railroad station agents working throughout eastern Ontario. His younger brother, Albert, would become station agent at Killaloe, Wilno, Barry's Bay and even the Thurston's own hometown of Madawaska. Brother Hugh would end up as station agent in Pembroke.
In fact, William's youngest brother, John, only seven years old when his older brother was killed, would grow up to become station agent in Killaloe and then hold the same job in Barry's Bay from 1958 to about 1965. His daughter, Norma Thurston-Lewis, remembers living upstairs at the old Barry's Bay Station before graduating from the village high school in 1964.
Yet, most people have forgotten the men and women who made that old 19th and 20th Century railroad work and that once connected Eganville, Golden Lake, Killaloe, Wilno, Barry's Bay, Madawaska and Whitney.
Most have certainly never heard of that deadly accident 114 years ago this month.
Then, along comes Mr. Burchat. He knew the original 1909 washout was easy to explain. It was due, said the newspaper of the day, "to a cloud burst which wrought havoc to crops and railway lines in the district; it washed away the ballast along the GTR line at different points. It was one of the heaviest rains in many years in the district."
Yet, in only a matter of days, the mess left by that 1909 derailment was cleaned up, the tracks repaired, and life pretty much went back to what passed for normal for most people.
But even before Mr. Burchat retired to the area, that accident was not something he could forget. Nearly 50 years ago, he had heard 'the persistent rumour,' as he called it: That the steam engine and two flat-bed cars that had killed William J. Thurston were still deep down in Carson Lake, having been spotted there in the 1960s or '70s by two reputable German scuba divers, some 85 feet below the surface.
Mr. Burchat, also a certified scuba diver, decided to go look-see, as did Pat Flynn, another certified diver and one of Mr. Burchat’s Carson Lake neighbours. So too did a number of other area friends who happened to be divers. Over the years, all worked their way down into the surprisingly cold and dark depths of Carson Lake, but they could find nothing.
"It's cold, you can't see your hand in front of your face, yet looking up it is surprisingly clear," said Pat Flynn of the time he went looking into the black water of Carson Lake.
Still, Mr. Burchat was not about to give up. Six years ago, he got others to pitch in including Wendy Wolak, the president of the Carson, Trout, Lepine and Greenan Lake Association. She's also another history buff and so she contacted a well-known railroad historian, Colin Churcher, who uncovered some new facts.
He discovered that on August 16th, 1909, a torrent of rain had come rushing down a steep hillside and had undermined nearly a mile of track near Carson Lake. The mixed train had tried to ditch itself in hopes of avoiding any real damage. Mr. Churcher also found out that another eastbound train had passed less than an hour prior to the accident but saw no washout. Mr. Churcher was doubtful that the steam engine and box cars would have been left in the lake, as they would be too valuable. He suggested that the railroad of the day would certainly have had the technology to retrieve any sunken rolling stock.
Mr. Burchat then stumbled across another derailment less than a mile away. It had occurred January 21st, 1897, and killed three other OA & PS railroad employees. Despite such awful tragedies, there isn't even a 'wreck of the old' whatever song to commemorate either accident.
Still, others continued to step forward and confirm the story of an old steam engine sunk deep below Carson Lake. Wade Parsons, whose parents used to own Pleasure Point Resort near Carson Lake, being one. Then there was Nancy George, who still resides at Carson Lake; she was pretty certain those German scuba divers had brought up some train artifacts, namely a metal teapot and some railroad cutlery.
Dorthey Wilson then stepped forward and said she had located William J. Thurston's tombstone. It was in Madawaska and soon a gaggle of Mr. Burchat’s friends and relatives headed off, along with Mr. Burchat, to not only verify that fact, but, more importantly, to carefully clean up the grave site and tombstone. Others quickly threw in on the hunt, as if they were hell-bent to find the Holy Grail, or that even more mythical treasure on Oak Island, or whatever in tarnation, Mr. Burchat was on about. They included Ted, Cathy and Grant Grzywniak, Brian Moore, Debbie Donaldson, Jakob Kachel and Kris Totosko.
Almost miraculously, next came the OPP's Search and Recovery Unit who were in the area working on another case and decided they could use the mystery of the old train to newly train some of their new scuba team.
Enter OPP Sgt. Michael Coo and Constables Jenny Brown, Matt Duquette and Brian Kielman. They were based in Gravenhurst and though their main area of operation is major crime, weapons recovery and missing persons, somehow, Mr. Burchat bamboozled them into bringing along their Side-Scan Sonar and a Remote Operated Vehicle that can dive to 500 feet, to say little of a drone that was used to fly over much of Carson Lake.
After that, came the Gignac Dive Team -- Wayne Gignac and his daughter, Samantha, who are both advanced dive instructors. They too slipped into the cold Carson Lake water, recorded at 4°C at 140 feet. At 100 feet. scuba divers are limited to only 20 minutes due to blood nitrogen level issues that can lead to 'the bends.' They pushed the envelope as best they could, but no luck.
"They didn't find anything either" said Mr. Burchat before finally concluding only last week, "there is no train in the water."
That may be so, but thanks to Frank Burchat’s relentless pursuit, hundreds of people now know the name of William J. Thurston and something of his tragic history. Or as Margaret Thurston-Kranz eloquently put it at the end of last Wednesday’s dignified ceremony smack-dab in the middle of nowhere: "My dad was very family oriented; he would have loved this."
Mr. Burchat may be a lot of things but he's certainly a very good friend of Billy Thurston.
Barry Conway, Local Journalism Initiative Reporter, The Eganville Leader