

APPENDIX

Booth's railway goes through Algonquin Park, 252 miles from Ottawa to Deport Harbour

THE PLAYERS

The Ottawa, Arnprior and Parry Sound Railway is frequently called "Booth's Railway," and much well-deserved credit is due to the great entrepreneur and visionary who had the foresight and talent to make it happen.

John Rudolphus Booth, (1827 - 1925) rapidly evolved from a carpenter in the Eastern Townships of Quebec to become a multi-millionaire businessman in Ottawa.

Following are the relatively unknown engineers, surveyors and contractors whose dedication and toil made the realization of this tremendous project possible.

George Alonzo Mountain, civil engineer, born in Quebec City in 1860 moved to Ottawa in 1883. He joined the Canada Atlantic Railway in 1881 as it was being constructed and became the chief engineer of the CAR in 1887. He successfully located and built the Ottawa, Arnprior and Parry Sound Railway between 1891 and 1896. His assignment was to survey a road through virgin bush from Ottawa to Parry Sound in the shortest distance possible and with a minimum of hills and valleys. Later, he was also the engineer in charge of the construction of the bridge crossing the St. Lawrence River at Coteau, Quebec. He became a Railway Commissioner in 1904.

William Shillito Cranston, (1863 - 1902) was born in Arnprior, a son of Dr. J. Cranston. William was a civil engineer, graduate of McGill University, and practised throughout Canada. He was the surveyor for Chief Engineer George A. Mountain, on the determination of the site for OA & PSRR. He later worked for the CPR in the construction of the Crow's Nest Pass, and, at the time of his death, was the City Engineer for Ottawa. He was related to William Topley, an Ottawa photographer, who took many of the photos used in this book.

The Fauquier brothers, Edward F. and Gilbert Emilia, were sons of Frederick Dawson Fauquier, who came to Canada from Malta, and eventually became the Anglican Bishop of Algoma. Raised in the Gatineau area north of Ottawa, the brothers began to work when they were thirteen or fourteen. Little else is known about them, other than that they became practically-trained engineers and contractors.

They worked for J. R. Booth on several contracts from 1892 to 1896, including the difficult section from Barry's Bay to Scotia. Gilbert's daughter-in-law, Mary, related that he was once sent to Montreal to hire new immigrants right off the boats. These were not Englishmen, and newspaper accounts of the time described them as "swarthy-complexioned men." According to Mary Fauquier, "these men would work hard in the bush, summer and winter, to earn money to start their new life in Canada. As well, they contributed to the prosperity and development of their new country by building the railway."

The brothers used a locomotive and a steam shovel in their contracts, each marked "E. F. and G. E. F."

During this period, the Fauquiers built at least three meticulously-notched round log cabins, used as headquarters, one of which still exists on Brulé Lake. Fauquier Lake, near Brulé is named after them.

After working for Booth, Gilbert and Edward worked on the National Transcontinental Railway the CN^o R (*now CNR*) where two villages are named after them, one near Cochrane, , the other in British Columbia. At one point the brothers did construction work on the Halifax docks.

Edward Fauquier maintained his contact with the Booth line, as he did maintenance work for the CAR, which absorbed the OA & PS Railway.

Gilbert Fauquier also had an Algonquin Park connection when he married Jessie, the daughter of the founder of the Gilmour Lumber Company.

Edward died young, but Gilbert died at 77 in Ottawa. He had been interested in the beautification of Ottawa's Parkway system (*now part of the National Capital Commission*) and was a great supporter of the Boy Scouts of Canada.

Contractors and Sub-Contractors Who Worked Short Sections on the Ottawa, Arnprior & Parry Sound Railway Line: Bruce & Hibbard; Brewder & McNaughton; Wm. Heald, Golden & Scarton; James Prince; R. Weddel; Richards & Chambers; J. J. Jolliffe; O'Neil & Ferguson; Forse; C. Campbell; Robert & Wm. Russel; M. J. O'Brien & McDonald; Mr. Cook. Mr. Wilson, a stone mason, built abutments for several trestles was assisted by contractor Keating.

Other Engineers: Arthur and Robert Bruce; John Walter LeBreton Ross (*who took many of the pictures that are in this book.*)

"If you compare the route of the railway with that of highway 60, it is the highway which deviates; the rail avoids mountains, rivers and valley, and the route from Depot Harbour to Vermont is almost east to West." Niall McKay, author of [Across the Hills to Georgian Bay.](#)

#5-001

Villages to the west of Ottawa were 15 - 20 miles part. This was the distance that a team of horses could travel in a day.

EARLY RAILWAYS IN ONTARIO

- | | |
|-------------------|---|
| A & NW | Atlantic and North West Railway – In 1892, built 17 miles between Renfrew and Eganville, and intended to extend out to Georgian Bay. |
| CAR | Canada Atlantic Railway – Built in 1879, from Montreal to Coteau Landing where it crossed the St. Lawrence River and led to deep sea ports in Maine. Partly owned by J. R. Booth, it amalgamated with OA & PS Railway in 1899. Both were sold to |

	Grand Trunk Railway in 1905.
CNR	Canadian National Railway (<i>now CN</i>) – took over many faltering railways including the GTR in 1923 to become Canada’s National (<i>government-owned</i>) railway.
CPR	Canadian Pacific Railway – coast to coast in 1885. North of Algonquin Park, the line parallels the Ottawa River.
GTR	Grand Trunk Railway Company of Canada – headquarters in London, England, had service between Montreal and Toronto in 1856. GTR bought out Booth’s CAR in 1905, which included the OA & PS Ry.
O & P S	Ottawa and Parry Sound Railway , 1888.
OA & R	Ottawa, Arnprior and Renfrew Railway , 1888.
OA & PS	Ottawa, Arnprior and Parry Sound Railway – Resulted from the merger of the O & PS and OA & R in 1891. It existed under this name from 1891 to 1899 when the parent company, CAR took it over.
OA & R	Ottawa, Arnprior and Renfrew Railway , 1888.
PSC	Parry Sound Colonization Railway – Went from Parry Sound almost to Scotia. Bought by J. R. Booth in 1891. When completed, it merged with OA & PS Railway in 1896.

DETAILS FROM NEWSPAPERS OF THE ERA

#5-002

#5-003

BURNT LAND, WITH CHARRED CHICOTS OVER HARD CANADIAN SHIELD GRANITE WOULD BE SURVEYED FOR THE ROUTE OF THE NEW RAILWAY. Much of the area that is now Algonquin Park had already been logged over. Due to their wasteful habits and un-managed cutting, lumbermen of the day left an abundance of slash and chips behind. When tinder dry, this wood fibre would easily take fire if struck by lightning, resulting in large areas of desolate scenery such as this. (APM 1357, J. W. Ross)

#5-005

22 MEN AND A FLAG CROSSING A FROZEN LAKE TO CHANGE BASE CAMPS DURING THE FIRST SURVEY OF OA & PS RY. Tents, food and equipment were hauled on these sleighs. Leaving Ottawa on November 20, 1891, they returned March 18, 1892. During the 15 week trip, the camp was remarkably free from illness. (PAC 122513, Robert Bruce)
#5-005

SURVEY CREW, OA & PS Ry. 1891 Complete with OA & PS pennant, the survey crew line up for a photo opportunity. A good-sized deer has been shot, and along with the partridge (held by the man

second from the right) will augment their boring diet. Snowshoes are piled up in readiness for use in deep snow. The split wood in the foreground may be used in stoves inside their tents. (PAC 122499, Robert Bruce)

THE OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY

March 11, 1892

"Mr. George Mountain, chief surveyor for OA & PS, and his staff are preparing their report on the line surveyed through the Nipissing district. The profiles and estimates will be ready next week at which time the possibilities of the projected line can be obtained. Mr. Mountain feels that his report will be favourable, and that construction can begin in the spring of '93.

His survey party of 24 men left Ottawa on November 20, 1891, and returned March 8, 1892. They had surveyed 120 miles of road to the west and travelled over 500 miles of rough country on foot. Costs of the survey trip were about \$60 per day (\$2.50 *per man*). The party met with extraordinary difficulties, having to cut their way through a wilderness of dense bush, travelling on snowshoes and dragging their supplies on sleds behind them. The country is not settled at all, and only a few trappers and hunters were encountered. (*Eventually, their survey would pass through the future Algonquin Park.*) The scenery is described as simply grand, the district is dotted over with small lakes, teeming with trout. The game is so plentiful that the camp was so well provided with venison and partridge that the men got tired of it.

The most valuable product of the country is the great forests of maple, birch, and beech, already being worked by Messrs. Perley and Booth. The new line will develop a new and valuable source of lumber. Mr. Mountain returned with a large collection of minerals which he intends to have assayed. Nickel and silver are believed to be the principle minerals of the district.

Mr. Mountain's plans will be presented to Mr. J. R. Booth early next week when the course of procedure will be decided upon." —*Renfrew Mercury*

April 15, 1892

"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." —*Renfrew Mercury*

April 15, 1892

"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." —*Renfrew Mercury*

May 11, 1892

"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." —*Eganville Enterprise*

July 1, 1892

"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." —*Renfrew Mercury/Renfrew County Advertiser*

July 1, 1892

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."

(Note: Items are not in strict chronological order, as one paper might publish an older article from another neighbouring paper.)

July 1, 1892

"Hagarty and Richards townships propose to raise the sum of \$2,000 for the purpose of buying OA & PS R. R. stock to the amount which will be necessary to purchase the right-of-way throughout the municipality. The vote will be taken on July 18, 1892."

July 15, 1892

#5-006

(Little about the actual Fauquier contracts could be found. G. E. Fauquier's daughter-in-law, Mary, said that many contracts of the time were by mutual agreement and a handshake.)

July 22, 1892

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." – *Renfrew Mercury/Arnprior Chronicle*

July 27, 1892

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

The same issue reported that "forty teams and lots of men were working at Carp on the OA & PS Ry. and more of both were being added every day." – *Eganville Enterprise*

July 29, 1892

"An alert Renfrew citizen spotted Mr. W. A. Ramsay of Montreal, chief engineer of the CPR, driving down the main street of Renfrew. It was noted that Ramsay was meeting with people who held an old charter for a road from Cobden to Eganville. It was soon revealed that the CPR had purchased the Pontiac and Pacific Junction

Railway, and planned to extend it across into Renfrew County and build it right on to Parry Sound, and that this would be done at once. Suggestions that Renfrew would be made a divisional point with workshops, etc., were made. Renfrew's Mr. Barnet told the CPR that there was little chance of giving a bonus; the Village was too heavily burdened as it was. The CPR thought that Renfrew may help securing the right-of-way, or donate land for sidings and workshops.

The CPR's superintendent estimated that it would cost over \$180,000 more to build from Renfrew than from Cobden, but that the route would be more direct.

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

Mercury

August 5, 1892

"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." — *Renfrew Mercury*

August 26, 1892

"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." — *Renfrew Mercury*

September 2, 1892

"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."—*Montreal Witness*

September 9, 1892

"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." —*Renfrew Mercury*

September 16, 1892

"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." — *Parry Sound Star*

September 30, 1892

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

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

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

October 7, 1892

"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." — *Renfrew Mercury*

October 14, 1892

"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." — *Renfrew Mercury/Ottawa Free Press*

October 28, 1892

"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. —*Renfrew Mercury/Ottawa Free Press*

November 4, 1892

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." —*Eganville Enterprise*

(This might explain why this author, as a youngster, found a large bottle of flowers of sulphur in the ruins of an abandoned Algonquin Park lumber camp.)

November 4, 1892

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." —*Renfrew Mercury*

(This is the first mention of the great potential for tourism that the Booth line would generate.)

January 6, 1893

"About one hundred and eighty passengers took advantage of what — so far

as the Atlantic & North West Railway (CPR) was concerned — was practically a free excursion on the occasion of the line as far as Eganville on December 30. A twenty-five cent ticket carried each passenger and gave admission as well to a Presbyterian tea meeting. The train left Renfrew at 5 p.m. and took a little over one hour to reach Eganville. A crowd saw the train off at Renfrew and the train was met by another crowd at Douglas and an even larger crowd at Eganville. There was standing room only at the Town Hall. Various dignitaries spoke, some recited and others sang. Coming back to Renfrew the excursionists had 'a glorious time' with song and story and laughter."

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

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

January 20, 1893

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

March 10, 1893

"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." — *Renfrew Mercury*

(In retrospect, this is an unwitting endorsement of the great wisdom of Booth's project.)

THE BATTLE OF WILNO PASS

1892-1894

Swamps and hard rock were not the only obstacles faced by the builders of Booth's railway.

Once again the obstructive tactics of the Atlantic and North West Railway (owned by the CPR) surfaced. This time the dispute was over the ninety-nine foot right-of-way in the valley just east of Wilno, Ontario, in Hagarty Township.

By November 1893 Booth's railway had reached Douglas. Active construction ceased,

and workers laid off, but surveyors and civil engineers seized the advantages which the leafless bush offered, to do their work. The Chief Engineer for Booth was George Alonzo Mountain, PLS. He set out with his survey party from Renfrew in November 1891 to locate the westerly part of the line through what was known as the Hagarty Pass. Instead of marking his lines with survey stakes, he blazed trees every two hundred yards or so. Using these markers, he prepared a sketch for the proposed line to Barry's Bay on Lake Kamaniskeg, which he completed on February 15, 1892. Then a survey plan was made and registered at the Pembroke Land Registry Office on September 7, 1892.

Meanwhile, W. A. Ramsay, chief engineer for the A & NW, and his surveyor James L. Morris, PLS, had also located his line through the same narrow valley known as the Hagarty Pass and had it registered in Pembroke on October 27, 1892.

In October of 1892, George Mountain returned to his earlier survey of the Hagarty Pass and discovered a series of survey stakes all through the pass area. A map of the adjoining area showed the two rail lines crossing each other three times.

The most important area was the site of the narrowest level ground between the hills.

The public became aware of the problem in an article in the November 4, 1892 Renfrew Mercury: "Considerable trouble is expected between the CPR and OA & PS RR at Adam Prince's property near Wilno. There is only one pass between the mountains, and both claim the right-of-way through it. We were informed that Mr. Mountain, chief engineer for OA & PS RR, had purchased all the land there, and has posted NO TRESPASSING signs."

Shortly after, the dispute was before the courts and an injunction issued restraining the A & NW from taking up the location of Booth's line. At the time, both lines were in the process of laying out the route for construction of the rail from Renfrew to Parry Sound. The large problem of ownership remained before Judge Falconbridge in Ottawa. The proceedings took six days.

OA & PS alleged that they had filed their plan, profile and book of reference with the Department of Railways and Canals, and it had been approved by the Governor-in-Council, and in the proper Registry offices. Further, they had bought land upon which to construct their railway, only to have A & NW enter onto portions of their land and to lay out their rail line upon it. A & NW claimed that they too had filed similar plans for their railway.

A & NW denied the validity of the OA & PS plan, alleging that it was not made from an actual survey and claimed priority for their location in the townships of Hagarty, Sherwood and Jones. A & NW said that they would not cross, or use, any portion of the OA & PS line until leave to do so had been properly obtained from the Rail Road Committee of Privy Council.

On April 20, 1893, Judge Falconbridge found in favour of OA & PS, with costs assessed to A & NW. The Judge declared: "OA & PS had filed their plan first, and had displayed reasonable continuity of object and of work." Also, Booth's lawyer had offered in early court appearances to appoint a "competent and independent engineer to go over the disputed route between Eganville and the Madawaska River in order to ascertain the real points in this dispute, and in the conflict, and when a clash occurs, the engineer would settle."

OA & PS did not insist on keeping their whole ninety-nine foot right of way through the pass,

saying that they would be able to get along providing that the A & NW would be willing to take less than the ninety-nine feet with the other railway on side.

A & NW appealed this judgement and hearings were held on February 19 and 20, 1894, On October 13, 1894, Judge Ferguson upheld the earlier decision.

The dispute over, Booth could now let out construction contracts on the line. On March 23, 1894, the Ottawa Journal reported that contractor M. J. O'Brien of Renfrew "has the Wilno Pass cleared, and begins the rock cut in it. At the same time, the contract for thirty-five miles west from Barry's Bay to Long Lake (Whitney) was let to E. F. Fauquier. This is considered to be the heaviest part of the construction."

(In July 1896, a fine railway station was built in Wilno.

The finished line roughly parallels the present Highway 60, and passes through the Townships of Haggerty, Richards, Jones and Sherwood near Barry's Bay, ON.

Judge Ferguson's decision sealed the fate of westward rails for the A & NW Eganville was the furthest west that they reached on the Ottawa-Renfrew line. When the rail line was completed on December 30, 1892, the Eganville paper declared that "Eganville is now connected to the rest of the world." It never had a proper station until 1906 when one was built on a piece of land at the rear of the Town Hall site. The tracks were laid on the main street of Eganville and it seemed curious to see both automobiles and a train on the street at the same time.

During the trials, now-familiar local names were mentioned. Joseph Hazelton was Mountain's axe man. His descendants made beautiful wooden chairs in both Beachburg and Douglas. John Kuiack and Michael Prince left many descendents in the Wilno/Barry's Bay area.

Unanswered questions remain: What did A & NW surveyors think when they came across trees blazed by Mountain? Could the Registry Office in Pembroke have pointed out that OA & PS plans had already been registered? Why didn't A & NW take up Booth's lawyer's offer to have an independent engineer arbitrate? Why wouldn't the two railways co-exist – at least in the Wilno pass? Booth was willing to share.

Perhaps this experience led J. R. Booth to offer such low freight rates to Gillies Lumber in Arnprior that they shipped their lumber with OA & PS instead of the CPR.)

#5-007

THE OA & PS Ry. STATION IN WILNO The station was built in July 1896 by an Ottawa contractor. As with other stations, the station agent could live in the upper section. Steps in the right foreground enable laundry to be hung out. With frequent, sooty engines passing by, one wonders how the clothes dried clean; were they hung out between passing trains? (High Contract photo 9/25 by Donald W. McQuade)

April 14, 1893

"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!" – *Renfrew Mercury*

April 17, 1893

"The Mercury carried a correction from Aubrey White, Assistant Commissioner of Crown Lands, concerning remarks attributed to him in the Toronto Board of Trade report to the government. The statements that the region between Scotia and Barry's Bay – about seventy-five miles – is entirely unfit for agriculture, consisting of rock and forest, which will never admit settlement or cultivation and is without existing population or even mineral worth, so far as at present discovered, is without merit.

White attributed these remarks to J. M. Irwin of Peterborough, who they say has prospected and travelled the region in question. Any opinions that he gave were of a general nature. He did say that large quantities of valuable pine grew upon it, but so far, no prospecting for minerals had taken place. He added that the government was considering the question of setting apart a public park in a portion of that territory. In closing, he would be slow to condemn this immense territory without a very close and careful examination of it."

April 28, 1893

"THE NEW RAILWAY LINE. Mr. J. R. Booth arrived in Renfrew on Wednesday night, and early on Thursday morning was out taking a tramp over the town, inspecting the several locations made for the line by his surveying parties. He was at once interviewed by Mr. A. A. Wright, who, as a business man, is deeply interested in having a union station, and wanted to know how Mr. Booth felt on that matter. Mr. Booth expressed himself as willing to co-operate with the CPR, if they were willing to co-operate with him. And further questioned whether he would be willing to meet the Renfrew civic authorities and representative of the CPR, to discuss the situation, Mr. Booth said he would, if such a meeting were arranged by the local Council.

And then Mr. Booth tramped on.

We gather, also, that the probable route though 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." – *Renfrew Mercury*

April 28, 1893

"ANOTHER RAILWAY SUIT IN SIGHT. The Atlantic & North Western Railway company (CPR) have fyled (sic) plans on one and three quarter miles on the shores of Golden Lake on a line already surveyed by the Parry Sound railway, and another legal battle may follow as to which of the companies has the right to the route. The

merit of this action is parallel with the dispute over the Hagarty pass." – *Renfrew Mercury*

April 28, 1893

"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." — *Renfrew Mercury*

May 5, 1893

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

(* A roadway made by laying parallel logs over rough ground.)

May 5, 1893

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

track toward the embankment in rear of Mr. T. G. Boland's house. Had they gone off towards the other side they would have gone down an embankment of twelve feet and might have dragged the passenger coaches after them. Fortunately no one was injured.

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

May 12, 1893 (*More awkwardness from the CPR*)

"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"

Source: – Renfrew Mercury

May 19, 1893

"Subcontractors for the OA & PS line have been announced:

8 miles from Arnprior – Wm. Heald

8 miles from Renfrew – Messrs. Golden and Scarton"

On May 27, 1893, The Algonquin National Park Act was passed by Provincial Parliament. The new park was to be: "a public park and forest reservation, fish and game preserve, health resort and pleasure ground for the benefit, advantage and enjoyment of the people of the Province." – *Renfrew Mercury*

August 23, 1893

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

(The following week a correction was made.) "The line was being ballasted for this speed too." (Ballast consists of gravel or rock, tightly compacted around the ties, and holding firm the tie and rail.)

September 1, 1893

"Mr. James Prince has contracted for five and a half miles of OA & PS from Neitzel's farm in Grattan to the Indian Point in South Algona."

September 22, 1893

"MORE TROUBLE BETWEEN THE CPR AND PARRY SOUND RAILWAYS. On Wednesday there was a rumour that there had been more trouble between the Canadian Pacific and Ottawa & Parry Sound railways: 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 & PS 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 CPR lines. In building this 1,700 feet the O & PS workmen ran their line close

to the CPR track so that they had to carry their rails only over the few feet of track way. The CPR authorities gave instruction to their men to tear up the O & PS line on their property until the 1,700 feet had been completed: compelling the O & PS workmen to cart their rails across 66 feet of land instead of over the railway track only. The CPR workmen tore up the O & PS track while the O & PS men promptly laid it down again: and there the affair ended up to the time of THE MERCURY'S information."

September 22, 1893

"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."

November 3, 1893

"A MAN OF COURAGE AND FAITH. Such is Mr. J. R. Booth, Ottawa's Railway King.

A Pen Sketch of the Builder of the two big Railroads that Centre at the Capital – A Notable Career. (*From the Ottawa Evening Journal.*)

Now that Ottawa is fast becoming a great railway centre a brief sketch of one of the men largely instrumental in making it such cannot but prove interesting.

It is a fact generally admitted that the construction of the Canadian Atlantic railway was a most important factor in bringing Ottawa within easy reach of the seaboard, while at the same time opening up a wealthy section of country and making it tributary to the capital. And while the Canada Atlantic has done this to the east, the Parry Sound railway, stretching out to bring the great trade of the lakes to our doors, will do the same thing to the west, and not only carry the trade of the lakes to and past our doors, but open a new territory rich in timber, minerals and agricultural wealth. And the foremost figure in both great enterprises is John R. Booth.

MR. BOOTH IS A CANADIAN: It will be news to some people to know that Mr. Booth is a Canadian, born in Sheffock, county of Waterloo, in the Eastern Townships of Quebec, sixty-five years ago. With many it is believed that Mr. Booth is an American, but he is not. He is a Canadian born and bred.

Thirty-eight years ago Mr. Booth came to Ottawa and with a foresight peculiarly his own, saw the great possibilities of the Chaudiere with its vast water power. He was not long setting about taking advantage of these fine possibilities, and in company with the late Mr. Soper, father of Mr. W. Y. Soper, built a small shingle mill on the site of his present big mill. That was his first venture, and on that small beginning he has reared a colossal fortune, the fruit of downright pluck, indomitable energy, unwearied industry, and the close application of first class business talents.

HE HAD FORESIGHT AND FAITH. As an illustration of Mr. Booth's great foresight and faith in the country of his birth, it is related of him that he astonished the lumbermen during the prevalence of hard times between 1874 and 1879. There was a general want of courage amongst limit holders. They thought that the bottom had dropped out of the lumber market and it was going to keep that way, and as a matter of course took the earliest opportunity of disposing of their limits. When these limits were put up at auction, Mr. Booth was always there to bid and the lumbermen were astonished. But Mr. Booth paid no attention to their astonishment. He had faith in the lumber industry and bought limits right and left, and now they are worth five times the amount he paid for them, and in the meantime he has cut all the logs off them he required for his business. In 1881 he threw himself into the building of the Canada Atlantic and in a very short time the road was constructed and at once took a first place amongst Canadian railways. Those who know the man best say the Parry Sound Railway will be in complete running order from the Sound inside of three years." — *Renfrew Mercury/Ottawa Evening Journal*
(Mr. Booth considered the term "lumber baron" almost a hereditary title that is received without doing any work. Booth said that he worked hard for every penny that he made, and preferred the title of "lumberman.")

November 10, 1893

"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."

November 10, 1893

"THE NEW RAILWAY. Bright and early on Friday morning last the track laying gang of the OA & PS R. 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 they were past the station, and within a few yards of the lacrosse grounds. Favored by the weather, the work has gone steadily on: and by Wednesday of this week they were near the brick church in Admaston with the rails, besides having put in some sidings in town, and a switch at the K & P R crossing. The ballast and lifting gang follow closely on the heels of the rail-placers: and the ballast trains have been working day and night. Large crowds of citizens have interestingly watched the various operations: and unite in admiration of the methodical, business-like and pushing manner in which every stage of the work is accomplished. As far as the unprofessional eye can judge, the road-bed will be a splendid one."

"There was trouble up the line of the OA & PS in Admaston this week. Mr. Donald Campbell and the Company had not come to terms about the right of way, but he allowed them to grade through his land, so as not to interfere with the work. This was some time ago, and the Company had not yet settled with him. So Mr. Campbell built a fence across the track, to stop the laying of the 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 permission to enter upon his land, they could now legally complete the work in spite of his wishes. The men went back and laid the rails." – *Renfrew Mercury*

December 8, 1893 (*Yet another property dispute with which J. R. Booth had to deal.*)

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."*

December 22, 1893

"THE FIRST OA & PS TRAIN. 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 OA & PS 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 very few persons round about 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 piles 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 specially 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, unfortunately, are suffering from grippe, in varying degrees of intensity. The first train came down from Eganville at a good pace: a big snow-plough having gone up the line on Sunday and cleared the track. – We understand that both freight and passenger business is already fairly developing."

"Mr. Heald, contractor for ten miles from Golden Lake to Killaloe, will work all winter cutting out the right of way." – *Renfrew Mercury*

March 30, 1894

"Contractor Heald is making good progress above Golden Lake. Mr. Booth immediately decided to let the contract for another thirty-five mile section which will bring the road to Egan Estate.* This portion is to be built this summer and next year the remainder will make connection with the Parry Sound Colonization Railway." – *Renfrew Mercury*

*(*Egan Estate: John Egan was a young Irishman who immigrated to Aylmer, Quebec. From there, he relocated to an area on the Bonnechere River near the Fifth Chute (later Eganville) where he logged and built a grist mill. He also surveyed and developed this site, which now bears his name.*

In 1849 he bought about 1,500 acres of land north of the Madawaska River from the Government for £300, about ten miles east of Whitney. It was rich in virgin pine. Before Egan could log this bush extensively, he died in 1857 at the age of 46, and the area became known as "the Egan Estate." [See map on page iii.] When this property came up for auction a few years later, J. R. Booth bought it, to the surprise of other local lumbermen. Booth used more advanced methods, such as cross cut saws instead of axes, and horses instead of oxen. Later, he could ship the logs on his railway, which passed through the area to mills that ran all year, and consequently made him a fortune.

Booth later said that the Egan Estate holding was the basis of his wealth.)

April 6, 1894

"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)." —Renfrew Mercury

Ottawa, April 5, 1894

"To Prime Minister, Sir Oliver Mowatt

From J. R. Booth

Concerning his request to have a grant to construct the railway thirty-five miles west from Barry's Bay

Costs are: Clearing — \$25 an acre. Earthwork Embankment — 23 cents a cubic yard. Solid rock excavation in gneiss bastard granite — \$160 a cubic yard. Ties are 25 cents each. Rail was 72 lbs./yard, 113 tons/mile, 3,588 tons at 27 dollars a ton for \$110,000, buildings \$2,500 each, telegraph lines \$150 a mile. Track laying 250 dollar a mile.

Again to the Hon. Sir Oliver Mowatt from J. R. Booth, who wishes to state the advantages of the railway insofar as it will: (1) act as a powerful coloniser. (2) The country through which it passes, that is about 105 miles, the portion for which we now ask aid, is wholly without railway facilities and is capable of great development. (3) A large revenue will be derived from forest products not now marketable without transportation facilities. (4) The development of minerals and revenue arising there from.

Alluding to through traffic it has been said lately that it will only divert business from a now existing old to a new route. Booth contends this is not correct, for he proposes creating a new business — one which heretofore has gone to American lake ports. He therefore cannot injure the business of any of our lake ports."

May 1, 1894

"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." – *Renfrew Mercury*

"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." – *Renfrew Mercury*

(Perhaps this accounts for the circuitous route of the railway in some sections.)

May 25, 1894

'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*

June 8, 1894

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."

"Another carload of Italian navvies is sent from Ottawa to work on the Pontiac and Pacific Junction Railway. "

"George Richardson is the OA & PS contractor beyond Eganville." —*Renfrew Mercury*

July 6, 1894

"Plenty of whiskey peddlers on the OA & PS, and doing a good business too. There are 1,100 men working on the project now." —*Renfrew Mercury*

July 20, 1894

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.

(*Wages for a 10-hour

July 1894

"A party of officials are up in the Park trout fishing, having passed through Huntsville on Monday. A crown attorney, Reeve, and Editor of the Whitby Chronicle. 'They had with them about a ton of grub, indicating that either they are very poor fishermen, or the fish are scarce where they are going.'" —*Huntsville Forester/Huntsville Public Library*

July 20, 1894

"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." —*Renfrew Mercury*

(The town of Whitney was named after E. C.'s brother, James P. Whitney, who was Premier of Ontario in 1915. (D. Lloyd, personal conversation)

#5-008

DRILLING AND BLASTING CREW, CONTRACTORS RICHARDSON AND CHAMBERS, OA & PS Ry., 1896 The strong ropes in the photo allow for height adjustment of the worker's platform on the rack face. The seated man holds a sharp rock chisel, and rotates it after each heavy blow by his comrades. He hopes that their 8 lb. hammers will hit only the chisel! Working in teams of three, they alternate tasks. Not shown, but the crew's blacksmith would sharpen and temper the chisels often. When blast holes were deep enough, the rock dust was removed with a little scoop on a slim rod, and the holes plugged with wooden pegs. When a line of holes was completed, they were filled with dynamite and exploded. Swedish rock drillers had an excellent reputation. They would subcontract, and work harder and longer than the other labourers. An efficient team might drill a 1" blast hole 19" deep with an hour's pounding.¹ In contrast, the compressed air rock drills seen today on highway construction can drill a 3" diameter hole 19" deep in 15 seconds.²

After the blast, the scraper gang's (right) job began. They hauled away the fractured rock to fill the low areas. Horse-drawn stone boats (thick, wooden platforms) pulled away the bigger chunks of rock. Logs, flattened on top, made crude rails for the stone boat to travel on. Men with wheelbarrows carried away the smaller chunks. Navvies with shovels removed the stumps and soil to expose the rock – labour was cheap!

This is one of the few photos to show surrounding, unburned forest. (APM 42/153, J. W. Ross)

August 10, 1894

"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."

¹ Historical Museum Association, Rossland, BC

² McIntosh Perry Consulting, Deep River, ON

"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." — *Renfrew Mercury*

August 17, 1894

"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 face 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." — *Renfrew Mercury*

August 17, 1894

"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." — *Renfrew Mercury*

August, 1894

"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." — *Eganville Leader*

September 7, 1894

"STONE. A quarry has been opened for the OA & PS, on Oliver Menard's land, five miles east of Eganville, on the OA & PS Watson — foreman. A source of high quality stone for bridge abutments, culverts, etc. They even got out one block three feet, six inches high. Quarrying since May 1, they have got out 400 cords of good stone.

Mr. Wilson has the contract for building all the bridges on OA & PS, four this year, two in 1895.³ No stone has been shipped yet, will wait until next month." — *Eganville Enterprise from Renfrew Mercury.*

(The Fauquier Brothers contract has a number of sub-contractors.)

October 19, 1894

"Steel on the OA & PS has reached Carson's Lake, five miles from Barry's Bay. Long stretches of rail bed are now ready for the rails." — *Renfrew Mercury*

November 2, 1894

"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." — *Ottawa Enterprise (s/b Eganville?)*

November 13, 1894

"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." (*This was the beginning of the end for square timber.*) — *Renfrew Mercury*

November 16, 1894

"The OA & PS engineers are surveying the line from Long Lake to Emsdale, and have already located twenty miles. It is expected that the contracts will be

³ This same Eganville limestone was used in the construction of abutments under the steel trestle (the 3rd trestle) spanning the Madawaska River at Cache Lake. While the steel is gone today, the abutments are still there (and probably contain the only fossils in this part of Algonquin Park!). The bridge at the village of Madawaska used the same limestone in its abutments.

From Ottawa to Madawaska, construction was fairly easy. Further west, the hard granite of the Algonquin dome made progress more difficult. Driving along highway 60 today, one can see many rock cuts, which required drilling and blasting, but, due to modern techniques, were far easier and much quicker to do than the many rock cuts on the railway.

given out this fall for the whole of the line to Emsdale, and that the contractors will draw in their supplies during the winter and work on the rock cuts." — *Huntsville Public Library*

November 23, 1894

"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." — *Ottawa Journal*

November 30, 1894

"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." — *Renfrew Mercury*

MADAWASKA

Later, Madawaska was to have a concrete round house (thirteen stalls, at \$42,000 in 1906) and it became Booth's bush headquarters. He built a bank, company store, school and several houses. The Canada Railway News Co. built and operated a restaurant. Madawaska became a depot where men and supplies could be taken into the bush camps.

As many as twenty-four trains a day (except Sunday) passed through Madawaska in 1914. Up to six passenger trains as well – including "the Buffalo Flyer." To operate all these trains, 38 eight, 5-man crews, or 190 men, were quartered in Madawaska. The population supported three banks. Booth also built a machine shop, turntable, hoist and coal chutes. Madawaska was chosen to be the Divisional Point because it was 130 miles west of Parry Sound, and roughly the same distance east to Ottawa. (Larry Gaffney, personal conversation)

November 30, 1894

"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." — *Huntsville Forester/Huntsville Public Library*

December 7, 1894

"Barry's Bay is threatened with the removal of the water tower and station to a point four miles west. Disputes with the landowner and R. R. are the cause." — *Eganville Leader*

December 14, 1894

"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." — *Huntsville Forester/Renfrew Mercury*

(If two thousand men worked seven months, at an average salary of \$1.75 per day, this represented a payout to the surrounding community of at least \$600,000, not including the bush workers.)

January 4, 1895

— Toronto News

"A "HUMMER" IN HIS LINE (*Once his line is built, the entrepreneurial J. R. Booth wants to make it pay.*)

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." — *Arnprior Chronicle*

(**Hummer = humdinger - an extraordinary person.*)

January 4, 1895

"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." — *Renfrew Mercury*

January 4, 1895

"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." — *Ottawa Journal*

February 1, 1895

"The stopping place for trains at Barry's Bay is altered. The Station Master has been removed, and trains no longer stop there. Passengers are now taken up and off at Wilno, six miles East of Barry's Bay, and at Martins Siding, two miles west. The proprietor of the land in Barry's Bay, who thought he had the railway company at his mercy, has now found out his mistake — but the misfortune is that others suffer misfortune too. The siding is taken up and the iron is being used in putting in a siding on August Pilatske's land, Lot 34, 25th Con., Grattan." * — *Renfrew Mercury*

(**Labelled "the Barry's Bay difficulty," the disagreement took up many column inches in the local papers.*)

February 15, 1895

"A new station, west of Barry's Bay is called Rabbit Station, on account of so many there." – *Eganville Leader*

March 29, 1895

"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."

April 5, 1895

"It is reported that the OA & PS Co. will rebuild their station at Barry's Bay, on land adjoining Mr. Stafford, which has been given to them free. This will be good news for the settlers around Barry's Bay and Combermere." – *Renfrew Mercury*

April 12, 1895

"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*

April 26, 1895

"Four hundred men are already at work on the OA & PS Three hundred are engaged on the first section west of the eastern terminus, and one hundred on the second. The principal work at present is clearing the right of way and rock cutting. Three hundred men are now at the end of iron ready to go to work." – *Ottawa Journal/Renfrew Mercury*

(At one time, Booth had crews working from Parry Sound to Scotia on the West, and from Ottawa to Scotia on the East. The 47-mile Parry Sound colonization railway from Scotia, west to Parry Sound, had not been completed due to lack of funds. After Booth bought it in 1891, he had the line completed and installed heavier rails.)

April 26, 1895

"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*

May 3, 1895

"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." — *Eganville Enterprise*

May 24, 1895

"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." — *Renfrew Mercury*

July 12, 1895

"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." — *Ottawa Journal*

August 2, 1895

"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."

Cache Lake, the Terminus

"Cache Lake, over one hundred and sixty miles from Ottawa, is expected to be the eastern terminus of the OA & PS for the next winter. The contracts will be finished, rails laid, and trains running to this point by the 15th of October. On the western end the line will be in operation right out to the Georgian Bay, a distance of fifty miles." – *Renfrew Mercury*

(This was probably on the NE aspect of Cache Lake, looking out to the Canisbay Creek. This site might have been chosen to give the pile-driving crews time to construct a causeway across the two bays at the north end of Cache Lake.)

#5-010

1895 - The provisional 3rd trestle, constructed of timber, spans the Madawaska River BELOW CACHE LAKE. A LOGGER'S DAM AND CHUTE ARE IN THE FOREGROUND.

LUMBERING HAD GONE ON IN THE PARK SINCE THE 1860'S, AND OLD CHUTES, DAMS AND CAMPS WERE COMMON ON RIVERS. EARLY SUPERINTENDENTS HAD COMPLAINED THAT THE DAMS SHOULD BE LEFT OPEN WHEN LOGGING CEASED, AS MUCH DAMAGE WAS CAUSED TO SHORELINES AND TREES.

(APM 81, J. W. Ross)

EITHER BOOTH DIDN'T HAVE THE MONEY FOR A STEEL TRESTLE AT THE TIME, OR IT WAS QUICKER AND MORE CONVENIENT TO FIRST BUILD WITH WOOD AND REPLACE WITH STEEL LATER. IN 1899 DOMINION BRIDGE REPLACED THIS ONE WITH A STEEL TRESTLE 50' HIGH.

(APM 154 J. W. Ross)

#5-009

Detail of the 3rd trestle, taken from the logger's dam seen in the previous picture.

#5-011

1895 W. S. CRANSTON'S SURVEY CREW POSES FOR THE CAMERA Three tents, with stoves, and a dining shelter, make a comfortable camp in the bush. The site may be at the Cache Lake terminus. Cooking was done in a reflector oven, fuelled by the steady heat of birch firewood.

Perhaps the young man to the left of the oven is the cookee, responsible for chopping the firewood and keeping the fire going. Surveyor Cranston stands beside the two survey instruments in front of the middle tent. Two of the men wear ties! Resting comfortably on the cedar in the foreground at lower right is John Walter LeBreton Ross, who took about forty superior quality photographs of the OA & PS construction. His clasped hands suggest that he may be tripping the shutter of his camera using a remote release. His grandson donated the photographs the Algonquin Park archives. (APM 148, J. W. Ross)

August 2, 1895

"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." — *Eganville Enterprise*

August 23, 1895

"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."— *Renfrew Mercury*

September 6, 1895

"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*

October 1, 1895

"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." – *Ottawa Journal*

October 4, 1895

"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. — *Ottawa Journal*

"Steel has now been laid to ten miles west of Whitney." – *Ottawa Journal*

October 18, 1895

"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." – *Huntsville Forester*

November 1, 1895

"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." – *Renfrew Mercury*

(Apart from the construction difficulties of the railway, providing room and board for the nine hundred rail workers – and their horses – was a formidable task.)

November 1, 1895

"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." – *Huntsville Forester*

November 8, 1895

"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?" – *Pembroke Observer*

#5-012

LOCATION PARTY'S CAMP AT KEARNEY, WINTER 1895-96 Surveyor Cranston, leaning on the snowshoes is standing behind the man turning the grindstone handle. It is probably a Sunday, when mundane chores like hair cuts and axe sharpening were done. Tents were heated by small stoves inside, probably using wood being chopped by the man in the foreground. Snowshoes are piled nearby. (APM 129, J. W. Ross)

November 8, 1895

"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 stragglers that house a small party of men that remain to finish the ballasting." – *Huntsville Forester*

November 29, 1895

"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." – *Ottawa Journal*

December 6, 1895

"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." (So named after the Biblical land of peace, Goshen was a small settlement between Renfrew and Arnprior.)

Goshen was a 'flag' station, probably 10' square, as opposed to a larger, manned station. Trains did not stop unless the passenger waved a flag (*provided inside the building*) so that the engineer would stop the train. At night, the passenger went into the building where a coal oil lamp with a coloured globe stood, lit the lamp, and got the engineers attention." – *Renfrew Mercury*

December 13, 1895

"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." – *Eganville Enterprise*

January 24, 1896

"Mr. E. Farquier, of Toronto, has been given the contract of constructing the incompleated 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." – *Ottawa Citizen*.

January 31, 1896

"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*

(Yet another example of Booth's railway opening up the natural resources of the area.)

February 7, 1896

"Chief Engineer Mountain will leave soon for a snowshoe inspection of the un-built central portion of the Railway." — *Renfrew Mercury*

February 14, 1896

"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." — *Renfrew Mercury*

February 14, 1896

"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." — *Renfrew Mercury*

February 17, 1896

"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.'" —*Eganville Leader*

February 26, 1896

"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." —*Huntsville Forester*

March 7, 1896

"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." — *Renfrew Mercury*

March 20, 1896

"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 Farquier's contractors during the coming summer and fall. (*Douglas was one of the many towns that benefitted from the railway construction.*) Contractor J. J. Jolliffe has been awarded the contract for filling and scraping for 1896." — *Renfrew Mercury*

May 1, 1896

"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." — *Ottawa Journal*

#5-013

PILE DRIVER, RAIN LAKE "Piling" refers to a quick method of traversing swampy areas or shallow lakes. This one-horsepower pile driver hammers logs, —sharpened at one end, —vertically into the mud of the lake bottom. The horse pulls up a heavy weight to a level above the standing man to a point where it trips, and comes down heavily on the blunt end of the pile, driving it into the ground. When firmly embedded, piles are cut off at a uniform level, and horizontal bracing is added, followed by square timbers and topped by rails. Now rail traffic may roll on, and when convenient, rocks and gravel can be dumped in between the trestle ties, eventually forming a solid rail bed. Even if the buried piles rot, the firm causeway remains. The two bays referenced are on the northern shore of

Cache Lake. (APM 146, J. W. Ross)

May 1, 1896

The Eganville Leader wrote about an unnamed bootlegger who was fined \$200 for selling alcohol to construction workers up the lines. He had sneaked in the previous winter with his hootch, and then tried to sell it to the construction workers during the spring. A man reportedly offered him \$500 for one bottle! (It must have had a high alcohol content, not to freeze solid and burst the bottle during the -30 degree F. winters.)

#5-015

Scraper Gang, OA & PS Ry. 1896 Two-horsepower scrapers were the bulldozers of the 1890's. (*See next photo.*) By manipulating the long handles, the operator could scoop up loose material and transport it to the desired location where it could be spread out evenly or dumped in one spot. Moving clockwise, the scraper gang are moving fill to build up the rail bed. A barn or bunkhouse is in the background, amongst the chicots. (APM 128, J. W. Ross)

#5-014

DESCRIPTION OF HORSE-DRAWN

DRAG SCRAPERS

"Handles on top. Stamped from a single sheet of extra hard steel plate. Of seamless construction throughout. Right shape for easy filling. Retain a good cutting edge. Extra heavy bail with swivel. Selected hardwood handles. Runners on bottom add much to life of scraper." (Source: Hardware catalogue of Caverhill, Learmont, 1940's)

(Fifty years later, with a slightly modified design, scrapers were still being sold. The largest could hold almost a yard of material.)

Top View

Bottom View

Drag Scrapers

#5-016

SOME OF THE MUSCULAR HORSES AND MEN WHO BUILT THE RAIL BED AT J. J. JOLLIFE'S CAMP, 1896 This stable was built of straight, long logs, readily available nearby. The roofing paper was held down with scrap boards. Supplying oats for all these animals was a large undertaking, with Renfrew County farmers providing feed for man and beast. (APM 136, J. W. Ross)

#5-017

This meticulously built log house had most of the comforts of home, including a deck chair and hammock on the porch. Long, straight logs were notched to join at each corner, then the spaces between them chinked with plaster. Fauquier could set out from here to supervise the construction gangs on the railway.

E. F. FAUQUIER'S HEADQUARTERS CABIN

PROBABLY BRULÉ LAKE, 1896

(APM 150, J. W. Ross)

August 7, 1896

"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." — *Ottawa Citizen*

(The unusual thing was that on the same date two years earlier three men were also killed in a dynamite explosion.)

September 9, 1896

"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." — *Renfrew Mercury*

September 18, 1896

"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." – *Renfrew Mercury*

#5-018

1896 AN OA & PS Ry. TRAIN PAUSES IN ONE OF MANY TALL ROCK CUTS ON THE LINE Uniformed staff and passengers pose for the photographer. Seated at the window of the locomotive is the train engineer. Behind him stands the fireman, whose job is to shovel coal from the tender into the firebox of the locomotive. "O.A. 22 P.S. RY." is lettered on the side of the tender. Visible are two passenger coaches and either a caboose or box car at the end of the train. The "cowcatcher" is the ribbed structure on the lower front of the locomotive, which diverts cows, moose and other foreign bodies off the track. The smokestack is located between the bell and the lights. Glowing embers and sparks often emerged from the stack, causing frequent forest fires along the right of way. (PAC 46989)

October 2, 1896

"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." – *Ottawa Journal*

October 9, 1896

"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." – *Huntsville Forester*

(Ralph Bice claimed that there were many Italian labourers on the OA & PS construction, and that they had built two stone bread ovens, on the line, somewhere near Source Lake. They were of a bee hive or igloo type. Much later, Superintendent Bill Hueston discovered their location, but they had fallen in.

As a very young man, Ralph was putting horses in an old stable near there in 1916 and found a cache of old bottles. One was full, and had the word 'Milano' on it – he said it was still good! (Ralph Bice, personal conversation, May 10, 1985.)

October 16, 1896

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." — *Eganville Leader*

October 31, 1896

"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."— *Ottawa Journal*
(*The restaurant in the new hotel was operated by the Canada Railway News company.*)

November 3, 1896

"NEW ROUND HOUSE: — The new round house of the OA & PS 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." — *Ottawa Journal*

November 20, 1896

"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." — *Arnprior Semi-Weekly News*

November 27, 1896

"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." — *Renfrew Mercury*

December 18, 1896

"Parry Sound Railway: The movement to present Mr. J. R. Booth with a citizen's testimonial in recognition of the completion of the Parry Sound Railway is meeting a serious check. Mr. Booth would rather not have it go on. Mr. Booth's feeling is that the time is not yet ripe to consider the Parry Sound scheme terminated. A friend of Mr. Booth's said to-day: — 'Mr. Booth considers that his real work is little more than begun. The Parry Sound road is not a happy accident, not yet a mere adjunct to the immense timber limits through which it runs. It is a part of one of the biggest enterprises which any private individual ever undertook on this continent. Mr. Booth aims at no less than making the OA & PS Railway the greatest avenue to the sea of the north-western States and northwest of Canada. To this end the mere laying of the iron between Ottawa and the Georgian Bay, gigantic as the task was, is but a beginning. There are several elevators to be built, there are steamships to be put on the lakes, agencies have to be established to divert trade into the new route; in short Mr. Booth has to reach out all over the great lakes to make their business tributary to the Parry Sound road. He is aiming at that and will accomplish it if he lives long enough.'"

The people of Quebec have formed great expectations of the advantage that would accrue to their city by the construction of this Parry Sound Line. The distance from Hawkesbury to Quebec is about 226 miles, of which 138 are already built and approved by the Federal and Local authorities. Arrangements have been made with the Lake St. John Railway and the Lower St. Lawrence Railway; there remains only 99 miles to build in order that Quebec may be reached. L'Evenement says that all the business men of the city agree that the Parry Sound road is destined to restore to Quebec her old

prosperity.” – *Ottawa Dispatch/Huntsville Forester*

December 25, 1896

“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.” – *Renfrew Mercury*

January 1, 1897

“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.” – *Ottawa Journal*

(Wm. Taylor travelled through the Park on Thursday, December 31, 1896.)

(Booth’s line crossed the Grand Trunk Northern at Scotia Junction. In January 1897, top officials met to discuss mutually satisfactory timetables, and to build a Union Station for the transfer of passengers and freight. The Toronto Board of Trade was still upset about the loss of much traffic to the OA & PS. Instead of going south to Toronto on the GTR Northern, it was now going east on the Booth line.)

January 15, 1897

“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.” – *Renfrew Mercury*

#5-019

THE STATION AT ROCK LAKE IN ALGONQUIN PARK As the OA & PS Rail line was built, small stations, such as the one at Rock Lake, were built to handle passengers and freight. Since the window is propped open, it must have been a hot day. Long shadows probably indicate late afternoon. The locals are all dressed up to meet the train. A signal device extending out from the station roof gives the locomotive engineers directions – stop – go – another train on the line, etc. (APM 2267, Vern McCort)

#5-020

THE FIRST OA & PS TIMETABLE, JANUARY 20, 1897

– Ottawa Journal

The ethnic origin of the area is revealed by the place names of the communities: England, Ireland,

Native, Poland and Scotland

March 5, 1897

"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." — *Eganville Star*.

(The building of OA & PS had provided the local papers with many newsworthy items, not only on the big construction jobs, but also the amazing attributes of J. R. Booth and his men.

Now that the line was in operation, it became less newsworthy. As with papers today, they sought bad news, as "bad news sells" — stories about train wrecks, injury and death on the line, and complaints about freight rates and delays.

Booth built a completely new town at Depot Harbour, close to Parry Sound, and villages along the route such as Madawaska, grew bigger. Indirectly, he opened up Algonquin Park to tourism, and more modern lumber companies like McRae, could now ship their products by rail.)

#5-021

CANADA ATLANTIC RAILWAY (CAR) BOXCARS WERE USED ON THE OA & PS RAILWAY LINE

From the lumpy appearance of the three sacks, it would seem that turnips are being shipped. Judging from the dark centres of the logs on the flatcar, they are not of high quality. Why was Booth shipping them? (APM 2872)

May 21, 1897

The Mercury carried an advertisement for a special excursion: — "Renfrew to Parry Sound and return, for \$2.75 — an opportunity to see Algonquin Park and Georgian Bay. Also available are special rates on steamers and hotels — \$1.50 for steamers and \$1.50 for the Rose Point Hotel."

March 19, 1898

"CPR HAS DESIGNS ON MUSKOKA:— The Grand Trunk has been pushing Muskoka business, and the result is a great increase in business. It is said that the GTR has encouraged capitalists to build resort hotels in Muskoka, and that construction will start this season. No doubt that traffic will increase further if properly advertised, and that there are good hotels to go to. The CPR knows this, and are interested in a similar venture, which is why they are interested in establishing a branch line to Parry Sound."

— *Huntsville Forester*

September 2, 1898

“RECORDS BROKEN:— Shipment of grain via Canada Atlantic Railway and Ottawa, Arnprior & Parry Sound Railway has broken records for speed from the west. It took ten days shorter to ship from Duluth (*on the west end of Lake Superior*) to Montreal. It is hoped that the line will carry eight million bushels this year.

WHEAT EXPORT HAS A SPECIFIC TIME FRAME:— From the harvest of wheat to first ice on the St. Lawrence was a critical period. Cutting ten days off the transit time was highly important to the grain industry.

Booth needed a western deep water terminus for his line. When Parry Sound land owners offered to sell at a price that Booth thought to be too much he did as he had done previously, he bought elsewhere. J. R. built at nearby Parry Island where a company town sprang up close to a natural deep-water harbour. The three-story Island Hotel, bunkhouses, three churches, a school, round house, many stores and over one hundred houses were built. (*The new town was called Depot Harbour.*)

Two grain elevators could hold almost three million bushels of wheat. Electricity was provided to about six hundred residents at a power house. During the shipping season, when fifty or more freighters unloaded their cargo, the population swelled to three thousand.” — *Huntsville Forester*

November 4, 1898

“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.” — *Huntsville Forester*

December 19, 1898

“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.” — *Huntsville Forester*

1899

When the rails first traversed the Madawaska River just east of Cache Lake, they were

installed on a wooden trestle. In 1899, a new high steel trestle was constructed by Dominion Bridge Co parallel to the wooden one, and about twenty feet south of it. Later, the timber was removed. Foundations of both can be seen today. The wooden trestle foundation remnants are square piles of local rocks, while the steel trestle rested on concrete and dressed Eganville limestone abutments. Drilling and blasting on this steep cliff was a formidable task. Rock blasted out was used to fill in the approaches to the bridge. In 1895, the average car capacity was about eighteen tons; ten years later this was increased to twenty-four tons. Engines were bigger and heavier too.

In 1899, the OA & PS Ry. was merged with the Canadian National Railway.

January 19, 1900

“Representatives of OA & PS and CAR were in New York for a few days, entering into negotiations with powerful capitalists for the sale of Mr. Booth’s system. Asking price for the terminal facilities in Montreal was \$4,000,000 and the rail system \$10,000,000. Mr. Booth denied these reports.” – *Huntsville Forester*

#5-022

APPROACHING THE 3RD HIGH STEEL TRESTLE FROM THE WEST Dominion Bridge constructed this trestle over the Madawaska River in 1899. Drilling Blast holes high up the cliff by hand was a very difficult task. Rock that was blasted out was used to fill in the steep valley in the foreground. (PAC 9347, Bruce)

February 7, 1902

“A BIG R.R. DEAL: NEW YORK CENTRAL MANAGEMENT HAS ACQUIRED THE CAR AND MAY CONSTRUCT A TRANS-CONTINENTAL LINE: – *Special Ottawa dispatch*. All that remains to be done in the purchase of the Canada Atlantic Railway by the New York Central interests is the paying over of the cash, said Dr. Webb this morning.

He went to Mr. Booth to-day and settled the minor details. The exact price has not yet been made known.

The New York Central, the Rutland, and the Canada Atlantic will be practically one road. A fleet of eight vessels now plying between Ogdensburg and Chicago will be taken off, and in future will ply between Duluth, Chicago, and Depot Harbor. The rolling stock of the CAR will be increased by 1,000 boxcars and a number of locomotives, heavier rails will also be laid, and a new grain elevator, with a capacity of 2,500,000 bushels, will be built at Depot Harbor. Elevators will also be built at Quebec and Sorel. The new company will not seek an independent entrance to Montreal so long as the present arrangement exists with the Grand Trunk. Dr. Webb states that the relations between himself and Manager Hays of the GTR are most friendly and he does not see any necessity for a special entrance from Coteau Junction.

The purchase of the Canada Atlantic system by the New York Central and

Rutland systems will mean a great deal to Western Canada. From what can be learned today, the Canada Atlantic may become the basis of a second transcontinental line, in opposition to the Canadian Pacific. One of the leading officials of the CAR pointed out to-day that the line will in all probability be extended from Parry Sound to Sudbury, the charter for which is now held by Messrs. Mackenzie & Mann." — *Huntsville Forester*

June 6, 1902

"CANADA ATLANTIC NOT SOLD: — An Ottawa despatch to the Forester says: - The negotiations for the purchase of the Canada Atlantic Railway by Dr. Seward Webb have practically come to nothing. This was the day upon which the option expired, and Mr. J. R. Booth stated this afternoon that to all intents and purposes the deal is off. 'I have heard nothing from Dr. Webb or those connected with him directly, and I would assume that if they intended to carry out the bargain involving such a large amount they would have communicated with me before this; however, they have a few hours yet.'

'Do you intend to extend the option?' was asked.

'No, I won't do that' replied Mr. Booth, 'for the reason that the financial standing of the parties on the other side is not the same now as when the option was taken.'

Mr. Regensberger, solicitor for Mr. Arthur A. Meyer of New York, was in the city today and saw Mr. Booth. The original option was given to Mr. Meyer and subsequently transferred to Dr. Webb. Mr. Regensberger still continues to act for Mr. Meyer, but Mr. Booth says he does not know the latter gentleman in the transaction. The conference between them this morning was very brief, and nothing was done. Mackenzie & Mann were in conference with Mr. Booth on Saturday, but the latter denies that any negotiations with Mackenzie & Mann are afoot." — *Huntsville Forester*

June 10, 1904

"Refrigerator cars will be run on CAR for transportation to Montreal. These will be cooled by ice and are run in co-operation with the Department of Agriculture for the purpose of encouraging the manufacture of dairy products.

While his line was being built, J. R. Booth encouraged the development of creameries at Renfrew and Eganville. Now his railway was benefiting from the revenue generated by shipments of the dairy products.

Shipments were picked up on the evening train, arriving Montreal early the next morning." — *Eganville Leader*

June 24, 1904

#5-023

THE CANADA ATLANTIC RAILWAY — Ottawa Journal

July 18, 1904

"IS THE GTR AFTER THE CAR?: RUMOUR THAT THE RAILWAY WILL BE SOLD. GTR Chief Engineer Hobson Goes Over the Booth System. Mr. Booth Speaks on Certain Reports.

The last rumour in railway circles is that the Grand Trunk railway intends purchasing the Canada Atlantic.

Mr. Joseph Hobson, of Montreal, chief engineer for the Grand Trunk, was in the city Friday and left on a trip — presumably of inspection — over the line to Depot Harbour. He was accompanied by Mr. George A. Mountain, the retiring chief engineer of the CAR.

In discussing the situation a prominent railway man said, "I believe you will find out that it is the Grand Trunk who are really after the Booth system and not the government. Think of the acquisition that the CAR would be to the Grand Trunk in conveyance of supplies, etc., in the construction of the new transcontinental line. Then the CAR would also be an immense advantage to the GTR in the shipment of freight to the Eastern states. Why, instead of all freight on the main line for the east having to go via Montreal, it could be transhipped at Coteau and then be carried over the CAR to Swanton, and the Central Vermont to other immediate points. This would be a big saving in haulage.

MR. BOOTH TALKS. Mr. J. R. Booth, when asked about the proposition remarked, 'Oh, you newspaper chaps are always selling my road. You will soon run short of buyers. I am not aware that Chief Engineer Hobson has gone over the line and as for the purchase of the CAR by the Grand Trunk there is no foundation for such a rumour.' 'But the best sale,' added Mr. Booth with a smile 'is the one the newspapers recently made of my road to the Government. When I saw the figure mentioned — \$20,000,000 — I was a little staggered. That is the highest quotation yet fixed by the press. I often wonder whom you will have as the next purchaser and what the price will be. These reports are all amusing and come so frequently now that it is scarcely worth denying them.'" — *Ottawa Journal*

July 20, 1904

"A TRIP TO MUSKOKA LAKES: A Tourist Gives His Impression of the Journey.

No lover of nature should neglect taking a trip to Muskoka Lakes. There his love of her combinations is gratified to the full.

Taking the Canada Atlantic Railway, one travels as far as Maple Lake through country made beautiful by softly rounded hills, thickly wooded, and innumerable, lovely little lakes and rivers. Here and there may be seen the deserted winter camps of the lumbermen, while at Whitney all is life and activity, busy saw mills

being in full swing.

The CAR passes for some distance through Algonquin Park. The Park seems to be just as nature turned it off her hands and will be some day a source of pride to every Canadian.

A fine view of the Park is had. Deer may be seen toward evening as they come down to the marshes to drink. It is a pretty sight to see the graceful creatures stand and watch the train or dart away to cover." — *Ottawa Journal*

August 27, 1904

"TRAFFIC IS PICKING UP: CAR HAS SHORTAGE IN CAR SUPPLY: —100 Secured From the D. & H. Machine Shops Will Resume Work in a Week.

The freight business on the Canada Atlantic Railway, which has been light all summer, is now picking up. Considerable grain and lumber are being moved and a daily shortage in cars is being experienced. Larger quantities of lumber are being forwarded to points on the Delaware and Hudson, and yesterday a hundred cars had to be secured from that road, which is a connection on the CAR

Grain is also moving freely and the boats of the Canada Atlantic Transit Company are not lying idle at Depot Harbour, as reported, but are all in service and carrying more grain than at any previous period of the present year.

The repair shops of the road are being run full blast, but the machine shops in Ottawa East have shut down for a couple of weeks to give the 200 employees a holiday. It is believed when work is resumed there will be plenty on hand to keep the men going all winter.

'Our rolling stock is in pretty good shape,' remarked an official today, 'and we are looking forward to an unusually busy fall after a rather quiet summer. Passenger traffic continues to be good and if possible we will keep on the three trains a day between the Capital and Montreal during the winter months. Usually we take the third train off in November, but I do not think we will do so this year if the business in the passenger line keeps up in anything like the manner that it has.'" — *Ottawa Journal*

September 5, 1904

"HOW THE SALE OF THE CAR WILL AFFECT OTTAWA: Rumours were rampant — was the CAR going to be bought by the GTR?

While nothing was official, reporters speculated on the effects of such a sale.

Montreal was too close to Ottawa for the GTR to maintain shops in two places — Ottawa's shops would close. Similarly, the CAR head office would move to Montreal, about six hundred would lose their jobs and the loss of \$60,000 in payroll would be second only to Booth's sawmill payroll.

If Booth got out of the railway business, what would he do? His big sawmill would keep him busy, as well as his new pulp mill, which, by running day and night, turned out fifty tons of pulp a day. He was building a new paper mill at Chaudiere and the pulp output would increase to fill it. He now has twenty-two hundred men on his payroll and this will increase. "There is no danger that the veteran railway builder, mill

owner and lumberman, who is now in his 78th year, will ever cease from his active, busy career as long as he is able to move hand or foot, and hundreds of his friends and admirers trust that his present good health may continue for many years more." – *Ottawa Journal*

October 1904

"A 'Union Station' was eventually built at Scotia, also the site of the Diamond Hotel, which advertised the best wines, liquors, etc. and good trout fishing. Rates \$1.00/day. Robert Peacock Prop.

Jackson Booth, President of CAR, announced that the railway had shipped three million, five hundred thousand bushels of grain in 1904. Regretfully, they had to lay off workmen in the shops due to the late opening of the season." – *Eganville Leader*

#5-024

1905

"E. F. Fauquier, who, with his brother Gilbert, had done much construction on the road, retained his ties with the CAR. He was engaged in repairs and maintenance for the CAR." – *Eganville Leader*

September 22, 1905

"October 5th has been fixed as the day for taking over of the Canada Atlantic by the Grand Trunk system. The Grand trunk has also commenced the work of strengthening the bridges over the whole system from Parry Sound to Swanton, Vermont." – *Eganville Leader*

September 14, 1906

"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." – *Renfrew Mercury*

November 2, 1906

"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." – *Renfrew Mercury*

November 23, 1906

“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.” – *Eganville Leader*

December 14, 1906

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.” – *Eganville Leader*

August 12, 1910

“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.” – *Renfrew Mercury*

October 4, 1912

“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.” – *Renfrew Mercury*

1914 – 1918 The War Years

Cache Lake residents recalled hearing the troop trains pass by, going to the east. They were well lit and were different from the regular passenger and freight trains, because the men were singing as they went. In contrast, westward bound trains carrying the wounded were

silent. (Marjorie Jackson, personal conversation)

Super-elevation is when one rail is higher than the other going around a curve (like banked highways.) Now trains can go around the curve at higher speeds than if they were both level. Apparently, during the Great War, a track foreman phoned various section men and suggested that they remove the super-elevation. He was of German extraction. Now trains had to slow down – his way of aiding the Fatherland. If trains derailed, it could be blamed on split rails, etc.

Armed guards were posted at bridges and trestles, etc. to prevent sabotage to the trains carrying war materials from the west. – (Niall MacKay, personal conversation)

Rail Travel In the '20's

Jack Needham's father, Bert, was station agent at Algonquin Park. As such, Jack could travel for free using a rail pass. In 1920, passenger tickets were based on 3.94 cents per mile. The conductors simplified it to 4 cents per mile. Return fares were 25% less than two one-way tickets, second class was 15% less than first class. Comfort in the cars was minimal – bare seats, and one could smoke anywhere. First class had padded leather seats and smoking was in a compartment at one end of the car, usually blue with smoke.

Camp Pathfinder was a flag stop (you stood on the embankment and waved a flag to stop the train, or advised the conductor where to get off) but the nearest station was Canoe Lake, so one paid full fair from Cache Lake to Canoe Lake. There was no "Cache Lake" station – it was called "Algonquin Park" because the Lands and Forests Headquarters was there.

In 1917, Bert Needham's salary was \$142 a month, plus commissions on express, which usually exceeded his salary. He worked a forty-eight hour week. He also received free housing, heating (with soft coal) and lighting (with coal oil). Bert bought a peaked railway hat in 1904 for \$1.50 – close to a day's wages.

Sperm whale oil was used in the coloured signal lamps, as it was brighter and lasted longer than coal oil. Whale oil was also used in engine headlights. The lights entranced the deer and many were killed as a result of this inadvertent jack lighting.

Section men earned 50 cents an hour. A section was ten or twelve miles of track that was cared for by a section foreman and his crew. Duties included inspection of the rails, replacing rotten ties, etc. Each section had a gas car or speeder for their use. (Jack Needham, personal conversation)

1920's

According to an early leaseholder, Mrs. Standerwick, a train tipped over on the track located on the north end of Cache Lake. This resulted in "grain all over the place."

A large sign marked "SUMMIT," indicated the highest point on Booth's railway, at 1607 feet above sea level. This hill was between Brulé Lake and McCraney Lake. According to Mary Pigeon, occasionally one engine couldn't pull the train up this hill at Brulé, so it backed down, disconnected the back half, then hauled the front half over the hill to a siding at McCraney. Returning to Brulé, it picked up the rest of the train and climbed up and over to McCraney where the train was recoupled to resume the journey.

This supports Ralph Bice's belief that when heavy trains went through the Park they

often required two locomotives, due to the steep grades at the height of land. It was Ralph's opinion that Summit was "the straw that broke the camel's back" for this rail line.)

On the lines to the north and south, only one locomotive was required – hence these railways were more profitable.

In 1923, the Canadian National Railway took over rail lines that included OA & PS Ry., Canada Atlantic and Grand Trunk.

The end for Depot Harbour began when the CNR, in 1928, used other switching yards in South Parry. In 1933, the third, high steel trestle was condemned at Cache Lake, effectively cutting the line in two, which meant that the line was no longer the shortest distance to terminals in Montreal and Maine. Facilities were not used, and the town became mostly abandoned. In 1945, a huge fire wiped out the elevators and much of the town. Today, all that remains of the town that Booth built are crumbling foundations and twisted steel.

CONCLUSION

#5-025

THIS PICTURE SAYS IT ALL! BIG PINE LOGS FROM ALGONQUIN PARK, A RAILWAY THAT TRANSPORTS THEM, AND THE GREAT ENTREPRENEUR WHO HAD IT ALL COME TOGETHER. Flanked by his sons, C. Jackson (*left*) and J. Fred (*right*), 97-year old J. R. Booth points to a waney white pine on a flatcar. When mammoth white pines were hand-squared to precisely 4 sides, a lot of wood was wasted. By leaving part of the natural rounded part of the log (*or wane*) much less wood was wasted. JRB died the following year, in 1925, at age 98. (APM 384, Lorren Newman)

The Building of a Railway Through the Bush Additional Photographs

(Photos from railway contractor Gilbert E. Fauquier's album, courtesy Mary Fauquier.)

#5-027

LOADING BALLAST AT A GRAVEL PIT SIDING - The engine (*note markings of E. F. & G. E. F.*) probably pushes the ballast cars to be loaded by the steam shovel, then backs out and switches to the main line where the gravel ballast will be packed tightly between the ties that support the rails.

Undermined stumps of the trees that once grew on the gravel pit lie in the rail bed. Steel railcar wheels, or trucks, are stored here (*Centre.*) The size of the steam shovel may be estimated by the group of men beside it.

#5-028

MORE MANPOWER - Eight labourers shovel loosened fill into a horse-drawn cart to be drawn to a low area. Old style wooden D-handled shovels are in use. The snow has that heavy appearance of spring.

#5-026

PICK AND SHOVEL WORK – The steam shovel assists workers with pick and shovel to load mine trucks that will be pushed along the crude rails. Pails and barrels made of wood are evident. The area looks muddy; the steam shovel is reflected in a puddle between the rails.

#5-029

A RIGHT-OF-WAY - In the distance, the right-of-way has been cut and cleared. Now a steam shovel is preparing the rail bed. Two lines of crude rails enable workers to push out laden handcars of fill. In the foreground is a blacksmith's forge, used to make repairs, and sharpening and hardening steel implements.

#5-030

STEAM CRANE BUILDING A STEEL TRESTLE OVER FREDERICK HOUSE RIVER, COCHRANE AREA, JUNE 20, 1910 - Fauquier took this photo from the temporary wooden trestle on the right. Note the log cabin in the valley with roofing held on by boards. These photos were taken during the construction of the Canadian Northern Railway. The author believes that the same equipment was used by Fauquier to build the OA & PS Railway.