

## The Railroad

The O.A. & P.S. railway was running trains as far Renfrew in 1894. By 1897 the line had been completed to Depot Harbour on Georgian Bay near Parry Sound. In 1899 it was part of the Canada Atlantic Railway-also controlled by JR. Booth of Ottawa. Then it was sold to the Grand Trunk and finally became part of the Canadian National Railway system in 1923. The railway had a great impact on the development and way of life in the area. A new station similar to ones built in Kinburn and Carp was erected. Grain, timber, livestock, and other goods were hauled east while manufactured products and some lumber were hauled west. There were three freight trains east and west each day plus a good passenger service. There were freight sheds, maintenance sheds, agent's house, and large stock pens. Farmers from throughout a large part of McNab Township and Horton south of the Bonnechere shipped livestock, hay, grain, lumber, logs, and pulpwood from the station. In 1929 drover Milton Stewart brought more than 600 sheep and lambs in one drove from Bagot township to the railway at Glasgow. You could put about 100 sheep in a railway car. In 1933 a flood washed out a trestle in Algonquin Park and service was never restored. Train service from the east now ended at Madawaska. During the building of the Stewartville Hydroelectric Power project almost all supplies came to Glasgow by train and then were hauled to Stewartville by truck. The mail for the post office arrived with the passenger train both morning and afternoon. In 1945 the large station burned and was replaced by a smaller one. It was removed in the 1960's. The hamlet of Glasgow Station grew up near the station on both sides of the eighth concession line. Lots were purchased from John Hamilton and Peter McIntosh. Stores at Lundy's Corner closed as a new one developed in Glasgow Station. A blacksmith shop was opened. There was a dress shop and a small hall. Homes were built for retired farmers, widows and railway section workers. For a number of years a small feud occurred as newspaper correspondents reported from New Glasgow and from Glasgow Station. It seems to have ended in 1904. The first station agent was W.H.Harris and the first section foreman was Howard Stanzell. Rail service ended during the 1960's and the line was closed in 1990.

## The School

In 1868, the first school in the community was built at the intersection of the Burnstown Road with the seventh line on a corner of Andrew Hamilton's farm. It was a log structure with benches for seats. This school lasted until 1905. A cairn now stands on