WOITO STATION

In the early 1900's many Saw Mills were evidence of the thriving lumber business. Shingles and Cheese boxes were also manufactured. J.R. Booth of Ottawa financed the Canada Atlantic Railroad from Ottawa through Arnprior, Renfrew, Golden Lake, Barry's Bay and on to Parry Sound to bring logs and pulpwood to his large establishment on the Ottawa River.

The late J.M. Forgie, member of Parliament residing in Pembroke, authorized the Pembroke Southern Railroad to link Pembroke with Golden Lake. Thomas Shaw, already established since 1843 at LAKE DORE, encouraged financially the railway track to be built through Rankin to benefit his sawmill business. However, the shortest route was taken with stops at Locksley, Woito, Dore Bay, and Golden Lake.

In 1906 it was taken over by the Canadian National Railway Co., and those lines running north and south were called Grand Trunk Railway Co., which included this line to Golden Lake and Eganville. Alphonse Redmond who was station agent at Pembroke from 1925 until his retirement in 1966 says the fare to Locksley was 20¢ and to Woito 35¢. He sold about 200 tickets a month.

Mr. John Woito was the agent at Woito Station bearing his name. He would wave a flag to stop the train for passengers to get on or transact other loading business, such as mail bags, grain,lumber, wool lambs, and pulpwood. The train made two trips a day. Mr. Redmond also had the advantage of getting butter and eggs and other farm produce from the farmer's wives that came to town to exchange these for groceries they needed or enroute to an urgent visit to the Doctor or Dentist.

IN the thirties with road improvement, trucks and transports became more convenient and the railways fattered. After sixty years of service the railway line was discontinued in 1966.

Woito Station - 1928
Elsie Laymen in foreground
Alvine Liebeck

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