

Local Railway Items from Area Papers - 1877

04/01/1877 Ottawa Citizen QMO&O Hull

Mr. McDonald, the contractor has not returned from Montreal yet, and money is anxiously expected by poor people to whom it is owed.

18/01/1877 Ottawa Free Press St. Lawrence and Ottawa

A through Pullman car for Toronto and all points west will leave by the St. L. & O.R.R. tomorrow (Friday) evening at 10 o'clock. Berths may be secured at Grand Trunk Ticket Office, Russell House Block.

24/01/1877 Ottawa Citizen QMO&O Thurso

It is said that the contractors of the Montreal, Ottawa and Western Railroad at Thurso have paid all their men and bills and they are increasing their force. This portion of the road will be finished in the early portion of this coming summer.

25/01/1877 Ottawa Free Press Huron and Quebec

His Worship the Mayor proceeds to Toronto during the early portion of next week to wait upon the Government in reference to the Huron & Quebec R.R. The Free Press 29 January. The Mayor left this morning.

26/01/1877 Almonte Gazette Huron and Quebec

Railway Meeting

At a meeting held in the Town Hall, Carleton Place, on Thursday last, Messrs. Wm. Bredin and Duncan McLaren were appointed to proceed to Toronto to confer with the Local Government, and to press claims of the H. & Q. Railway for liberal assistance.

31/01/1877 Ottawa Free Press Huron and Quebec

Yesterday afternoon at two o'clock, a deputation consisting of the representatives of the various municipalities along the proposed route of the Toronto and Ottawa Railway, waited upon the Attorney General in the Speaker's Room of the Parliament buildings. Full account--

23/02/1877 Renfrew Mercury Canada Central Pembroke

From the Pembroke Standard. We are sorry to learn the confirmation of a rumour, circulated through town some time ago, viz., that on and after this date, the Canada Central Railway Company will run only one train per day to and from Pembroke, and that the 11 o'clock mixed train will consequently be withdrawn. The reason as given for this action on the part of the Railway authorities are: first, the small amount of traffic, and secondly, the want of engines, as we learn that there are altogether only three engines on the whole road belonging to the Canada Central Railway Company. It is really too bad that we should be reduced to one train per day, which must henceforth be much more irregular than it has hitherto been. We hope that the revival of trade in the spring, consequent on the timber drives, &c., will enable the Company to again renew their accustomed arrangements along the line.

03/03/1877 Ottawa Citizen St. Lawrence and Ottawa

The Pullman car between Ottawa and Toronto will cease daily service after tonight. It will in future and until further notice run once a week only leaving Ottawa on Friday and Toronto on Monday evenings.

Also reported in the Free Press same date.

07/03/1877 Kingston Daily British Whi Kingston (CP)

Turning Tables

Mr. McEwen having put in the lowest tender was awarded the contract for the building of the turn tables required for the K. & P. RR. It is likely that only three will be built at present—one for the Mississippi, one for the Iron Mines Junction, and one for the city.

15/03/1877 Ottawa Citizen Canada Central Carleton Place

NEW MACHINE SHOP. - we are informed that owing to the existing unfriendly terms between the Brockville & Ottawa and the Central Railway company, the latter company find themselves constrained to open machine shops somewhere along that lines. It is said they are at present negotiating for the purchase of Mr. McArthur's machine works at Carleton Place Junction.

15/03/1877 Kingston Daily British Whi Canada Central

THE RAILWAYS. - the Brockville and Ottawa Railway and the Canada Central railway, twin enterprises, are not members of the happy family of old. This will be a surprise to a public which has looked upon these roads as one in fact. They are two, not only in properties and jurisdiction, but in ideas of running and advantages. The two companies run the trains upon their own sections only, and when the officials of one road pass off their own lines they give place to the officers of the other line and travel thro' as passengers. The public interests, however, are not disturbed by their misunderstanding, for these have always been most scrupulously guarded by those two popular and efficient heads, Messrs. Abbott and McKinnon, but it is hoped that unity may soon again be restored. The project of a purchase of either road by the other has, of course, been mooted, but the question is, which is the dog and which the tail - which, in fact should do the wagging? The dog would object strongly against being wagged by the tail.

16/03/1877 Renfrew Mercury Canada Central Pembroke

Affairs in connection with the C.C. Railway appear to be so complicated generally, as to constitute a complete muddle at present - to the detriment of Renfrew and Pembroke.

By the stoppage of the midday trains at Sand Point, the mail, which used to arrive here at half past two o'clock in the afternoon, cannot now be delivered until after nine o'clock at night. Then, as there is but one train a day, the outgoing mails have to be closed by half past eight in the morning - making it very inconvenient to reply, when needed, by return of post. All this bother might have been avoided by bringing the day train, as was till recently the case, right on to Renfrew: which might be done, it is generally believed, without loss to the Company. It is feared this village suffers on account of the difficulty about the Georgian Bay Branch.--

22/03/1877 Ottawa Free Press QMO&O Hull

Mr. MacDonald and Mr. Leamy, railroad contractors, paid up their men on Monday last.

23/03/1877 Perth Courier Canada Central Carleton Place

NEW MACHINE SHOPS. - it is said that owing to the existing unfriendly relations between the Brockville & Ottawa and Canada Central railway companies, the latter company find themselves constrained to open machine shops somewhere along their lines. It is said they are at present negotiating for the purchase of some of Mr. MacArthur's property for that purpose at Carleton Place junction.

27/03/1877 Ottawa Citizen St. Lawrence and Ottawa

Special Pullman cars will leave Ottawa on Wednesday and Thursday nights for Toronto direct in addition to those for Montreal.

29/03/1877 Kingston Daily British Whi Brockville and Ottawa Kingston

Wind Wafts

A new locomotive for the B. & O. Railway has left the C.E. & M. Works.

A New Engine

A fine new engine, made at the Kingston Works, is about to be placed upon the freight traffic between Brockville and Sand Point. She is said to be a beauty in every respect, and very strong.- Carleton Place Central Canadian

05/04/1877 *Brockville Recorder* *Brockville and Ottawa*

A large and very fine engine arrived here yesterday for the B. & O. Railway Company, manufactured by the Canadian Engine and Machinery Co. of Kingston. She will be known as the B. & O. No. 11

09/04/1877 *Ottawa Citizen* *Ottawa City Passenger*

The street railway track was sufficiently clear of ice today to permit of it being used.

13/04/1877 *Renfrew Mercury* *Canada Central* *locomotive*

From the Central Canadian. A fine new engine made at the Kingston Works is about to be placed upon the freight traffic between Brockville and Sand Point. She is said to be a beauty in every respect, and very strong.

20/04/1877 *Renfrew Mercury* *QMO&O*

From the Aylmer Times. - M. O. & W. R. Two piers of the railway bridge over the Gatineau River are completed and the third and last a considerable height above the high water mark. The contractor Mr. McFarlane, is pushing the work with all energy. Work on the other parts of the road, in charge of Mr. MacDonald is also progressing favourably. The ties have nearly all been contracted for and taken out during the past winter ready for placing on the road as soon as the other material and bridges are completed.

27/04/1877 *Renfrew Mercury* *Aylmer branch*

The work of grading between Aylmer and Hull is being pushed on with the greatest energy. The contractors have a very strong force of men and horses employed. The fencing along the line is also prospering satisfactorily.

27/04/1877 *Renfrew Mercury* *Canada Central* *Renfrew*

On Monday morning, on the arrival of the train from Pembroke, the appearance of Sheriff Morris, who came down by it, was quickly followed by the report that the engine and some of the cars were in his possession, having been seized at the instance of the B. & O. R.R. Company. After some little delay, during which Mr. Smith, Warden of the County, was interviewed and requested to sign a bond for security for the amount - which instrument had been prepared in Pembroke - the train proceeded to Ottawa; although Mr. Smith, we understand, declined to append his signature to the document.

03/05/1877 *Ottawa Citizen* *Union Forwarding*

The steamers of this line are now running to Deux Rivieres.

04/05/1877 *Perth Courier* *Canada Central* *Renfrew*

RENFREW (From the Mercury)

On Monday morning, on the arrival of the C. C. train from Pembroke, the appearance of Sheriff Morris, who came down by it, was quickly followed by the report that the engine and some of the cars were in his possession, having been seized at the instance of the B. & O. R. Company. After some little delay, during which Mr. Smith, Warden of the County, was interviewed and requested to sign a bond for security for the amount —which instrument had been prepared at Pembroke — the train proceeded to Ottawa; although Mr. Smith, we understand declined to append his signature to the document.

04/05/1877 *Kingston Daily British Whi* *Kingston (CP)*

Accident

We are sorry to learn of an accident which has befallen Mr. Chancey Benton, a section foreman on the K. & P. RR. Last evening he was engaged in conveying railroad iron on a horse car to where the track was being laid, and in some way he fell forward of the car and was run over, his back being seriously injured (it is thought broken) and both legs fractured. Dr. Sullivan went out to give the sufferer the necessary medical relief this afternoon. The Superintendent of the road telegraphs that only the best skill can save the poor man's life.

05/05/1877 *Kingston Daily British Whi* *Kingston (CP)* *Sharbot Lake*

Painful accident

The accident which happened to poor Chancey Benton is of a very painful character. Such are his injuries that the medical men who have attended him have expressed the opinion that he cannot survive - that there is really no hope. We understand that Benton was not run over, but jammed between the axle of the lorry and the ties of the track. His collar bone is broken, his ribs are fractured, his back and right leg are broken. The bone of the latter was protruding through the flesh several inches. Benton was a hard worker, faithful servant, and great sympathy is expressed for him by his fellow workman and employers. He is receiving the best medical attention at Sharbot Lake but fatal results must follow. If alive tomorrow (Sunday) a special car will bring the sufferer to the General Hospital here.

07/05/1877 *Kingston Daily British Whi* *Kingston, Portsmouth and Cataraq*

Running. The streetcars will be run through the city commencing Thursday (10 May 1877). The cars have been running from Williamsville to the head of Princes street and their crowded condition is evidence that they are being fully appreciated.

07/05/1877 *Kingston Daily British Whi* *Kingston (CP)*

Our Railway. The Perth Courier says the B. & O. RR must reduce its rates or lose its traffic. A number of business men in rear of Perth receive their supplies at the present time over the K. & P. RR on account of the moderate rates charged. Thus our railroad is not a local benefit only. May its usefulness be extended - in fact, such a result must surely follow in the construction of the line to Madawaska.

07/05/1877 *Kingston Daily British Whi* *Kingston (CP)* *Kingston*

The end. On Sunday a special car brought to the city from Sharbot Lake the remains of the late Chancey Benton who died on Saturday from the dreadful injuries he sustained by the lorry [sic] accident of Thursday. No one in his condition could survive, and supposing life did remain within him he would still be crippled and a sufferer to such an extent that existence would only be deemed a misery

07/05/1877 *Ottawa Citizen* *QMO&O* *Gatineau River*

Two men were badly hurt at the Gatineau bridge by the fall over of the traveling derrick. (Note - there is no verification that this was the railway construction)

11/05/1877 *Ottawa Citizen* *QMO&O* *Rouge River*

The North Shore Railway.

Hon. E. Chinie(?), H.G. Malhiot and Geo. Levine Commissioners; Mr. D. MacDonald, contractor, and Mr. A.L. Light, chief engineer, are at the Russell House. They came as far as the Rouge on the new line, and drove from that point to Ottawa. They report the road progressing favorably and it is expected it will be opened in October next.

11/05/1877 *Ottawa Free Press* *QMO&O*

A boat is at present being fitted up at the Queen's wharf to connect this city with the Montreal & Occidental Railroad.

11/05/1877 *Perth Courier*

Kingston (CP)

Sharbot Lake

FATAL ACCIDENT - SHARBOT LAKE - A serious accident occurred on Thursday night, 3rd May, a little way beyond Sharbot Lake, on the extension of the Kingston & Pembroke Railway. A man named Chauncey Benton, while riding on a car loaded with rail iron, by some means got thrown off, and, falling in front of the car, was run over. His back and legs were badly injured, and though Dr. Sullivan went out next afternoon to render all the assistance in his power, the man died of his injuries, and his body was conveyed to Kingston next day.

30/05/1877 *Ottawa Free Press*

Aylmer branch

Hull. Mr. MacDonald, railroad contractor, will soon have the whole of the road between this city and Aylmer ready for the iron. The masonry was completed yesterday. A small piece near Aylmer and another in this city, is all that requires to be made. About 150 men have been kept constantly at work for months past.

02/06/1877 *Ottawa Free Press*

Canada Central

Pembroke

The first carload of cattle ever shipped from Pembroke left the station last Tuesday morning.

09/07/1877 *Ottawa Citizen*

Maniwaki

Chelsea

Gore on the Gatineau. A very lurid piece about a fight among the survey crew at Chelsea. Not clear what happened.

The trouble arose in the first place over the dismissal of an engineer who was detailed to go to St. Jerome, and the engineer in charge of the party refusing to furnish him with the necessary funds for making the trip.

13/07/1877 *Perth Courier*

Canada Central

Carleton Place

RAILWAY SEIZURE

On Saturday morning last, on the arrival of the Canada Central train at Carleton Place, Mr. W. H. Grant, Deputy-Sheriff, quietly stepped aboard and made a seizure of the train at the suit of the Brockville & Ottawa Railway Company. The amount of the execution involved was about \$2,000. The railway officials speedily furnished ample sureties for the property under seizure, and after a quarter of an hour's delay the train proceeded on its way.

19/07/1877 *Ottawa Citizen*

Ottawa City Passenger

DOUBLE TRACK - It is understood that the Street Railway Company will shortly discuss the question of a double track, thus doing away with the switch. Whether the change will meet the approbation of the shareholders and the citizens, remains to be seen,

21/07/1877 *Ottawa Free Press*

QMO&O

The steamer Maggie Bell will commence in the early portion of next week to make the trip from Ottawa to conduct with the Q.M. & O.R.R.

23/07/1877 *Ottawa Free Press*

QMO&O

Gatineau River

The first installment of iron for the Q.M.O. & O. R.R. Bridge over the Gatineau river, Hull township, arrived up yesterday by the barge L.R. Northrup and was towed up to the bridge by the Lincoln. Some 400 tons of the iron were shipped on three barges at the Phoenix Iron Works, Philadelphia, three weeks ago and the trip was made through a distance of over 600 miles by the Northrup in 21 days. The other two barges are expected tomorrow and the balance of the iron will follow shortly. The timbers for the false bridge to support the erection of the iron are far advanced to completion, and the work of placing in position will proceed this week. The grading of the track on both sides of the river is completed, and the ties are deposited ready for placing in position. The railroad enclosure is made by a substantial fence in the new style, slanting with double posts.

24/07/1877 *Ottawa Citizen*

Canada Central

The injunction obtained of Messrs. Walker, McIntyre and Ferguson at the suit of H.A.B. Foster against the Brockville and Ottawa Railway, restraining the latter company from interfering with the rolling stock of the Central, was yesterday, on motion before the Chancellor, continued until the 3rd September, when a rule absolute will be moved.

24/07/1877 *Ottawa Citizen*

Aylmer branch

Aylmer

It is proposed to put a locomotive on the Aylmer end of the Montreal, Ottawa and Western Railway for grading purposes, as it will be some time yet before the Gatineau bridge will be completed. The station at Aylmer will probably be located on Main Street near the property owned by Mr. W. Darmady.

05/08/1877 *Ottawa Citizen*

QMO&O

Montebello

Collision of two freight trains - see accident file.

08/08/1877 *Ottawa Citizen*

QMO&O

Gatineau River

The first span of the new iron bridge across the Gatineau for the Q.M.O. & O.R.R. was raised to its position today. (this is the first reference to QMO&O)

11/08/1877 *Ottawa Citizen*

QMO&O

Hull

The railway arbitrators in Mrs. Scott's case met at the registry office Friday morning, to adjourn to the 25th next. The arbitrators are the Hon. J. Skead and Messrs. Snow and McMasters.

14/08/1877 *Ottawa Free Press*

Kingston (CP)

The iron on the K. & P.R. has been laid to within 1,600 feet of the Mississippi river, and that the road is in fine condition, and nearly ballasted, with the exception of a sink hole which Mr. Flower and his men have been working to fill up for two weeks. This week the whole force will be thrown on it, and it is hoped they will close the breach.

20/08/1877 *Ottawa Free Press*

Tramway

Buckingham Plumbago

Extract from a Globe report.

The mine, situated only a short distance from the manufactory, is connected with the stamping mill by an elevated tramway, making the cost of transit a mere trifle.

20/08/1877 *Ottawa Free Press*

Aylmer branch

The approaches to the railroad crossing on the Aylmer road are now being raised to the grade of the track, and a large force of men are kept at work in this locality. Mr. MacDonald says that it is probable that a locomotive will be brought as far as the Gatineau bridge by water, and a construction train placed on this end of the line. This, he says, would greatly facilitate operations.

04/09/1877 *Ottawa Citizen*

QMO&O

Calumet

Montreal 4th. The new railway along the North Shore is now running as far as the Calumet. A cabinet meeting is to be held today by the Local Government to consider the question of taking the finished railway off the hands of the contractor in October. Whatever decision they may arrive at, it is pretty certain that the rates between here and Ottawa will be less extortionate this winter than they have hitherto been when the St. Lawrence and Ottawa had a monopoly of the travel. If the Northern Road is not completed to the Gatineau before winter, it will at least be constructed far enough to make it profitable to run a line of stages from the end of the track to Ottawa, and even then save time by that route.

04/09/1877 *Ottawa Citizen*

QMO&O

Montreal 1st. The O.M.&O. railway is being pushed forward to completion with vigour. The heavy work on the bridge is nearly all completed, and there is reason to hope that cars will run through to Hull by the end of the month. The piers for the bridge across the Rouge River were completed last week.

04/09/1877 *Ottawa Citizen* *Ottawa City Passenger* *Suspension Bridge*

The street passenger cars gather during the day considerable custom from the citizens of Hull, and as yet they have done nothing towards their accommodation while waiting for the cars at the Suspension Bridge. In storm or rain people have to either walk ahead or stand very uncomfortably on the sidewalk. The company should take the comfort of their passengers at this end of the route into consideration and have some kind of waiting room for their convenience.

04/09/1877 *Ottawa Free Press* *Huron and Quebec*

Mr. W.B. Snow, surveyor, is now engaged in surveying the practicable route of the Toronto & Ottawa R.R. through this section. According to the present ideas, the road would pass along Biddy street or in that vicinity, the terminus being somewhere on Elgin street.

06/09/1877 *Ottawa Citizen* *Ottawa City Passenger* *Hull*

The manager of the Ottawa street cars thinks that there will be no difficulty in having their sleighs run into Hull as far as the sash factory during the winter season if a requisition is sent into the board signed by the citizens. In the summer season, when they use the track, it could not be done, as the Government will not allow them to lay a track across the Suspension Bridge.

11/09/1877 *Ottawa Citizen* *Aylmer branch* *Aylmer*

The grading and stonework from Aylmer to the Gatineau bridge on Mr. McDonald's section of the railroad is completed.

12/09/1877 *Ottawa Citizen* *Canada Central* *Pembroke*

The evidence in the suit of the Egan Estate vs. the Canada Central Railway Company was taken before the Master in Chancery, yesterday; Messrs. Milligan & Green, Brampton, for the plaintiff; Walker, McIntyre & Ferguson for the defendants. This is an action to recover value for 3 1/2 acres of land near the town of Pembroke owned by the Egan Estate and taken by the company for railway purposes.

14/09/1877 *Renfrew Mercury* *Pontiac & Pacific Junction* *Aylmer*

We are glad to see that the government are going to continue the line of the Montreal, Ottawa and Occidental Railway above this point. On Saturday last, a party of engineers, under Mr. Garden started and are laying out the continuation of the road as far as Quyon. Aylmer Times.

17/09/1877 *Ottawa Citizen* *QMO&O*

Montreal 17th. On Thursday last the commissioners of the M.O. & O. Railway left with the contractor in a first class car and reached Montebello and having there left the car they continued on the engine to North Water River about 30 miles from Ottawa. The track is laid to that point with embankment and masonry complete. Ballasting is almost completed from River Rouge to Montreal. There remains only one pier to build on the Lievre River and one abutment to finish on the Lower Blanche River near Thurso. The track will be completed to Hull by the 15th of October and the road opened for traffic about the middle of November.

21/09/1877 *Ottawa Free Press* *QMO&O*

Messrs. Batson & Currier have been awarded the contract for the building of the following stations along the Q.M.O. & O.R.R. line: Calumet, Pointe au Chene, Montebello, Papineauville, North Nation Mills, Ange Gardien, Thurso, Buckingham, Gatineau Point, Aylmer, consideration \$24,000.

21/09/1877 *Renfrew Mercury* *Pontiac & Pacific Junction*

A party of engineers are vigorously at work locating the line of the railway between Aylmer and the Quyon village. It is also reported that another party were also at work between the Quyon village and P.D. Fort. This we understand is not the case the report arising out of the fact of several parties being seen prospecting, simply taking a view of the country, with the object probably of tendering when the contract is advertised. Pontiac Advance.

24/09/1877 *Ottawa Citizen* *QMO&O* *Hull*

Hon. George Irvin and Malhot, Commissioners of the North Shore Railroad and Mr. Stark, the engineer are in Ottawa. Among other matters relating to the road, that of the station at Hull is to be decided, and the road is expected to be in running order to the latter place in about three weeks.

The railroad bridge over the Gatineau River is finished and the painting all done. The stringers are laid across ready for the rails.

25/09/1877 *Ottawa Citizen* *QMO&O* *Hull*

Hon. H.G. Malhoit, President of the Railway Commission, Mr. Alex Irvin, Commissioner; Mr. P.A. Peterson, engineer; Mr. Peter Grant, resident engineer in Hull, and Messrs. Batson and Currier, contractors for building the stations along the line, visited the proposed sites for the Hull and Aylmer stations yesterday. The commissioners came to no decision as to their location.

The Quebec Railway Commissioners returned to the city last night after inspecting the Montreal, Ottawa and Western Railway. They left for Montreal this morning on the steamer Peerless.

27/09/1877 *Ottawa Citizen* *QMO&O* *Hull water*

A locomotive and some iron are expected to arrive at the Gatineau Railway Bridge by barge next week. The approaches to the bridge are finished and a locomotive will most likely be running within three weeks.

Tenders will be opened in Batson and Currier's offices today for joiner work, painting, roofing and water tanks for the stations on the railway.

01/10/1877 *Ottawa Citizen* *QMO&O* *Hull*

Montreal 1st. D.A. McDonald, contractor of Q.M.O. & O.R. has a very large staff of workmen employed, and proposes to run a train through to Ottawa before the end of October.

05/10/1877 *Ottawa Free Press* *QMO&O*

Mr. George Bradbury, contractor for the construction of the station houses on the North Shore Railroad, began work this morning, and will push matters forward as rapidly as possible.

09/10/1877 *Ottawa Free Press* *Huron and Quebec*

Mr. Scott M.P.P., is in the city on matters connected with the Toronto and Ottawa Railway. He states that the Toronto City Council will submit a by law, probably on Monday next, for \$300,000, and a special meeting of the Ottawa City Council will be called for tomorrow afternoon to submit a by law to the ratepayers of Ottawa.

09/10/1877 *Kingston Daily British Whi* *Kingston (CP)*

Progressing

The K. & P. RR. Having erected the railway turning table in the city, the next business-like move is to call for tenders for the construction of an engine house. The Mayor made a report to the Council last evening as to his opinion of the new Madawaska branch, being one of those who recently viewed it in company with the Board of Directors.

10/10/1877 *Ottawa Free Press* *Canada Central*

There is now in progress an arbitration case between the Sparks estate and the C.C.R.R., with regard to some six acres of land occupied by the railway company in the vicinity of the round house, and belonging to the estate. Mr. James Cunningham is acting as arbitrator for the Sparks estate, Hon. James Skead for the C.C.R.R., and Hon. Mr. Cockburn as referee. Mr. McIntyre appears for the C.C.R.R., and Mr. Christie for the Estate. They met last evening in Messrs. Wright & Cockburn's office, when evidence as to the value was given on behalf of the estate by Messrs. McLean, T.M. Blaisdell, A. Pratt, Jas. Clarke and Dr. Mallock. An adjournment was then made until this evening.

12/10/1877 *Ottawa Citizen* *QMO&O* *Hull*

Article on railway arbitration for land taken.

12/10/1877 *Ottawa Free Press* *QMO&O*

Railway arbitration cases (Moore, Allan, Mrs. Scott and E. Haycock) met yesterday in Hull. --
The right of way in this vicinity will probably cost more to the Railroad Commissioners than and part west of Montreal.

12/10/1877 *Ottawa Citizen* *Aylmer branch* *Aylmer*

Two gangs are at work grading the grounds for the Aylmer station, and it will be ready for building on in a week.

15/10/1877 *Ottawa Free Press* *QMO&O*

The railway arbitration cases of David Moore and William Allan for lands expropriated by the Q.M., O. & O. R.R. Co. were on Saturday decided in favor of the claimants. Mr. Allan is awarded \$800 for 2 acres and 34 perches, instead of \$132, the amount tendered. The award to Mr. Allan is \$7,208.90 for six acres and six perches, instead of \$603, the amount tendered for the whole.--

16/10/1877 *Ottawa Free Press* *QMO&O*

The frames for the stations to be built along the line of the Q.M., O. & O. R.R. are ready. When the foundations are ready the work will be prosecuted vigorously.

20/10/1877 *Ottawa Free Press* *St. Lawrence and Ottawa*

As our readers have already been made aware by advertisements, on Monday next, the St. Lawrence & Ottawa Railway will commence to run through cars between Ottawa and Montreal thus avoiding that unpleasant change and transshipment at Prescott Junction.--- For this purpose two cars have been built at the Grand Trunk Workshops in Montreal, one by the St. L. & O. R.R. Company and the other by the Grand Trunk, the cost of each being about \$6,000.

There follows a full description of the St. L. & O. car -- The car is supplied with patent air brakes, the only one on the line, with the exception of the Director's car, thus provided.--

25/10/1877 *Ottawa Citizen* *QMO&O* *Lievre River*

Yesterday the first locomotive of the Montreal, Ottawa and Western Railway passed over the Lievre bridge.

27/10/1877 *Ottawa Free Press* *QMO&O*

Mr. Duncan MacDonald, contractor on the M. & O.R.R. accompanied by Mr. G.A. Taylor, his paymaster, arrived in Ottawa this morning on their way to Aylmer. Whilst at the Russell, a Free Press reporter was afforded an opportunity of asking Mr. MacDonald a few questions about the construction of the road.

Q - How far are the rails now laid?

A - A little this side of Buckingham.

Q - When do you expect to reach Hull?

A - We expect to have a construction train running as far as the Gatineau bridge by next Saturday.

Q - How is the work on the bridges progressing?

A - The Nation River Bridge is finished and the bridge over the Rouge will be finished toady. There are two spans over the Du Lievre yet to be built, but we are crossing over on trestle work.

Q - Is the track all graded?

A - The track is graded along the entire line.

Q - After the track has been laid will any delay ensue before the trains are running?

A - Not much. We will have to ballast the road. A good deal of ballasting has already been done.

Q - Can you give any definite time by which the trains will be running?

A - We expect to have the trains running this year but I cannot give a definite date.

Q - Has anything been decided with regard to the crossing at Ottawa?

A - No. We will have to cross at Ottawa but where is not known.

Mr. MacDonald was now called away and Mr. Taylor gave the following answers in reply to further questions.

Q - Has work been commenced on any of the stations yet?

A - Yes, on all of them. The one at Hull is being rapidly proceeded with.

Q - You are positive that passenger trains will be running this year?

A - Yes, but perhaps not before the middle of December.

Q - How far are trains running now?

A - We are running regular trains only as far as Calumet, but a passenger car is attached to the iron train, and passengers taken on as far as Papineauville. We rode as far as that point ourselves.

Q - Supposing that the road is in running order this year, what accommodation will be made for Ottawa passengers?

A - I suppose that a stage line will have to established until regular connection is secured.

27/10/1877 *Ottawa Citizen* *QMO&O* *Hull*

The railroad track is laid as far as Ange Gardien and the construction train running.

01/11/1877 *Kingston Daily British Whi* *Canada Central*

Montreal - Demise of Hon. A.B. Foster

The sudden death this morning of Hon. Asa B. Foster has created a sensation here. He arrived in the city last evening, and after supper at the Ottawa Hotel he complained of severe pain in the region of the chest. Dr. Smith prescribed a slight stimulant. Several gentlemen sat up with him till after midnight, when all withdrew except Mr. Foster and his son, Asa B. Foster, who remained with his father all night, as deceased intended starting for Brockville early this morning. He got up at 3 a.m. and was in the act of dressing when his son heard some strange sounds proceeding from his throat. Rushing to his parent's assistance he was horrified to find him absolutely dead. He did not speak a word and seemed to have passed away without pain. His death was from heart disease.

01/11/1877 *Ottawa Free Press* *QMO&O* *water*

Mr. W. Perry, Jr., of Buchanan & Co., Montreal, was in the city yesterday, arranging the completion of the water tanks on the M. & O. R.R. The tanks are ten in number. Mr. Perry was looking specially while here after the one to be erected at the Hull station. He left for home last night.

01/11/1877 *Ottawa Free Press* *QMO&O* *Hull*

Hull - The passenger station for this city, of the Q.M.O., & O. R.R is going ahead fast. The frame is all up. It will be 75 feet in length by 24 feet in width, built in the latest style. A 12 ft. platform, 200 ft. long, fronts it, with one of the same width around it. Plastering will probably be commenced next week. Its distance is about 100 yards from the Chelsea Road. The freight station will be commenced this week. It will be 100 by 24, and distant about 300 yards from the road. Messrs. Batson & Currier, the builders, are pushing things rapidly, the station is [sic] this county below here, being nearly completed, whilst they commenced the frame of the Aylmer station, which will also be expedited. Mr. Eddy has the contract for all the doors, window-sashes etc.

The construction train may be expected here at the end of next week. There will probably be an excursion to Montreal and back for 50 cts. From the Gatineau Point on Sunday next, and from here on Sunday week. Hullites are anxiously awaiting the trip, and the probabilities are that great numbers will benefit by it.

01/11/1877 *Ottawa Citizen* *Ottawa City Passenger* *Suspension Bridge*

The Ottawa Street Passenger R.R. Co. have made a decided improvement by their new arrangement at the Suspension Bridge. A double track has been laid on the slide bridge and the two cars do not leave that end of the route until the up car is in sight, doing away with the inconvenience of former times when people either had to wait on the sidewalk or walk ahead. Now a car is always in waiting. When the snow comes it would be a still greater boon to the citizens of Hull if the company would run their cars into that city.

05/11/1877 *Ottawa Citizen* *QMO&O* *Gatineau*

The M.O. & O. Railway. The train on this road ran within a mile of Gatineau Point on Saturday.

06/11/1877 *Ottawa Free Press* *QMO&O*

The expected picnic on the M. & O.R.R. from the Gatineau Point, did not take place on Sunday, the laying of the track and ballasting of the road having only reached Ange Gardien.

07/11/1877 *Montreal Daily Witness* *St. Lawrence and Ottawa* *Ottawa, Montreal Road*

On the track. - The evening train on the St. Lawrence & Ottawa Railway collided with a horse and buggy at the Montreal Road crossing, killing the animal instantly, and throwing the occupant of the buggy, one Leblanc, a considerable distance, although he escaped unhurt.

07/11/1877 *Montreal Daily Witness* *Toronto and Ottawa*

Toronto. A public meeting called by the Mayor, who presided, was held in St. Andrew's Hall on Tuesday morning to discuss the proposed bonus to the Toronto and Ottawa Railway. Addresses in favor of the railway were delivered by W.H. Scott, M.P.P., President of the Company, Robert Bell, M.P.P., Ald. Canavan and others, and a resolution favoring the submission of the by-law granting the bonus of \$300,000 was declared carried.

09/11/1877 *Ottawa Citizen* *QMO&O* *Gatineau*

The rail layers were yesterday five miles east of the Gatineau railroad bridge.

09/11/1877 *Ottawa Free Press* *Canada Central*

No action has yet been taken by the C.C. R.R. stockholders with regard to the vacancy resulting from Mr. Foster's death. The adjourned annual meeting will be held shortly.

10/11/1877 *Ottawa Free Press* *QMO&O*

Trains on the M.O. & O. Railroad now run within three miles of the Gatineau Bridge.

12/11/1877 *Ottawa Citizen* *Pontiac & Pacific Junction* *Quyon*

The engineering staff of the Montreal, Ottawa and Occidental Railway, was disbanded on Saturday for the present. They have located the line as far as the Quio River, and tenders for the construction of the road are now advertised for. The work of location will be continued next spring. A number of the engineers are in town.

12/11/1877 *Ottawa Citizen* *QMO&O* *Hull*

The railroad station is rapidly approaching completion. The inside sheeting is finished and the upper floors laid.

13/11/1877 *Ottawa Citizen* *QMO&O* *Hull*

It is not expected that regular trains will be run on the North Shore Railroad this winter. The tanks will not be ready much before spring.

There is trouble among civil engineers on the Montreal, Ottawa and Western Railway. All the subordinates have been given notice to leave at the end of the present month, without any previous warning. The engineer in chief was not consulted either.

17/11/1877 *Ottawa Citizen* *QMO&O* *Hull*

The Free Press reporter must have been wrongly informed with regard to the railway. The rail layers will be this side of the Gatineau railroad bridge today. The rails are laid for a quarter of a mile this side of the bridge, and the construction train is within that distance. All the sleeping and boarding cars are also on this side. They are now a little over a mile from the station.

19/11/1877 *Ottawa Free Press* *QMO&O* *water*

It is stated on the best authority that the Q.M. and O. R.R. will not be able to run regularly during the coming winter owing to the serious oversight of not having perfected the water supply for the engines along the line between here and Montreal.

20/11/1877 *Ottawa Citizen* *QMO&O* *Hull*

The platelayers ran out of iron on Saturday which delayed them as they were not able to get as far as the station yesterday. Two car loads of iron arrived last evening. At four o'clock they were within three quarters of a mile of the station. Their sleeping cars are now opposite Mr. Brigham's farm.

21/11/1877 *Ottawa Citizen* *QMO&O* *Hull*

Several parties left here last evening for Montreal by the construction train on the N.S.R.R.. The Deputy Recorder left by the same train for Montebello, arriving back this morning at seven o'clock.

23/11/1877 *Ottawa Citizen* *QMO&O* *Hull water*

The rails were laid up to the station on Wednesday evening. The platelayers will be working round the station grounds for the next four or five days when they will go on with the laying of the rail to Aylmer. The stone foundation for the water tank is nearly finished and the foundation for the freight shed is being pushed forward.

24/11/1877 *Ottawa Citizen* *QMO&O* *Hull*

The contractor for laying the rail on the North Shore Railway is hurrying the work so as to have passenger trains running from Hull to Montreal early in December. Yesterday the switches were put up and the sidings are rapidly approaching completion. The rail laying to Aylmer will not be proceeded with until everything is ready for the reception of trains at this station as this will be the terminus of the road at this end for the winter. It is the intention of the contractor to run two passenger trains each way and a freight train every other day - the passenger trains to leave Hull and Montreal at 8 a.m. and 4 p.m. respectively, passing each other at Papineauville station. The running times to Montreal will be four hours and a half, including stoppages; the fare \$3.50; return \$6. The speed will be 20 miles an hour from Hull to Papineauville and 30 miles an hour from the latter place to Montreal. The telegraph poles are placed as far as Gatineau Point, and will be up to the station in a few days. It is expected that a large staff of men will be stationed here in connection with the road this winter.

24/11/1877 *Ottawa Free Press* *QMO&O* *Hull*

Hull. People say that there is to be an excursion from this city to Montreal per Q.M.O. & O. R.R. for the fare of 50c there and return. Whether this is the case or not is doubtful, as we have not been able to find its verification or falsification by the authorities.

26/11/1877 *Ottawa Free Press* *QMO&O* *Hull*

Hull - The Moccasin Railroad, as some facetious and "phunny" gentlemen of the neighbouring capital are pleased to term the Q.M.O. & O. R.R., is going rapidly ahead. The tracklayers have left us in their wake, and are proceeding Aylmerwards. The road is only ballasted as far as Papineauville but it is believed that as soon as Aylmer is reached ballasting will be vigorously carried on from both ends of the line. So that we may soon hope to see regular travelling between here and Montreal. In fact it is stated that on and after the 2nd of December two trains will leave here daily. Several parties have run on the "Deux Montagne's" engine as far as Papineauville, who say that, although the travelling is as yet necessarily rough, that a speed of 15 miles per hour is attained. There was no excursion yesterday. It is to take place next Sunday; 50 cts. And back from here to Montreal.

A special train on the M.O. & O. R.R. was expected in Hull from Montreal yesterday, but did not arrive. There must have been some detention along the line.

Yesterday afternoon, through the kindness of Mr. L. McQuarrie, who placed his horse at our disposal, a Free Press reporter visited the new depot of the M.O. & O. R.R. at Hull. This depot is situated a short distance west of the Chelsea road, and about half a mile from the village. Here, some eighty-two men were found at work track laying and some thirty or forty in putting up the necessary buildings. The station is located on a piece of wet marshy land, and a considerable amount of filling is required. Several carts were engaged in this work at the time of our visit. The rails are now laid to within a short distance of the Aylmer Road, but the foremen of the track layers, Mr. Coghlan, gives it as his opinion that the work of laying the rails in the direction of Aylmer will not be continued for a week or so. The track has been ballasted as far as Papineauville, and in some of the worst places this side of that. The road is quite safe for a train to run over. Mr. Coghlan says it is not definitely known, but he presumes that passenger trains will commence running about the 1st of December. Being asked if there was any truth in the report published that passenger trains would not run this season on account of no provision having been made for a water supply, Mr. Coghlan said he did not think so, as there already was a water tank at Calumet, while others were being erected at Montebello and Du Lievre. At Hull a water tank and a turntable are now being built, Mr. Reid being the contractor. The work of ballasting this road is being rapidly proceeded with, four ballasting engines being employed, and one construction engine, the latter now being at Hull. At the time of our visit, the track layers were engaged in laying a siding in front of the depot. The track layers are all under the employ of Mr. MacDonald, contractor, who is daily expected to arrive.

FREIGHT DEPOT

The passenger depot is on the northern side of the road and directly opposite the stone foundation for a freight depot 106 x 30 feet, has been laid, the contractors being Wright & Batson. The work will be pushed forward to completion as rapidly as possible.

THE PASSENGER DEPOT

We now come to the passenger depot which is nearly completed. It is a very handsome structure of frame, 62 x 24. There are two doors on each side with pedaments over each. While over the centre of the roof is a cupola 16 feet in height. The exterior appearance will be exceedingly fine, while the internal arrangements are also very creditable. The interior is subdivided as ordinary railroad depots are. The side walls are sixteen feet high and the ceilings fifteen feet. At the western end is the gentlemen's waiting room, 21 x 23 feet. Next there is the telegraph office and the ticket office, the first 8 ft. 4in. X 8 ft. 5 in, and the second 8 ft x 14 ft. After this comes the ladies waiting room, which is precisely the same size as the other waiting room. At the extreme western end is the baggage room and closets, while the platform extends out as far as the water tank and turntable. Mr. W. Palin of Ottawa is the contractor for the carpentry work, and expects to get through with his contract this week. He has made an excellent job of it. Mr. Fink, also of Ottawa, has the contract for the plastering. The other stations along the line are said to be more advanced than this one, but none of them are as expensive. None but the best of material is used. A few weeks more, and then the Hullites will be able to shout, "Off for Montreal."

27/11/1877 *Ottawa Citizen*

QMO&O

Buckingham

The construction train was unable to pass Buckingham yesterday, the temporary bridge over the Lievre River having been taken down. Work on the iron bridge was going on all day Sunday. It is expected to be finished today and the construction train may be looked for this afternoon.

28/11/1877 *Ottawa Free Press*

QMO&O

Mr. George Bradbury, sub-contractor for the construction of eight station houses on the line of the Q.M.O. & O. Railway, has just completed six and is now on the seventh. The last one, at Aylmer, will be constructed next week. Messrs. Batson & Currier have examined the work, and seem satisfied with the manner in which the buildings have been finished. The Government will likely also be satisfied.

28/11/1877 *Ottawa Citizen*

QMO&O

Hull

The passenger depot is on the west side of the Chelsea Road and on the south side of the track, the contractors for the buildings being Messrs. Batson and Currier.

29/11/1877 *Ottawa Citizen*

QMO&O

Hull

The bridges on the railroad are to be tested tomorrow. Five engines are expected up.

It would be a boon to the marketing public if the city authorities would invest in a few ??? of sawdust and make a path to the market.

There will be about 200 yards of rip rap sunk against the abutments of the Gatineau bridge as soon as the sand has washed away from under what has already been thrown in. Divers were down last week to ascertain how the sand lay at that time and out of this arose the rumour of the sinking of the bridge. The abutments have not stirred and the engineers state that it is impossible for them to sink. The stonework rests on heavy piles driven 28 feet into the clay and concrete on top of said poles. The average depth of the river at that place is about 26 feet.

30/11/1877 *Ottawa Citizen*

QMO&O

Hull

Carpenters working on the depot buildings are complaining of the annoyances occasioned by gangs of boys getting in their way and clambering about the scaffolding. Tools have been stolen from the workmen. Unless some stringent means are taken to stop the boys congregating around the train when at the station serious accidents will take place. Yesterday afternoon -- backwards and forwards about 50 or 60 were jumping on and off the flat car while in motion and wrestling with each other. If it is not stopped the company will have to put on an extra man to collect stray arms and legs after the departure of the trains.

30/11/1877 *Ottawa Free Press*

QMO&O

Hull

The rumor yesterday was that Duncan MacDonald, the Commissioner, the Premier of the Quebec Government, Hon. Mr. Chapleau, Beaubien and a host of other gentlemen interested in the success of the Q.M.O. & O.R.R., were to arrive by special train. Such was not the case, however. From telegrams received at headquarters here, they are to arrive today, thus formally inaugurating the road, while inspecting the same and the assay of the various bridges and other viaducts between Montreal and Hull. Four engines are to draw their special - this number being in consonance with the idea of getting the necessary testing weight.

01/12/1877 *Ottawa Free Press*

QMO&O

Tenders are being opened today for the extension of the Q.M.O. & O. R.R. from Aylmer to Portage du Fort.

01/12/1877 *Ottawa Free Press*

QMO&O

Papineauville

Papineauville, November 30. - A special train with four engines passed here about 3 o'clock, proceeding towards Hull. The principal men of the Q.M.O. & O. R.R. were on board testing the bridges between the above place and Montreal.

First Passenger Train to Hull.

Mr. Duncan MacDonald, contractor on the Q.M.O. & O. R.R., accompanied by Mr. Geo. A. Taylor, paymaster, and Mr. Chisholm, contractor for the ballasting, left Montreal at 1 o'clock yesterday afternoon by special train on the Q.M.O. & O. R.R. The reason that Sunday was selected for the trip Mr. MacDonald explained was because on any other day the road is blocked with ballasting and construction locomotives making a "through" trip impossible. They arrived at Papineauville at 3 o'clock, having made this portion of the trip in two hours, or forty miles per hour. Only to this point is the road fully ballasted, but all the way to Hull the worst spots have been ballasted. They stopped at several places along the route in order to view the progress of the work and arrived in Hull shortly before 7 o'clock, or a little less than six hours from the time of leaving Montreal. When the road is completed, Mr. MacDonald says the distance will be made in four and a half hours. He was asked by our reporter what the fare would be, and replied with a laugh, that we might rest assured that it would not be more than by the completing lines. The bridges they found to be perfectly safe throughout. Regular passenger trains will not be running for a couple of weeks yet at least, and Mr. MacDonald says he is not able to name any firm date. The water tanks are not finished yet and neither is the turntable at Hull. The depots will not be completed for some ten days yet, but if the tanks were ready, Mr. MacDonald says they would run before the depots were finished. A temporary water tank has already been placed in position at Montebello, and there is a permanent one at Calumet. The hardest point to get water is at the Buckingham depot, where water has to be brought from a long distance. It is fair to presume, however, that the road will be in operation by the New Year, if not sooner.

TESTING THE BRIDGES

The testing of the bridges on the M.O. & O. Railway took place on Friday and Saturday last. A train of four locomotives was used under the control of Messrs. Patterson and Grant, Chief and Assistant Engineers. Messrs. Lyman, Kelly, Massey and Henderson were on board. The one over the Gatineau River was tested on Saturday afternoon and was found satisfactory.

07/12/1877 *Ottawa Citizen**QMO&O**Hull water*

On visiting the railroad depot here this morning (7th) it was noticed that the work on the depot and the different works going on around it were rapidly arriving at completion

The mason work on the turntable was finished last night, and the turntable is expected up today. The telegraph line is completed to the depot. The frame work of the freight house is up also that of the water tank. The carpenter work on the depot will be completed today and the plasterers are putting on the last coat of plaster. It is not expected that regular trains will run before the Local Parliament meets. Trains will run but will be irregular.

08/12/1877 *Ottawa Free Press**QMO&O**water*

Mr. Wm. Perry jr., agent for R.H. Buchanan & Co. Montreal, was in the city yesterday, being here in connection with the placing of water tanks on the Q.M.O. & O. R.R., for which his firm has the contract. He says that they have been delayed by the difficulty in procuring lumber, not receiving the contract, originally given to another firm, until late in the season. They now have a Worthington engine in position at Hull, and will procure a supply of water for the time being from a creek near by, a suction hose 512 feet in length having to be laid. At the Du Lievre, Montebello and Calumet the frame work is almost ready, but no water can be procured this season. Temporary arrangements will be made at all of these points, however, at Buckingham the supply being forced from one of the mills in the neighbourhood. At present he says the ballasting and construction engines get their supply from creeks along the road. He thinks, however, that arrangements can be made to allow of trains running regularly.

08/12/1877 *Ottawa Citizen**QMO&O**Hull*

The boiler and engine are being placed in the tank house on the depot grounds under the Superintendence of Messrs. Penney and Co.

08/12/1877 *Ottawa Free Press**QMO&O*

The 17th of the present month has been fixed as the date for the running of regular trains on the Q.M.O. & O. R.R.

08/12/1877 *Ottawa Free Press**Canada Central**Eganville*

Eganville - A good deal of discontent is felt in this section of the country on account of the want of an extension of the C.C.R. The community were sanguine two years ago for an extension. When Mr. Foster's surveyor here followed the line of Mr. Duncan Sinclair and approved of it as the best route, which would also open out a large extent of back country and centralize trade. The extension to Pembroke only partially benefits the country, as it is situated at the extreme end of it, and takes only a portion of the traffic. This can at once be perceived by a glance at the map of the county; whereas if the termini of the line were here, it would be situated at a point equal distance to all parts of the county, and accessible to all. It is to be hoped that ere long a new contract will be given and the best route selected, and the work pushed on. As it is now, a large and extensive part of the county is perfectly isolated from railway communication and large tracts of land are unsettled, which would be otherwise if the iron horse was heard travelling.

10/12/1877 *Ottawa Citizen**QMO&O**Hull*

A party of young folks went on a pleasure excursion on the invitation of the conductor of the construction train to Calumet yesterday, expecting to return last evening. The pleasure party started about 12 o'clock, arrived at Calumet all right, and are still there, waiting for a chance to return home as the train did not return.

10/12/1877 *Kingston Daily British Whi* *Canada Central*

The sudden death of the late Senator Foster threw the affairs of the Canada Central road, of which he was president, into considerable confusion. It was feared that the accumulating embarrassments of the concern would result disastrously. The crisis has been tided over, however, a settlement having been arrived at and the road transferred to the Brockville and Ottawa Railway.

11/12/1877 *Ottawa Citizen**QMO&O**Hull*

Regular trains are expected to run on the M.O.&O railroad next Monday.

The excursionists who started from here on Sunday returned between 11 and 12 yesterday having gone through with the train to Montreal; that being the second through trip from Hull.

12/12/1877 *Ottawa Free Press**QMO&O**water*

A man known as Scott, while under the influence of liquor, fell through the railroad bridge at Buckingham, some 30 feet on to the rocks below, sustaining severe injuries.

Mr. W. Perry j., is in the city today and reports that water will be procured in Hull by Saturday or Sunday next. The tank at Buckingham was removed yesterday to Lachute and will be erected there. Temporary arrangements are to be made at Buckingham.

12/12/1877 *Ottawa Citizen**QMO&O**Buckingham Jct.*

A man who goes by the nickname of Scotty, working on the railroad at Buckingham, while crossing the railroad bridge at that place, last Sunday, fell between the ties, striking on the rocks 30 feet below. Fortunately no bones were broken, though he was very much shaken.

14/12/1877 *Perth Courier**Canada Central*

TRANSFER OF CANADA CENTRAL - The anticipated transfer of the Canada Central Railway from the Hon. A. B. Foster company to the Bolckow interest, took place last week. Mr. H. Abbott, Manager of the Brockville Line, becomes also Managing Director of the Canada Central, and Mr. A. B. Chaffee, the late Secretary of the Canada Central, the Vice-President. Mr. T. N. Richardson, of the Brockville Road, becomes President of the Canada Central. The rest of the Directors are Messrs. H. V. Neal, J. Ashworth, Hon. J. J. C. Abbott, J. N. Travers, D. Galbraith M. P., and John Smith.

14/12/1877 *Renfrew Mercury**Canada Central*

Today the transfer of the Canada Central to the Brockville and Ottawa Railway took place, a settlement having been arrived at.--

15/12/1877 *Ottawa Citizen* *Ottawa Terminal*

Mr. Scott M.P.P. today met Mayor Waller, Messrs. Chabot, Featherstone, McDougal and other members of the bridge committee in the City Hall. He offered to connect the Central Station on Elgin Street with the proposed bridge over the Ottawa and also to grant a bonus of \$30,000 to the scheme, provided the Committee undertake to construct the bridge. The Committee will discuss the proposal tonight.

17/12/1877 *Ottawa Free Press* *QMO&O* *Hull*

Hull 12th- The R.R. station received its second and last coat of paint yesterday. The window sashes and doors will be placed today, which will prepare it for immediate use.

The freight station is also all but completed. It will be very commodious and handy for the handling of freight.

The stone work on the turntable is completed. Men were employed yesterday in placing the revolving platform and also in grading a road branching from the main line to it.

The pump house is also raised. They were employed yesterday finishing the reservoir and digging a trench, for laying the pipes from a creek not very far off. They are pushing it rapidly.

The telegraph wires are also laid as far as the station, they will be in operation in a couple of days.

19/12/1877 *Ottawa Citizen* *QMO&O* *Hull*

First through freight.

Messrs. W. McClymont & Co. shipped the first carload of through freight to Montreal on the Q.M.O.&O. Railway yesterday.

20/12/1877 *Ottawa Free Press* *QMO&O* *water*

Mr. W. Perry jr., states that a supply of water will be had in Hull by Saturday next, and expects that regular trains will commence running on Thursday.

21/12/1877 *Renfrew Mercury* *Canada Central*

New timetable came into operation - part of the article is missing.

21/12/1877 *Ottawa Citizen* *QMO&O* *Hull*

A train leaves the station here at 4 o'clock for Papineauville, and will continue to run at that hour until regular trains are started. This accommodation train stops anywhere along the road to take up or put down passengers independent of the stations.

21/12/1877 *Perth Courier* *Canada Central*

RAILWAY SUPERINTENDENT - Mr. T. A. McKinnon, formerly superintendent of the Canada Central Railway, has been appointed to a similar position upon the united roads. Mr. Abbott, however, will hold the post of general manager of the amalgamated roads.

RAILWAY AMALGAMATION - Both the Brockville and Ottawa and the Canada Central Railway Companies give notice in today's official Gazette of application to Parliament, at the next session, for an act granting power to those companies to amalgamate, and also for regulating and limiting their bonded debt, stock, etc.

NOT WANTED - A large number of officials upon the Canada Central Railway have been discharged since the amalgamation, or rather have received notice to quit after the 31st inst. Economy and retrenchment are the order of the day, and one consequence should be that the joint roads will hereafter be put on a better paying basis than heretofore.

22/12/1877 *Ottawa Free Press* *QMO&O*

It appears that the contractor who built the stations along the line of the Q.M.O. & O. R.R. built his platforms in front of some of said stations so near the track as not to allow the passing of snow ploughs. This will probably be remedied within the next few days.

22/12/1877 *Ottawa Free Press* *QMO&O*

A special train came through from Montreal to Hull yesterday in four hours, having on board Messrs. Masson, Huntingdon and Laflamme; Mr. Peterson, engineer, Mr. Chisholm, superintendent, and others. It is expected that the road will commence running in a few days.

22/12/1877 *Ottawa Citizen* *QMO&O* *Hull*

The noon train came in yesterday crowded with passengers. A good deal of freight also came in by it.

24/12/1877 *Ottawa Free Press* *QMO&O*

-- Regular trains will begin to run on Thursday next. The mastership of the Hull station has been offered to Mr. O'Brien but he has not yet accepted the position. A slide took place in the embankment at the Blanche River Bridge on Saturday but this will not interfere with the moving of trains and will be repaired at once.

There were four car loads of excursionists from Papineauville came in yesterday on the new railroad. They left again at 4 p.m. One of their number got hilarious, in fact so much so that Constable Genest tried to capture him, but success did not crown the strenuous efforts of our city guardian, and through the assistance of friends, and the personal efforts of the individual himself he succeeded in leaving Hull as free as air. It looked for a while as if there was going to be a big row, but the moving of the train from the depot gave quietus to the turbulent spirits.

26/12/1877 *Ottawa Citizen* *QMO&O*

Advertisement. New Route to Montreal

Quickest and most direct via Q.M.O. & O. Railway.

On and after Thursday 27th inst. regular trains will leave Hull daily as follows:

For Montreal and intermediate points 6.30 a.m. (mixed) 4.00 p.m. (express)

Returning leave Montreal 7.00 a.m. (mixed) and 4/50 p.m. (express)

Arrangements have been made with Mr. H.A. Palmer to convey passengers to and from Hull depot for 25 cts.

Duncan MacDonald, Manager. December 24 1877.

26/12/1877 *Ottawa Citizen* *QMO&O* *Buckingham Jct.*

It is stated that another new steamer is to be placed on the River Lievre next summer, and a branch line from the Q.M.O. & O.R.R. is being projected, to run from the basin to connect with the steamers above Buckingham. Enterprise of this sort will give a new lease of life to this little village.

27/12/1877 *Ottawa Free Press* *QMO&O*

Trains on the Q.M.O. & O. Railway began running regularly today. Two leave Hull daily and a similar number arrive from Montreal. A special went out last evening having on board about fifty passengers, and the first train this morning had about a similar number.

27/12/1877 *Ottawa Citizen* *QMO&O* *Hull*

Regular trains on the M.O. & O.R.R. commenced to run this morning between Hull and Montreal - the time of departure is at 6.30 a.m.

28/12/1877 *Ottawa Free Press* *QMO&O*

Mr. John Beatty of the Montreal Witness signalled the passage of the first regular train on the Q.M.O. & O. R.R. from Montreal last evening by distributing at certain points along the route copies of the "last edition" of the same day's Witness. The train started from Montreal at 5:30, and reached Hull about 10 o'clock, making the run in about four and a half hours. Mr. Beatty informs us that it is the intention of the proprietor of the Witness to connect regularly with the evening train on the Q.M.O. & O. R.R. and send by it both mails and copies for sale of the last edition daily.

28/12/1877 Ottawa Free Press

QMO&O

Hull

The carters of Hull and Ottawa are at loggerheads just now. The Hull men decidedly object to the Ottawa carters driving passengers from the Q.M.O. & O. R.R. depot into the capital and there is a probability of some lively fun.

28/12/1877 Perth Courier

Canada Central

TIME-TABLE - Elsewhere will be found the new time-table of the amalgamated B. & O. and Canada Central Railways. It will be seen that two daily trains now run to and from Pembroke. The new management is vigorous.

29/12/1877 Ottawa Free Press

QMO&O

They are putting in a siding on the Q.M.O. & O. R.R. within a short distance this side of the bridge over the Blanche, for the commodity of phosphate shipping in East Templeton.

31/12/1877 Ottawa Free Press

QMO&O

Hull water

At a meeting of the Hull city council on Saturday a by-law was passed prohibiting Ottawa cabmen for going over for passengers to the Q.M.O. & O. Railway station. Its attempted enforcement will doubtless create some fun.

On Saturday Mr. William Perry jr., representing the firm of Buchanan & Co., of Montreal, succeeded in his attempts to get a proper supply of water at the Hull tank house on the Q.M.O. & O. railway line. The water is first brought down through pipes from a creek, three hundred and fifty yards, to a large well, covered in, located beside the track. A drain carries off the surplus water. From the well, which holds 30,000 gallons, the water is pumped through 512 feet of pipe, the elevation being 14 feet. Montreal engineers held the opinion that this could not be accomplished, but Mr. Perry has demonstrated that it could. The engine used in the tank house is a Worthington Duplex, six steam and four water cylinders, with six inch stroke: it works beautifully. The tank holds 20,000 gallons of water.