

# Local Railway Items from Area Papers - Quebec, Montreal, Ottawa and Occidental Railway

17/08/1859 *The Union, Ottawa* QMO&O

Editorial about the value of the North Shore Railway.

10/02/1871 *Ottawa Free Press* QMO&O

Considerable excitement prevails in the counties of Ottawa and Argenteuil about the route of the proposed Northern Colonization R.R. Two routes are spoken of. One running at a distance of some forty miles back north of Ottawa and the other running close to the river.

02/03/1871 *Ottawa Free Press* QMO&O

With their usual want of energy and appreciation of the values of railways and other public works, the farming community of the Township of Buckingham and vicinity are beginning to look upon the North Shore railway as a bug bear and a speculation which is to sink their property deeply in debt, bringing ruin on the village and unlimited taxation, from which there will be no chance of extricating themselves. They are commencing to exclaim against the proposed scheme and would quash it if they could, but all their efforts will be but as a breath against the "march of improvement," and they will have a benefit forced upon them, and without appreciating it until their lands are trebled in value in a few years.

23/08/1871 *Ottawa Citizen* QMO&O

The proposed North Shore Railway from Ottawa to Montreal has increased the value of land along the route in the estimation of the farmers. Every settler between Gatineau Point has settled in his mind that he will have a station on his farm, and that his farm will become a thriving city.

16/09/1871 *Ottawa Citizen* QMO&O

The North Shore Railway of Quebec has adopted the 4 feet 8½ inch gauge. This road will be about 200 miles in length when completed and the adoption of this gauge will probably lead to the same being the width of all railways projected north westward of Ottawa.

27/01/1872 *Ottawa Citizen* QMO&O

Northern Colonization Railway. Yesterday's Montreal Gazette says:- "We are requested to state that the plans and profiles of this railway between Montreal and Hull have been completed and are now on view at the office of the Chief Engineer of the Company, Mr. Legge, where anyone desirous of examining them may have and opportunity of doing so.

30/03/1873 *Ottawa Citizen* QMO&O

*Chaudiere bridge*

Chaudiere Railway Bridge. Mr. Wise has completed his survey and soundings for the proposed railway bridge across the Ottawa river above the Chaudiere. He reports a very favourable route in line with Amelia Island between the two shores. The bridge will be 3,400 feet long, 2,000 of which will be on land at low water. Over the river the extent will not be above a greater depth of five feet of water, and the depth in the channel is less than twenty feet. Soundings further up show a depth of 80 feet, so that the location of the bridge may be on the line indicated.

11/04/1873 *Almonte Gazette* QMO&O

The N.C. Railroad By Law

brysin, April 9. - The by law taking stock to the amount of one hundred and fifty thousand dollars in the Northern Colonization Railroad, was passed unanimously in the Townships of Onslow and Clarendon, and the village of bryson. Other places are not yet heard from

17/10/1873 *Almonte Gazette* QMO&O

*Aylmer*

The North Shore Railroad

At a meeting of the Aylmer Council, held laast night, a motion was carried to introduce a bylaw to grant \$5,000 towards the making of the North Shore Railroad provided the work was at once commenced in Aylmer. There was not a dissenting voice upon the motion

14/05/1874 *Ottawa Citizen* QMO&O

*Thurso*

The new survey of the Northern Colonization Railway asked for by the deputation to Montreal a few weeks ago, will commence tomorrow east of Montebello keeping north of Papineauville, immediately south of North Nation Mills, north of Cameron & Edward's mills on Lower Blanche, and north of Buckingham village. Mr. Dickenson has charged [sic] of the survey. Mr. Cosgrove, Mayor and Mr. John Higginson, have gone down today to provide the necessary guides, &c.

19/05/1874 *Ottawa Citizen* QMO&O

*Montreal*

The board of the Northern Colonization Railway requested the council last evening to allow Mayor Bernard leave of absence to go to England in the company of McDonald, the contractor for the road, to negotiate the bonds of the company. Leave of absence for two months will probably be granted for this purpose.

06/08/1874 *Ottawa Citizen* QMO&O

*Lachute*

The roadway of the Montreal N.C.R.R. through the village of Lachute, is pretty nigh completed as far as the grading is concerned. The work on the bridge is also in an active state of advancement, The masonry of the eastern pier of the North River bridge is on a level with the roadway of the street, and the laying of the foundation has commenced on the eastern abutment of the West River> We have been credibly informed that the superstructure of the bridges will be of iron, resting on the stone abutments and piers.

07/08/1874 *Ottawa Citizen* QMO&O

We understand that the financial relations now going on between the Northern Colonization Railway and English capitalists, are of a most satisfactory character, and that there is every prospect of negotiations soon being closed, by which the Company will obtain the amount of money they require to complete the road. As soon as this is effected, work will be commenced at both ends of the road simultaneously, and will be prosecuted with rigor. Arrangements are now being completed with the Dominion for the transfer of the Cavalry barracks at Montreal for a station. The tenders for the construction of the bridge over the Gatineau river will soon be awarded also. It will cross somewhere near the residence of Mr. A. Wright, M.P. Altogether the prospects are good for a speedy completion of the road.

21/08/1874 *Ottawa Citizen* QMO&O

Northern Colonization. We understand that the work on this road is being pushed ahead with more than usual vigour. On Tuesday the company signed a contract with Messrs. Archibald and Worthington for a large portion of the grading and masonry, beginning near Montreal and extending upwards to or near Thurso, and the prospects at present bid fair for an early completion of the same. Messrs. Archibald and Worthington, although not old men, are old to railroad business, as their experience in that branch for the past four years has been somewhat extensive, and the high reputation they have left behind them where they have previously been associated with such works as a good guarantee and safe prospect for a successful future. Mr. D.C. Archibald is, we believe, from Picton, N.S., the land of the sons of the Royal Scots, and Mr. J.C. Worthington is from Toronto, Ontario, and a son of James Worthington, one of the four successful contractors of the Intercolonial Railway - Gazette.

15/09/1874 *Ottawa Free Press* QMO&O

Messrs. Starke and Bellefeuille returned yesterday from their trip to the North Shore of the Upper Ottawa whether they had gone on business connected with the location of the Northern Colonization Railway. It is believed they have decided on the route, and will shortly lay their report before the directors of the road.

21/09/1874 *Ottawa Free Press* QMO&O

Northern Colonization Railway. Captain McNaughton of Buckingham, who is in town, informed a Free Press reporter that a hitch has occurred in matters connected with the route of this road. It appears that the County of Ottawa gave a grant of \$200,000, and the village and township of Buckingham \$5,000 a mile for the extension from Grenville to Aylmer. The Directors agreed to build that portion of the line, if practicable, by the back route. The village representatives showed that it was practicable, but the Directors have drawn back and chosen the front route along the river. Of course the interests of the rear sections feel aggrieved, and are talking of withdrawing their subsidy.

26/09/1874 *Ottawa Citizen* QMO&O *Gatineau River bridge*

Work is to be commenced on the bridge over the Gatineau immediately. The right of way has been granted over the property of Mrs. Scott and Mrs. Leamy

29/09/1874 *Ottawa Free Press* QMO&O

N.C. Railway. A gentleman who has recently been in a part of the country through which this road is projected to run, informs us that there are several contractors examining the proposed route from Jacob Scarff's down to the Blanche. The rock in that section is granite and quartz, presenting extraordinary difficulties, but which it is supposed can be over come.

30/09/1874 *Ottawa Free Press* QMO&O

Heath & Co. sub contractors on the Little Blanche section of this road are going to open up quarries for getting out stone for bridges, culverts &c., immediately. These quarries will be opened either on the Fleming property or on the Dunning estate. The section from the Little Blanche to the place known as Blueberry Hill will require considerable cuttings through granite rock. Mr. Stewart, the contractor for excavating this section, is purchasing 35 spans of horses and hiring men to commence operations at once. He signed the contract for the work at Montreal yesterday and expects to go fully to work next week. From the end of this sub-section to Gatineau point the line runs through a fine level country, presenting no engineering obstacles. Existing indications are that trains will be running on this part of the line about a year from the present date.

01/10/1874 *Ottawa Citizen* QMO&O

The contracts for the Colonization railway from Montreal to Hull have all been let.

03/10/1874 *Ottawa Citizen* QMO&O

Several contractors are looking for tamarack swamps back from the river front in the County of Ottawa, in order to take out ties for the Northern Colonization Railroad.

05/10/1874 *Ottawa Free Press* QMO&O

The several contractors of the Northern Colonization Railway are pressing the work most energetically, and in a manner that gives promise of the early completion of the line. On the eastern side of the Gatineau the way for the road has been chopped through Mr. Haycock's property, and the grading is being performed. The contractor intends, it is said, to bring steam power into use in his work.

FURTHER EAST

Mr. Farquhar is giving his whole time and attention to the building of the bridge over the Nation River. Many of our readers know what Mr. Farquhar is, and may not be told that this portion of the work will not be behind. The bridge

OVER THE GATINEAU

is receiving the full attention of Mr. McFarlane, the contractor. Work has been begun on the western side of the river, near Mrs. Leamy's house, and is being pushed with all due energy.

--(Aylmer Branch)

THE GATINEAU STATION

for the line will be on the eastern bank of the river, near Mr. Haycock's proposed smelting furnaces. In this locality Mr. Haycock has land and one hundred acres of property into

VILLAGE LOTS

which, it is said, are selling off pretty rapidly, give promise of a flourishing village in the course of a few years. He has appropriated lots for school and church purposes, and is doing everything to secure the growth of the village.

-- (Horse railway)

Gatineau bridge should be constructed to afford passage for pedestrians and vehicles.

06/10/1874 *Ottawa Citizen* QMO&O *Buckingham*

The Northern Colonization Railway track is being graded two miles south of the village.

12/10/1874 *Ottawa Citizen* QMO&O

Dr. Larocque, the agent appointed by the Northern Colonization Company, is in town. The work between the Gatineau and Hull is progressing admirably, and the right of way is being granted in almost every case, on reasonable terms.

13/10/1874 *Ottawa Free Press* QMO&O

Northern Colonization Railway. Mr. H. Abbott with Mr. McFarlane, contractor, on this road, accompanied by Messrs. John Blackie and Charles Good, Engineers, arrived in this city toady and are staying at the Russell House. The business is in connection with obtaining the right of way through the farms by which the road approaches the gatineau river. The delay in obtaining this property has interfered materially with the construction of the Gatineau Railway Bridge.

26/10/1874 *Ottawa Free Press* QMO&O

N.C.R.R. The grading on the section of this road from the Gatineau River to lot. 26 in the township of Templeton, is nearly completed. It may also be stated that the contractor has commenced operations for the construction of the Gatineau Bridge, the piers of which are already being laid. It is though that this important structure will be finished by next spring.

03/11/1874 *Ottawa Citizen* QMO&O

it is expected that the grading and all preliminary work prior to the laying of the rails on the ine of the Northrn Colonization Railway between Montreal and Ottawa will be completed by the first of next February

05/11/1874 *Ottawa Free Press* QMO&O

N.C.R.R. Mr. Duncan McDonald, contractor for the Northern Colonization Railway, has despatched a ship, laden with a cargo of rails, for the Northern Colonization Railway, from England. The vessel is now in the St. Lawrence and will shortly arrive at Quebec.

16/11/1874 *Ottawa Free Press* QMO&O *Hull*

Two gangs of men are at work here, one on the Aylmer Road side and one on the Gatineau road side, both working towards each other.

25/11/1874 *Ottawa Free Press* *QMO&O* *Hull*

The contractors are still pushing ahead the grading of the road in this locality, notwithstanding the severity of the weather. It is expected they will continue the work here all winter.

26/11/1874 *Ottawa Citizen* *QMO&O* *Gatineau and Aylmer*

The contractors for the bridge across the Gatineau are making good progress with the work of construction. The main abutments are well advanced, the foundations being completed and the stone work commenced. Caissons will be sunk in the river this week, so that the work can be carried on during the winter months. The earthwork approach to the bridge on the west side of the bridge is being constructed rapidly. Mr. Gordon, the contractor, has 250 men at work. He has erected a large house with kitchen and outbuildings, where he boards 100 of his employees. It is a most comfortable structure, and kept in excellent order. The grading, on about a mile of the track in the neighbourhood of the bridge, is nearly completed. At the crossing of the Aylmer road, there is another section of about the same length nearly ready for the ties. A large force is employed at the rock cutting at the rear of the cemetery. On the whole line nearly ninety miles of the track has been graded. A large quantity of steel rails has been delivered at Montreal, and there is every prospect that trains will be running next year in time to carry the thousands of curious who will come from the river counties to attend the Provincial Exhibition at Ottawa. The contractors are working with an energy rarely surpassed, even in the great railroad construction states of the west.

05/12/1874 *Ottawa Citizen* *QMO&O*

Mr. S. Hall Pate, of the British Columbia section of the C.P.R. survey, has been awarded the contract for the fencing of the Northern Colonization railway from the Gatineau to Grenville. He will require a very large supply of cedar for posts.

10/12/1874 *Ottawa Citizen* *QMO&O* *wood*

Meeting of Ottawa County Council.

Mayor Campbell here stated that he understood the Warden, at a meeting of the Directors of the northern Colonization Railway in Montreal, had voted in favour of having all engines constructed on the road for burning coal. He wished to be informed in the matter. If such were the case, in his opinion, the Warden was deserving of censure for such a disregard of the interests of the county. When the company's agents were advocating the granting of a bonus by the county to aid the project, one of the strongest and most effective arguments in its favour was the representation that a market for thousands of cords of wood would be found in the company itself. In fact, people of the county were led to believe that all the surplus firewood along the route would be purchased at advanced rates, which would almost pay the interest on the tax.

The Warden stated that he did vote for the motion, for the reason that it was represented to him that if the engines burned wood, the company would refuse to take wood to Montreal and other markets where high prices could be obtained for it. Another reason why he thought the course pursued was a prudent one was because the county had little enough wood for its own consumption, and that if the engines were to be supplied with it, within a few years, instead of having wood to sell, the ratepayers would be forced to buy their supplies at advanced and ruinous rates.

- grave imputations aimed at the Warden.

16/12/1874 *Ottawa Citizen* *QMO&O* *Buckingham*

A blasting accident occurred on the Northern Colonization Railway, near Buckingham, yesterday morning, resulting in the death of a young man named Angus McDonald of Mabou, Cape Breton, N.S., who had been only two days employed on the works. A fuse had been lighted for a blast, but after waiting some time for an explosion and none occurring, the young man proceeded to draw the charge, notwithstanding the fact that the fuse was still smoking. While bending over the hole the charge exploded, and a fragment of rock struck him in the upper portion of his neck and, travelling upwards, came out near one of his eyes, inflicting a fearful wound. He lingered until 11:30 o'clock when death terminated his sufferings. Inquest verdict - accidental death.

19/12/1874 *Ottawa Free Press* *QMO&O*

Mr. Legge, Chief Engineer of the Northern Colonization Railway, left town today for the purpose of making a critical examination of the line from Hull to Montreal.--

Phoenixville Bridge Company has been awarded the contract for the iron bridges on the first 60 miles of this road, all of which are to be built this winter. The largest spans are 200 feet in length, all from 50 ft upwards, capable of carrying a live load of one ton and a quarter to each running foot of the bridge-- Contracts have been entered into for sixteen first class locomotives, now in course of construction at Manchester, N.H. Tenders are being received for the balance of the rolling stock. At the beginning of the current month 90 miles of the road had been graded ready for the permanent way. The masonry along this distance has been completed, and considerable progress has been made in preparing stone and building foundations for bridges on the remainder of the line. 1000 tons of steel rails have been delivered at Montreal, and are now being delivered by sleighs along the line, so that track laying may be commenced the first thing in the spring. It is expected that by 1st July next the track from Montreal to Grenville, about 60 miles, will be laid and in operation. The balance of the line to Aylmer and St. Jerome will be in an equally forward condition, it is expected, by October 1st. Passengers will then be run through from this city to Montreal in four hours.

27/01/1875 *Ottawa Citizen* *QMO&O* *Hull*

This morning about seven o'clock, a couple of men, one a Scotchman named Lane, and a Frenchman whose name the reporter was unable to ascertain, were working on an excavation on the Northern Colonization Railroad in Hull when a large mass of rock fell upon them and injured them most severely. The Frenchman had one of his so badly damaged that amputation had to be performed. The men, so soon as the accident had occurred, were conveyed to the Hospital General --

28/01/1875 *The Times, Ottawa* *QMO&O*

A somewhat serious accident befell two men yesterday who were employed in making an excavation in Hull for the Northern Colonization Railway. A large piece of rock which projected over the excavation fell on them. More about the accident.

28/01/1875 *Ottawa Citizen* *QMO&O* *Hull*

Yesterday, the man Lane, who was so badly hurt in the accident on the Northern Colonization Railroad, underwent an amputation of the left leg near the thigh.--

17/02/1875 *The Times, Ottawa* *QMO&O*

Messrs. Stark and Light, civil engineers have been making an inspection of the new bridge over the Gatineau for the Northern Colonization Railway. Mr. Loranger, solicitor for the company is at present in the city arranging for an arbitration to determine the price of land to be expropriated for the road between the Gatineau River and Hull. The work on this section is being pushed forward vigorously.

22/02/1875 *The Times, Ottawa* *QMO&O*

A contract for the supply of 30,000 railway ties for the Northern Colonization Railway has been awarded to Mr. Mulligan of the village of Aylmer. That gentleman has entered vigorously upon the execution of the work entrusted to him and already has brought a large quantity out.

10/03/1875 *Ottawa Citizen* *QMO&O*

A deputation from Montreal, consisting of Messrs. P. Ryan, ex-M.P. Chas. Legge, Chief Engineer of the Northern Colonization Railway, and E.L. de Beaufeuille, have arrived in town in the interest of the Northern Colonization Bill now before parliament. They are also looking after the \$200,000 bonus granted this road by the Ottawa County Council, for a part of which the Warden of the County refuses to sign bonds until the provisions of the by law have been carried out.

*11/03/1875 Ottawa Citizen QMO&O*

Long account of a meeting of the Ottawa County Council. It was agreed to refer the by law to three legal gentlemen and that the Warden be ordered to act on their advice as to the legality of the by law.

*24/03/1875 Ottawa Free Press QMO&O*

Northern Colonization Railway. The contracts for the erection of the fences along this line having been awarded last fall, the material necessary for the same having been got out during the winter, and the fencing will therefore be put up as soon as the weather will permit.

*17/04/1875 Ottawa Citizen QMO&O*

Mr. Cock, one of the sub-contractors for the construction of the Northern Colonization Railroad, gives some startling information as to the manner in which the monetary affairs of that undertaking are carried out. It seems that some of the sub-contractors have established those institutions which formerly flourished in many of the mining and manufacturing districts in Great Britain, - that is, the "Tommy Shops", - and instead of paying their men in hard cash, they do so in hard bargains, in the shape of orders, on these stores, for articles of food, wearing apparel, and necessaries of all description. For these goods, of course, the men pay in the sequel, about one hundred percent more than they would in an ordinary store, get worse articles and can scarcely have a dollar in their pockets. Mr. Cock discountenances the system and makes a point of paying his men in money, and his practice in this respect has left him about \$2,000 out of pocket. A few evenings ago he was made the recipient of

A QUEER SERENADE

He saw coming up the street towards his residence his gang of men, with tin pans and sticks in their hands; they were beating the pans and playing a melody, to which a Chinese concert was naught. He, knowing that some stores and houses had been broken into, naturally felt somewhat dubious as to the intentions of his visitors; but putting a bold face on the matter, he went to his door, and by the assistance of an interpreter interviewed the men, and discovered that they had chosen this means of expressing their appreciation of his prompt settlement of their claims. Mr. Cock was, of course, pleased with the compliment paid him, and so he gave them to understand. Mr. Cock also said that the farmers along the line are growling most continuously they don't get paid for their land; they have lent teams and horses to work on the road, and they say they have never received a copper of remuneration, and express anything but feelings of respect for the line and its proprietors.

*03/06/1875 Ottawa Citizen QMO&O Buckingham*

There is rejoicing today in Buckingham after the arrival of the Northern Colonization Paymaster, who is on a very praiseworthy mission viz. to pay off three months' arrears. This will make a little stir in Buckingham, the merchants in that village holding numerous due bills received from the men for goods. It is probable that work will at once be resumed on the railroad.

*16/06/1875 Ottawa Free Press QMO&O East Templeton*

Merchants, farmers and others complain heavily of the bad faith of the railway company. The sub-contractors not having their estimates paid since March last, which has necessitated almost a complete stoppage of the work. Mr. Stevenson being the only one at present that is doing anything. The contractors as a rule, appear to be honorable men, who would pay if they could get the money.

*18/06/1875 Ottawa Citizen QMO&O Buckingham*

Nothing doing on the railroad. The whole work is at a standstill.

*21/06/1875 Ottawa Citizen QMO&O*

There has been considerably more work done on this line than is generally known, as a trip along its route will prove. At Salmon River, Messrs. Archibald and Worthington have erected one abutment of the bridge across it, and it is a splendid piece of masonry. The stone, which is of most superior quality, was obtained from the Henning quarry on the bank of the river Ottawa close to Montebello. The work is now at a standstill but all of the appliances still remain on the ground.

*23/06/1875 Ottawa Free Press QMO&O*

N.C.R.R. The paymaster visited Buckingham on Monday last, and was joyfully received. He paid the contractors the arrears due for April. Nothing is doing at present, but it is expected that operations will be resumed immediately.

*07/07/1875 Ottawa Citizen QMO&O*

The contractors for the Northern Colonization Railroad state that there is no cessation of work on the portion of their line between Montreal and Grenville and that there will not be until the work is finished. On the decision from Grenville to Ottawa work is for the present about suspended.

*02/09/1875 Ottawa Free Press QMO&O*

The case of the N.C.R. vs. the city [sic] of Ottawa, to recover the \$100,000 bonds, and also an additional \$100,000 for damages, comes up before the court, in Montreal. During the present month, but Warden Devlin has not yet been notified as to the exact time. We understand that operations on this road have been recommenced.

*03/09/1875 Renfrew Mercury QMO&O*

The Northern Colonization Railway. Montreal August 25. - The Secretary of the Northern Colonization Railway received an answer this morning from the Premier in reference to the proposition laid before him last week by the deputation of Directors which waited on him at Quebec. The government offers to take the railway work into its own hands and complete it at the expense of the Province on condition that the municipalities carry out their undertaking to pay up the amounts for which they have made themselves liable. The directors of the company are in session this afternoon considering the Premier's answer.

*30/09/1875 Ottawa Free Press QMO&O*

Montreal, Ottawa and Western Railway - it is confidently expected that the work of construction upon that road will be recommenced before many days, and prosecuted with vigor under the direction of the Local Government of Quebec.

*15/10/1875 Ottawa Free Press QMO&O*

M. O. & W. It is feared that owing to delays in transferring this road to the Local Government of Quebec, the work of construction will not be resumed this fall.--

*19/10/1875 Ottawa Citizen QMO&O Montreal*

Nothing has yet been settled in regard to the transfer of the Montreal, Ottawa and Western Railway Contract to the Local Government owing to the directors objecting to the terms proposed to them. In the meantime, hundreds of employees of the company are waiting to be paid for from three to six months' work, and cases of actual suffering are to be found here.

*22/10/1875 Renfrew Mercury QMO&O*

On Monday of last week the Montreal, Ottawa and Western Railway Company, accepting the proposition of the Government, was sent to Quebec and today Mr. DeBellefeuille, the Company's Secretary, received a reply from the Government that it agreed to the transfer of the charter to it. The communication will be put before the Board of Directors shortly, who will call a meeting of shareholders to ratify the transfer. The government agrees to accept all liabilities, but will contest doubtful claims.

19/11/1875 *Ottawa Citizen* QMO&O

The residents of the County of Ottawa will be pleased to learn that work is to be resumed on the Northern Colonization this fall, if the bill which is to be introduced in the Quebec legislature next week passes. Mr. Legge and the Government Engineer are now inspecting the work that has been done, and we understand that the old line and plans will be adhered to.

30/11/1875 *The Times, Ottawa* QMO&O

Northern Colonization Railway

Long article mainly about funding - to be completed within two years. Montreal to a terminus in Aylmer.

07/01/1876 *Ottawa Citizen* QMO&O

The parties holding claims against the contractors for work performed on the Northern Colonization Railway in Ottawa County are now sending them to Attorney General Church. It is expected that he will make provision for their settlement with the new contractors. A rumour is in circulation that an interested party will visit Ottawa County next week, and will endeavour to buy up all the claims he can at a reduced rate.

31/01/1876 *Ottawa Citizen* QMO&O

The Montreal, Ottawa and Western Railway. It is said the engineers on this road will be paid their overdue salaries next week, but it is not known when the sub-contractors will get their money. This delay is causing much suffering and trouble along the line, as many poor people are dependent upon the contractors for several months' earnings. Nearly three months ago the Government sent out Mr. Paterson, C.E., to go along the road and inspect work done, and surely by this time he has been able to make some report; the Government, beside, has the statement of Mr. Light, C.E., as to the amount of work done. - Witness.

16/02/1876 *Ottawa Citizen* QMO&O *Montreal*

Quite a stir was caused by the civil engineers writing to the papers and saying that the work on the Montreal, Ottawa and Western Railway has been badly done.

28/04/1876 *Ottawa Free Press* QMO&O *Gatineau.*

Gatineau - Two coffer dams belonging to the railroad bridge have been carried off. A little labor in cutting the ice would have saved them.

17/06/1876 *Ottawa Free Press* QMO&O

Reports from a gentleman who has recently travelled over this line indicate that rapid progress is being made with the construction of the bed of the road. The grading of the road from Montreal to Grenville is finished and that part of the line is ready for the work of engines in track laying, etc. From Grenville to Aylmer the work is not so far advanced, but rapid progress is being made. Work on the masonry for the piers of the Gatineau bridge will be commenced as soon as the water is low enough to permit the work being done. We are not aware whether the contract for the bridge - iron - is given out or not, but the pushing of the work of other portions would indicate that it had, and the prospect is that it will be completed this fall.

17/06/1876 *Ottawa Citizen* QMO&O

Mr. McDonald, contractor for the Northern Colonization, inspected the route of that railway through Ottawa County this week.

23/06/1876 *Ottawa Free Press* QMO&O

The Government engineers are busily engaged running a new line for the Montreal Western railroad, striking off near the Leamy lake as practicable a route as possible for Aylmer. The only cause for the new route is the opposition and high price of land asked by owners of property where the Hull station was laid out at first. It is thought that the Hull station will be somewhere near Mr. Brigham's residence on the Chelsea road. Mr. Sullivan is engaged in the new survey and is endeavoring to point out the most practicable route.

05/07/1876 *Ottawa Free Press* QMO&O *Gatineau Point*

Gatineau Point 4th. Mr. D. Bellefeuille arrived last night and is paying the land owners the right of way. Messrs. Starrs & Delaney will now proceed with the earth work on the R.R.

06/07/1876 *Ottawa Citizen* QMO&O

The M., O. & W. Railway. Farmers along the line of the Montreal, Ottawa and Western Railway have become so suspicious of contractors and commissioners, in consequence of not being paid satisfactorily for the debts incurred by the late contractors, that they will neither give right of way, labor nor anything else without cash down.

25/07/1876 *Ottawa Citizen* QMO&O *Hull*

Work will probably commence on the railroad immediately. Parties are looking for hands and are offering \$1 per day for men and \$1.75 for single horses. The new route is to be taken up and pushed through to completion as soon as possible. There has been so much delay and trouble about the construction that people have almost lost confidence in the affair.

26/07/1876 *The Times, Ottawa* QMO&O *Hull*

Work commenced today on the railway and it is believed that the work will be pushed ahead and no more stoppages will take place until the road is finished. They commence on this section by Leamy's, and the road will be by the new route, near the mountain. About eighty men are wanted immediately for this part; wages to be \$1 per day, and with horse and cart \$1.75. It is hoped to give a start to business, men have been idle so long and have had during last winter to run up accounts at the different groceries and work having been so fluctuating this season that they have not been able to pay any of the old score, and in a great many cases have gone behind this summer. It is hoped the new contractors will use the farmers and laborers they have to do with in better manner than the old, the public will not forget in a hurry the loss they have incurred both in wages and material supplied.

26/07/1876 *Ottawa Free Press* QMO&O

Dame Rumor says that the sub-contractors were engaging men yesterday to work on the Montreal & Western Railroad in the vicinity of Templeton -- Later information says there will be not be anything done on this side of the Gatineau river until everything is settled regarding the route from gatineau west. It appears the company want nineteen acres of land within the city limits where the road was first laid out. The owners ask \$5,000 per acre, whereas the company and those who are experienced judges of property say that \$500 per acre would be more like the suitable price for the land in question. Should terms not be arranged for the property, the chief engineer states that the newly arranged route will be selected and no station or anything else located in Hull. --

26/07/1876 *Ottawa Free Press* QMO&O *Lochaber*

The former contractors on the Lochaber section of the Montreal & Western R.R., as in many similar cases, neglected to pay the poor farmers and others employed by them in building the road. Indignation meetings were held, and the people resolved that the road in that section

SHOULD NOT BE PROCEEDED WITH unless the claims of the laborers were paid.

The contract was afterwards let to Martin Bros., and on Monday last they put some 15 or 20 men at work on the line. They had not been working long when a gang of some

SIXTY MALCONTENTES

headed with a piper, appeared on the scene, and after a noisy time, compelled the men to quit work. So far as we learned, however, no violence was committed. Word was at once sent to Mr. Rouleau, District Magistrate, and he left this morning for the scene of the trouble. Public feeling runs high, but it is expected that matters can be satisfactorily arranged.

08/08/1876 *Ottawa Free Press* *QMO&O*

The grading work on the North Shore Colonization Railway, between Gatineau Point and the Blanche is being rapidly pushed forward by Mr. M. Starrs, the contractor. It is expected the entire section lying between the points named will be graded before the winter sets in.

18/08/1876 *Ottawa Citizen* *QMO&O* *Calumet*

Yesterday afternoon a horrible accident occurred on the line of the Northern Colonization Railway near the Calumet bridge. A young man named Conhey, with several fellow workmen, was in the act of raising a heavy stone with a derrick when one of the ropes broke. The derrick suddenly flew back and struck him on the head with such force that death was instantaneous. More. Accidental death returned.

21/08/1876 *Ottawa Citizen* *QMO&O*

It is said that in consequence of the laborers' wages having been reduced on the Northern Colonization Railway in Ottawa County, some of the men have struck work and threatened to use violence towards the foreman.

25/08/1876 *Ottawa Free Press* *QMO&O*

The railroad embankment at the Gatineau has not resumed operations. The men went up yesterday morning but would not commence work until paid for what they had already wrought. They were promised their pay today.

26/08/1876 *Ottawa Free Press* *QMO&O*

The latter part of last week Mr. Duhamel M.P.P., and Mr. J.M. Currier M.P.P., were at Quebec to confer with the Government and the railway corporations relative to railway matters in Hull. Their mission was to advocate the adoption of the front route to Aylmer, and especially to secure a railway branch from the main line to the mills along the river, which they did in a credible manner. They were given to understand that the location of the route from the bridge crossing the Gatineau River to Aylmer, would much depend upon the cost of the right of way. It seems that land owners along the front route very foolishly ask fabulous prices for the same. --

22/09/1876 *Renfrew Mercury* *QMO&O* *Hull*

Hull September 18th. - Mr. DeBellefeuille, of Montreal, has paid about \$40,000 to the different owners of the land for the Montreal, Ottawa and Western railroad in Hull township and city alone. He left for Montreal on Saturday night. The officials in the registry office are having a hard recording the various deeds. Some of the notaries are reaping quite a harvest from the event. A few of the land owners have refused the offer made for their land, which will be settled by arbitration. The prices paid for property in this vicinity ranged from three hundred to one thousand dollars per acre.

22/09/1876 *Renfrew Mercury* *QMO&O*

From the Pontiac Advance. Work is now progressing on the Gatineau bridge for the Montreal, Ottawa and Pontiac Railway [sic], and grading is being done on this side of the bridge up to where the two surveyed routes diverge. It appears matters are not all satisfactorily arranged with the dissatisfied land proprietors, consequently nothing is being done beyond this point of divergence. Between the Gatineau bridge and Montreal, work is being pushed ahead with extraordinary vigor. The Railway Commissioners are now drawing upon the money obtained by the load effected by the Hon. L.R. Church.

06/10/1876 *Renfrew Mercury* *QMO&O*

From the Aylmer Times. Contractor Leamy is still pushing the work on his portion of the railroad west of the Gatineau river. The greater part of it is graded for the ties. Mr. Sullivan is progressing rapidly with the fencing of the road, having quite a portion of it completed. Large amounts of stone are on the ground and derricks erected for placing the stone on the flats for the construction of the piers in the gat river, which are three in number. All of them are now above water.

07/10/1876 *Ottawa Citizen* *QMO&O* *East Templeton*

East Templeton. The sub-contractors on the railway are making good headway. Messrs. Starrs and Delaney have re-opened the sand pits here and are finishing off the grading rapidly, and are getting along well with blasting the rock cutting. Cass & McDougall are quarrying stone on the Dunning estate and are teaming it to the road for culverts.

11/10/1876 *Ottawa Citizen* *QMO&O*

A correspondent writes - Great dry and little wool seems to be the tactic of this road. The extensive arrangements to resume work on the Gatineau and Aylmer portion of the line amounts to five men, two boys and two carts about the size of wheelbarrows.

13/10/1876 *Ottawa Citizen* *QMO&O* *Hull*

Mr. Bellefeuille is paying up right of way claims on behalf of the railway company today. He is transacting his business in Mr. Archambault's office. The railway contractors for this end of the route have opened an office in Mrs. Scott's building, joining Marsden's block. A large number of men are at work on the stone bridge at Moore's Creek. (may not be railway related).

24/10/1876 *Ottawa Free Press* *QMO&O*

On Saturday last the windlass used on the railroad bridge over the Gatineau river became loose and the crowbar used in turning it suddenly came out, removing the nose completely off the face of one of the workmen, and lacerating the thigh of another.

09/11/1876 *Ottawa Free Press* *QMO&O*

Mr. Levi Dunning has opened up a large quarry at Gill's Wharf, from which stone is being supplied to the Montreal, Ottawa & Western R.R. contractors. Some twelve men are kept constantly at work. The stone is said to be unusually thick and of fine quality.

20/11/1876 *Ottawa Citizen* *QMO&O* *Gatineau River*

Last Thursday afternoon, as Robert Langedon, and another man, both being masons engaged in lowering a heavy stone into position, on one of the piers of the railway bridge in course of construction over the Gatineau River, the tug line broke and the consequence was that both were precipitated into the casing below. Langedon had two of his ribs broken and the other man was badly injured about the chest. Langedon was at once conveyed to his house and attended to by Dr. Henderson. The other unfortunate man lays at the works in a critical state.

08/12/1876 *Renfrew Mercury* *QMO&O*

From the Aylmer Times. - Mr. MacFarlane, contractor for the railroad bridge over the River Gatineau, has paid all his men out of his own pocket. The act has been highly spoken of by the employees. The men working for the other contractors, Messrs. MacDonald and Leamy, are not yet paid. The work is still being pushed ahead rapidly, Should this fine weather continue much longer, we may hear of their approaching Aylmer.

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.

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.

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

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

**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.

**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.

**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.

**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.

**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 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.

**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.

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

Hon. George Irvin and Malhiot, 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.

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* *QMO&O* *Hull*

Article on railway arbitration for land taken.

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.

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 Citizen* *QMO&O* *Hull*

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

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.

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.

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.

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

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

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* *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.

27/11/1877 *Ottawa Free Press* *QMO&O* *Hull water*

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 Free Press* *QMO&O* *Hull*

The rumor yesterday was that Duncan MacDonald, the Commissioners, 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.

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.

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.

03/12/1877 *Ottawa Free Press* *QMO&O* *water*

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 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* *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.

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.

*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 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.

*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.

*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 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.

*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 Citizen QMO&O Hull*

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

*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.

*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 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.

*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.

*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.

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.

15/01/1878 *Ottawa Citizen* *QMO&O* *Hull*

Hull. The station master of the railroad depot made an application to mayor Brigham to have the police at the station for half an hour before the departure or arrival of trains as the platform was a resort for ?? who obstruct business and jump on and off trains, making themselves a general nuisance.

24/01/1878 *Ottawa Citizen* *QMO&O* *Hull*

Hull 24th. Passengers by the M. & O.R.R. were very much amused on the arrival of the train at Hull, by the conductor opening the first class door and calling out Ottawa, then going to the second class car and calling out Hull.

01/02/1878 *Ottawa Free Press* *QMO&O* *water*

Mr. W. Perry jr., of Montreal, arrived in this city yesterday for the purpose of completing further arrangements for the water supply on the Q.M.O. & O. R.R. All the tanks will not be in position until June or July next.

01/02/1878 *Almonte Gazette* *QMO&O*

M.O.& O.R. - The continuation of the M.O. & O. Railroad is creating a general gossip. Some individuals who think they possess political influence by relatives, are determined to have the terminus for the present at their own door, depriving two villages of their right, one of which is Onslow and the other Bristol. There is an excellent farming country through Bristol, Clarendon and around the Portage. The inhabitants have no outlet for their produce except by hauling it on to shanties, some eight or ten miles drive, and then only when the roads are made passable. Railroads are the great settlers of our new country. - Aylmer Times

01/02/1878 *Ottawa Citizen* *QMO&O* *Hull*

Hull. While the brakeman was underneath the cars coupling the connections of the vacuum brake on the express train yesterday afternoon, at the station here, the train placer, not knowing the man was underneath, gave the signal to back the train. As the cars were moving the brakeman scrambled out from among the wheels having a narrow escape from being cut in two.

02/02/1878 *Ottawa Citizen* *QMO&O* *Hull*

Some loud talking was done at the railroad station yesterday afternoon by a youth who wanted to get up a fight. He was sent off by the police. The youth has endeavored to raise a disturbance at the station several times before.

08/02/1878 *Ottawa Citizen* *QMO&O* *Hull*

Advertisement. QMO&OR. Special train for Montreal will leave Hull Depot tomorrow, Friday afternoon at 4.30 pm.

08/02/1878 *Ottawa Citizen* *QMO&O* *Hull*

The special train for the accommodation of members and others desirous of attending the opening of the Parliament, arrived at Hull at a quarter after one, having made the run from Montreal in three and a half hours including four stoppages. Mr. Duncan MacDonald, manager of the line, and Mr. Chisholm, superintendent, accompanied the party and spared no effort to provide for the comfort of the passengers. It is estimated that there will be no difficulty in making the run over the line in three hours. The road is increasing in popularity every day.

More - details of passengers.

09/02/1878 *Ottawa Citizen* *QMO&O* *Hull*

QMO&ORR - the managers of this line will run a special train on Tuesday next 12th inst. for the accommodation of parties wishing to attend the grand ball given by the citizens of Montreal to His Excellency the Governor General.

15/02/1878 *Ottawa Free Press* *QMO&O* *Hull*

His Excellency the Lord Dufferin is to arrive here by the Q.M.O. & O. R.R. tomorrow afternoon at 3 o'clock. An arch is in course of construction at the Railway Station.

15/02/1878 *Ottawa Citizen* *QMO&O* *Hull*

Hull. The QMO&O RR are making preparations along their line to receive the Governor General with fitting honours tomorrow. Arches have been erected on different parts of the route and a large one is under construction near the station here.

16/02/1878 *Ottawa Free Press* *QMO&O*

Account of Lord Dufferin's special train Montreal to Hull.

16/02/1878 *Ottawa Citizen* *QMO&O*

Account of the journey of the Vice-Regal couple from Montreal to Hull. Exerpts.

Their Excellencies took leave of the committee of management and friends at Montreal at 12.15 o'clock, the station and environs being crowded with spectators. Addresses of farewell etc. as their Excellencies entered the 1st car of the special train. As the train moved from the station the explosion of fog signals added to the enthusiasm of the occasion which will be long remembered. After a pleasant ride of half a mile (hour?) the train approached Ste. Therese where the station was handsomely decorated with flags and evergreens and a band enlivened the scene. Miss Seguin presented an address of welcome to their Excellencies who occupied chairs on the elevated platform.

The party left Ste. Therese at one o'clock.

Lachute. 2.30 p.m. the Governor General and Lady Dufferin arrived here at 1.45 p.m. and remained fifteen minutes. A huge crowd was present at the station. Great preparations had been made. A handsome arch was built across the track. The railway station was also freely decorated. The train moved off from the station at two o'clock amid cheers, the assemblage singing God Save the Queen.

On the arrival of the special train with the vice-regal party, which is expected to arrive by the Q.M.O. & O.R.R. about five o'clock this afternoon the Governor General will be met at the station by Mayor Graham and the Aldermen of the city and the St. Jean Baptiste Society, accompanied by the Hull Brass Band. The Railroad company are decorating the station and putting things in shape to receive His Excellency in a fitting manner,

*02/03/1878 Ottawa Citizen QMO&O Hull*

Hull. The railroad crossing on the Gatineau Road is in a dangerous condition, on account of the bush, which is, on both sides of the road, close up to the track, it being impossible for parties driving into the city to see the cars until they are right on to the track, and on the Hull side of the road the bush prevents people seeing trains coming into the station.

On the arrival of the 3 o'clock train at the station here, yesterday afternoon, two cab drivers got into a dispute about passengers until blows were struck, and others then taking a hand in a general melee ensued. One of the crowd was badly beaten.

March 4. Loud talk was heard about the streets on Saturday afternoon, about what was to be done at the railroad station in the evening, as a result of the fight between two cabmen the night before. The police were instructed to be in attendance at the station. They found a large crowd around the depot but the sight of the brass buttons mad the would be pugilists conclude that discretion was the better part of valour, and they remained very quiet, leaving their feud until a more convenient season when the police are not so near.

*07/03/1878 Ottawa Citizen QMO&O Hull*

Potatoes have been coming in by the Q.M.O.& O. Railroad, which has been the means of bringing the prices down much to the discontent of the local farmers who have been holding back for one dollar a bag.

*09/03/1878 Ottawa Citizen QMO&O Hull*

A slight disturbance occurred at the railroad station between two carters yesterday but was quickly settled by the prompt action of Mr. Ogilvie, the Baggage-master.

*18/03/1878 Ottawa Citizen QMO&O*

QMO&O advertisement. Until further notice a special Parliamentary train will leave Hull at 8 o'clock a.m. commencing the 18th inst and Hochelaga every Monday at 8.30 a.m.

*04/04/1878 Ottawa Citizen QMO&O*

It is understood that the mails usually carried by the Ottawa River Navigation Company during the summer months will go via the Q.M.O.& O. this season.

*02/05/1878 Ottawa Citizen QMO&O*

The M.O.& O.R.R. took the mails for the first time yesterday morning leaving Hull at 8.30 a.m. and arriving from Montreal at 2.30 p.m., being only one mail a day by this route, the other mails coming by their usual routes.

*28/05/1878 Ottawa Free Press QMO&O*

Mr. Shanly, the new inspector of the Quebec, Montreal, Ottawa & Occidental R.R., Mr. Duncan MacDonald, contractor and manager, and Messrs. Stark, Peterson, engineers, passed over the road yesterday for the purpose of making an inspection and returned again today.

*27/06/1878 Ottawa Citizen QMO&O Hull*

Brewery street, near Brewery Bridge, was kept in a state of uproar from 10 o'clock last night until this morning by a lot of railroad hands who received their pay yesterday. The men grew uproarious at their boarding house, smashed three bedsteads, broke five panes of glass, and then had a free fight in the street throwing stones pretty freely. The police were notified this morning and succeeded in making one arrest.

*02/07/1878 Ottawa Citizen QMO&O Hull*

Over 1300 excursionists came up from Montreal on the QMO&O last Saturday morning making the City of Hull look quite lively. Police cells full etc.

*20/07/1878 Ottawa Citizen QMO&O Hull*

Hull. Sixteen carloads of excursionists came in this afternoon by special train from St. Jerome, Ste Therese and adjoining places. The special leaves tomorrow evening on the return trip.

*29/07/1878 Ottawa Free Press QMO&O*

The Official Gazette today contains the Order in Council approved by the Lieutenant Governor on the 25th inst., which provides for the coming into force on the 31st inst. of the act passed last evening, and entitled "An Act to place the Quebec, Montreal, Ottawa & Occidental Railway under the control of the Commissioner of Agriculture and Public Works."

*05/08/1878 Ottawa Citizen QMO&O Hull*

Over three hundred pleasure seekers took advantage of the excursion by the QMO&O Railway on Saturday afternoon to visit the city of Montreal. They returned at about half past eleven Sunday evening.

Shortly before the excursion train left the Hull station Saturday afternoon, an unexpected flash of lightning followed by a heavy crash of thunder, startled the people waiting, over a hundred being in the road to see the train start. The lightning struck two cedars opposite the railroad gate, not fifty feet from where a crowd were standing, peeling the trees from top to bottom. The same flash knocked down a Mrs. Renaud, who was stupefied for a few minutes but soon recovered.

*28/08/1878 Ottawa Citizen QMO&O*

The contract for the construction of the QMO&O was rescinded by order in council, MacDonald refused to give up the road, had 300 men on hand at Hochelaga, took the precaution of having all rolling stock removed from Hochelaga.

*30/08/1878 Ottawa Citizen QMO&O*

A special train having on board the Hon. Mr. Cartwright arrived at the Hull station at eleven o'clock last night.

The QMO&ORR is at a complete deadlock, traffic being completely stopped. The train due at 2 o'clock yesterday did not arrive until 5.25, and returned immediately to Ste. Therese, the railroad authorities refusing to take any passengers. No train left this morning and none are expected to run on the road today.

*30/08/1878 Ottawa Free Press QMO&O*

Montreal, August 30 - It is stated that Mr. Doutre, last evening, submitted to Mr. Joly a proposition, that if the Government would pay the amount of profit annually made out of the Occidental Road, namely \$60,000, to Mr. Duncan MacDonald until the arbitration should settle the dispute, he would give up the road. Mr. Joly accepted this arrangement but this forenoon Mr. MacDonald went back on the proposition of his solicitor. MacDonald, in the meantime, obtained from the Superior Court a writ of injunction against Messrs. Joly, Premier, and Peterson, Government Engineer, which were served today noon, these two being ordered to appear on Tuesday next before a full bench. The Government cannot take further action until then.

Sheriff Coutlee and Deputy Haldane, accompanied by Mr. Massey, proceeded to the Hull station of the QMO&O at ten o'clock this morning with the necessary documents to secure the premises, track and rolling stock on behalf of the government. No resistance was attempted. The sheriff demanded the keys of the various buildings and on receiving them took formal possession of them in the name of the government and handed them over to Mr. Massey as government guardian. The following notice was attached to the station house at the time the sheriff opened the door:

"Province of Quebec, District of Montreal in Superior Court.

Duncan MacDonald, petitioner, plaintiff against the Hon. H.G. Joly and Peter A. Peterson, defendants.

We hereby certify that a writ of injunction has this day been issued from this court, ordering the defendants to desist and abstain from further intrusion and interference on the line of railway and accessories, and with the station agents, clerks, locomotive and train hands, sectionmen all other servants or men employed by Duncan Macdonald, under pain of being in contempt of this court and treated accordingly.

(Signed) Herbert, Honey, Gebdron, Prothonotaries."

After the seizure Mr. Massey asked Mr. Gouin the station agent if he would take charge of the station on behalf of the government and on his replying in the affirmative the keys were given to him and he will act under the instructions of Mr. Massey.

Mr. Ogilvie, the Baggage-master, Crawford, the foreman of locomotives, Mason, a carpenter; and McDonald, the switchman were also employed on behalf of the government. No freight will be allowed to leave the freight shed before Monday. Trains may not run for the next eight or nine days. The sheriff and deputy, with Mr. Massey, have left to seize the different stations below Hull.

31/08/1878 *Ottawa Free Press*

QMO&amp;O

Hull

Sheriff Coutlee of Ottawa County, assisted by the Deputy Sheriff, this morning seized on the depot and plant of the Q.M.O. & O. R.R. at Hull. This is owing to the present difficulty with the Government.

31/08/1878 *Montreal Gazette*

QMO&amp;O

#### THE M., O. & O.R.R. CONTROVERSY

No arrangements arrived at - Meeting between the Premier and Mr. Duncan Macdonald, contractor of the road - wide apart views - An injunction granted and writs served against the Government party

The attempt of the Hon. Mr. Joly to obtain possession of the M. O. & W. Railway, just on the eve of the Dominion general elections, excites considerable attention, and has given rise to not a little comment of an adverse tenor, so far as concerns the ministry of the hon. gentlemen who constitute the Government. It is claimed by many that the Hon. Mr. Joly is acting in the matter at the suggestion of the Hon. Mr. Mackenzie, who recognizes in the patronage inherent in the railway an engine to be used in the coming elections; this a conclusion doubtless reached when procedure extant upon other Government railways is considered. Mr. Joly denies that the elections have any thing to do with the attempt to seize the railway. The contractor's assertion is the contrary, however, and the public can judge whether there was not time enough before this for the demand to have been made; more forcible does it appear when the reader considers the Premier's "welcome news" to the East End electors that they are going to have the depot within the city limits, and this told at a Grit election meeting. However that may be, the proposition made to Mr. Macdonald by the Premier brought about a meeting between the parties yesterday, and the result of the conference is that Mr. Macdonald refused to surrender the road until his claims had been paid, and after some farther conversation the parties separated.

#### LEGAL PROCEEDINGS

The contractor, Mr. Macdonald, through his solicitor Mr. Doutré, Q. C., then took legal measures to prevent any further interference, which are explained as follows:-

Duncan Macdonald, petitioner, plaintiff against the Hon. H. G. Joly, personally, and as Minister of Agriculture and Public works for the Province of Quebec, and Peter A. Peterson, of the city of Montreal, civil engineer, defendants. The petitioner, after relating the contracts made by him with the M. O. & W. R. Co., and with the Quebec Government, avers that he has done all that could be expected from him in the execution of his contracts; that, after the appointment of railway commissioners he has been interrupted and delayed over twelve months at a time for plans and instructions concerning some bridges or other details of the work, these delays being caused by the malicious combination of the railway commissioners with the Government engineer, the said P. A. Peterson, to arrest and injure the plaintiff; in the execution of his works, he has spent money to such an extent that the Government is now in his debt in a sum exceeding \$1,000,000; that the undertaking by the plaintiff, to complete his works by the 1st of October 1877, implied the obligation on the part of the Government to do all that was expected from them in the execution of their part of the contract; that, instead of paying him the value of his work in monthly estimates and instalments, as they had agreed to do, they have failed to pay him any money since the month of November, 1877, and have ever since refused either to pay or adjust his accounts by arbitration or otherwise; that on the 26th August, instant, the Government had served upon plaintiff a notice intimating that the Government had cancelled his contract, and requesting him to hand over the line of railway, with the branch to St. Jerome, with accessories, such as rolling stock, &c., and that on the 28th of this month they distributed a notice to the employees of the plaintiff, threatening them with dismissal from service if they should aid in any way the plaintiff in withholding the possession of the road from the Government. The petitioner avers that everything connected with the railway, rolling stock, &c., is his property and is in his possession, and that he is entitled to an order enjoining the defendants to desist from intrusion and interference with his affairs concerning said railway, and with his employees and servants.

The petition was presented to Mr. Justice Rainville, who ordered the issue of the writ, with the injunction, as above, returnable on the 3rd of September next; the writ only to be issued after security being given for \$600, or a deposit for the same amount in the hands of the prothonotary, to answer for damages and costs resulting from the issuing of the writ. The deposit was immediately made, and the writ issued and served. This procedure is in conformity with the requirements of an Act of the last session of the Quebec Legislature.

#### TRAIN SERVICE

will commence to-day, and will continue at least until the 3rd inst., which is the date on which the writ is made returnable. What phase matters may thereafter take, the future will unfold as it comes to pass.

31/08/1878 *Ottawa Free Press*

QMO&amp;O

Interview with the Premier Joly.--

MacDonald felt he should retain possession of the railroad until the arbitration, had outstanding debts.--

MacDonald ready to lease to the Government--

We were ready to take possession yesterday --

An order in council was passed yesterday giving the necessary authority to carry out the purpose of the Government and he was waiting for the warrant to arrive --

Doutré, lawyer for MacDonald obtained a writ of injunction --

MacDonald states that he will open the road again, and the trains will probably be running tomorrow.

02/09/1878 *Ottawa Free Press*

QMO&amp;O

Proceedings on Saturday. Troops marched to Hochelaga station etc. No references to Hull area.

## SEIZING A RAILWAY

The Premier Mr. Joly orders out the troops The railway seized at both ends. Battery, the Sixty-fifth and Sixth Fusiliers regiments and Montreal Brigade of Garrison Artillery called out. The public during the past few days have heard something about the controversy between between the Quebec Government and Mr. Duncan Macdonald, and the latest phase of the case up to Saturday night was that published in The Gazette of Saturday morning, announcing that an injunction had been granted by the Hon. Judge Rainville restraining the Hon. Mr. Joly, Premier of the Quebec Government, and Mr. P. A. Peterson, Chief-Engineer of the Government, from interfering with the road.

## Fancied Security

The writ was made returnable on the 3rd inst., and was served upon the above named gentlemen. It was thus concluded that the obstacles to traffic were removed, and that passengers could proceed to their destination. With this understanding and object a train was despatched early on Saturday morning. It did not get further than Mile End Station, however, and here remained, as Mr. Peterson, acting under instructions from the Government, seized the road at Hochelaga.

## Fears of Resistance

Resistance is said to have been feared at Mile-End Station, and at 7 p. m. on Saturday ten men - the detachment of B. Battery from St. Helen's Island - were ordered to march to the Mile-End and take possession. At the same moment an order was in the hands of Lieut.-Colonel Fletcher to furnish to Mr. Peterson two hundred men from the Volunteer force in Montreal, or as many more as might be required. Accordingly the commanding officers of the 65th Rifles, the 6th Fusiliers, and the Montreal Garrison Artillery were ordered to furnish each 60 men. Meanwhile it transpired that the sheriff, in the name of the Government, had seized the line at the Hull end of the route, and that Mr. Duncan Macdonald had collected a large force of his employees, armed them, collected all his rolling stock, and having placed the whole in a siding beyond Ste. Therese, known as the gravel pits, was determined to resist any further interference. As the gravel pits are in a naturally fortified place, two hundred men, well armed and determined, could hold it against any odds.

## THE VOLUNTEERS CALLED OUT.

For this reason, it was determined to send the main body of the Volunteers thither. Accordingly, as soon as possible the train, which had been in waiting all day, was made use of and additional cars coupled to accommodate the troops. It is no easy matter to procure volunteers at half-past seven on a Saturday night, and it was half, past eleven when the quota from Col. Martin's Sixth Fusiliers marched into the depot at Mile End, commanded by Capt. Blaiklock having trudged the whole distance from the City Hall They had reached within a mile of their destination when the rain commenced to fall, and by the time they had gone half a mile farther were making headway through a blinding storm of wind and rain. They were in heavy marching order, and suffered severely from want of water, there being lots of it outside but none at the station. The men of the sixty-fifth arrived about the same time, under command of the Major, accompanied by four officer. Mr. Peterson welcomed the troops very warmly, and hurried them on board the train. Mr. Louis Perrault was left as the magistrate in charge at the Mile End Station, and accompanying Mr. Peterson on the train was Mr. Louis Lamontagne, in order to act in case an attack were made on the train.

## ALL SORTS OF RUMORS

were prevalent, as to the track being torn up and demolished, so that it was at slow speed the train progressed. A force of 60 men and four officers from the Montreal Garrison Artillery was ordered to Hochelaga, and took possession of the station at that point, while the force of ten men at the Mile End was reinforced by Lieutenant Nelson, of the Sixth Fusiliers, and a force of 16 men.

## ATTEMPT AT SEIZURE AND A REPULSE.

It was said that the Sheriff of Terrebonne had made the seizure on Saturday, or had attempted to do so, but was repulsed by armed men, presumably in the employ of the contractor, Mr. Macdonald. This repulse is said to be the reason for the Government calling out the volunteers.

## THE SITUATION

yesterday morning was : The Government in possession of each end of the road, the contractor in possession of the rolling stock at Ste. Therese sand-pits, guarded by about two hundred men, armed with revolvers and axes, etc. Watching these men were some 130 men of the Sixth Fusiliers and Sixty-Fifth regiment, who now await the result of this mornings negotiations.

## THE GOVERNMENT'S VIEWS

may be stated on uncontrovertible authority to be :- They consider that they are entitled to the road, and must have it. They have endeavored to get peaceful possession, but must have possession, and should resistance be offered, the responsibility will remain with the contractor and his party. Force will be used if necessary, but the display of well-armed and numerous troops will overawe any attempts at resistance, and the matter may be adjusted by Mr. Macdenald submitting under protest.

## OFFERING A COMPROMISE.

It is true that at the meeting on Thursday last between the Hon. Premier and Mr. Macdonald, the latter was offered the amount which he claimed as his earnings, \$5,000 per month, if he would allow the Government to take possession - that amount to continue until arbitration should settle the contractor's claims, and be then deducted out of the amount awarded. This statement is as curious as it is true, in view of the plea for the Government that the contractor has been paid \$850 in excess of his contract. With reference to the writ of injunction on the Hon. Mr. Joly and on Mr. Peterson, the pretension of the Government is that the Public Works Act and the contract with Mr. Macdonald expressly stipulate that the Government shall at any time have power to step in, stop the road and take possession provided the contractor does not fill the conditions of his contract. It is of course denied that the present movement on the part of the Government has anything to do with the elections, or that the patronage of the road is to be diverted to the support of the Mackenzie-Cartwright policy at the elections. The public will be the best judges of that, however.

## REINFORCING THE TROOPS

All day, until 4 o'clock in the afternoon, the Hon. Mr. Joly and Hon. Mr. Marchand were at the Government offices, and with view to overawe Mr. Macdonald's men, it was decided to call out an additional force of volunteers. Accordingly Col. Fletcher, C.M.G., D.A.G., was ordered to call out more men and to proceed at once with them to Ste. Therese. At half-past twelve an order was given to Col. Labranche of the Sixty Fifth, to call out his entire regiment, and at 6 o'clock that indefatigable officer was ready with a force which raised the numbers of his regiment in active service to 200 men. The Sixth Fusiliers, also, had largely reinforced their men, while the detachment at the Mile End station, under Lieut. Nelson was relieved by Lieut. Hood, and Lieut. Gray, in charge of his detachment, was in waiting to proceed by train to reinforce the command of Laplaio Blaiiklock at Ste. Therese.

## THE PLAN OF OPERATIONS

is for Col. Fletcher to command the attack at Ste. Therese, should one be deemed necessary necessary; for Col. Bacon to proceed thence to Hull, and leave a detachment at the different stations on the line of road. Col. Harwood has been telegraphed to come to Montreal and assume command in the absence of Colonels Fletcher and Bacon, and until then Col. Martin, of the Sixth, the senior officer of the Fifth District here, will take command and be in readiness to further reinforce the troops now in service

## (SPECIAL TELEGRAM FROM OUR OWN REPORTER

Ste. Therese, September 1

The last detachments of the 65th Mount Royal Rifles, and 6th Fusiliers arrived here this evening, and were billeted in various parts of the village in the hotels and buildings which could be procured for the purpose,

## A RUDE RECEPTION.

A tremendous crowd of people met them at the station, and quite a number made use of insulting and threatening language. Knots of men assemble on the sidewalk and discuss the question in such a manner that it is quite evident that they are supporters of Mr. Macdonald. The greatest excitement prevails throughout the whole village. Lieut. Col Fletcher arrived this evening, and has assumed command of all the military in the place, consisting of 150 men and officers, 105 of the 65th Mount Royal Rifles and 45 of the 6th Fusiliers. The contractor is said to have 300 more men, of which 150 are in the village. Upwards of 150 or 200 are in the sand-pit, two miles west of here, and are said to be armed with guns, revolvers, &c. A branch line has been run into the pit, and all the engines, numbering ten, and a large number of cars, have been run into it. The engines have been dismantled and the parts hidden. They

have also a hand car in their possession, and squads of ten or a dozen come to the outskirts of the village and cut through the fields to some houses, where they get their meals. Several of these men have openly acknowledged that they will oppose the step that the Government is taking.

#### AN ARREST.

Mayor Lapointe arrested Marshal, one of the foremen, this afternoon, for insulting some of the officers and men. He was kept in for a few hours and allowed to go. Mr. Loranger and Ald. Laberge, of Montreal, are here.

#### THE LATEST.

The military will form in procession to-morrow at seven o'clock, to proceed to the station, of which they will take possession, and a guard will be left. They will then proceed to the sand-pit and the Sheriff will demand the surrender of the rolling stock, and if they again refuse, he will call upon the military to assist the civil powers and the matter will be left entirely in the hands of the commanding officer. Mr. O'Brien, the paymaster, stated that the men are not armed, and that it is not their intention to fight. They will retain possession as long as they can, but respect the law too much to forcibly resist. Their object is to resist until some of the men are arrested and then have a test case at law. From present indications it is altogether likely that there will be a big disturbance.

*02/09/1878 Ottawa Citizen QMO&O Ste. Therese*

Detachments of the Montreal Garrison Artillery, altogether some 300 men, were called out by order of the Quebec government, and put in possession of the Occidental Railway at Hochelaga, Mile End and Ste. Therese. Mr. Macdonald had run off all the rolling stock belonging to the road into a sand pit at Ste. Therese owned by him where the locomotives were dismantled and put under a guard of 200 or more men.

1 p.m. Sheriff Rouselle, under protection of the military, between 8 and 9 o'clock this morning seized the station, offices and all the plant belonging to the Occidental Railway at Ste. Therese, including the locomotives in Mr. Macdonald's sand pit. The locomotives have been put out of running order but the pieces which had been hidden have been found and already several locomotives are on the track. No resistance was offered by Mr. Macdonald's men.

*03/09/1878 Montreal Gazette QMO&O Ste. Therese*

THE RAILWAY DIFFICULTY - We understand that the Government have succeeded in obtaining possession of the Montreal & Western Railway, and that trains between this city and Ottawa will resume running to-day at the usual hours. Whatever opinion may exist as to the manner in which the Government have acted, the public will be glad to learn that the railway is again in operation.

*03/09/1878 Montreal Gazette QMO&O Ste. Therese*

(SPECIAL TELEGRAM FROM OUR OWN REPORTER.)

Ottawa, September 2. - At three o'clock this afternoon a special train containing 12 men and a Lieutenant, left Ste. Therese for Hull. Most of the stations on the line were closed and no one in attendance. It was anticipated that the track would be obstructed by Mr. Macdonald's men, but neither the track nor train was interfered with. On their arrival at Papineauville Station they were met by Sheriff. Contlee of Aylmer, and Mr. Massey, assistant Government chief engineer, both of whom had driven in a carriage from Hull and taken possession of all the stations between that place and Papineauville. They took possession of the Hull Station on Saturday morning, and left it in charge of 20 special Constables. At Papineauville, the Sheriff and Mr. Massey got on board the train and returned to Hull. No resistance was offered when they took possession of the stations, but the greatest excitement prevailed. At five o'clock this evening, another special train left St. Therese with 40 men and officers under Lieut-Col Fletcher. They were accompanied by the Sheriff of the District of Terrebonne, who took possession of all the Stations between St. Therese and Papineauville. Six soldiers were left at each station on the line. The train arrived in Hull at 11 p.m. amid much excitement. The military are stationed in the hotels near the station. No row is anticipated, and it is probable that the military will return to-morrow morning. The Government has now full possession of all the road and trains will be run regularly after to-morrow.

*03/09/1878 Montreal Gazette QMO&O Ste. Therese*

#### THE M. O. & W. RAILWAY.

The action of the government yesterday at St. Jerome and Ste. Therese - The railway in their possession.

The action of the Government in calling out the troops in Montreal caused no end of comment on the streets yesterday, and was discussed from all points of view and by persons of all shades of politics. The opinion generally expressed was that the Government acted rather hastily in the matter, and few could be found who would have believed that the Hon. Premier, in face of an injunction from the Court, would have participated in or permitted such action to be taken. The whole matter is contrasted with the action by the Dominion Government in possessing themselves of the Crystal Palace - an event fresh in the minds of readers of the daily press. Many ask the question, why was the military force called out until the civil power had proved inadequate, and in answer to this we may state that the troops were called out by Lieut.-Col. Fletcher in answer a requisition signed by four magistrates, Messrs. Louis Perrault, Louis Lamontagne, Napoleon Lefebvre, Charles Meunier. A Gazette reporter had an interview with Mr. Perrault, and in answer to the question whether the civil power had been set at defiance, that gentleman said not to his knowledge, but that these magistrates had at the request of the Hon. Mr. Marchand signed the requisition calling out the troops. The Government wanted them, and they, as magistrates, had agreed to sign the requisition. Mr. Perrault had also remained at the Mile End all night of Saturday to read the Riot Act, so that the troops could fire upon the mob if attacked. There was, however, no signs of a mob.

#### A SEIZURE EFFECTED IN STE. THERESE

Early yesterday morning the volunteers commanded by Col. Fletcher, comprising the Sixty-fifth under Col. Labranche, and the Sixth Fusiliers, under Capt. Blacklock, were placed at the disposal of the Sheriff and proceeded first to the station, which was taken possession of. The Volunteers then started for the sand-pits, but no resistance was made, and the sheriff captured seven locomotives and a large quantity of rolling stock. It was then decided to send on a detachment to St. Jerome, and to picket the other stations along the line of railway to Hull with Volunteers, this duty being assigned to Lieut-Col. Bacon.

#### THE GOVERNMENT'S INTENTION

is to commence this forenoon the running of the usual trains, and they hope that no interruption will hereafter occur to the traffic of the road.

#### THE MILITARY FORCE

at Hochelaga consists of a company of the Montreal Garrison Artillery, while at Mile End is stationed a detachment of men from the Sixth Fusiliers, the men of B Battery, recently quartered at the Island, having also been kept at the station.

#### LEGAL PROCEEDINGS.

In the Superior Court, Judge Johnson presiding, a motion was made on behalf of Mr. Duncan McDonald, contractor, by his attorney, Mr. Doutre, Q. C., asking that Mr. Peterson, one of the defendants, and Hon. Mr. Chauveau, sheriff of this district, be declared in contempt of Court.

Mr. Carter, Q. C., claimed on behalf of Mr. Chauveau that sufficient notice of the motion had not been given, and that copies of the affidavits on which the motion was based had not been served with the notice. It was impossible to answer an application based on affidavits, copies of which had not been served. On behalf of Mr. Peterson, he argued that the service was made on Saturday last, which did not allow that intervening time required in matters of this kind. Mr. Doutre contended that the notice had been given in sufficient time, under Article 24 of the Code of Civil Procedure. As to the affidavits, Mr. Carter represented both parties, and therefore did not require to have two copies of the affidavits furnished to him, the same affidavits applying to each case. Judge Johnson ruled that, as respected the notice of motion, the time given was quite sufficient; but with regard to the question of affidavits, the fact that the one counsel acted for both parties did not do away with the necessity of giving copies to each, since either might wish to consult other counsel. He ordered, therefore, that this motion be enlarged until Wednesday morning, until Mr. Chauveau can have communication with the affidavits with which the motion for contempt was served. Mr. David A. Boss, Attorney-General of the Province of Quebec, was present during the proceedings.

#### A WRONG IMPRESSION

exists as to the cutting of the wires of the Dominion Telegraph Company. It was supposed this had been the work of the Macdonald party, but it now transpires that the Government ordered it in order to keep the contractor from communicating with the men at St. Therese. What the Dominion line will charge for the use - or rather the abuse - of their wires will be matter for the Company to arrange with the Government hereafter.



03/09/1878 *Ottawa Citizen* *QMO&O* *Hull*

Trains on the QMO&O will leave both ends of the road regular time tomorrow (Wednesday). Freight on Wednesday regular time. A large crowd assembled at the railroad station this morning to see the first train start under the new state of affairs. The military were on hand, having come up from Montreal by a special train last night. Their services were not required.

04/09/1878 *Montreal Gazette* *QMO&O* *Ste. Therese*

The Railway Troubles

Trains commenced to run yesterday over the M.O. & Western Railway, and most of the volunteers have returned home, the remainder to come today.

04/09/1878 *Montreal Gazette* *QMO&O* *Ste. Therese*

Lieut-Col Harwood commanded the force in Montreal and did service at Ste. Therese as well during the recent railway troubles,

07/09/1878 *Ottawa Free Press* *QMO&O*

Case argued and taken en delibere.

10/09/1878 *Ottawa Free Press* *QMO&O*

Further legal proceedings.

12/09/1878 *Ottawa Free Press* *QMO&O* *Papineauville*

Montreal, September 12 - The local government have called on the services of a company of the Prince of Wales Rifles which has been ordered out and will leave for Papineauville on the Occidental Railway this afternoon. It is anticipated that owing to judgment favoring MacDonald's pretensions, he will attempt to recover possession of the railroad, at least on that point, and this movement is precautionary on the part of the Government.

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Q.M.O. & O. advertises a grand excursion to Montreal on Saturday next at 2.30 p.m.

13/09/1878 *Ottawa Citizen* *QMO&O* *Hull*

A ? of ten men of the Prince of Wales Rifles under the command of Lieut. Wilgress arrived by special train last evening. Lieut. Wilgress left this morning for Montreal, leaving the men in command of Sergt. Hayden. One hundred and twenty of the Prince of Wales Rifles are stationed along the road, the force being under the command of Major Mudge; also nine men of B Battery. This precaution is taken to prevent any attempt to dispossess the government. Court actions etc.

## THE QM, M., O. &amp; O. RAILWAY INJUNCTION

Mr. Peterson adjudged guilty of contempt.

There was a large attendance in Court this morning. Punctually at 11 o'clock the Hon. Judge Johnson took his seat and delivered the following judgment;- Macdonald, plaintiff; vs Joly, et al. defendants; and Chauveau and Peterson, mis en cause.- In this case a motion to commit Peterson, one of the defendants, and also Mr. Chauveau, the Sheriff, for contempt in disregarding an injunction, was made and answered on Friday, the 6th, and part of the answer then made by both of these gentlemen depended upon a question which they raised by a motion to revise the order of Mr. Justice Rainville, upon which the injunction was issued; and the grounds urged for revising it were substantially that it had been improvidently issued, because the proceedings complained of in the petition for injunction were taken under an order of the Executive Council of the Province, made in pursuance of the authority given by the Provincial Act. 32 Vic, chap. 15, having reference to the resumption, under certain circumstances, of public works. The papers were put before me the following day (Saturday), and I had but a very short time to look at them, and on Monday I requested the counsel to speak to a point that had presented itself to me, and counsel were heard upon that point the day before yesterday. I have now, therefore, to give judgment on the motion for contempt and on the answer that is made to it; and first as to the motion to revise the order for injunction: I am of opinion that the motion cannot be granted, and therefore that that part of the answer made to this proceeding for contempt fails. I do not regret the discussion that took place the day before yesterday as to whether the Act of 1869, c. 7, gave the Provincial Government power over any but provincial works, because too much light cannot be thrown upon so important a subject; but I observed to counsel then, and I must observe again now, that I am concerned only at present with the proceedings for contempt; and as regards the question whether a contempt has been committed. It is immaterial whether a good defence can ultimately be made to this injunction or not, the question at this moment being only whether this order, on the face of it, is such a nullity (as a necessary conclusion from what is alleged in the petition) that it could be treated as if it had no existence; because if the learned Judge saw on the face of this petition that it was averred, and sworn to, as it undoubtedly was, that the company from which the Quebec Government purchased being a Federal corporation had no power to sell, and the Quebec Government no power to buy; and if he further saw, as he might have seen, that in another case to which the Quebec Government was itself a party, it had been held that they had nothing, at the very utmost, but proprietary rights in this railway after it had ceased to be a provincial work, and had changed its character into a federal railway, it will hardly be contended that, under such circumstances, he ought not to have granted the injunction; indeed, it appears plain that the learned Judge, who is known to be one of the most accurate and painstaking judges on the Bench, would have violated his duty if he had refused it; for, after all, whether Mr. Macdonald's asserted rights ultimately prevailed or not was not the question; whether those rights involve, as he asserts, over a million of dollars, or whether it ultimately turns out that he has nothing to lose, makes no difference. There was one right that he clearly had when he asked for that order a right common to the wealthiest contractor and the humblest laborer on the line, both exactly to the same extent, neither more nor less and that was the right to be heard, and to have his case heard, and to make those of whom he complained come and answer both, and show their right, if they had any; and he got that right acknowledged, and properly acknowledged; and those to whom the injunction was addressed might have come and answered him, and have exercised their undoubted right also of being heard; but, instead of that, it is asserted that they set themselves above the law, and therefore the question now is whether this was a legal injunction prima facie to be regarded and obeyed, or whether these gentlemen, without giving themselves the trouble to come and answer it at all, could disregard and disobey it,- in one word, whether the authority of the Queen, conveyed in the usual form of a writ, under the seal of her Court, can be overpowered by the mere brutal assertion of force. I say that is the question now, and so on the clearest grounds it is the question, if there is to be in this country such a thing as liberty under the law. It is indeed conceivable that the rights of the executive administering different departments of the Government for the public may have been vested in them in a different form, as regards the mode of their exercise, from those of individuals; but the exercising of those rights must be subject to the law of the land, and it appears to me that in a country possessing at least some of the essential forms of the English political constitution, it ought to be obvious to every one that there is and can be no power that is not in some shape amenable to the law, or that can venture, at least as far as the instruments of that exercise are concerned, to set the supreme authority of the laws at defiance. It is clear, therefore, under this view of the case, that it would be equally premature, at this moment, to say anything as to the ultimate validity on the one hand of this writ of injunction, or on the other of the Lieutenant-Governor's warrant that may be opposed to the injunction on the merits. All that we are concerned with now, having once ascertained the legal existence of the writ, will, therefore, be the facts that constitute the contempt complained of, and those that constitute the answer to it. These facts are, as far as the Sheriff is concerned, distinctly traversed; and I think fairly and successfully traversed. All that was done by that officer was done previously to his getting notice of the requirements of the writ. In Mr. Peterson's case, however, the matter stands very differently. He does not traverse the facts at all; but merely justifies them by setting up a warrant and saying that he acted in obedience to it. As far as regards Mr. Chauveau, therefore, the plaintiff will take nothing by his motion for contempt against him and it will be dismissed, but without costs. In the case of Mr. Peterson, though I have said, and still say, that as a matter of law his position is a very grave one, I should be sorry to believe that that was the light in which the matter presented itself to him, for he says he acted under advice, and the circumstances were undoubtedly such as would impose upon him. Although, therefore, he may be without excuse in law, there may have been much to excuse him in point of fact, and the judgment I am about to give is one that will be suited to the singular circumstances of the case. This gentleman seems to have had everything on his side except the law, and that was clearly against him. The law is supreme, and, unless we are in a state of anarchy, it must be so held and regarded by all men, and they can only disregard it at their peril. The law, in this case, received its clearest expression in the terms of the writ that Mr. Peterson had seen, and that writ told him and all concerned to stop for the present, and to come before the Court and make proper answer to it, where they could be heard and their rights decided. It cannot, in a civilised, community, admit of doubt that it was Mr. Peterson's duty to obey this writ. The judgment of the Court upon this motion is, that Peter Alexander Peterson is adjudged guilty of contempt; and, as regards the punishment for his offence, the Court reserves to itself to pronounce hereafter, and it is further ordered that he enter into his own recognizance in the sum of \$1,000, to be and appear in his own proper person before this Court whenever he shall be called upon by a twenty-four hours' notice in writing so to do - then and there to receive the judgment of the Court in his own person, or (if he shall make fault to appear) in his absence and that he pay the costs of the present motion.

Mr. Doutre, Q C, asked to add to his petition, that Mr. McDonald be reinstated in possession of the road.

Mr. Carter, Q.C., said that would be adding a writ of mandamus to the writ of injunction. injunction.

Mr. Doutre, Q C, said both writs meant the same thing.

His Honor took the motion en delibere.

19/09/1878 Ottawa Citizen

QMO&amp;O

Hull

Trains are now running regularly on the QMO&O Railway and are making the very best of time. The gentlemanly and very courteous agent Mr. M. O'Meara is pushing the business pretty lively.

20/09/1878 Ottawa Citizen

QMO&amp;O

Hull

The line is now running in full blast under the following excellent management. F.A. Peterson Manager, C.A. Scott Superintendent, A. Stark Gen travelling manager.

21/09/1878 Montreal Gazette

QMO&amp;O

Ste. Therese

Paid Off The 65th Battalion last night received the pay due to them for their services in connection with the seizure of the M. O. and O. Railway.

23/09/1878 Ottawa Free Press

QMO&amp;O

Hull

A detachment of volunteers, ten in number, are still on duty at the Hull depot of the Q.M.O. & O. R.R., in order to prevent disturbance.

24/09/1878 Ottawa Citizen

QMO&amp;O

QMO&O, first day of advertisement. Trains will leave Ottawa instead of Hull. Of course this was impossible as the bridge had not been built. This was changed back to Hull on Oct 25.

25/09/1878 *Ottawa Citizen* *QMO&O*

A considerable amount of new rolling stock has been added to the QMO&O Railway within the last few weeks.

29/09/1878 *Ottawa Free Press* *QMO&O*

The regular running of trains is now resumed under the control of the Quebec Government, with Messrs. Peterson, Manager, Scott, Superintendent, and Stark, General Traffic Manager; Mr. M. O'Meara, jr., Ottawa Agent. Business will now be pushed lively.

30/09/1878 *Ottawa Free Press* *QMO&O* *Hull*

The detachment of volunteers is still on duty on the Q.M.O. & O. R.R.

18/10/1878 *Ottawa Citizen* *QMO&O*

Complaints are being made by passengers along the line of the QMO&O that no pains are taken for the comfort of those travelling by the freight train, there being only an old van with seats for their accommodation. Interested parties consider that the railway ought to attach a second class car to the freight trains.

25/10/1878 *Ottawa Citizen* *QMO&O*

Express east of Lachute, saw a cow on the tracks, engineer - blew the whistle, reversed the engine and applied the vacuum brakes

26/10/1878 *Ottawa Citizen* *QMO&O* *Hull*

When the Quebec government took forcible possession of the QMO&O Railway 13 watchmen were stationed at the Hull depot. They were there for five days. Some of them state that they have only received half of their pay, though the agreement was that as soon as they left the money should be forthcoming. The men are all in straightened circumstances and cannot afford to lose their time. They are very anxious to ascertain who is to pay them the balance.

November 18 - still waiting.

28/10/1878 *Ottawa Free Press* *QMO&O*

In an interview with the Superintendent of the Occidental Railway today, it was learned that the contractor for the completion of the ballasting, Mr. Gibson, is pushing forward his work. He has now two ballast trains actively engaged between Grenville and Papineauville., and one between Gatineau and Thurso. New station houses are now under construction along the line, and will be opened next month at the following points: - St. Augustin, Ste. Rose, Lachute and East Templeton. The rolling stock has just been put in thorough and efficient repair for winter service, and snow ploughs and all the requisites for encountering a severe winter are now on hand; two new snow ploughs of a superior make will be delivered next month. Fresh contracts have been entered into for the conveyance of large quantities of lumber for shipment to South America, and this, together with the increased passenger traffic the past month, has necessitated the putting on of additional cars, - one new baggage and post office car besides a new locomotive from the Kingston works having arrived on Wednesday last, while several new freight cars are ready for delivery. The Company's freight cars have been built by the Messrs. Crossin [sic] of Coburg, and the London, Ont., Car Works and the passenger cars by the Patten Car-Company of Maine, and also the London Car Company. The road appears, taken in all, to be in good hands. - Witness.

20/11/1878 *Ottawa Free Press* *QMO&O* *Caledonia Springs*

Mr. Bernard Gibson, the contractor for the ballasting of the Occidental Railway, between Hochelaga and Ottawa, is pushing forward the work. The principal work to be done is about forty miles of road between Papineauville and Ottawa, where the contractor now has his whole force of workmen engaged. Nothing will be done in the way of extending the road beyond Hull this winter. - Witness.

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The Quebec Government propose to establish a depot on the Q.M.O. & O. R.R. at Point au Chene, nearly opposite L'Orignal. A ferry boat will convey passengers to and from L'Orignal across the river.

25/11/1878 *Ottawa Citizen* *QMO&O*

Mr. B. Gibson, of Whitby, who has the contract for ballasting, lifting the track and widening the embankments along the route of the North Shore Railway between Montreal and Hull is in the city. He has completed, since commencing work in October, about twelve miles of the road, the worst places being repaired first, before winter set in. Mr. Gibson has 250 men employed and four locomotives, with ballasting trains, with which the work is rapidly being pushed to completion. In some places it has been found necessary to lift the track two feet. Mr. Gibson has also secured the contract for ballasting the road from Hull to Aylmer, and as soon as the Government has the road laid, will commence the work. The ballasting of the entire road will, however, hardly be finished before next summer.

18/12/1878 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Mr. Peter Grant and staff are at work surveying and ascertaining the probable cost of the proposed railway bridge above the Chaudiere, to connect the QMO&O Railway with the Canada Central.

11/02/1879 *Ottawa Citizen* *QMO&O*

Account of the first through train between Quebec and Hull. Arrived in the city shortly before two o'clock this morning.

25/02/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

It is said that the new railway bridge over the Ottawa, at the Chaudiere, will be commenced early in April.

12/03/1879 *Ottawa Citizen* *QMO&O* *Chaudiere*

The Chaudiere Bridge

The Quebec Government have called for tenders for the construction of the railway bridge over the Ottawa above the Chaudiere Falls. They will be received up to noon of Thursday, the 31st inst.

01/04/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The tenders for the bridge over the Grand River above the Chaudiere Falls, were yesterday sent to Mr. Peterson, at Montreal, and will be considered at once. The specified time for the completion of the masonry and approaches is 1st of December next. Tenders have not yet been asked for the iron work.

08/04/1879 *Ottawa Citizen* *QMO&O* *Hull*

Hull City Council resolutions

Bill for the construction of a bridge over the Ottawa river at the Chaudiere for the use of the QMO&O Ry. Need to look after the interests of the city - location and erection of the workshops in Hull.

that the attention of the Government of Quebec be drawn to the necessity of locating and erecting all of the railway workshops west of Montreal, in the city of Hull, and protecting the interests of that part of the Province as far as possible as they are likely to suffer from the removal of the passenger and freight traffic by the new bridge over the Chaudiere.

12/04/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The contractor for the bridge over the Ottawa at the Chaudiere will proceed with its construction at once. The work will give immediate employment to a large number of masons and laborers.

17/04/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Hull, the laborers of this section of the country are in hopes that the contractor (whoever he may be) for the building of the railroad bridge across the Chaudiere will not overlook their claims but give them a fair share of the work.

The following is the list of tenders for the construction of the approaches, piers, and abutments of the Chaudiere Bridge, the contract for which was recently awarded to Mr. Beemer, of Montreal.

H.J. Beemer, Montreal --\$112,873.10  
 J. Cameron, Ottawa--119,106.14  
 Heckier, McRae & Co., Montreal--119,121.93  
 H. & J. Ryan, Brockville--120,617.98  
 Stevenson & Sweaton, Montreal--120,909.54  
 H. Symmes, St. Catharines--121,720.95  
 A.J. Brown, Hamilton--124,734.95  
 J.W. Iolay, Ottawa--125,759.09  
 McDermid & Hendric--126,168.81  
 J. McArthur, Chicago--127,576.10  
 J.M. Starrs--128,837.85  
 McDonald & Paradis--128,819.35 [sic]  
 J. Murphy, Ottawa--129,747.65  
 R. Mitchell, St. Catharines--129,850.87  
 F.B. McNamee--130,364.15  
 Leblevre & Co., Montreal--181,427.63 [sic]  
 D. O'Brien, Montreal--134,664.44  
 McQuarry & O'Leary--134,733.08  
 John Steward--134,914.94  
 Charlebois & Lemay--136,020.60  
 C. McCanon--136,679.88  
 R. McGreevy, Quebec--139,046.39  
 R.G. Reid, Hull--142,263.63  
 G.B. Hamlen--142,254.59 [sic]  
 F.C. O'Reilly, Montreal--142,659.46  
 J. Sullivan, Montreal--148,049.22  
 J. Wright--148,518.43  
 King & Hart--152,405.00  
 Rogers & Reynolds--153,850.41  
 M.J. Hogan, Ottawa--156,121.73  
 E.H. Gouin, do --159,556.84  
 Gordon & McCaulay--160,590.60  
 Rogers & Farrell--162,450.00  
 J. Goodwin, Ottawa--163,425.40  
 H. Danfel & Sons--170,902.50  
 Pierre Tryon & Co.--171,850.69  
 F.H. Skead, Ottawa--179,072.50  
 D.A. Mitchell do --222,896.90  
 J. Smith, Philadelphia--223,530.50

28/04/1879 *Ottawa Free Press*

QMO&amp;O

Chaudiere bridge

The contract for the construction of the railway bridge across the Grand River, above the Chaudiere Falls, by the Quebec government has been signed by Mr. Beemer, who will begin the work very shortly. The greatest depth of water between the Hull side and Lemieux Island is 11 feet 9 inches, and between the Island and the Ottawa shore 4 feet 0 inches. The depths of abutments are as follows: From Hull side to the Island - 3, 3-5, 2-5, 5-3, 4-0, 9-6, 11-9; and from the island to the Ottawa side: 3, 4, 3-6, 4-9, 4-3, 3-9. There will be no great difficulty encountered in the construction of the bridge.

03/05/1879 *Ottawa Citizen*

QMO&amp;O

Chaudiere bridge

Mr. Peter Grant C.E. yesterday explored the banks of the Ottawa at and above the site of the proposed railroad bridge across the Chaudiere. About three quarters of a mile further up was found to be a much better location for the said bridge, the water being shallower and the river being only 2,000 feet across against 4,000 feet at the other site. No embankments would have to be made, while at the present location it will require 133,000 yards of earth, and that will have to be brought from a distance. The grade, also to the Canada Central, on the south side of the river is also said to be much easier. Mr. Grant calculates that the government, by altering the site of the bridge would save the province of Quebec nearly \$125,000.

07/05/1879 *Ottawa Free Press*

QMO&amp;O

The men in the employ of Mr. B. Gibson at the Gatineau Point gravel pit, struck work on Monday last for an increase of pay from 80 cents to 90 cents per day. Mr. Gibson is the contractor for ballasting the Q.M.O. & O. R.R. line and the material taken from the pits for that purpose.

20/05/1879 *Ottawa Free Press*

QMO&amp;O

Chaudiere bridge

Some thirty men are presently engaged on the Chaudiere railway bridge, at work on the cutting and approaches. The force will soon be increased to double the number, so soon as quarrying commences. Mr. Beemer intends to push the work through as rapidly as possible.

20/05/1879 *Ottawa Citizen*

QMO&amp;O

Hull

Mr. Soper of the Dominion Telegraph Co. is engaged in connecting the Ottawa office of the QMO&O R with the Hull station by telephone. It will certainly prove a convenience.

20/05/1879 *Ottawa Citizen*

QMO&amp;O

Chaudiere bridge

Mr. Beemer, contractor for the railway bridge over the Chaudiere, has 30 men at work at cuttings and filling up. He has now more men than he can employ advantageously. On Tuesday or Wednesday he expects to commence quarrying when he will require about 30 more hands. A report was about a few days ago that Mr. Beemer did not intend to employ any hands from Hull. This mistake was occasioned by some men who were told that there was not any work at that time, but as soon as there was an opening they would have a chance. At present there are 14 Hullites on the work.

27/05/1879 *Ottawa Free Press*

QMO&amp;O

Sixty men have for several days been put out of employment through the mischievous acts of some of the village lads who wantonly ran two gravel cars off the track into a creek at the gravel pit on the Gallipot farm.

29/05/1879 *Ottawa Free Press*

QMO&amp;O

Two baggage cars for the accommodation of the Vice-Regal party were shipped per Q.M.O. & O. R.R. yesterday.

31/05/1879 *Ottawa Citizen*

QMO&amp;O

The employees of the QM&O Ry have received their summer uniforms of dark blue cloth.

*03/06/1879 Ottawa Free Press QMO&O Chaudiere bridge*

The workmen employed on the railway bridge above the Chaudiere have made a demand for an increase of wages. They have been paid 85c per diem and now they want \$1.10. If their demand is not acceded to they threaten to go on strike. Mill hands are being paid at the rate of one dollar per day.

*04/06/1879 Ottawa Free Press QMO&O Chaudiere bridge*

The workers employed on the Chaudiere railway bridge are out on strike, having quit work yesterday, their demands for increased pay not being acceded to by the contractor. The men consider eighty-five cents a day too small wages entirely.

*04/06/1879 Ottawa Citizen QMO&O Chaudiere bridge*

The men employed on the new railway bridge over the Ottawa above the Chaudiere have demanded that their wages be increased from 85c to \$1.10 per diem.

*05/06/1879 Ottawa Citizen QMO&O Chaudiere bridge*

The men employed on the Chaudiere Bridge have struck work. They want \$1.10 per diem. The contractor refuses to accede.

*07/06/1879 Ottawa Citizen QMO&O*

On Tuesday next an excursion party from Montreal will arrive in the city via QMO&O railway to celebrate the inauguration of the Palace car system on the western division of the road.

*07/06/1879 Ottawa Citizen QMO&O Chaudiere bridge*

The men employed on the Chaudiere railway bridge are still on strike.

*09/06/1879 Ottawa Free Press QMO&O*

Some five ballasting trains are now kept employed by Mr. Gibson, contractor, in ballasting the Q.M.O. & O. between Papineauville and Hull. When the line has been thoroughly ballasted it is expected that the trip between Ottawa and Montreal will be made in four hours.

*10/06/1879 Ottawa Free Press QMO&O*

Inauguration of the Palace car system - article.

*11/06/1879 Ottawa Citizen QMO&O Caledonia Springs*

Inauguration of the Palace Car System

An excursion from Montreal to Ottawa

In railways, as in nearly everything else, time has worked wonderful changes. A few years ago the travelling public were satisfied with an ordinary first class car. Now they have become more fastidious in their tastes and look for canoe couches, revolving chairs elegantly upholstered &c. To satisfy the public taste, and as well to keep up its first class reputation, the Q.M.O. & O. Railway decided to introduce on their line the Palace car system. Yesterday saw the inauguration of the system and the event was celebrated by an excursion from Montreal to Ottawa, two of the new cars being attached to the regular train. Among

THE GENTLEMEN WHO WERE PRESENT

By invitation were the following press representatives: - J. Stewart, Montreal Herald; G.B. Burland, Canadian Illustrated News; J. Harper, Montreal Star; J.H. McLean, Montreal Gazette; J.C. Martin, Montreal Post; R.C. Smith, Montreal Witness; George H. Fox, Ottawa Free Press; W.J. Cuzner, Ottawa Citizen; S. Foley, Journal of Commerce; A. Beaugrand, La Patrie; E. Lamothe, Le Nouveau Monde; R. Tremblay, Le Courier de Montreal; L. Lorrain, Franco Canadien; and O. Balland, le Minerve; M. Hosmer, General Manager of Dominion Telegraph Co.; Mr. A. Le Moine de Martigny were also present and the following officers of the company: Mr. G.A. Scott, General Superintendent; Mr. F.J. Pruyne, General Paymaster; Mr. M. O'Meara, jr., Agent at Ottawa; and Mr. J. Gordon, Inspector of Stations.

The train left the mile end station at 9.30 o'clock and reached the city at 2 o'clock p.m. a delay of 15 minutes having occurred at Calumet station owing to the heating of the journals of the new cars. Conductor Williams was in charge, who, with Conductor Diamond, bears the reputation of being perfection in his business; courteous under any circumstances, and anxious at all times to administer to the wants of travellers. Engineer Whitehead, well known as one of the most experienced of Canadian engine drivers, piloted the iron horse and made fast time. At this season of the year, when all nature appears to be clothed in her garb of green, the trip is particularly enjoyable.

THE SCENERY is varied and enjoyable. The route abounds in hills, valleys and small streams. The Lievre at Buckingham, with its turbulent waters tossed angrily over the rocks before entering the basin, and skirted with a rich green fringe presents a scene of grandeur that must be seen to be thoroughly appreciated. In fact, all along the line one finds something to attract his attention. A very noticeable improvement is observable in the farms between Ottawa and Montreal since the road opened, furnishing further evidence of the capitalizing influence of the railways. New houses are springing up, new barns are taking the place of the old rickety fabrics and the people are becoming more refined; neat and uniform station houses grace the different stopping places and a strong force of men are now engaged in improving the grounds around them.

THE ROLLING PALACE

The two palace cars which were added to the rolling stock of the eastern division yesterday are not as expensive as some used on American railways, are elegant in every respect. Each contains two lounges, 11 revolving chairs, and a stateroom and a spacious smoking compartment. The chairs and sofas are upholstered in crimson and green plush, and the floor carpeted in keeping with the richness of the whole interior. The walls are of black walnut and bird's eye maple, the ceiling richly ornamented with flowers and Egyptian figureheads. In the smoking compartment tables are placed between seats, where one can indulge in a game of euchre or what, if he feels disposed to wile [sic] away the hours, and break the monotony of the journey - for all railway trips, no matter where they are taken become monotonous in the end. The external appearance of those palaces is very attractive also, the painter displaying a vast amount of skill in blending of the colours. They are named "Marquis of Lorne" and "Hon. H.G. Joly", and were manufactured by the Gilbert and Brush Company, Troy, New York. They cost \$7,000 each.

THE REFRESHMENT DEPOT

The principal stopping place between Ottawa and Montreal is Calumet. There the regular passenger trains meet and pass each other, and there too is found something which will appease the appetite. A splendid lunch room was opened yesterday and the party were entertained there at the expense of the line, the train having remained over "20 minutes for refreshments". A horse car at this point connects the railway with the L'Original ferry which takes passengers for the Grand Hotel, Caledonia Springs. This will soon be done away with and a new passenger car and engine combined will be substituted. It is now being manufactured at a cost of about \$14,000 and will be in running order by September next. In this the people of L'Original and district have much to be thankful.

THE ARRIVAL

On arriving at Hull the excursion party were provided with busses and driven to the Russell House, where after partaking of a warm meal, they visited some of the principal points of interest in the city, leaving for home by the evening train at 4.45 o'clock. They expressed themselves delighted with the trip and speak highly of the many courtesies extended by Mr. O'Meara jr., the efficient agent of this city. Mr. Scott, the General manager, Mr. Pruyne, Mr. Stark and other officials of the company, all of whom left no stone unturned to ensure the comfort of their guests. The all join in the wish that the palace car system inaugurated under such pleasing circumstances may prove the success the company may desire it to be.

*12/06/1879 Ottawa Citizen QMO&O*

When the ballasting on the QMO&O is completed Engineer Whitehead says he will be able to run a through train to Montreal in 3 1/2 hours.

*14/06/1879 Ottawa Citizen QMO&O*

Five ballasting trains are now kept constantly employed on the QMO&O between Papineauville and Hull, completing the ballasting of this road.

23/06/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The men who struck work recently on the Chaudiere Railway Bridge sit around on lumber piles now watching other men filling their places.

02/07/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The stone cutters employed on the Chaudiere railway bridge are out on strike. They have been earning on average sixty cents a day, according to the statements of some of those employed and consider they should receive more.

03/07/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Work on the Chaudiere Bridge is progressing rapidly. Messrs. J.W. McRae and Co. have just completed a steam yacht 36 ft. long and drawing about three feet of water to be used in towing the stone scows to the several piers. Between 250 and 300 men are employed on the work. The stone cutters employed on the Chaudiere Bridge struck work yesterday. They want more pay.

04/07/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

35 or 40 stone masons are on strike at the QMO&O RR bridge today. They ask for 15 cents a yard for dressing stone, having only received 10 cents, which they state they can only make an average 60 cents a day. Three spans of horses passed through the city today attached to the hull of a small screw steamer which was launched on the Ottawa above the Chaudiere. This boat is intended to tow the barges loaded with stone for the erection of the bridge. The hull is a fine model and was built by Mr. A. Miller: Draught 40 inches, 55 feet overall and 15 tons measurement.

14/07/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The contractor, Mr. H.J. Beemer is pushing forward rapidly with the construction of the Chaudiere Bridge. He has leased from the Canada Central Railway two engines and 30 cars to be used in connection with the works which will be finished in December. Also reported in the Ottawa Free Press same date.

19/07/1879 *Ottawa Free Press* *QMO&O*

A new locomotive, from the Canadian Locomotive Co.'s Works at Kingston, has been placed on the Occidental Railroad.

25/07/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Q.M.O. & O. R.R. The new bridge over the Ottawa will reach the Ontario side about an acre above the round house of the Canada Central Railway. It is said that the low ground between the C.C. R.R. track and the Ottawa river will be filled in and utilized by the new road.

02/08/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

According to the contract made by Mr. Beemer, the contractor, with the Quebec Government, the new railroad bridge over the Ottawa River, above the Chaudiere falls, is to be completed by the 1st of January next, and there is every reason to believe that the agreement will be faithfully performed. The bridge starts on the Quebec side near the Aylmer Road crossing and reaching the Ontario side near the engine house of the Canada Central Railroad. It is not positively known, but it is probable that a Union station will be built. The total superstructure is 2,050 feet. There are twelve spans of 150 feet and one of 250 feet. There are four abutments. The eleventh pier and the third abutment are now being built. On the Hull side the excavation has been completed. A steam tug and nine barges are ready for work, and instead of any danger being apprehended by the boat being carried over the Chaudiere Falls, the difficulty is more likely to arise from the shallowness of the water. The water in the river is extremely low at the present time. A siding has been made to a gravel pit at Britannia and a steam shovel procured, which will be set to work next week. The superstructure of the bridge will be of iron for which Messrs. Clarke, Reeves & Co. have the contract. Some 350 men are now employed on the work, which, it is safe to say, could not be in better hands.

15/08/1879 *Almonte Gazette* *QMO&O* *Aylmer*

FIRST TRAIN - On Wednesday last the first regular train in the Q.M.O. & O. Railway arrived at Aylmer, carrying a large number of visitors. A banquet was given by the town, at which a large number of persons were present, and some big speeches were made. The fare from Hull has been fixed at the small sum of 25 cents.

18/08/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Mr. Charles E. Dilkes of Philadelphia is in the city for the purpose of arranging for the transport of the iron superstructure of the Chaudiere railway bridge, the contract for which was secured by Clarke, Reeves & Co. of Philadelphia. The superstructure is to be delivered here in September, the bridge to be fully completed in the month of December. The work on the bridge is being pushed forward rapidly by the contractor, Mr. Beemer.

19/08/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The iron superstructure of the Chaudiere railway bridge will likely be brought from Philadelphia by way of Montreal. This will enable the contractors to land the iron right at the bridge and no wagon transport will be necessary.

20/08/1879 *Ottawa Free Press* *QMO&O*

The free excursion train from Aylmer to Montreal yesterday consisted of nine passenger cars with engine and tender.

27/08/1879 *Ottawa Citizen* *QMO&O* *Ottawa, Broad Street*

The city passenger depot of the QMO&O will be erected at the foot of Queen Street in conjunction with the Canada Central.

11/09/1879 *Ottawa Citizen* *QMO&O*

Mr. Gibson is proceeding well with the ballasting of the QMO&O east of Montebello.

30/09/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

This morning a little girl was struck by a gravel train on the C.C.R.R. (used for the purposes of the new railroad bridge) near Skeads Mills and considerably injured. --

02/10/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The city has entered a protest against the construction by the Quebec government of a solid embankment from the north abutment of the Q.M.O. & O. R.R. bridge to the C.C. R.R. track. The objection is made on the ground that the construction of such an embankment would make a pool of stagnant water which would find its way into the water works main.

02/10/1879 *Ottawa Citizen* *QMO&O* *Chaudiere*

The Corporation of the City of Ottawa have entered a protest against the construction by the Quebec Government of a solid embankment from the south abutment of the QMO&O Railway bridge at the Chaudiere to the connection of the Canada Central Railway as it would make a pool of stagnant water which would find its way into the waterworks main, impairing thereby the purity of the supply for the city.

18/10/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Should the present weather continue. Mr. Beemer, contractor for the Chaudiere Bridge, should have no difficulty in completing the work this fall. Three hundred carloads of earth containing eleven yards in each, are dumped daily into the space between the C.C.R.R. track and the river.

07/11/1879 *Almonte Gazette* *QMO&O* *Buckingham*

NARROW ESCAPE - A collision between a freight train and the morning express on the Occidental railway was narrowly avoided at Buckingham on Saturday last. The people at the station heard the trains coming, and was horror struck as they saw them closing in together on one track at a rapid rate. A terrific collision seemed imminent, but the engineers, as quick as possible, when they saw the danger prevented what might have been a serious accident. As it was, the engines almost rouched each other. When they came to a stand, a man could barely pass his hand between the points of the cow catchers.

07/11/1879 *Ottawa Free Press* *QMO&O*

Coburg World. Mr. Crossen of Coburg has secured contracts for building of cars - two second class passenger cars for the Q.M.O. & O. Railway, by order of the Quebec government.

08/12/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

A man employed on the new railway bridge at the Chaudiere had a narrow escape from being drowned recently. He fell from the top of the pier into the water, a distance of about 25 feet. He was fished out by his companions more scared than hurt.

10/12/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The work of construction of the new railway bridge above the Chaudiere is steadily approaching completion. There are in all eleven piers, and nine of these are already completed. The four abutments are also finished, with the exception of the coping which has not been laid yet. The contractor expects to be able to continue operations until about the middle of January. The approaches at both ends are completed.

10/12/1879 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

A barge loaded with clay and having 35 men on board was towed by the Chaudiere Bridge tug to pier no. 5 yesterday. The usual practice is for the tug to go a little above the pier, cast the barge loose and let it drop down to the pile, when it is snubbed. This was done yesterday, but the line fell short of the pier and the barge drifted towards the falls. The tug immediately backed but was soon aground and the men in the barge felt anything but comfortable, for every moment they were approaching nearer the cataract. A row boat was manned and put off to their relief, the rope being carried to the tug by this means just in time to save the barge and its crew from going into the Big Kettle.

14/12/1879 *Ottawa Free Press* *QMO&O* *Hull*

It is said that the Q.M.O. & O. R.R. propose to extend switches to the different lumber yards in Hull and vicinity, and also to make a connection with the Baldwin iron mines.

19/12/1879 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Mr. Beemer, contractor for the railroad bridge, has received word from the Quebec government to push the work on the new bridge and consequently the operations will proceed.

14/01/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Work on the new bridge above the Chaudiere may be said to be practically closed for the winter, although there are still a few laborers in the Hull quarry engaged in breaking stone for concrete purposes.

12/02/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

After a supervision [sic] of operations for a number of weeks, Mr. Beemer, contractor for building the Chaudiere R.R. Bridge, resumed work today. The chief work to be immediately proceeded with will be the rip-rapping the southern embankment, and sinking three of the piers on the same side. A change of operations permitting the contractor to sink caissons will facilitate the unwatering of the bases of piers. Fruitless attempts to accomplish the same object by other means under imperative direction by the engineer last fall, cost the contractor \$10,000. Work will not be pushed to the utmost just yet, but will proceed modestly. The contractor is necessarily controlled by the means at hand to pay him, and cannot proceed faster than ordered.

13/02/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Mr. Beemer has resumed work on the Chaudiere Railway bridge.

13/02/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The contract for the Louis and Kent Gates at Quebec has been transferred to H.J. Beemer. Mr. Beemer is now in Ottawa and will push forward his other contract on the Chaudiere Railway bridge, which has been considerably delayed by the dead-lock caused by the late Local Government. Work will be commenced immediately on piers No. 5, 6 and 8. No. 5 will be unwatered and Nos. 6 and 8 will have caissons. Three drivers were telegraphed for yesterday and are expected tomorrow. The hauling of the rip rap for the south shore end of the bridge was commenced to-day, and is being laid and the whole work on the bridge will be pushed to completion at an early date in the spring.

03/04/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Work on the railway bridge on the Chaudiere has been actively resumed. The steam tug will begin running on Monday. The stone work to protect the base of the approach on the Ontario side is steadily approaching completion.

12/04/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The steam tug used at the Chaudiere Bridge works was launched today for the summer's work.

17/04/1880 *Canadian Illustrated News* *QMO&O* *Chaudiere bridge*

Work on the Chaudiere railway bridge has been recently resumed, and at pier 5 a scow was anchored. On board was a portable steam-engine and a centrifugal pump, the weight of which is about ten tons. Recently a large cake of ice came dashing down the river, and coming into collision, with the scow started her adrift. The scow, with its load of freight, rapidly drifted down the current and went over the falls. The engine was on wheels, and was found canted over, but not injured. It is something unusual to have a vessel go over the Chaudiere Falls, and many a one would have given something to have seen the scow take its deep dive into the boiling waters of the "Big Kettle". Little damage was done.

21/04/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Hull 20th. Yesterday afternoon at three o'clock, another barge used at the Chaudiere bridge works went over the falls. This time four men had a very narrow escape from going over with it. The barge was loaded with clay used for puddling at the cofferdam. The tug boat had cast it loose when near pier No. 6, as was usual, it then having to be pushed up to the pier by men on board with long poles. The current, on account of the high water, was swifter than reckoned upon, and the barge became unmanageable, and was carried down towards the falls. The men on board were Joseph Dupont, Francis Furlough, Geo. Lapierre and J. Tooney. The first three named jumped into the skiff that was by the side of the barge, and made for one of the wooden piers used for holding the booms, in order to fasten a rope to bring the barge to. The man left on the barge threw a rope to them but it curled round the leg of Dupont dragging him into the water. With great difficulty he swam to an island. The man left on board was now in extreme peril. William Connelly (who claims to be a brother of the Connelly who was killed in Mexico lately) seeing the danger of the man, immediately went to the rescue, in a light boat and got up to the barge just as it was entering the rough water of the falls. The man jumped in and it was with extreme difficulty and only by great exertion that they overcame the strength of the current and landed in safety. Connelly saved the man at the risk of his own life. The wonder was that it was possible for him to return after entering the troubled water. The barge went over the falls and was captured at Gilmour's booms, below Messrs. McRae and Co.'s shipyard. The weight of the clay smashed in the deck and the barge was otherwise injured.

24/04/1880

Ottawa Citizen

QMO&O

Chaudiere bridge

Mr. H.J. Beemer, contractor for the Chaudiere bridge is rapidly pushing forward the construction of the work. He has a large force of men engaged in quarrying stone, preparing the rip rap work for the approaches on the hill side, as well as a gang sinking the piers in the river. The latter operation is very interesting to one unacquainted to its modus operandi. Mr. Beemer is doing his work well and to the entire satisfaction of the Quebec government. He expects to finish his work in a short time. The construction of the superstructure will then be commenced and before another winter's frost, the bridge will be completed. Mr. Beemer has a tug which is used for various purposes, and is found to be indispensable. He has a very large plant which is exactly suitable for the work. The men are working several hours overtime in order to hasten the completion of the work.

13/05/1880

Ottawa Citizen

QMO&O

Chaudiere bridge

The works on the Chaudiere Bridge have been temporarily stopped on account of high water. The contractor is making arrangements to bring the work to an immediate conclusion as soon as the water subsides and expects, when work is resumed, to have all ready for the iron work in a month or six weeks after.

17/05/1880

Ottawa Citizen

QMO&O

Chaudiere bridge

About twelve o'clock on Saturday morning the greatest excitement was occasioned at the Chaudiere Falls when the news spread through Booth and Perley and Pattee's mills that a scow with two men on board had broken loose from the steam tug used at the Chaudiere railway bridge, and that it was approaching the falls. The scow had not proceeded far when one man was observed to jump in the water and swim in the direction of Eddy's boom. He had, however, remained too long and owing to the strong current was forced to turn back and swim towards the scow. There he caught the end of the tow line and endeavoured to climb up on the scow. Mr. F.M. Jarvis, who witnessed the accident from the bridge, says that he succeeded and that as the scow plunged over the falls he was washed off. Other spectators of the thrilling accident hold a different opinion maintaining that he held on to the rope until the vessel was buried in the surging billows, when, his strength failing him, he was compelled to let go. Be that as it may, the unfortunate man after the scow going into the waters was seen no more. His name was Louis Malboeuf. The boat was soon afterwards found a short distance down the river right side up.

Another account

The general manager of the works gave the following account of the accident:-

Yesterday, in company with Mr. Beemer, I made a trip across the river and we found the river so high and the current so strong that orders were given to river foremen to tie up the tug and make no more trips across the river. This morning, he, (the river foreman, Dennis O'Brien) found he required a few sticks of timber and made one trip to bring them over, taking every necessary precaution, intending, as soon as he returned to lay up the tug until the water went down to the proper height for work again. In coming back they fastened the scow to the boom, in order to let the tug drop down below. The scow was on the inside of Eddy's boom. In dropping down the scow swung end for end in the eddy and passed over the boom, leaving inside the boom and powerless to render any assistance. The two men on the scow had a lifeboat with them, one of them, Joseph Malboeuf, jumped on the boom and the one that was lost, La Berthiaume, got into the lifeboat, which was immediately swamped after being thrown out of the boat. He swam for the boom and when within a few feet of the boom, for some reason unknown to us turned and swam towards the scow, which was floating down the river about twenty five feet from him. He succeeded in catching a short end of rope hanging from the scow but apparently did not have strength to raise himself. The man in company with him said he would have had no difficulty in reaching the boom, where he would have been safe, if he had not turned to the scow. These are the facts as near as I can gather them from eye witnesses. We shall not float any craft until the water falls.

This is the third scow that has gone over the falls and it is hoped that some better arrangement will be made to avoid a repetition in the future. A correspondent suggests that several lines of rope should be strung across the river just above the falls from Eddy's dam to Perley and Pattee's pier, about high enough for a man on one of these scows to hold on to. Whether this is practicable and whether it would prove a safeguard is a question for Mr. Beemer to consider.

The body of the unfortunate man has not yet been recovered.

17/05/1880

Ottawa Free Press

QMO&O

The Vice-Regal servants left for Quebec this morning per Q.M.O. & O. R.R.

19/05/1880

Ottawa Citizen

QMO&O

Hull

The vice regal train will leave Hull station at 9 o'clock tomorrow morning for Quebec. It will be in charge of Captain Labelle, the courteous and efficient General Passenger Agent of the road who arrived from Montreal last evening for the purpose. There will be but one stoppage between Hull and St. Martin's Junction, which will be reached shortly after noon, where the party will be served dinner by Mr. O'Reilly, the keeper of the refreshment rooms there.

21/05/1880

Ottawa Free Press

QMO&O

Mr. Walter Shanly, general manager of the Q.M.O. & O. R.R. is in town, it is said to examine the ground suitable for a general passenger and freight station for this road. Several offers of land have been made, but it is not known which will be accepted. It may be said to be a foregone conclusion that the station will be on the Flats, or in a locality near by on the Richmond Road.

22/05/1880

Ottawa Citizen

QMO&O

Chaudiere

Mr. Walter Shanly is in the city in connection with the proposed depot for the QMO&O Railway. He is said to be favourable to the Bank Street site.

01/06/1880

Ottawa Citizen

QMO&O

Chaudiere bridge

Work will probably be resumed on the Chaudiere Railway Bridge in the course of a few days or when the water recedes eighteen inches.

02/06/1880

Ottawa Free Press

QMO&O

The alleged escapade of the Vice-Regal party on the Occidental Railway in their recent trip to Quebec, is shown by official correspondence to have been without any foundation, in fact. There was no danger to the train or party, as the railroad men knew their duty and did it. The expansion of the rails by the heat, preventing the closing of the switch, was the cause of the stoppage of the train at Montebello.

02/06/1880

Ottawa Citizen

QMO&O

Montebello

Correspondence regarding the Vice Regal train puts the matter in a completely different light to that reported in L'Original News shows the narrow escape to be an imaginary affair.

To C. Scott, Assistant Superintendent.

Regarding the crossing of the VR train with No. 3 Express at Montebello on 20th. D. Williams, conductor of No. 3 says the switch at the east of the station could not be opened on account of expansion. The train proceeded to the west end in order not to delay the VR train. There they got in on the siding, but had difficulty in turning the switch back for same reason as per above. The VR train was under control a mile before reaching the station. After much exertion the switch was turned and the train proceeded on time. R. Whitehead, driver of the VR train states he could see No. 3 for some miles before reaching the station and had his train under control for one mile before reaching the station. He proceeded slowly until 500 yards from the switch. When turned he proceeded to Hochelaga.

J.F. McFarlane.

Took Vice regal train from Hull on 20th instant. When about one and a half miles from Montebello where I had to cross Express No. 3, on looking out I saw No. 3 backing into the siding from the west end. Steam was shut off and we approached cautiously and stopped dead about 500 yards from the switch. The switchman had some difficulty in turning the switch as the rails had expanded. Nothing out of the ordinary occurred.

Jas Kearney, Conductor of the Vice Regal Special.



16/06/1880 *Ottawa Free Press* *QMO&O*

City Council - A plan of the proposed railway station on Bank street, from the Hon. Mr. Chapleau, was laid before the Council, also a telegram, which stated that the Government of Quebec was willing to erect the building on Bank street provided the corporation would pay one third of the cost. Referred to Board of Works and Finance Committee.

19/06/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Work on the Chaudiere bridge at the Chaudiere will be resumed in about three weeks. The water is still about a foot and a half too high to permit of operations being carried on.

19/06/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Work will re-commence on the Chaudiere Railway bridge about the first week in July. The water is about eighteen inches too high at present.

25/06/1880 *Ottawa Free Press* *QMO&O*

There is a rumor in Toronto that the Quebec Government has had under consideration for some time past a plan for the disposing of the Q.M.O. & O. Railway to a private company. More.

02/07/1880 *Ottawa Free Press* *QMO&O*

With the completion of the Chaudiere railway bridge it is proposed to run a branch line of railway from the Occidental railway to the iron mines. The distance is only about three miles and it would facilitate shipment of the ore, or the manufactured article, as is proposed by the company now forming. The construction of such a piece of railway would not cost much, while it would prove of value to those interested. The railways on the Ontario side of the river will have right of way over the Occidental so that there would be no trouble in the shipment of iron or ore.

15/07/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Mr. Armstrong, Mr. Beemer's timekeeper, invited Dr. Graham, Mr. Registrar Washburn and some other gentlemen to take a trip on the tug boat around the works of the Chaudiere bridge today. The water was just rough enough to make it exciting, some of the visitors making the observation that the agitation must be caused by the Aylmer lake serpents. The coping on abutment number four and the bridge seat on pier number eleven are finalized having only one abutment unfinished, the rest being ready for the iron work.

19/07/1880 *Ottawa Free Press* *QMO&O*

The committee appointed to consider the proposed extension of the Q.M.O. & O. R.R. to Bank street will meet this afternoon.

19/07/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Work on the Chaudiere Railway bridge has again been commenced in real earnest and, barring accidents there is every prospect of trains running over the structure before the fall. Mr. Beemer is making good progress with the piers. The work is as fine a piece of masonry as anyone would wish to see, and is indeed a credit to the contractor. It is of most substantial character and should the superstructure be as good there will be no danger of a repetition of the Tay Bridge disaster here. The work has been delayed somewhat but this was unavoidable, the high water having acted disastrously.

20/07/1880 *Ottawa Free Press* *QMO&O*

Yesterday afternoon a joint meeting of the Board of Works and Finance committees was held for the purpose of considering the proposed extension of the Q.M.O. & O. R.R. to Bank street, a telegram having been received from the Hon. Mr. Chapleau urging immediate action in view of the early prorogation of the Quebec Legislature. The question was fully discussed and the Mayor instructed to inform Mr. Chapleau that the Council could go no further at present than to grant exemption from taxation, say for a period of ten or twelve years.

22/07/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

While men at the Chaudiere bridge works were loading stones on a large barge by the aid of a derrick, the boom snapped. Dupuy who was on the barge and directly under the boom, heard the cracking of the timber and made a dive into the river. He came up again immediately, his hat still in his head, and he swam to shore and coolly went to his work again.

06/08/1880 *Almonte Gazette* *QMO&O* *Chaudiere bridge*

The contractor for the construction of the North Shore Railway bridge across the Chaudiere Falls says that the work will be completed in three month's time. The placing of the superstructure commences in a fortnight.

19/08/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Work on the iron superstructure of the Chaudiere railway bridge will be commenced early next week. It is expected that it will take about a month's time to get the south bridge on and about the same period to complete the northern section.

20/08/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Mr. Beemer's contract on the Chaudiere bridge works will be completed before the end of next month.

21/08/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The iron for the Chaudiere Bridge is now arriving by the Canada Central. Eighty car loads of the iron have arrived at Morrystown. Also reported in the Ottawa Free Press for 20 August.

24/08/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Forty-six carloads of iron for the iron superstructure of the Chaudiere bridge have arrived, and the agent of Clark, Reeves & Co. was engaged today in passing it through the customs. Active operations are to be commenced at once.

25/08/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Mr. Beemer, the contractor, expects to finish the stone work on the Chaudiere bridge by October.

27/08/1880 *Renfrew Mercury* *QMO&O* *Chaudiere bridge*

Mr. Beemer expects to have his work on the Chaudiere Railway bridge completed before the end of next month, so that the superstructure can be erected without much delay. Work on the iron superstructure will be commenced early next week. It is expected that it will take about a month's time to get the south bridge on and about the same period to complete the northern section. Iron for the superstructure has begun to arrive by the Canada Central Railway. There were eighty car loads of this iron at Morrystown last week, and it is being ferried across as rapidly as possible, and brought to this point. The work of putting up the iron bridge will be begun at once. Free Press.

Montreal has its Victoria Bridge - which may be justly classed as an engineering triumph - and Ottawa will shortly have its Chaudiere Railway Bridge in its entirety, as the structure is rapidly approaching completion. It is now about a year and a half since the work upon it was first begun, and as it nears the end its growth appears more rapid. The approaches either side are completed, and track laid, while the piers and abutments are nearly finished, there only being one pier left yet to build out of the eleven required, and this will take some four weeks yet. The superstructure will be finished about the end of October, and it will not be long after that before trains begin to cross. Yesterday afternoon a Free Press reporter paid a visit to the scene of operations and gleaned some particulars of the work which may prove of public interest.

The approaches,

The approaches to the bridge on either side are quite extensive and required a great deal of labor to be performed. The approach on the Ontario side is a regular curve starting from the junction with the Canada Central line at the engine house, the distance being 43,000 yard; the approach on the Quebec side is much straighter and takes in 7,500 yards. But in addition to this on Mr. Beemer's contract, there are 35,000 yards of filling in to be done on Lemieux Island, which forms a connecting link for the double bridge. The approaches are lined with rip rap work on each side, within a short distance of the top, so that the embankment may not be injured by the water when the river rises.

Piers and abutments

There are eleven piers and four abutments. Five of the piers are in the channel on the Ontario side and six between the island and the Quebec side in the main channel. The masonry is solid, being done in Portland cement, which becomes impervious to water in three days. The size of the piers are 8x24 at the top, and the following is the height of each of them, from base to summit, according to the engineer's statement. They are numbered from the Quebec side to the Ontario side, the feet and inches of each pier being as follows"

Que channel

No. 1--25

2--23

3--24.5

4--24.5

5--29

6--33

Ont channel

7--23.6

8--25.6

9--25

10--24

11--24

The deepest part of the channels is between piers 5 and 6, on the Quebec side and near the island. The bottom of the river at this point, according to soundings taken goes down to almost a point, being V shaped on the plans. The depth of water is at present 45 feet at the deepest section. The river is about down to its summer level at present, but allowance has been made for a rise of twenty-two feet before the superstructure would be reached. The river at the point where the bridge is located was only twelve feet higher than its present level the time of the great flood in 1876, so that ample margin has been left for any greater rise - ten feet.

The spans

The Ontario section of the bridge will have five spans of 158 feet each and one of 168, while the Quebec section will have six spans of 158 feet and one of 258 feet. The last is a good stretch, and reaches over the main channel. This gives a total of 2,164 feet of bridgework, about one third of a mile, making it the second largest bridge in Canada. The bridge will therefore form, when completed, one of the attractions of this city. It will look particularly fine from Parliament Hill, the Chaudiere, or Hull.

The superstructure

The approaches, abutments and piers are essential to any bridge, but the superstructure is the bridge proper. The superstructure of the Chaudiere railway bridge promises to be extremely fine, judging from present appearances. It was recently noted that some eighty carloads of iron for the bridge was now on its way having arrived at Morristown. A good deal of this has arrived at its destination, and on Thursday last work was begun on the bridge under the superintendence of Mr. R.A. Simmons, superintendent of construction for Clark, Reeves & Co., the contractors. Last evening the second span from the Ontario side was almost completed. This is remarkably quick progress. They expect to have the entire superstructure completed inside of two months. There are thirteen spans in all - six over the Ontario channel, and seven over the Quebec channel. The iron necessary for the bridge on the Ontario side will be brought in by the Canada Central Railway, and that for the Quebec section of the bridge by way of Montreal. Cars are loaded at the works in Phoenixville, near Philadelphia, and the iron brought clear to its destination without any transshipment, the cars being ferried over from Morristown to Brockville.

Putting a bridge together.

It is quite an interesting proceeding, the putting of the bridge together. First a wooden trestle is erected between the piers, starting from a shore end. This trestle is called false work, as it is only intended to serve a purpose, and that purpose is to aid in the erection of the substantial structure that is to stand the test of traffic, travel and time. Upon this trestle work, which is wider than the intended bridge, a rail track is laid, and the iron to form the superstructure is distributed. The centre panel is first raised, then the others along to first one end of the span and then the other, what is called "a traveller" being used. When the iron forming the span is all connected the trestle work is knocked out, and that portion of the bridge sustains itself and a great deal more when put to the test. The end columns and top chords are the principal pieces of iron forming an iron truss bridge of recent invention, and after these comes the large floor beams, with four sets of longitudinal track stringers for the rails. The main iron columns and cords are braced together by diagonal tie bars and transverse bracing. Each span has a set of arched brackets with urns on the top corners. The truss is one of Clark, Reeves & Co.'s own patent pin connection. The bridge material is of wrought iron, with the exception of the compressive strains, (connecting) which are of cast iron. Mr. E.F. Dyer has charge of the iron work under Mr. Simmons, and Mr. A.A. Moore of the temporary wood work

Cost of the Bridge

The bridge, when completed, will cost some \$360,000. Mr. Beemer's contract, for the approaches, abutments and piers was about \$112,000, while that of Clark, Reeves & Co. for the superstructure is some \$200,000, making a total of \$312,000, to which must be added another \$50,000 for extras, giving a total in all, in round figures, of the amount first stated. In the superstructure there will be about 1,500 tons of iron, the duty upon which will amount to about \$28,000. Nearly \$9,000 was paid to the Customs the other day for about one third of the iron which is to enter into the bridge.

Notes

Mr. G.H. Massy is the Government Engineer who is watching the construction of the bridge, and the manner in which the bridge is being executed reflects credit upon his able foresight as well as the contractors who have the work in hand for the Quebec Government, which is having the bridge built in order to have railway connection with the rail system of Ontario as well as to secure the trade of the Upper Ottawa. The only thing that will be wanting is the construction of the Toronto and Ottawa Railway as an independent line to make the people of both provinces happy.

Mr. Beemer is completing his work on the interprovincial railway bridge in the most admirable manner, although a great many held that he would fail as the price was very low, being considerably less than the estimate of the Government, while Clark, Reeves & Co. will no doubt fulfill their contract to the letter as well. Mr. George Chrisman has acted as General Manager for Mr. Beemer in the work now so near completion.

In all probability trains will be crossing the new bridge in early November. This will prove a great convenience as heretofore the benefits of the Occidental Railway has not been fully appreciated in the city by the long distance to the Hull depot of the road. With a union station at the Canada Central, this road will prove a much greater convenience and benefit than at present. The bridge will be a fine one, and a visit to the works will repay any one.

About 150 men are employed on the works - one hundred by Mr. Beemer and fifty by Clark, Reeves & Co. The most of those employed in putting up the superstructure are men experienced at that sort of work, consequently there is no delay or loss of time in the erection of the spans forming the bridge.

*04/09/1880 Ottawa Free Press QMO&O*

Potential purchase of Q.M.O. & O. and incorporation into a scheme to Toronto.

*04/09/1880 Ottawa Citizen QMO&O*

Inspection of the QMO&O by Gooderham with a view to purchase or lease.

*06/09/1880 Ottawa Free Press QMO&O Chaudiere bridge*

The bridge builders on the Chaudiere railway bridge were at work yesterday. This was necessitated by the false trestle work preventing the passage of logs to the mills at the Chaudiere.

*24/09/1880 Ottawa Free Press QMO&O Chaudiere bridge*

The iron work for the Hull side of the Chaudiere bridge has not yet arrived. The wooden trestle work for the first span has been moved from this side, and is in position for the iron when it arrives.

*09/10/1880 Ottawa Citizen QMO&O Chaudiere bridge*

Twenty eight car loads of iron arrived in Hull by the QMO&O Railway for the new bridge.

*12/10/1880 Ottawa Citizen QMO&O Chaudiere bridge*

Between 5 and 6 o'clock last evening, a very important event in the history of the QMO&O Railway transpired - the laying of the last stone in the masonry work of the Chaudiere Railway bridge, the second largest of its kind in the world. The work of constructing the piers was begun on the 26th of July 1879, and it is safe to say, taking one consideration with another, was carried through with the utmost dispatch by the contractor Mr. Beemer. In a work of this character, and more particularly in a locality where strong currents prevail, there are many difficulties to contend with and that Mr. Beemer should have surmounted these in a little over a year reflects credit on his ability and energy. We will not purpose, at the present time, going into a detailed description of this magnificent structure, leaving that for a more remote period, but will merely add that the bridge is 3,800 feet in length, exclusive of 900 feet of island work which gives it a total length of 4,700 feet. It has eleven piers and four abutments, the masonry being second to none on the continent. The bridge, when completed, will cost about \$360,000. Mr. Beemer's contract amounted to about \$113,000. This item was considered very low by many and when Mr. Beemer was reminded of that fact by several contractors he merely in that hopeful way so characteristic of pushing Americans, "Gentlemen, I am going into this work with my eyes open and if I will finish it if I have to leave my purse behind." He has certainly carried out his determination and it is sincerely to be hoped will, instead of leaving his purse behind, have a handsome amount to his credit after meeting his liabilities.

#### CELEBRATING THE OCCASION

The laying of the last stone was, of course, the signal for festivity. The ceremony was successfully performed in the presence of Messrs. MacKay, Wright, Dr. Graham, Mr. Lawless, Mr. Washburne, Mr. Massey, the engineer, Mr. Fotheringham, the inspector, Mr. Crissman, Mr. Beemer's superintendent, a representative of THE CITIZEN, and the men employed on the works. Hearty cheers were given for the contractor, after which a basket of champagne was introduced and several toasts were given.

#### THE CONTRACTOR'S HEALTH

In proposing Mr. Beemer's health, Mr. McKay Wright said the bridge spoke for itself; it was a monument to the ability of Mr. Beemer and was destined to carry the traffic of the great west to the great east. He spoke feelingly on this matter. As a native of the county of Ottawa and a quondam resident of Hull, he welcomed the arrival of Mr. Beemer as a happy augury, because he knew the importance and greatness of the work he had undertaken to perform. That work had been accomplished and he believed he was expressing the sentiments of everyone present when he said that it had been done with the utmost satisfaction. A few years' ago he never dreamt that he would be standing on piers erected on the bottom of the Ottawa River, but a short distance above the Chaudiere Falls, and knowing the many and serious difficulties that had to be contended with, he was amazed at the work being completed in so short a time. It was a great work, not merely limited to the trade between Quebec and Ontario, for in building these piers they were laying the foundation of a railway that would extend across the continent carrying traffic from Halifax to Vancouver. He hoped to live to see the ocean traffic passing across the bridge and perhaps seeing an ambassador from Japan passing through Hull, en route to St. James Court. Mr. Beemer certainly had every reason to be proud of his work and he sincerely hoped that it would not be the last work of this magnitude he would be permitted to undertake (Applause).

#### MR. BEEMER'S REPLY

Mr. Beemer said he was not a good speech maker, and whether he was a good bridge maker or not he would allow those present to judge, as the work he thought would speak for itself. He had to thank the citizens of Hull most cordially for many kindnesses received at their hands, and also the Engineer, Mr. Massey, who was a perfect gentleman in every sense of the word and performed his work honestly for his employer and with justice to the contractor. The inspector, Mr. Fotheringham, was an upright man, and though very strict in having things carried out to the letter, it was a pleasure to deal with him. He could conscientiously say that the work was second to none, and would stand for generations after the company had been laid in their narrow cells of clay (Applause)

#### THE ENGINEER

Mr. Massey, the Government Engineer, in response to a toast, said he hoped Mr. Beemer would stay in Ottawa. It was a pleasure to work with such a contractor and one thing he wished to say about him, which was not characteristic of contractors, that he never took advantage of the absence of the engineer, but performed his work as though he were present. The masonry was a creditable piece of work, and he hoped Mr. Beemer would, in the future, be fortunate enough to secure many profitable contracts. (Applause)

Inspector Fotheringham's health was also proposed and responded to by that gentleman after which Captain offered to take the party on

#### A CRUISE AMONG THE TWENTY ISLANDS

in the little Chaudiere. The suggestion was heartily approved of and the yacht Peterson steamed up the rapid current in the beautiful moonlight, where no other vessel had ventured before. The trip was a most delightful one. The numerous islands covered with autumn foliage sparkling in the soft light of the moon and the silver sheen on the rippled waters imparting a grandeur to the scene most pleasing to the eye. The yacht reached her moorings below the bridge, about seven o'clock when the party separated much pleased with the afternoon's entertainment.

*12/10/1880 Ottawa Citizen QMO&O Chaudiere bridge*

The masonry work of the new Chaudiere bridge will be completed to-night. Mr. Beemer, the contractor, will put on a force of 100 men to complete as speedily as possible the filling in on the island.

*12/10/1880 Ottawa Free Press QMO&O Chaudiere bridge*

The last stone of the Chaudiere Railway Bridge was laid last evening between five and six o'clock, in the presence of a number of gentlemen and the men employed on the works. Mr. Beemer's health was afterwards proposed and drank. Mr. Massey, the government engineer and Inspector Fotheringham were also honored. Captain Blondin afterwards took the party on a cruise among the islands of the Little Chaudiere in the steam yacht Peterson. The bridge is 3,800 feet in length, exclusive of 900 feet of island work. There are eleven piers and four abutments. Mr. Beemer's contract amounted to \$113,000.

*14/10/1880 Ottawa Free Press QMO&O Chaudiere bridge*

Mr. Beemer has his men at work filling in the island links of the Chaudiere Railway Bridge, ? gravel cars are being used.

**16/10/1880 Ottawa Citizen QMO&O**

Long article on a meeting concerning the location of a Union Depot. Some said should be at Elgin Street and some said should be at the Chaudiere. Unless the city gave some assistance the depot would be at the Chaudiere. Advantages of Chaudiere was that none of the lines would cross the streets and it would be alongside water.

The late manager of the St. Lawrence and Ottawa had said that it would cost \$300,000 to run a line from the Chaudiere to Bank or Elgin Streets.

Meeting was adjourned and another meeting would be held.

Similar account in the Ottawa Free Press, same date.

**18/10/1880 Ottawa Free Press QMO&O Chaudiere bridge**

A large number of persons visited the Chaudiere Bridge, which has recently been extended to the island, yesterday. Operations have been commenced on the Quebec side.

**18/10/1880 Ottawa Citizen QMO&O Chaudiere bridge**

The first construction train was run over the Chaudiere Railway bridge on Saturday. Dr. Malloch was among the passengers on board.

(In the light of subsequent reports this presumably refers to the first construction train on the bridge)

**20/10/1880 Ottawa Free Press QMO&O Chaudiere**

Mr. Chapleau and the Q.M.O. & O. R.R. officials who were in the city, have decided to have the depot for that road located at the Chaudiere, near the C.C.R.R. depot.

**28/10/1880 Ottawa Citizen QMO&O Chaudiere bridge**

Mr. Beemer is rapidly completing the embankment of the Chaudiere bridge.

**01/11/1880 Ottawa Free Press QMO&O Hull**

On Saturday morning last two boys named Desjardins and Galarneau were arraigned before the Hull Recorder on a charge of stealing some 200 railway tickets from the Hull depot of the Q.M.O. & O. R.R. They were remanded until Thursday next.

**02/11/1880 Ottawa Free Press QMO&O Chaudiere bridge**

Mr. Beemer, contractor for the Chaudiere Railway Bridge, has put on an extra gravel train to facilitate the work of filling in the embankment on the island, which forms a connecting link for the bridge. The work is progressing favorably.

**04/11/1880 Ottawa Citizen QMO&O Chaudiere bridge**

An extra gravel train has been added to the rolling stock already employed in filling in the embankment at the Chaudiere Railway bridge so as to facilitate the work.

**08/11/1880 Ottawa Citizen QMO&O Chaudiere bridge**

On Saturday night during the storm, the traveller used in erecting the superstructure of the Chaudiere railway bridge, a heavy piece of iron work, together with some tools, were blown off the forth span and fell into the river. It is feared they cannot be recovered. The accident will probably delay the work a week.

**15/11/1880 Ottawa Free Press QMO&O Chaudiere bridge**

A large number of people visited the Chaudiere Bridge yesterday, which is now all completed with the exception of one span. A number of men were working there yesterday. It is expected that the bridge will be formally opened by His Excellency the Governor General shortly.

**18/11/1880 Ottawa Citizen QMO&O Chaudiere bridge**

Another carload of iron is required for the completion of the QMO&O Railway bridge.

**24/11/1880 Ottawa Free Press QMO&O Hull**

Reiterates the proposal to build a branch line from the Q.M.O. & O. to the Hull iron mines.

**26/11/1880 Ottawa Citizen QMO&O Chaudiere bridge**

In conversation, yesterday, with a prominent official of the QMO&O Railway, in reference to the formal opening of the Chaudiere bridge, a Citizen reporter was told that the date for the formal opening had not been positively decided upon but that it would in all probability be on or about 9th December, as stated yesterday. Trains will, it is expected, cross the bridge before that time.

It is said Canada Central Railway, some of whose stockholders are largely interested in the Pacific Railway Syndicate, are contemplating the lease or purchase of the QMO&O Railway in the event of parliament ratifying the agreement with the syndicate. By controlling the QMO&O the Canada Central would have a through line from Lake Nipissing to Montreal and Quebec, and by bridging the St. Lawrence above Brockville where the water is shallow would also have another through line, by the Utica and Black River and New York Central Railways to New York. It is rumored, in the event of the consummation of the first mentioned scheme, nearly all of the workshops of the company, now located at Brockville would be removed to Ottawa.

Yesterday a conference was held at the Russell House between Mr. Archer Baker, manager of the CCR and Mr. Senecal, superintendent of the QMO&O in reference to the proposed station at the Chaudiere. It is understood that the plans submitted were approved of and that the improvements will be completed in two months. The passenger station will face on Broad Street, a little south of the corner of Queen Street and will be about 50 by 60 feet, in the rear of which will be a covered platform between three and four hundred feet long and two tracks. The passenger station will be divided so that there will be a separate entrance for each company. Extensive freight sheds will also be erected. Some other improvements are also to be made in the yard, for which Mr. Beemer has the contract.

**26/11/1880 Ottawa Free Press QMO&O Chaudiere**

A conference was held at the Russell House yesterday between Mr. Archer Baker of the Canada Central Railway and Mr. Senecal of the Q.M.O. & O. Railway, with reference to the proposed union station which is to be constructed on Broad street, Chaudiere. It is understood that the places were approved of, and that Mr. Beemer will have the contract. It is said that the Canada Central Railway contemplates the lease of the Q.M.O. & O. Railway, which would give them a through line from Lake Nipissing to Montreal and Quebec.

**30/11/1880 Ottawa Citizen QMO&O Chaudiere bridge**

In the course of a few days, Mr. Beemer will have completed his work on the Chaudiere Railway bridge.

Among the contemplated improvements in the Canada Central yard is a new culvert, 30 feet wide, and for which Mr. Beemer has the contract, in connection with the widening of the track.

**02/12/1880 Ottawa Free Press QMO&O Chaudiere**

Mr. C. Heney, for some years past landing waiter at the Lower Town depot of the St. L. & O. Railway, will next week be removed to a similar position at the Union Depot of the C.C. & Q.M.O. & O. Railways. Mr. A. Maclean will then take charge at the St. L. & O. Railway.

THE OCCIDENTAL RAILWAY. - the manager of the Q. M. O. & ). Railway stated today that the unusually early closing of navigation this season had thrown upon the road vast quantities of freight for transit quite unexpectedly, and the danger was that there would be "more than they could handle." "the past few weeks," said an official, "there has been just about six times the amount of freight there was at the same period last year, and our carrying resources are taxed to the utmost, and additional rolling stock, as matters appear to be shaping themselves, will be the only way out of the difficulty. The class of freight seems to be confined principally to farm produce. The Chaudiere bridge, between Hull and Ottawa will be completed in a few days. The Q. M. O. & O. Railway will then change their passenger timetable to connect with the Canada Central Railway from Ottawa west. There will also be two new sleeping cars, sixty feet long, and built in the Q. M. O. & O.. Railway shops at Hochelaga, put on the line about that time. It is said they are the finest in America.- Montreal Witness.

The formal opening of the Chaudiere bridge will take place on the 9th of December - Thursday next.

07/12/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Hull 6th. Superintendent Scott of the QMO&O accompanied by Mr. Peterson and Mr. Keefer, arrived at the Hull station last Saturday afternoon, where a first class carriage was attached to the Aylmer branch engine, in charge of driver Austin and conductor T. Fenell, and the party examined the Chaudiere bridge as far as the fifth span. The party afterwards went to Aylmer. It is expected that the last rail will be laid on Tuesday and the bridge tested on Wednesday and opened on Thursday.

07/12/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The employees of Messrs. Clarke, Reeves & Co. leave tomorrow --

08/12/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

Nothing definite is known concerning the formal opening of the Q.M.O. & O. Railway bridge, which is now completed.

A number of men employed on the ironwork of the Chaudiere Bridge, having completed their work, have left for Toledo, Ohio, where a bridge is under construction on the Wabash road. A second party have gone to the Maine Central to construct another bridge.

09/12/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

It is expected that trains will be run across the Chaudiere Railway bridge on Monday. Mr. Shanly is to act as government inspector at the testing of the bridge. In this connection it is understood that changes will be made in the superstructure of all the bridges on the Occidental Railway, in the adoption of a clamp instead of bolt and nuts as a fastener of supports, an improvement invented by Clarke, Reeves & Co.

10/12/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

It is understood that the Chaudiere Railway bridge will be tested tomorrow, and that on Monday trains will begin to run regularly over it. The Canada Central station will be used for depot purposes for the present.

Mr. Reeves of the bridge building firm of Clark, Reeves & Co. is in the city for the purpose of settling the bridge matter with the Customs department. The superstructure of the Chaudiere Railway bridge was seized a couple of days ago for under valuation. It was entered at \$100,000, the duty upon which is some \$25,000. The contract price for the superstructure was \$194,000. The Customs department claim duty on some \$28,000 additional to the \$100,000. The matter is being arranged.

10/12/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The men employed on the Chaudiere railway presented Superintendent Simpson with a meerschaum pipe last night. He afterwards entertained the men at a supper.

11/12/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Two arbitrators are to be appointed to bridge over the difficulty between Clark, Reeves & Co. and the Customs authorities. The bridge company claim that they should only pay duty on their own price for the superstructure, while the government claim the right to collect on the wholesale value, and not on the manufacturer's price. The difference in the present case is about \$6,000. The decision that will be arrived at in this dispute regarding the duty that should be paid will be regarded as a precedent for the future.

13/12/1880 *Kingston Whig Standard* *QMO&O*

The Chaudiere Railway Bridge is under seizure by the government on the ground of undervaluation.

13/12/1880 *Ottawa Citizen* *QMO&O*

Commencing Monday December 13 trains will run as follows etc. Shows trains running to and from Ottawa.

13/12/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

Mr. A. Fleck of this city, and Mr. Taylor of Montreal, have been appointed as arbitrators in the case of the Chaudiere Railway Bridge difficulty. The decisions of these parties, as to the iron superstructure, is to be accepted by both the customs department and Clarke, Reeves & Co.

14/12/1880 *Ottawa Citizen* *QMO&O* *Chaudiere bridge*

The bridge was tested yesterday afternoon. Messrs. P.A. Peterson, Engineer-in Chief; Mr. C.A. Scott, Assistant Superintendent, Mr. Davis, Mechanical Superintendent; Messrs. Massey and Howard, Assistant Engineers and Mr. Reeves of the firm of Clarke, Reeves and Co., of Philadelphia, the contractors for the iron work being present. The test was more than satisfactory and more than fulfilled the requirements of the specifications. On the deflexion being taken the first 150 feet spans gave a minimum deflexion of 1/4 inch and a maximum of barely 1/2 inch; the maximum deflexion of the 250 foot span was but one tenth of an inch. All the spans, which were in succession covered by the five engines brought together as close as they could be, came up again and did not show any permanent deflexion. The bridge is calculated to stand a pressure six times greater than ordinarily to be put on it. The bridge is 2,100 feet in length and is second only to the Victoria Bridge at Montreal.

Connection with the Canada Central. The connection between this line and the Q.M.O. & O. will probably take place in a week's time. Mr. J.R. Pruyn, the travelling auditor of the Q.M.O. & O. is in town with regard to the matter.

Messrs. Clarke, Reeves & Co. of Philadelphia are the builders of every bridge in so far as the iron work is concerned in the Q.M.O. & O. Railway, having constructed some fifty spans. The firm has built all the large bridges on the Intercolonial.

14/12/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The roadbed of the C.C.R.R. at the Chaudiere has been widened, sufficient to admit of the laying down of another track.

Mr. Beemer, contractor has about twenty men engaged in putting up the stone embankment walls on the approaches to the Hull Railway Bridge.

The vicinity of the Canada Central Depot is beginning to have a lively appearance. New signal lamps, similar to those used on the Q.M.O. & O. R.R. have been erected. They will be lit by electricity, the posts and wires having been put up.

The first passenger train will cross the new Chaudiere Bridge on Monday next.

It is expected that connection between the Q.M.O. & O. and C.C.R.R. will be made in a week's time.

14/12/1880 *Ottawa Free Press* *QMO&O* *Hull*

It is said that the Q.M.O. & O. R.R. propose to extend switches to the different lumber yards in Hull and vicinity, and also make a connection with the Baldwin iron mines.

14/12/1880 *Ottawa Free Press* *QMO&O* *Chaudiere bridge*

The first passenger train will cross the new Chaudiere Bridge on Monday next.

15/12/1880 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

Occidental Railway trains now run into the city.

The contract for the guard rails for the Chaudiere Railway Bridge was executed by Messrs. William Mason & Sons of the steam mills near the Little Chaudiere. The timber was cut on the firm's limits on the Chalk River, and brought down on the C.C.R.R., and cut up at the mill near the site of the bridge. Mr. Taylor, one of the arbitrators appointed to settle the difficulty regarding customs duties on the Chaudiere Railway Bridge, has not yet arrived owing to illness, but will be here tonight or tomorrow, when the bridge will be taken in hand by the arbitrators.

15/12/1880 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

The contract for the guard rails for the Chaudiere Railway Bridge was executed by Messrs. William Mason & Sons of the steam mills near the Little Chaudiere. The timber was cut on the firm's limits on the Chalk River and brought down on the C.C.R.R. and cut at the mill near the site of the bridge.

16/12/1880 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

Freight trains are running over the Chaudiere Railway Bridge but passenger trains will not begin crossing until next week.

17/12/1880 *Ottawa Citizen*

*QMO&O*

*Chaudiere bridge*

A party of gentlemen, consisting of Hon. Mr. Caron, Minister of Militia, Hon. Mr. Chapleau, Mr. Judah of Montreal, Mr. Senecal, Superintendent of the railway, Major. Chapleau, Mr. H.J. Beemer, and several other officials, crossed the QMO&O Railway bridge yesterday in the official car. The trip was a very successful one, crossing the structure at an ordinary rate of speed.

17/12/1880 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

Mr. Taylor, arbitrator in regard to the Chaudiere Railway Bridge, of Montreal, arrived today, and in conjunction with Mr. Fleck, proceeded to work in defining the value of the superstructure. They will likely come to a decision by tomorrow afternoon.

18/12/1880 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

The Government are getting an expert from the west to assist in the arbitration of the Chaudiere railway bridge matter. No settlement will, therefore, be arrived at for some days.

20/12/1880 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

A new track is being laid at the Chaudiere for the Union Railway depot.

The regular passenger trains in the Oriental Railway begun running regularly into the city today.

It is not expected that the arbitrators in the Chaudiere Railway Bridge matter will arrive at any decision until Thursday as there is a good deal of work to do in making the estimates.

31/12/1880 *Ottawa Citizen*

*QMO&O*

*Chaudiere*

Mr. H.J. Beemer, the contractor for the Q.M.O. & O. station at the Chaudiere has a large force of men employed, in order to have the work completed in four weeks.

01/01/1881 *Globe and Mail*

*QMO&O*

*Chaudiere bridge*

The difficulty about the formal opening of the Chaudiere railway bridge has not yet been settled and no passenger train has yet run into the city.

03/01/1881 *Globe and Mail*

*QMO&O*

*Chaudiere bridge*

The North Shore Railroad bridge above Chaudiere Falls is receiving its finishing touches and the new depot at Chaudiere Flats will be constructed within a month.

06/01/1881 *Ottawa Citizen*

*QMO&O*

*Chaudiere*

The QMO&O Railway depot at the Chaudiere will be completed in a few weeks.

06/01/1881 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

The arbitration in the Chaudiere Railway Bridge matter was resumed today. It will take a day or two to decide the disputed points.

07/01/1881 *Ottawa Citizen*

*QMO&O*

*Chaudiere bridge*

The formal opening of the QMO&O Railway Chaudiere bridge will take place in a few days. The invitation cards are of a very handsome and unique design, on the back of which is a cut of the structure and below a view of the capital.

07/01/1881 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

The arbitrators, Messrs. Taylor and Fleck, are still busy considering the value of the Chaudiere Railway Bridge, under seizure by the Government, for alleged under valuation of material subject to duty. It will probably be some days before a conclusion is arrived at.

In connection with this matter, the Monetary Times makes the following mention in a late issue:

"Position taken by this firm, Messrs. Clarke, Reeves & Co., of the Phoenixville Bridge Works, Philadelphia, is that they should be permitted to enter wrought iron in prepared form for bridge building, at 3½c. per lb.; indeed they put down that price as the "fair market value" of such material. This will hardly be conceded by any one conversant with the values of iron, and it is disproved by evidence gathered by the Government. For example, the Cleveland Bridge Company considers that the market price for such materials at the time they were brought in was five and a half cents (5½c) for wrought iron which constitutes the bulk of such work, and three and a half (3½) for cast iron. And we are told that the Phoenixville Bridge Works people themselves, somewhat inconsistently, entered at Clifton, within a month of the Chaudiere bridge entry, the very same description of material, intended for a G.W.R bridge, at five cents per lb. There is no room for surprise, therefore, at the seizure, much less for a plea of "hardship." The authorities fixed upon 4½ cents as the price at which an amended entry might be made, and offered to accept this valuation, the increased amount of duty, consequent upon which would be, say \$6,000. This offer the Philadelphia firm refused, and meantime a return of the value of the materials for all iron bridges imported of later years has been moved for in the House, which may be the means of bringing out some interesting facts, as, for instance, what relation the entered price of the bridge material for the North Shore Railway of Quebec bore to its market value, for those were made by an American firm, from materials of American manufacture." Paper referred to comes out in strong support of home manufactures, and insists upon a full imposition of duties in each and every case.

08/01/1881 *Ottawa Citizen*

*QMO&O*

*Chaudiere*

It is estimated that it will cost the QMO&O Railway between \$5,000 and \$6,000 to build the bridge across the waterworks aqueduct.

08/01/1881 *Ottawa Citizen*

*QMO&O*

*Chaudiere bridge*

The iron work of the QMO&O Railway bridge will be fully completed next Tuesday and the men will return immediately thereafter to their homes in Philadelphia.

10/01/1881 *Ottawa Citizen*

*QMO&O*

*Chaudiere bridge*

The formal opening of the Q.M.O. & O. Railway bridge will take place next week.

12/01/1881 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

The Chaudiere Railway bridge will be open for regular freight and passenger traffic on Monday next.

The date of the formal opening of the Chaudiere Railway Bridge is not yet publicly known.

13/01/1881 *Ottawa Free Press*

*QMO&O*

*Chaudiere bridge*

The Chaudiere Railway Bridge is fully completed and trains will begin running over it regularly on Monday next.

*13/01/1881 Ottawa Citizen QMO&O Chaudiere bridge*

The QMO&O Railway bridge was fully completed yesterday and trains will commence to cross on Monday next.

*17/01/1881 Ottawa Citizen QMO&O Chaudiere bridge*

Trains commence running regularly today on the Q.M.O. & O. Railway Bridge.

*18/01/1881 Ottawa Free Press QMO&O Chaudiere bridge*

Railway trains crossing the Chaudiere Bridge regularly.

*19/01/1881 Ottawa Citizen QMO&O Chaudiere bridge*

The arbitrators of the Chaudiere Railway Bridge seizure case will resume their labors today, when further evidence will be taken on behalf of the Government.

*19/01/1881 Ottawa Free Press QMO&O Chaudiere bridge*

The Chaudiere Railway Bridge arbitration case was resumed today.

*21/01/1881 Ottawa Free Press QMO&O Chaudiere bridge*

Mr. W.A. Blackman, of Augusta, Maine, one of the foremen and superintendent of the painting of the Chaudiere iron bridge left Ottawa a few days ago for Rondout, New York where he has gone to superintend the construction of another bridge for Clarke, Reeves & Co.

*24/01/1881 Ottawa Citizen QMO&O Chaudiere*

One of the finest Pullmans brought to the city arrived here Friday evening by the QMO&O Railway, in which company's workshops it was built. It is elegantly furnished and in all other respects compares favourably with the most luxurious coaches in use.

On and after Monday 24th instant the street railway will run an early and a late car in order to accommodate passengers departing or arriving by the QMO&O trains at the Canada Central depot.

*24/01/1881 Ottawa Free Press QMO&O Chaudiere*

The two new palace day and sleeping cars on the Occidental Railway cost \$20,000 each. They are 75 feet in length, 10 feet in width, and 13 feet in height. Each car is admirably finished. A number of cabinet ministers visited the station grounds Saturday and inspected the new cars which are a credit to home manufacture.

*24/01/1881 Ottawa Citizen QMO&O Chaudiere*

On and after Monday 24th inst. the Street Railway Company will run an early and late car in order to accommodate passengers departing or arriving by the Q.M.O. & O. trains at the Canada Central depot.

*26/01/1881 Ottawa Free Press QMO&O Chaudiere bridge*

The Chaudiere railway bridge arbitration case has not yet been settled.

*26/01/1881 Ottawa Citizen QMO&O Chaudiere bridge*

The evidence in the Chaudiere Railway seizure case is all in, but no decision will likely come for several days, as Mr. Taylor, one of the arbitrators, is now confined to his house in Montreal by sickness.

*05/02/1881 Ottawa Free Press QMO&O Chaudiere*

Several car loads of ties arrived from Franktown this morning for the Occidental Railway branch at the Chaudiere.

*09/02/1881 Ottawa Citizen QMO&O Chaudiere*

The new Chaudiere station now under construction by the QMO&O Railway is rapidly approaching completion although building operations were only commenced some five weeks ago. The passenger depot, a substantial wooden erection of rustic design, and two storeys in height, is situated in close proximity to Broad Street. A glance shows that the arrangements for the convenience for the travelling public have been carefully considered and intelligently provided for. Reaching the interior of the building by the main entrance from Broad Street, the ticket office is found to stand on the right hand and passing on any of the three sections into which the covered platform is divided, may be approached without going into the open air. There are two tracks, one for arriving and one for departing trains. Opposite each of these tracks is one of the sections of the platform, and the other intervenes between them. At least, such is the plan, for the construction is not yet completed. Besides the ticket office in the lower floor, there are also a general waiting room, manager's office, ladies waiting room and a private apartment connected with the general manager's office. In the second story the general business offices of the railway will be placed. The two tracks referred to will require to be laid from the present Canada Central depot to the new station, and in order to effect this it will be necessary to remove the company's freight shed.

The work is carried out by the Quebec Government under the superintendence of Messrs. Wise and Fotheringham, and will, when finished, cost over \$7,000 apart, altogether, from the large outlay for sewage purposes.

The freight house, a building 286 feet in length, 43 feet in width and costing about \$6,000 is being erected by Mr. Beemer on a site about 100 yards nearer the river than the passenger depot and is expected to be completed today. Whether or not the passenger depot is to be a union one for the transaction of business for both the Canada Central and the QMO&O Railways is not yet definitely ascertained, but it is more than probable such an arrangement will be arrived at as it would be more advantageous to the interests of the roads as well as conserving in a high degree the convenience of the traveling community.

QMO&O Palace Cars.

on another page we give some illustrations of the new palace and sleeping cars which have been lately added to the rolling stock of the Q.M.O.&O. Railway. The cars present some entirely new features, and are by far the most comfortable and luxurious travelling carriages yet introduced into this country. Besides the numerous advantages of construction, which we shall presently notice, these carriages have a special claim to our consideration as being from first to last of Canadian manufacture. The principal features of the new plan were originally invented by Mr. Leve, of the tourist firm of Leve & Alden, but the principal mechanical points have been invented, and the whole new plan has been practically carried out by Mr. A. Davis, the mechanical superintendent of the Q.M.O. & O. Railway works, in a manner which leaves nothing to be desired. The improvements are numerous, but the two which must affect the comfort of the ordinary passenger are the luxurious chairs which replace the ordinary seats, and the comfortable beds, which consist of mattresses supported on spring beds of ingenious construction. As compared with the hard cushions upon which the ordinary traveller rests, retaining, as they do, the heat occasioned by their ordinary use during the day, and pressed into lumps and divisions; the free circulation of air through the springs and the use of mattress and bedding entirely separate from the day accommodations, form an improvement, the advantage of which is obvious. The method of construction is sufficiently ingenious. Bed and bedding fit, when not in use, into a cupboard which closes into the side of the car, presenting to us only an elegantly decorated panel, which this same cupboard, when opened out, forms a support for one end of the bed frame, and completely partitions off one compartment from the next. These cupboards work each upon three short hinges, the plates of which run across the inside of the cupboard itself, thus adding great strength to the supports. To show how everything has been considered to the smallest detail, an ingenious contrivance so locks the fastenings so as to prevent any rattling of bolts in whatever position they may be placed. The upper beds are slightly lower than is usual, affording at once greater facility for getting in and out, and giving the occupant the use of a portion of the window which is in the centre of the compartment. The chairs, of which mention has been made, are undoubtedly the most comfortable devices ever introduced into a railroad carriage. They are luxurious arm chairs which can be raised or depressed to any angle, wheeled in to any position, and finally used as rockers at will. Withal, they are of such simple construction that their liability to get out of order is reduced to a minimum, and, when not in use, they fold up like magic, and are stowed away under the lower berth, as shown in our illustration. The other fittings are much what we are accustomed to expect in such carriages. A more luxurious drawing room than usual occupies one end of the saloon, and lavatories and dressing rooms of the best appointment have an addition in a luggage closet, which will be a great convenience to travellers with bags and bundles. The decorations are most beautiful, and the general effect of the car is sumptuous in the extreme. The Q.M.O. & O. Railway deserve great credit for the attention to the wants of the public which they have always shown, and the present improvements are but a new proof of their determination to do all in their power to render their passengers comfortable. The new invention is known as the Davis & Levis Patent parlour and Sleeping car Combination.

21/02/1881 *Ottawa Free Press* QMO&O *Chaudiere bridge*

In November last the Chaudiere Interprovincial Railway Bridge, built by Clarke, Reeves & Co., of Philadelphia, was seized by customs authorities at this port on the grounds of under valuation of material in entry, the money in the hands of the Quebec Government who contracted for the bridge, being garnished by the Dominion Government until the matter could be settled. The Philadelphia firm had entered the iron superstructure at \$3.53 per hundred weight, paying \$21,780 in duty, being 25 per cent on \$87,130.40. The Customs Appraiser who made this seizure on behalf of the Government, held that duty should be paid on the material at a value of \$4.50 per hundred, which would make an increase of nearly \$6,000 in the amount of duty to be paid. The firm objected to this and the matter was referred to arbitration, Messrs. Taylor (Montreal) and Fleck (Ottawa) being appointed. The report of the arbitrators was placed in the hands of the Minister of Customs on Saturday, and it is expected that he will announce his decision on the matter shortly. More.

22/02/1881 *Globe and Mail* QMO&O *Chaudiere bridge*

If the Chaudiere iron bridge seizure difficulty is settled on the basis supported by the arbitrators, the importers will have to pay \$12,612 duty in addition to the \$21,750 already paid.

07/03/1881 *Ottawa Free Press* QMO&O *Chaudiere bridge*

Clarke, Reeves & Co., contractors for the superstructure of the Chaudiere Railway Bridge, have been adjudged by the government to pay a forfeit of \$26,000, in addition to the \$26,000 of duty already paid, making a total of \$52,000. This will take most of the cream from off the job.

08/03/1881 *Globe and Mail* QMO&O *Chaudiere bridge*

The Citizen says the result of the investigation into the alleged undervaluation of property in the case of the ironwork for the bridge across the Ottawa on the line of the Quebec, Montreal, Ottawa and Occidental Railway, will probably be laid before Parliament on Tuesday. It is understood that the valuation by Mr. Fraser has been fully sustained by Messrs. Fleck & Taylor, and that the contractors, Clark, Reeves & Co., Philadelphia, have been adjudged to pay in addition to the amount already received by the Customs Department the sum of \$26,000. There are a number of other bridges on this railway the valuation of which for duty are likely to be matters of Departmental concern.

16/03/1881 *Ottawa Free Press* QMO&O *Chaudiere bridge*

The papers and correspondence in connection with the Chaudiere Railway Bridge arbitration case were brought down in the House last night. More.

08/04/1881 *Almonte Gazette* QMO&O *Hull*

FATAL RAILWAY ACCIDENT. - a frightful accident occurred at the Quebec, Montreal, Occidental, and Ottawa railway station at Hull about 9. 30 on Friday night of last week. A man named Phillippe Quinn was waiting for the night train for Aylmer when some friends came up and invited him to drink. He acquiesced, and this was followed by several others, which made him feel drowsy. Leaving his friends he wandered away from the station and nothing more was heard of him until the express came up, when the cries of someone in distress attracted the passengers. On a search being made Quinn was found lying on the track with both legs cut off. Medical aid was sent for, and the unfortunate man, who suffered terrible pain, was removed to the General Hospital, where every effort was made to stop the flow of blood but without success. Quinn passing away about 1:30 o'clock next morning. It is rather strange that such an accident could have happened so near the station and when the train was running slowly. It is said that the headlight of the locomotive was out of repair and that a small lamp was doing duty instead.

10/05/1881 *Ottawa Free Press* QMO&O *Chaudiere*

The departure of the 4.50 train on the Q.M.O. & O. Railway was delayed a short time yesterday afternoon, owing to the front wheels of the engine running off the track. The accident was caused through the carelessness of a switchman, who left the points open. No damage was caused by the accident.

20/05/1881 *Ottawa Citizen* QMO&O *Chaudiere*

The QMO&O Railway will take possession of their passenger and freight depots at the Chaudiere on Monday. Mr. Chas. Gouin will be in charge assisted by E. Martin. The Hull station will be managed by Mr. C. Kearney and Jno. Sheldon.

01/07/1881 *Ottawa Free Press* QMO&O *Buckingham Jct. Wood*

Farmers are enjoying the benefits of the railroad. They get the following prices for wood: Maple and Birch \$3.50 per cord; beech \$2.50; dry hemlock and other soft woods \$2.00; green basswood \$1.50; hemlock bark \$5 and \$6. Of the latter there is a great supply. Before the railway was built the prices for wood were very low. Hop poles, oak staves, ash for oars, and railroad ties are in good demand.

01/08/1881 *Ottawa Citizen* QMO&O *Ottawa*

Mr. Allmand, night watchman at the Union Station, for the Q. M. O.&O. Railway is the owner of a fine dog who always accompanies him while on night duty. Mr. Allmand was formerly watchman at the Hull station and resided in the city of Hull. His dog cannot forget old associations and every morning it gets on board the Aylmer train at Ottawa and remains at the Hull station until the last evening train, when it returns to Ottawa in time for its night duties. A greater part of the line on the Q. M. O.&O. Railway, between Hull and Aylmer has been fenced in with barbed wire and it is the intention of the Quebec Government to extend this kind of fencing the whole length of the line.



31/08/1881 *Ottawa Free Press* *QMO&O* *Chaudiere*

Several bus loads of young people, destined for the Christ Church picnic at Deschenes Rapids today, arrived at the Union station this morning, in time to miss the train. Mr. Scott, General Superintendent, was telegraphed to, with the request that the train should be put back for the late comers. This was kindly acceded to and the train was backed up from the Hull station, taking all on board. The delay occasioned was about half an hour.

22/09/1881 *Ottawa Free Press* *QMO&O* *Chaudiere*

A new siding is being constructed at the Union Station yard. It will be principally used for freight cars on the QMO Railway shunted off the main track. A number of section men are laying the rails at present.

07/10/1881 *Ottawa Free Press* *QMO&O* *Chaudiere*

A number of carpenters are engaged at present constructing a new platform for the North Shore Railway at the eastern end of their yard on Broad street. The new platform will be over two hundred feet long and will be used principally for loading freight.

11/01/1882 *Ottawa Citizen* *QMO&O*

Full report of the dispute between Hon. M. Chapleau (premier) and Sir Hugh Allan touching the QMO&O Railway negotiations. CP wished to purchase the road.

19/01/1882 *Ottawa Free Press* *QMO&O*

By the Q.M.O. & O. Railway train last night, Colonel Voht, chief of police left for Calumet accompanied by the following men: Sergt. Harso and constables Burke, Simard, Collier, Fleury, Buteau, Grenier, Redmond, Marcoux and Martel. It is understood that they have been sent up by the government in the event of trouble occurring amongst the section men of the railway in that vicinity in consequence of the reduction of wages from \$1 to 80 cents per diem. It was explained that this reduction was made in order to keep all hands employed till spring, although there is not said to be now enough work for over one half of them.

On Monday last the section men employed on the Q.M.O. & O. Railway near Thurso struck work and have not yet resumed it. The cause of complaint alleged by them is that the managers of the road reduced their wages for the last month from one dollar to eighty cents per day without notifying them of their intention to do so. It is stated that men employed at other points along the line have also refused to work or to accept the eighty cents a day. The strikers also endeavor to intimidate others from working. A gang of men went out from Hull to take their place, but returned without doing any work, owing, it is said, to a rumor which was circulated to the effect that a gang of fifty men were to be on hand to prevent them working.

25/04/1882 *Ottawa Citizen* *QMO&O*

Supplement. Speech by Hon. Jos. A. Chapleau on proposing the sale of the western section of the QMO&O in the legislative assembly.

02/05/1882 *Ottawa Citizen* *QMO&O*

Quebec legislature ratifies the sale of the western division of the QMO&O to the CPR which receives the signature of the Lieut.-Governor General.

23/06/1882 *Almonte Gazette* *QMO&O*

RAILWAY TRANSFER. - the transfer of the western section of Q. M. O. & O. Railway to the C.P.R., took place on Monday night, from which period the road will be under the administration of Mr. A. Baker, superintendent of the Eastern section of the C. P. R.

01/10/1887 *Canada Lumberman* *QMO&O* *Hull*

Lumber shippers are agitating for a new siding at Hull station. Considerable shipping is going on there at present.

14/01/1933 *Ottawa Citizen* *QMO&O*

How The Q.M.O.&O. Railway Stirred Up The North Shore

Ottawa Lady Who Was a Girl in the Seventies near Papineauville, Tells of the Excitement Which Coming of the Railway Caused - Engine Screech Broke the Dead Monotony of the Country Side.

This story told by Mrs. Emma Ringuette, 80 Fairmont avenue, takes us down to the vicinity of Papineauville. at the time in the seventies when the Quebec, Montreal, Ottawa, and Occidental Railway was being built from Montreal to Ottawa via the north shore of the Ottawa river.

Mrs Ringuette was a daughter of Simon Leblanc, who came from Oka in 1870 and settled on the shore of the Ottawa river between the present villages of Papineauville and Montebello. Mrs. Ringuette, who was Emma Leblanc. was about twelve years of age when the Q.M.O.&O. was built, and according to her. the building of the road caused no small excitement on the north shore.

Was truly Rural

When the QMO&O. was first talked of, about 1875, the country around Papineauville was truly rural. Traffic on the highway, which skirted the river, was almost purely local. The only excitement the people had was the daily watching of the new steamer "Peerless" on its way to Ottawa. The existence of the people was drab in the extreme. They ven [sic] welcomed the occasional peddlers who came. They brought news.

But one day three men came to Papineauville. from Montreal and, soon thereafter the countryside was in a ferment. The north shore was to have a railway! The men called on all the farmers and bargained with them for right of way across their farms. The countryside buzzed with excitement. The stranger talked about how great an advantage to the people a railway would be and the farmers, anxious for progress, gave their right- of-way very cheaply.

Came Construction Gang

In due time came the construction gang. They put up at the hotel and the homes in Papineauville and daily worked westward. At last, in 1879, [sic] came the great day when men came onto the Simon Leblanc farm, graded the land and erected fences.

The Leblanc home lay between the highway and the river and faced the highway. The railroad was located about 40 feet north of the highway, or a little ever a hundred feet from the front door of the Leblanc home.

Screech of the Engine

And then a little later came the bigger day when rails began to be laid and the stillness of the country was broken by the screech of the construction engine. Children who heard it ran into the house. Excited women ran to their doors. Men left their work and walked to the point at which the engine had arrived. Simon Leblanc was a busy man those days He had made a contract with the Q.M.O. & O. for a large quantity of ties. Incidentally, it might be mentioned here that Mr. Leblanc lived till 18 years ago. He died at the age of 87.

It took about six months for the construction crew to finish their work in the Papineauville district and move on towards Ottawa.

First Passenger Train

Finally came the day in 1876 [sic] when the first passenger train went by from Montreal to Ottawa. To the lonesome farmers the train was a wonderful sight. They never tired looking at it

Brought Bits of News

Then the section men who passed twice daily proved a diversion. Often they passed to the farmers interesting bits of news from the outside world. The trains gave the people a travel-lust. They began to visit Ottawa. Altogether the Q M O&O. proved a boon for the north shore.

In closing this story it might be mentioned that a son of Simon Leblanc today lives at the homestead. Every day he sees the north shore trains go by and his interest in them does not wane.

Mrs. Ringuette lives with her daughter. Mrs. Anselme Boyer. 60 Fairmont avenue

Field Battery Had Eventful Journey To Montreal In 76

Stirring Scenes at Hull Station When They Chased Fireman and Engineer Off Locomotive. Major's Horse Took "French" Leave During Journey. On Return Trip Heavy Gun Rolled Off Flat Car Into Ditch. Farrier-Major Got Raking Over Coals For Forgetting Swordbelt

PERHAPS a few of the old timers who were attached to the Ottawa Field Battery in the seventies will recall an eventful trip to Montreal on the 24th of May, 1876. The following description of the trip is related by Mr. W. J. Powers, of 118 Pretoria avenue, who at that time was farrier-major in the unit:

"We were detailed to attend a military review in Montreal and when we arrived at the Hull station to board the North Shore train, we found there was no accommodation for us the train was filled with civilians. This aroused our anger and we chased the fireman and the engineer off the locomotive. Finally we were informed that the railway officials would send a special car to meet us at Calumet

#### Major's Horse Detrained

"When we arrived at Calumet we discovered that Major Stewart's horse was missing from one of the box cars - had taken French leave and was somewhere back on the line. An orderly was sent back after the horse and arrived with him about the time the special car reached Calumet.

The remainder of the journey and the time spent in Montreal was uneventful, with the exception that I got a raking over the coals from the major and other officers for leaving my sword-belt in the train appearing on review without it.

"On the return trip we hadn't gone some fifteen miles when the train came to a sudden halt. We discovered that one of our guns had rolled off a flat car and found a resting place at the bottom of a gully. There followed a busy scene of pulling and tugging, but little headway was made.

#### Broken Wheel

"Finally Major Stewart instructed me to take charge of the operations. I got hold of a stout rope and by slow degrees we got that old gun up on the track. We discovered one of the wheels was broken. The next problem was to get it back on the flat car. This difficulty was overcome by the use of a number of heavy timbers, procured from a nearby farm. It was a warm day and I am telling you that the men were pretty nearly all in by the time they had completed their task. For my share of the job I was not only thanked, but forgiven for forgetting my sword-belt.