

Local Railway Items from Area Papers - 1878

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.

25/01/1878 Almonte Gazette Canada Central

NARROW ESCAPE - An old man and his wife, (from the neighborhood of Otter Lake) were crossing the railway track at the 9th line, in a cutter on last Wednesday evening, when the south express came along, and struck the horse, killing it instantly. The cutter was smashed and its occupants considerably scratched, but not seriously injured. If the old gentleman had put more water in his whiskey the accident might not have happened.

31/01/1878 Ottawa Citizen St. Lawrence and Ottawa Gloucester

St. Lawrence and Ottawa train off the track.

The Brakesman and Passengers injured

An accident happened yesterday afternoon to the half-past two o'clock St. Lawrence and Ottawa train about a mile beyond Gloucester station, by which some persons sustained injuries, but fortunately of no very serious nature. The train left the depot at the usual time under the charge of Mr. Freeman, conductor, and proceeded at its customary rate of speed until it reached the place where the mishap occurred, when suddenly the cars left the track, the through carriage to Montreal and the first class car being thrown on to their sides, and their occupants, of course, were hurled violently from their seats. The second class and baggage cars also left the metals, but maintained an upright position, and no passengers in them were hurt. The engineer stopped the train as soon as he possibly could, and the train scarcely moved more than a couple of car lengths, but the shock and jolting were sufficient to seriously alarm those on board the train, and who numbered 21 in all. Of course it is not to be expected that all escaped unscathed. Mr. T.P. French the Post Office Inspector, sustained a slight cut on the head, and Mrs. Hanlon was also hurt on the forehead; another lady passenger, whose name our reporter did not learn, was also slightly hurt, as indeed many others were in a minor degree. The worst case of injury is that to Jas . Wallace, the brakesman, who at the time of the accident was in the first class car, and was thrown violently against one of the seats, which struck him in the stomach, hurting him considerably. So soon as the news of the accident reached headquarters here, Mr. Reynolds despatched a train for the double urpose of clearing the track and transhipping the passengers and baggage, both of which were forwarded to their destinations. The first-class cars were found lying on their sides beside the rails, and the second-class and baggage cars were soon placed on the metals again and the line was put ready for traffic again. The cause of the accident was a broken rail and no blame appears to be attached to any of the servants of the company. Those who were hurt were carefully attended to and made as comfortable as the circumstances would permit. The locomotive fortunately kept the rails, and, escaped uninjured, but the two first class cars are, of course, more or less damaged.

It is a matter for congratulation that the accident was not attended with worse results, for less causes than a broken rail have frequently been attended with severe personal injury and loss of life. When the news first spread in the city, the most exaggerated stories got ahead, but careful enquiry showed the facts of the affair to be as above given.

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 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 Ottawa Citizen QMO&O Hull

Hull. While the brakesman 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 brakesman 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.

03/02/1878 The Times, Ottawa Canada Central Renfrew

The late fire at Renfrew

Burying the remains of two of the victims,

The mortal remains of Mr. James McAdam were interred yesterday in the family burying ground at Pakenham.

Mr. McAdam, at the time of his death, was station master at Renfrew, and was well and favorably known, not only to the employees along the line, but also to nearly everyone living along the route of the railway. Orders were given from head office that special trains should run yesterday for the purpose of conveying relatives and friends to and from the funeral.

Unfortunately the intimation that the special train was to leave the city did not reach Ottawa until Saturday afternoon when it was too late to advertise the fact in the newspapers, and the consequence was that very few city members of the Masonic lodge body attended the funeral.

Precisely at nine o'clock, however, the train left, and by the time Carleton Place was reached a large number of the fraternity were on board. Here it was joined by the train from Brockville, containing over 130 Masons, and on arriving at Pakenham the number was augmented to nearly 250.

After waiting for few minutes, the train from Renfrew arrived containing the remains of Mr. McAdam in charge of the members of the Renfrew Lodge to which the deceased belonged.

The funeral procession - details omitted

The brethren from Pembroke and Renfrew then got on board the train and proceeded to Arnprior where the funeral of Mr. James Tierney awaited them, the remains having been left at Arnprior on the way down.

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.

08/02/1878 *Renfrew Mercury* *Canada Central* *Renfrew*

A large quantity of rails were recently brought to Renfrew. Whether they are for the repair of the C.C. line, or in preparation for further extension we cannot say: but there are ?? Illegible.

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. A 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* *St. Lawrence and Ottawa* *Sussex Street*

About half past three o'clock yesterday afternoon the heater in a Pullman car the "Rimouski" lying at the St. L. & O. station, exploded, doing considerable damage. The windows were blown out and the car fired. An alarm was sounded from the nearest box and the fire engine responded. The fire in the interior was put out by using the Babcock Extinguishers. The damage to the car will amount to about \$300. The car was the Friday night Pullman for Toronto.

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.

09/03/1878 *Kingston Daily British Whi* *Union Forwarding*

The opening of the Canada Central Railway to Pembroke has diverted so much of the travel formerly done on the Union Forwarding Co.'s steamers that they have decided not to run a passenger boat the ensuing season.

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15/03/1878 *Renfrew Mercury* *Union Forwarding*

The Ottawa Citizen says the Union Forwarding and Railway Company have come to the conclusion that there will be more money in towing sawlogs and square timber during the coming season than in carrying passengers, and consequently there will be no regular passenger boat between Aylmer and Pembroke. Since the opening of the Canada Central Railway the river traffic has been very light.

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.

CANADA CENTRAL EXTENSION - The Brockville Recorder of the 17th inst., contains the following :- It is with great pleasure we chronicle the fact that the contract for the extension of the Canada Central Railway from Pembroke to the southern end of Lake Nipissing has been signed by Messrs. Worthington & Co., of Montreal. In a few years Brockville will be the eastern terminus in Ontario of the Canada Pacific Railway, and it is not improbable that at no distant day the St. Lawrence at this point may be spanned by a tubular bridge, thus giving an outlet to the products of the vast North west and admitting them into the markets of the United States. The progress of the last fifty years is but an omen of the future, and furnishes the best of evidence of the capabilities of Canada for developing into a great nation."

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.

03/05/1878 *Almonte Gazette**Canada Central*

RAILWAY CHANGES - Brockville, April 25 - Rumors have circulated of late in reference to a change in the management of the Brockville and Ottawa and C.C. Railways. Enquiry has resulted in the information that in consequence of the resignation of Mr. H. Abbott, who is about to take the management of a railway in the Lower Provinces, the staff has been reorganized and is now composed of the following gentlemen: John G. Richardson, President and General Manager; Archer Baker, Assistant manager and Secretary; Carl Mather, Treasurer.

10/05/1878 *Almonte Gazette**Canada Central**Almonte*

DELAYED - A slight break in the engine, delayed the Tuesday noon express half a mile south of this station for over an hour.

10/05/1878 *Almonte Gazette**Canada Central*

The Canada Central.

The order in council relative to the Westward extension - the terms and manner in which the road is to be aided.

Ottawa, April 25. - the order in council laid before the house in reference to the extension of the Canada Central Railway westward to Lake Nipissing recites the steps taken formerly in connection with Mr. A. B. Foster and their failure, and then proceed to say:

"The Committee of Council, after fully considering the fact as already summarized, recommend

"First - that to the proposition of the Canada Central Railway company to extend the line to such point as may be selected by the Government as the terminus of the Canada Pacific Railway at or near the crossing of the Nipissing road, at the southeast corner of Lake Nipissing, for the sum of \$1,140,000, should be accepted upon does the condition as to the grades recommended by the chief engineer, and that the total payment to be made shall not under any circumstances exceed the sum of \$12,000 per mile.

"Second - that the company shall within three months of the ratification of this order in Council by the House of Commons satisfied the Minister of Public Works that they have entered on a bona fide a contract or contracts for the building of the Railway, and have provided sufficient means with the Government bonus to secure the completion of the line, and also that the company shall from the date of such contracts make continuously such progress as will justify the hope of completion within the time mentioned.

"Third - that the company shall enter into an agreement to grant running powers on terms to be approved by the Governor in Council to the Montreal, Ottawa and Western Railway, now in process of construction, from Montreal on the northern side of the Ottawa River, or any railway an extension thereof from any point or intersection west of the town of Renfrew, that may be approved of by the Governor and Council, also to the Kingston & Pembroke Railway company from the intersection of their line; provided that such point of intersection is east or west of Renfrew; or to such other companies as may have the terminus of their systems on or towards Lake Huron, and which may be designated by the Governor in Council as entitled to such running powers; any of the said companies may be mutually agreed upon by the Canada Central Railway company and the Quebec government and the other companies named, and in the event of a disagreement the conditions to be settled by arbitration, one arbitrator to be selected by each party, and one by the Governor in Council. The government of Canada and the lessees or future owners of the government road westward of the western terminus of the subsidised line shall possess running powers in the said railway on similar terms to the Company's designated.

"Fourth - That payments to be made to the extent of 80 per cent. of the said bonus of \$12,000 per mile on the completion of every ten miles. One half of such payments may be advanced when work equal to five miles is completed on any one section, on the certificate of the Chief Engineer that satisfactory progress is being made, and payment to the extent of 50 per cent. may be made on work extending over twenty five miles, upon the certificate of the Chief Engineer that such work is equal to ten miles of completed track. The balance to be paid on the entire completion of the railway to the Nipissing road at the South East corner of Lake Nipissing, provided that payments may be made upon rails delivered to the amount of 75 per cent. of the market value thereof. The amounts so paid on rails to be deducted from each settlement often miles. All payments to be made on the certificate of the chief engineer. They further recommend that payments be made to the extent of eighty per cent. of the work actually executed on the completion of every ten miles in the proportion which which ten thousand dollars per mile bears to the actual cost of each section. The company, however to have the option of substituting the payment by the government of the interest, or part of the interest, on bonds of the company running over such term of years as may be hereafter approved of by the Governor in Council in lieu of the mileage subsidy referred to. The terms and conditions, in all other respects, to be the same as above provided. The grant to be operative only after the ratification of this order in Council by the resolution of the House of Commons.

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.

31/05/1878 *Almonte Gazette**Canada Central*

The railway extension.

Mr. R. L. Harris, C. E., and Mr. Wm. Bell, P. L. S., arrived in town on Wednesday evening, from their walk over the proposed route of the Canada Central extension to Lake Nipissing. We have been unable to procure any definite information as to results of the investigations, but it is said that a feasible route has been projected, and one which it is anticipated will occasion but little trouble in actually locating. The direction this proposed route will take is said to lead to a point about three miles from Deux Rivieres, and about twelve miles from Mattawa village, a direction considerably further north, we believe, than has been anticipated for it.

Everything seems to indicate that the location of the line, preparatory to its construction, will be at once proceeded with vigorously. Several of the assistant engineers have arrived in town, and in conjunction with the chief, Mr. Harris, are now sitting up their permanent office in the brick building over the post office, a move not likely to be made unless "business" is meant. Altogether, we consider the prospect of a speedy commencement of the extension as very favorable.- Pembroke Observer.

Collision on the Grand Trunk

An Express train Runs into an Engine at Brockville - No Lives Lost.

Brockville, June 9. - A serious collision occurred at three o'clock this morning on the Grand trunk Railway, about one mile east of this place, which, although no lives were lost, resulted in considerable damage to the engines. It appears a special engine left Maitland shortly before the midnight express, and on arriving near Brockville was detained owing to the semaphore being up. While waiting for the semaphore to be put down, the express train came along at a rapid rate, and ran into the rear of the engine, smashing both engines and causing a terrible wreck. The express and baggage cars were thrown a distance of twenty-five feet from the track into an adjoining field. An auxiliary car was sent down at once with a large force of men, who soon cleared the track, and another engine being procured, the express train left for the west after a detention of three hours. It is a miracle that no lives were lost. The baggageman, who was in the car at the time of the accident, had his arm broken. It is not yet known what was the cause of the collision, but it was said that while waiting for the semaphore to be put down, the engineer and fireman on the special engine fell asleep. A large force of men are engaged in clearing the wreck.

14/06/1878 *Almonte Gazette*

Canada Central

Almonte

FAST TRAINS. - For the past few days gravel trains have been running up north, and while passing through Almonte, a higher rate of speed has been maintained, we are inclined to think, than the law allows, They frequently run at the rate of twenty miles an hour, and as the road passes through the heart of our town, and crosses several busy streets, it is just possible that a serious accident may happen to some one. Almonte has a few rights that even the railway corporation is bound to respect, and the lives of its citizens is one of them.

CHANGES ON THE RAILWAY. - We regret to learn that the services of Mr. John Scott, station agent on the Canada Central at this place, will be dispensed with at the end of the present month. Mr. Lowe, agent at Carleton Place, and one or two other agents, have also been notified to the same effect. These changes are said to be in consequence of a new policy inaugurated by the present management, and are supposed to be in the direction of economy and the more efficient working of the road. Messrs. Scott and Lowe are both old servants, having served the company faithfully for twenty years. Before the road was built, Mr. Scott occupied the responsible position in settling the claims of the owners of the land appropriated for the road, and from that time to the present has discharged his responsible duties satisfactorily to the public and with advantage to the company. His successor, we learn, will be Mr. Hagarty, of Pakenham, who will take charge here about the first of next month. There is but one feeling in Almonte about Mr. Scott's removal, and that is genuine regret at what will be to him a great misfortune.

17/06/1878 *Ottawa Free Press*

Tramway

Bronson & Weston

On Saturday last a man named Parr, employed at Messrs. Bronson & Weston's, fell from a tramway and broke his leg above the ankle.--

18/06/1878 *Ottawa Free Press*

St. Lawrence and Ottawa

Sussex Street

Yesterday afternoon a flat car on the St. Lawrence & Ottawa Railway, laden with rails, got off the track at the Dalhousie street crossing, and was considerably injured.

21/06/1878 *Ottawa Free Press*

Ottawa City Passenger

The case of Kelly vs. the Street Passenger Railway Company, was in progress at the county court today, before His Honor Judge Ross. This is an action for damages. The plaintiff was engaged at work on the water works extension on Sussex street, in September last, when along came a street car and he was compelled to jump into the open drain in order to escape being run over. He was injured by the jump, and was laid up for some time thereafter. Hence the suit.--

25/06/1878 *Ottawa Free Press*

Canada Central

Eganville

A party of engineers employed in laying out the route for the extension of the C.C. Railroad from Pembroke to Lake Nipissing are now camped about two miles from Pembroke. It is rumored that work will be commenced on the route in the course of a few weeks.

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.

28/06/1878 *Ottawa Citizen*

St. Lawrence and Ottawa

Great sculling race at Brockville.

Cheap excursion on Dominion Day, via St. Lawrence and Ottawa Railway. Tickets by the 8 a.m. train as follows: To Prescott and Back \$1.00; to Brockville by Grand Trunk or by boat, \$1.25. Good for that day only. Will leave Brockville on return at 6 p.m. By the 11.15 a.m. train. Single first class fares good for next day.

28/06/1878 *Renfrew Mercury*

Canada Central

Pembroke

The work of preparing for the extension of the railway from Pembroke progresses favorably. The line which, we believe, has now been definitely located across the bay, maintains the course mentioned by us in a former issue, and the actual work of construction is only delayed by the non-arrangement of right of way difficulties. The engineers say that the work will be fairly begun by the first of July, if not before that time. Pembroke Observer.

29/06/1878 *Ottawa Citizen*

St. Lawrence and Ottawa

Prescott

Mr. Murray, a railway contractor, missed the train at Prescott this morning and had to run in on a special train. It made good time - one hour and fifty minutes.

29/06/1878 *Ottawa Free Press*

St. Lawrence and Ottawa

A good story is told of a contractor who tendered for the Georgian Bay Branch contract. He was required to be here at noon today, but fell asleep on the G.T.R. and was carried past Prescott Junction. He hired a locomotive at Prescott, and had the pleasure of a ride of 53 miles this hot day on the tender.

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.

25/07/1878 *Ottawa Free Press*

St. Lawrence and Ottawa

Bush fires have been raging very heavily in this section, and last evening the city was enveloped in smoke. Along the line of the St. L. & O.R.R. and more especially between Osgoode and Kemptville, they were especially bad. A portion of the track near Oxford station caught fire and the ties were destroyed. Men were engaged last evening in tearing down the fences in some portions and replacing the ties. No impediment to travel is expected.

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."

30/07/1878

Ottawa Citizen

Canada Central

Stittsville

Bush fires between Stittsville and Ashton. The fences along the road were destroyed and men were at work trying to save the ties on the road. The heat was so great that passengers on the trains durst not put their heads near the windows while passing.

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.

08/08/1878

Ottawa Free Press

Canada Central

Pembroke

The work on the railway extension goes slowly but steadily on. The work of driving the piles for the construction of the road across the bay has begun in earnest and, though it is necessarily a slow process, it cannot, with the efficient force at work, take many weeks to have this portion of the work completed. It is expected that the work of grading will be begun at once on the section belonging to Messrs. T. & W. Murray - Pembroke Standard.

09/08/1878

Almonte Gazette

Canada Central

Pembroke

THE RAILWAY - The work on the railway extension goes slowly but steadily on. The work of driving the piles for the construction of the road across the bay has been begun in earnest, and though it is necessarily a slow process, it cannot, with the efficient force at work, take many weeks to have this portion of the work completed. It is expected that the work of grading will be begun at once on the section belonging to Messrs. T. & W. Murray. -- Pembroke Standard

09/08/1878

Renfrew Mercury

Canada Central

Pembroke

The work of railway construction has now commenced in real earnest at this town. On Wednesday evening at exactly nine minutes to four o'clock, the pile driving scow was got into position close to the new wharf and the first pile driven solidly home. The piles are driven over 30 feet into the earth, and as the latter is of a close and solid character, it is likely that the work will prove quite a lengthy one. About twenty men are engaged in building a sort of elevated wooden breakwater to connect with the "piled" structure, on the western shore of the river. When completed this work will be seven or eight feet above the river level and will amply protect the shore at that point from the inroads of the river. We understand that Thos. Murray Esq. has secured the contract for grading the first fifteen miles of the road above Pembroke, and that he is already at work making preparations to push it forward vigorously. Messrs. Aldon and Eaton, contractors for the pile driving portion just at this town, are also evidently determined to "rush" matters with vigor. Pembroke Observer.

13/08/1878

Daily Telegraph

St. Lawrence and Ottawa

Ottawa, Sussex Street

From Ottawa this p.m.

A Riot in Ottawa Last Night

The Volunteers Called out by the mayor

Several people Shot and Wounded

A Priest's House Attacked

Couple of Young Britons Beaten

Police and Young Britons

Shots Fired in all Directions

Last night the city was considerably excited over the report that the members of the Catholic Union intended to assemble at the St. Lawrence and Ottawa Railway depot to prevent the Orange Young Briton delegation from Montreal boarding the train in a peaceable way. The matter having been reported to Mayor Bangs, he held a consultation with a number of Aldermen when it was decided, in the interests of peace, to call out the militia to be used in case of emergency. Application was made to Colonel Ross at three o'clock and one hundred men were ordered to parade at the Drill Shed, at seven o'clock under command of Lieut.-Col. White and officered as follows:- Major Walsh. Capt. Tilton, Capt. Aumond, Lieutenant Graham, Lieut. Toller, Lieut. White, and Ensign Graham. Surgeon Mallach was also on hand. At 8 30 the troops marched to the depot, accompanied by mayor Bangs, and shortly afterwards Aldermen McRae, Stewart and O'Keefe filed in an appearance. The men were drawn up in line on the platform east, of the station house with fixed bayonets, and immediately a crowd began to pour into the railway yard from Dalhousie street. In a few minutes there could not have been less than 800 or perhaps 1,000 persons present. Nothing much occurred until about 9.30 o'clock, when a general rush was made for the side-entrance to the station, where it was ascertained that a young Briton, named McGibboney, was observed to alight from a streetcar with his colors on, when he was severely jostled, but managed to get away from the crowd minus his coat and shirt. He was taken into the station house and remained there for some time. This was the only trouble that occurred at the station and the train finally moved off without the Britons, the railway authorities having received word that they had marched out to Chaudiere junction and would embark there. About 7 o'clock whilst three Young Britons were walking down York Street with three ladies, they were attacked by a crowd who insisted on their removing their colors. This they refused to do, when one of them was struck and they immediately drew their revolvers. They subsequently continued on down to Dalhousie street, followed by a mob, and on reaching the corner of Dalhousie and St. Patrick streets, were obliged to take refuge in Stratton's store, the crowd having become so boisterous. They remained there for some time until the police arrived and arrested them for carrying firearms.

After the crowd left the depot they marched through Lower Town, shouting and cheering. A Young Briton named Gavin, was attacked near the corner of George and Dalhousie streets, whilst proceeding along quickly with his sisters, and another young man was hit on the head with a brick. On learning of this the Ottawa Young Britons who had escorted the Montreal delegates out of the city, on returning, marched in a body to Lower Town, armed with revolvers and stones. On reaching the corner of Sussex and York streets, a number of men used some insulting language when they immediately fired at them, none of the crowd were injured, but a quiet inoffensive man named Giles, who was homeward bound, received a shot in the right leg, and another man, named Marks was wounded in the arm. After a large number of shots had been fired, the crowd hurried down Sussex street to St. Patrick street, firing several shots through the windows of the Revere House, but injuring no one. They marched down St. Patrick street in a noisy manner until Villeneuve's House was reached, and the first intimation the members had of their appearance was a shower of stones sent through the windows, several persons were injured. A scene of the wildest excitement ensued which was made more terrible by the firing of revolvers. The women screamed and rushed out in every direction, several fainted and were subsequently found secreted in corners and other places. The police all this time were following the crowd and made several arrests, but had not succeeded in breaking up the gang. Father Malloy's home was next attacked and several windows were broken. Then Larocque's Hotel and other places suffered, several persons being wounded. The next move was up Dalhousie street where a constant fire was kept up until the corner of George street was reached, where two others were shot and several persons struck with missiles. At this point other arrests were made and the police succeeded in breaking up the gang which scattered in every direction. The whole of lower town had by this time been awakened and the greatest excitement prevailed. The streets were soon crowded, but the police, under chief Langrell and sergeants Hornidgee and Okeife, kept moving about and before 1.30 a.m., succeeded in inducing the crowd to disperse. Before two o'clock everything was quiet and the trouble was over.

The wounded, as far as can be ascertained, are: J. Marks, shot in the arm; Gilbert Allere, Murray street, shot in the arm; W. Taylor, shot in the hand; J. Borthwick wounded in the arm; P.C. Hugh McKenna, shot in the leg; Giles, shot in the leg; Kelly, skull injured by a stone; R. O'Neil, shot in the leg; P. Conway, Beaten with a stick; P.C. Mitchell, struck with a rock; J Larocque, cut over the right temple with a stone. Mr. Williamson had a narrow escape, bullets passing through his hat; Mr. W. Bedard, whilst removing Giles to Dr. Rouleau's surgery, had a bullet whistle past his ear in too close proximity to be pleasant. P.C. Raine had a portion of his whiskers removed by a bullet.

Several other persons are reported injured, but their names are not as yet known.

The following arrests were made during the row:- Andrew Foster, Ennis Fabien Larocque, Isadore Larocque, Wm. Limbourin and S. Campbell.

16/08/1878 Renfrew Mercury Canada Central Pembroke

Favorable progress on the railway extension continues here. The pile driver which, it will be remembered, commenced its work at the new wharf, has completed the distance between that point and the end of the street running down by the Copeland House (Prince of Wales street). The breakwater on the western bank of the river is also making good headway. It is now intended, we believe, to continue this latter work as far as the roadway leading to Thistle & Green's saw mill, the point where the "piled" portion of the road will terminate. A considerable portion of the right of way plans have been prepared for registration, after which the grading can be proceeded with irrespective of the claims of the various property holders along the line of rest; that is disputed claims of damages can not delay work on the road, and failing an amicable arrangement, must afterwards be settled by arbitration. *Pembroke Observer*.
The amount of unemployed muscle in this town is something marvellous to contemplate. The operations of the railway contractors are evidently a god-send to the idle community. Heretofore they could only loaf at the street corners, now they can watch the pile driver and criticize the actions of the men who run it. *Pembroke Standard*.

20/08/1878 Ottawa Citizen Aylmer branch Hull

Platelayers are here to continue the laying of rails to Aylmer.

21/08/1878 Ottawa Citizen Aylmer branch

The work of laying the rails on that portion of the QMO&O between Hull and Aylmer has commenced. It is expected that the work will be completed by the end of the month and that a few days later the people of Aylmer will welcome "the first snort of the iron horse" in their town.

21/08/1878 Ottawa Free Press Canada Central Pembroke

According to law, the plans and book of reference of the Western extension of the Canada Central Railway has been deposited in the office of the Clerk of the Peace, Mr. H.C. Loucks, where they may be inspected by those curious about such matters. The profile shows a wonderful easy piece of road building between Pembroke and the Petewawa. The line is almost a dead level. - *Pembroke Observer*.

23/08/1878 Renfrew Mercury Canada Central Smiths Falls wood

On Friday last, as the one o'clock train for Brockville was just going out, several parties went into the freight shed at the depot and the baggage master Earle, not knowing of their presence in the shed, and having duties elsewhere, locked the door and went off. Shortly after a great racket at the door. Mr. Bayley was near at the time, and inquired what the matter was, when the prisoners made known their distress. They were passengers by the train and were in danger of being left behind. Mr. B. started for the key, but the chaps, fortunately discovered another door which they could unbar inside, and caught their train while she was taking on wood. *Smiths Falls News*.

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 Renfrew Mercury Canada Central Pembroke

Several teams are engaged in drawing stone from Mr. White's quarry to Petewawa, for construction of the piers of the railway bridge there. Quite a number of men are employed at the quarry.

With the stir occasioned by the railway extension, the running of the mills and foundries, and the building of new platforms, Pembroke presents quite a busy appearance at present. We notice that building operations are also increasing. *Pembroke Observer*.

30/08/1878 Renfrew Mercury Canada Central

Messrs. Worthington & McIntyre, contractors for the building of the Canada Central extension to the Nipissing have made a proposition to purchase the Canada Central between Brockville, Ottawa, Perth and Pembroke, from the present owners, and Mr. McIntyre has gone to England to negotiate the purchase. *Perth Courier*.

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.

30/08/1878 Renfrew Mercury Aylmer branch

A posse of men will begin work this morning on the extension of the Quebec, Montreal, Ottawa and Occidental Railway from Hull to Aylmer. The work will be completed and trains will run to Aylmer within two weeks. This exhibition of enterprise is characteristic of Mr. Duncan Macdonald, Manager. *Aylmer Times*.

31/08/1878 Ottawa Free Press QMO&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 Ottawa Free Press QMO&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 --

Doutre, 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.

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. How ever 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. Doure, 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 Citizen*

QMO&O

Hull

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.

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.

02/09/1878 *Ottawa Free Press*

QMO&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 - thee 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 Blaiklock 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 aimed 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 &c If they refuse the Sheriff will call upon the Magistrate, who will also 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.

03/09/1878 *Ottawa Free Press* *St. Lawrence and Ottawa*

Commencing today a passenger train will be despatched daily for the East leaving Ottawa at 2:30 p.m. a through car for Montreal will accompany this train, thus avoiding change of car at Prescott.

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 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 Blaiklock. 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. Doure, 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. Doure 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.

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.

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,

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.

06/09/1878 *Perth Courier**Canada Central**Arnprior*

CONDUCTOR KILLED - As we go to press we learn that Mr. Thomas Malone, conductor on the Canada Central Railway, was killed yesterday at Arnprior. It is supposed that he was on the top of a box-car at the time and his head struck a beam overhead connected with the bridge. Poor Tom was a steady, sober young man, and was rising in the company's services. He was a native of Perth.

06/09/1878 *Almonte Gazette**Canada Central*

CANADA CENTRAL RAILWAY - At a meeting of the Canada Central Railway held at Brockville on the 3rd inst., the following appointments were made: John G. Richardson, President : Archer Baker, Generalmanager : T. A. McKinnon, Superintendent : C. Martthews, Treasurer.

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.

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

13/09/1878 *Renfrew Mercury**Canada Central*

The conductor of the C.C. freight train, Mr. Thos. Malone, was instantly killed yesterday afternoon while the train was passing under the bridge at Mansfield, opposite Mr. Malloch's mill. He had gone on the roof of the car looking after some tramps whom he suspected were on board, when his head came in contact with one of the beams of the bridge dislocating his neck. This is the third or fourth fatal accident that has occurred in the same place, from the same cause. Arnprior Review.

There is a full account in the Renfrew Mercury of 20 September.

Coroner's jury verdict: "The deceased came by his death from his head accidentally coming in contact with Dockart bridge railway crossing while on top of the car in discharge of his duty; and we recommend that this being the third accident of a similar fatal nature which has occurred at this locality, that the attention of the railway company be called to the fact, so that accidents be prevented, or danger in future, if possible, be obliterated."

13/09/1878 *Renfrew Mercury**Canada Central**Pembroke*

The work of dressing down the piles driven to support the railway track past here was commenced several days since and is now proceeding vigorously, quite a large piece of the track thus elevated being apparently almost completed. The breakwater in Moffatt's bay is also drawing towards completion. The construction of the road is likely - in fact, is certain - to cost our town corporation something extra for street improvements. The heavily laden wagons which are portaging stone from White's quarry for the bridge at Pettewawa are already beginning to cut up Main street considerably, and will doubtless, before long necessitate a fresh coat of macadam, and at the same time attract the attention of our Town "fathers." Pembroke Observer.

13/09/1878 *Almonte Gazette**Canada Central**Arnprior*

CONDUCTOR ON THE CANADA CENTRAL KILLED. - last Thursday afternoon, while the freight train was going north, after leaving Arnprior at 3 o'clock, the conductor, Thomas Malone, went on the top of the van to see if there were any tramps hanging on the back of the van, they having been in the habit of doing so, and it is supposed that he, not thinking of the bridge which they have to pass under was struck on the top of the head and killed instantly. When noticed by Robert Cram, the brakeman, his foot was hanging over the top of the van. Cram spoke, and receiving no answer, went up and found him lying. Raising him he found he was dead. Death must have been instantaneous, as only two minutes had elapsed from the time he went up until he was found. An inquest was held at Sand Point on the body, and the following verdict was returned : "That the deceased came to his death from his head accidentally coming in contact with Dochart bridge railway crossing while on the top of the car in the discharge of his duty : and we recommend that this being the third accident of a similar nature which has occurred in this vicinity, that the attention of the railway company be called to the fact; so that accidents be prevented, or danger in future, if possible, be obliterated." Deceased's remains were conveyed to Perth by special train. He was the sole support of his widowed mother. The funeral took place on Sunday, 8th inst., and a special train ran over the road to convey officials and others wishing to attend, to Perth.

And this is the third man murdered at this Dochart bridge - a small bridge over the railway track near Arnprior. During the last sitting of the House, a bill was introduced, by Mr. Trow we think, making it illegal for railway companies to build overhead bridges, or retain those already built, at a height that a man standing upon the top of a box car would be in danger of striking ; but the bill did not become law. To our mind, however, the company is more or less censurable for its criminal negligence in continuing the present state of affairs. Are the lives of the employees of no consequence? Is the community to be periodically shocked by hearing of men meeting horrible deaths when, in the performance of their duty, when the expenditure of a few hundred dollars would render such accidents impossible?

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. & 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 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 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&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

Almonte Gazette

Canada Central

Irish Creek

IMPROVEMENTS AT IRISH CREEK

Mr. Sparham, the obliging Station master of the C.C.R. owns a very handsome new brick cottage, which will be quite an ornament to the village when fully finished, and the grounds laid out.

20/09/1878

Ottawa Citizen

QMO&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&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&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&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.

26/09/1878 *Montreal Gazette* *Kingston (CP)*

A complimentary excursion was given today over the Kingston and Pembroke Railway to Mr. J.L. Morrison, President of the Street railway Company who is about to remove to Toronto.

26/09/1878 *Kingston Daily British Whi* *Kingston (CP)*

Excursion to Sharbott lake

Yesterday about 40 gentlemen left the city for a complementary excursion to our beautiful northern lake on the early train, each determined to make the best of a glorious day, fine company, and twelve hours of relaxation from business. Among the crowd are noticed W. Ford, H. Cunningham, A. Livingston, ex- Mayors; ex-Aldermen Smith, Law, Gibson, Carnovsky; Aldermen McRossie and Woods; William Robinson, M.P.P, J. Carruthers, Judge Price, H. Bawden, Captain King, W. Irving, J. Irving, C.F. Gildersleeve, J. Halligan, and others. The excursion was a slight mark of respect to J.L. Morrison Esquire the popular manager of the Street Railway who is about to remove to Toronto.

When the train got underway, the various tastes of the excursionists were exhibited in the little means they brought to pass away the time. Some had trolling lines, nearly all pipes or cigars, a few had pistols, pocket and otherwise, but it was popularly voted that each man on the average had a "euchre pack" and then availing themselves of the "Pullman tables" so handsomely contributed by the popular manager of the line, Mr. Folger, the majority of the party were deep in the mysteries of "pass" and "order up", etc., etc. A few held aloof and reclining of soft beds of merchandise discussed heavy problems of financial, municipal affairs and champagne cider.

It was foolish to lose time in the scenery by the way, your reporter was too deeply engaged to observe much of it but yet a word on the "atones" may not be amiss. If it to be true, as the poets says that there are "sermons in stones" what a fearfully religious people they ought to be along the line of our famous road.

Arrived at the Lake, host Ferrin was on the veranda, his face raised in a multitudinous smile, worthy of the occasion, and soon after visits were paid to the bar, the Lake, Doran's mill and other objects of interest in the vicinity, while a goodly number patrolled the streets of the village and admired the beauty of the surrounding "rocks". At 12:30 p.m. sharp, the dinner bell sounded, and soon after neat country waiter girls must have deamed the stories of the sickly stomachs of the city bred folk a delusion and a snare, for with all of their deftness and speed, they could hard to keep the supply up to the demand, and like many others in Canada lately were soon sighing for "Protection" against the rapacity of the visitors. In the end justice was done to all the good things provided, and the "flow of soul" began by W. Robinson, Esquire, proposing the "Queen, the Royal Family and the Governor General" all at once. Right nobly was the toast received and honoured by three times three and an "Irish tiger", a new thing out there. Then the vice- chair ably filled by Judge Price, gave in flowing terms the toast of the Guest of the day, J.L. Morrison, Esquire, eulogizing his urbanity, his zeal, ability and general bonhomie, and wound up by a peroration to which a phonetic reporter alone could do full justice. Mr. Morrison replied, thanked the Judge for his very flattering speech, thanked everybody, did not feel worthy, etc., and ended up by giving the audience that beautiful Irish song "Killarney" having in the course of his remarks instituted a comparison between Sharbott and the famous Irish Lake.

"Prosperity to Kingston" was then ably proposed by C.F. Gildersleeve and responded to by the ex- Mayors, ex- Alderman and Alderman enumerated above. In fact there was an ex-traordinary number of replies, and one would need the genius of a Globe reporter and supply of adjectives equal to that of a prominent Kingston man, before any attempt could be made to summarize the speeches given with all zest, honesty and goodwill. The "flow of soul" then stopped, and two hours more were pleasantly spent fishing, hunting and jumping. We did not hear of any large fish being hooked and lost. The fish seem to avoid the "luring bait," and the solitary sportsman shot two noble duck, large as geese, but, you know, they fell outside the ring and were "lost to thought, to memory dear."

At 4 p.m. the cheery cry, "all aboard", was heard and soon the "lightning express" was bearing southward, the wild echoes of the train mixed with the sad refrain of a backwoods fiddler, who had secured a seat, and who would persist in grinding out Flowers of Edinburgh, the Village Hornpipe and other heartrending tunes, notwithstanding the liberal largess of a King Street man, who periodically donated ten cents to have the music stopped, but which the obtuse musician took as evidence of his skill, and faster flew his arm. The reason of all this was soon observed. The old man passed round a battered hat and cunningly made it known that he needed a dollar. It was all secured but five cents, when he came to one gent, who merely looked at him. Somebody told the fiddler, "he is deaf, shout in his ear", but the device was too transparent and the lone harpist, by dumb show of pointing to the needful and then to the gent's pocket, finally secured the covered five cents and departed happy.

On arriving home 'Auld Lang Syne' and 'God Save the Queen' were given; also cheers for Morrison, and an all round song, declaring 'he was a jolly good fellow', or something to that effect was sung very melodiously. One short gentleman who met the train at Parham, rising to the dignity of the occasion by standing upon his seat, and asking contradiction to the assertion of the 'jolliness' of J. L. Morrison. He got no takers, and so at 7:15 the day ended. Short and happy - but moralizing must be left for some other time.

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.

04/10/1878 *Kingston Daily News* *Kingston (CN)* *Morrisburg*

Accident on the Grand Trunk - at an early hour this morning an accident occurred on the Grand Trunk Railway, resulting in the death of one man and slight injuries to several others. A very large train, drawn by two locomotives, conveying the excursionists from the boat race, was approaching Morrisburg station. As usual speed was slackened, the train running at about six miles an hour. By some mistake it got on the wrong track, and ran into another train of cars standing without an engine. The cars were smashed and the first locomotive was upset. The engineer jumped off the train, but another man, belonging to Brockville, whose name was unknown, was crushed by the locomotive and was instantly killed. The express car was also smashed and the goods strewn about the track. It is a very fortunate thing that the train was proceeding so slowly, as had it been going at full speed a fearful massacre would likely have ensued. A considerable number of Kingstonsians were on the train, but none of them was injured.

04/10/1878 *Ottawa Citizen*

Kingston (CN)

Morrisburg

Accident on the Grand Trunk.

NARROW ESCAPE FROM A TERRIBLE DISASTER.

One Man Killed, - No One Else Injured

Prescott, Ont., 4th. The express train from Monteval last night ran into a freight train at Morrisburg. Several freight cars were completely smashed, and the engine on the express was thrown from the track and utterly demolished. A man named Thos. Pritchard, of Brockville, an employee of the Grand Trunk Railway, was killed. The deceased was on the engine. The driver and fireman jumped from the train when they realized their danger, and escaped unhurt. The train consisted of seventeen cars, whose passengers were nearly all excursionists on their way home from the boat race. A number of Ottawa people were aboard, but no one was hurt with the exception of the man Pritchard. The train had slackened speed as it was approaching Morrisburg station, and to this may be attributed the absence of a most serious accident. There is no positive evidence as to who is to blame. An inquest to be held on Pritchard to-day will bring out the facts. The Ottawa excursionists will arrive at four o'clock.

Morrisburg, 4th. About two this morning the express train No. 4 going west ran into freight train No. 21 also going west. It appears the freight train was too long for the siding, and by some means the steam brakes on No. 4 would not work. One man, an employee of the Company, named Pritchard of Brockville, was killed, and one engineer on No. 4 slightly scratched. No. 4 was a heavy train, with two engines. It seems a miracle to see engines, tenders and cars so smashed up without more loss of life. An inquest is pending.

04/10/1878 *Cincinnati Daily Star*

Kingston (CN)

Morrisburg

Fatal Railroad Collision

National Associated press to the Star.

Morrisburg, Ont., Oct 4. An accident occurred here early this morning on the Grand Trunk Railway, by the up express running into an up freight train. Some cars on the express, with nine freight cars and two engines, were badly damaged. An employe of the road named Picard, of Brockville, was instantly killed. No other serious injuries are reported.

05/10/1878 *Montreal Gazette*

Kingston (CN)

Morrisburg

Morrisburg October 4. At about 2 o'clock this morning the express train No. 4 going west, ran into freight train No. 22, also going west. It appears the freight train was too long for the siding, and by some means the steam brakes on No. 4 would not work. One man, an employee of the company, named J. Pritchard, of Brockville, was killed, and one engineer on No. 4 was slightly scalded. No. 4 was a heavy train with two engines. It seems a miracle to see engines, tenders and cars so smashed up without more loss of life. An inquest on the body of Pritchard will be held to-morrow morning.

05/10/1878 *Ottawa Citizen*

Kingston (CN)

Morrisburg

On Board - Among the Ottawa people who were on the Grand Trunk train when it telescoped with a freight train at Morrisburg were Messrs. Tackaberry, R. St. George, and F. Elmore. They say it created the greatest excitement.

11/10/1878 *Renfrew Mercury*

Canada Central

Pembroke

The contracts for supplying ties for the railway extension westerly from Pembroke have been given out. Messrs. T. & W. Murray have received a contract to supply 40,000 and A. Cameron & Co. have received a contract to supply 13,000. Pembroke Observer.

14/10/1878 *Ottawa Free Press*

Aylmer branch

Rails are now being laid between Hull and Aylmer on the Q.M.O. & O. R.R.

14/10/1878 *Ottawa Citizen*

Aylmer branch

Aylmer

At last the residents of Aylmer are quite satisfied that they will hear the "grunt of the iron horse" echoing through their town. A gang of men are now engaged in laying the rails between Hull and Aylmer and there is every prospect of the work being completed immediately. They may therefore expect trains to be running into the town in the course of a month. Whether the work will be extended beyond that point is not known at present.

15/10/1878 *Ottawa Citizen*

Ottawa City Passenger

New Edinburgh

On Saturday afternoon two streetcars met on a single track at the New Edinburgh bridge. No. 1 wanted to know why No. 2 didn't switch off at the proper place, No. 2 asked the very same question. A wordy warfare followed, both drivers expressing the intention of spending the whole night on the bridge rather than take a back seat. About this time things began to become beautifully interesting for the passengers, and they awaited the grand finale with the utmost curiosity. Five minutes passed and not a car budged; ten minutes and not a blow was struck; fifteen minutes and not a sign of reconciliation; twenty minutes and the passengers began to leave one by one; thirty minutes and both cars were deserted and the conductors sat on the railing of the bridge, sneering most painfully and hurling epithets at each other. Whilst engaged in this pastime a road official came up and heard their grievances. He considered that both were right. A few minutes later two street car conductors again sat on the railing of the bridge, but this time in silence, for their occupation was gone; they had created a vacancy for someone else.

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.

01/11/1878 *Renfrew Mercury*

Aylmer branch

Aylmer

A large posse of men are at work on the Q.M.O. & O. Railway between this village and Hull. The ties are now laid as far as the crossing at Deschenes and the iron horse may be expected here about the middle of next week. Aylmer Times.

05/11/1878 *Ottawa Citizen* *Canada Central*

The Canada Central Company have ordered fourteen new platform cars from the Coburg car factory. Business must be brightening up.

08/11/1878 *Almonte Gazette* *Canada Central*

NEW CARS. - The C.C.R. Co., are having fourteen new platform cars built in Coburg.

RAILWAY IRON. - A large quantity of iron rails has been taken up north on the Canada Central within the past week, for the extension west of Pembroke.

08/11/1878 *Renfrew Mercury* *Canada Central* *Perth*

The Canada Central Railway Co. are getting fourteen platform cars built for the road in a Coburg factory. Perth Courier.

09/11/1878 *Ottawa Citizen* *Aylmer branch* *Aylmer*

Hull 8th. The rail laying to Aylmer is not progressing very rapidly and fears are now entertained that the whistle of the iron horse will not be heard in that village this winter. There is only a small staff of men at work and the plate laying has had to be discontinued on account of the connecting irons for the rails not coming to hand. The men have been put to work on the fencing.

09/11/1878 *Ottawa Free Press* *Ottawa City Passenger*

The Street Passenger Railway Co. are now running six cars. Sixty trips a day are made, each car making ten trips. A trip covers about four miles, so that some 240 miles are covered each day by the street car horses.

15/11/1878 *Perth Courier* *Canada Central* *Arnprior*

(From the Standard.)

CONDEMNED - The Railway Bridge at Arnprior over which the Canada Central Railway passes has been condemned by the Government Inspector, and therefore trains no longer cross it, passengers being required to walk across the bridge and enter another train on the other side. It seems one side of the bridge is built on solid rock while the other is merely on slabs and rubbish, which have sunk down, giving the bridge an unpleasant pitch toward that side. Preparations are now being made for the building of a new and more substantial structure.

15/11/1878 *Renfrew Mercury* *Canada Central* *Pembroke Gauge change*

The first rails of the western extension of the Canada Central Railway were laid on Wednesday last, and the track is now in running order from where it branches off below the station to the lakeshore. Five new platform cars for the extension arrived here on Saturday evening last and as they are built for the "narrow gauge" they had to be hosted out to other cars to be brought from Brockville here. The Canada Central is, we believe the only wide gauge railway now in Canada, and it seems that it is the intention to change it to narrow gauge, which is the preferable one. The portion of the track already laid has two rails on one side so as to suit either gauge, but it is likely only a temporary arrangement. The bridge across the bay is now almost finished with the exception of the spans where the spaces are left streets, and Messrs. Murray are vigorously prosecuting the work of filling and cutting, which is very heavy along the main road. A great portion of the road further up is all graded and ready for the rails, which will likely be laid in a few weeks. Pembroke Standard.

15/11/1878 *Almonte Gazette* *Canada Central*

NEW CARS. - A number of new cars manufactured at Coburg, Ont., have been taken north to be placed on the C. C. extension above Pembroke. As they have been built for a narrow guage [sic] they had to be loaded upon flat cars. It was a somewhat novel sight to see cars duplicated as they were.

15/11/1878 *Almonte Gazette* *Canada Central* *Arnprior*

INSECURE BRIDGE. - The C. C. R. bridge over the Madawaska river at Arnprior has been condemned by the Government engineer, and trains, with passengers stopped crossing it on Saturday last. The passengers cross on foot, the passenger car being sent over empty, without the engine, to the opposite side, where an engine is in waiting to take it on to its destination. In the meantime the company has men actively at work upon a new bridge.

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.

22/11/1878 *Almonte Gazette* *Canada Central* *Pembroke*

THE C. C. R. EXTENSION. - The first rails of the extension of the Canada Central says the Pembroke Standard, were laid on Wednesday, the 6th inst. New platform cars have arrived, and as they are "narrow gauge," it appears to be the intention of the company to reduce the gauge of the railway. The portion of the new track already laid has two rails on one side so as to suit either gauge, but this is likely only a temporary arrangement. Eventually the whole road will be narrow gauge. A considerable portion of the road above Pembroke is graded and ready for the rails, which will likely be laid in a few weeks.

22/11/1878 *Renfrew Mercury* *Canada Central* *Arnprior*

A new iron bridge is to be constructed by the Railway Company over the Madawaska river here. The present wooden one, the centre span of which had begun to sink, having been condemned by the Government Inspector, locomotives are not allowed to pass over the bridge. A platform has been laid across by which passengers are enabled to walk over. The freight trains and empty passenger cars are backed up a short distance on coming to the bridge, the locomotives driving themselves forward again rapidly, when being suddenly detached they are carried across by the impetus thus communicated. Arnprior Review.

23/11/1878 *Ottawa Free Press* *Ottawa City Passenger*

Street car collapsed - One of the street cars met with an accident and became disabled this morning. It had to be towed home by another car.

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.

28/11/1878 *Ottawa Free Press* *Canada Atlantic*

The line of the Coteau landing Railroad is said to be located as far as High Falls. It is not improbable that it will pass in the vicinity of the Dominion Springs, and will have a terminus at the proposed Central Depot.

29/11/1878 *Almonte Gazette* *Canada Central* *Almonte*

R.R. WORK. - Iron pillars, beams and stringers, for the railway bridge over the Pettewawa, passed north on Wednesday. This looks as if though the work was progressing up there.

29/11/1878 *Renfrew Mercury*

Canada Central

Arnprior wood

There will be no wood purchased by the C.C. at Franktown this year. This will be a great drawback to farmers owning wooded lands as they have hitherto depended on that source for making money during the winter season. Perth Expositor.

The Railway Company, at length, moved by the many fatal accidents that have occurred at the Dockart crossing have decided to raise the bridge at this point, and men are now actively engaged at the work. The bridge will be raised about three feet. A similar bridge at Pakenham has also been raised in the same way. Arnprior Review.

30/11/1878 *Ottawa Citizen*

St. Lawrence and Ottawa

Mr. Reynolds's private car arrived yesterday at the St. Lawrence and Ottawa Railway Station. It has been completely refurnished and renovated throughout, new carpets, chairs, sofas, &c, having been added until the car presents an appearance of comfort and elegance seldom surpassed. The coach has been painted a bright colour and on the sides are well executed cuts of the English and Canadian coats of arms. The work was done in the Grand Trunk workshops in Montreal and reflects great credit upon the skill of the Company's artisans.

05/12/1878 *Ottawa Free Press*

St. Lawrence and Ottawa

Sussex Street

Residents in that vicinity have asked us to request the railroad authorities to remove the unsightly sign post at the Dalhousie Street Crossing. They say it can be of no use, as there is no inscription on it at all.

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.

27/12/1878 *Perth Courier*

Canada Central

Arnprior

NEW BRIDGE - The death of three men at the bridge crossing the railway track in Mansfield, near Arnprior, was an argument that the railway authorities could not very well refute; and they have replaced the old structure with a new one, and fully three feet higher. This will most likely prevent further fatal accident to their men. "Better late than never."

31/12/1878 *Ottawa Free Press*

St. Lawrence and Ottawa

Sussex Street

Workmen have been employed for the last couple of days on the Government car, "The Intercolonial" which has been lying at the St. L. & O. R.R. depot of late. It appears that the heating apparatus was allowed to freeze up, and as a result, considerable damage resulted.