

ONTARIO
AND
QUEBEC
RAILWAY

TORONTO
GLOBE

1883-1884

C. H. RIFF

requested to kindly do so as soon as possible.
Arr. Italian Laborers.

A contingent of 58 Italian railway laborers in a special car arrived at the Union Station yesterday morning, from Buffalo, en route for Millbrook, where they are engaged to work on the O. & Q. Ry. Most of the party have been in the United States for some years, but, with the exception of one, none in the party could speak English with fluency. The C. P. R. have several agents in Buffalo engaging Italians, and it is expected that a number of this class will cross the lines this summer.

Demand for Farm Laborers.
The demand for agricultural laborers at the

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MAY 5, 1883
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<p>accepted the chair. The committee decided to invite Messrs. Harris, Tracy, and Jury, of Toronto, and Mr. Williams of Hamilton, to speak on the occasion.</p> <p>Quebec and Quebec Railway Construction.</p> <p>Some forty Greek and Italian labourers were sent here last night yesterday by Messrs. Booth, Jellie & Co. in charge of Mr. W. Ryan, for work on the Ontario and Quebec Railway at Trenton, Hastings County. They were collected by this shore firm in less than twelve hours from Hamilton, Toronto, and other neighbouring cities. They will send 125 more labourers to the same station to-day.</p> <p>The Taylor Embroidery Case.</p> <p>The Taylor embroidery case will again be heard</p>	<p>at 10 be ad about The made last 900 ft yards above 2,100 and rest laid about 1,000 count</p>
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July 5 1883
 GLOBE

LOCAL NEWS

A Fall in Wheat

Yesterday morning about nine o'clock an open drag heavily laden with wheat was turning off the street railway track corner Queen and Elizabeth streets one of the hind wheels collapsed, causing a spill. Several bushels were dumped into the road between the rails.

Ontario & Quebec Railway.

Fifty Italian labourers were sent by Messrs. Hooper & Co. to Kingston yesterday for work on the Ontario & Quebec Railway at that point. Large numbers are being sent to intermediate points along the line. The work of construction is reported as being pushed forward rapidly.

Preparing for the Twelfth.

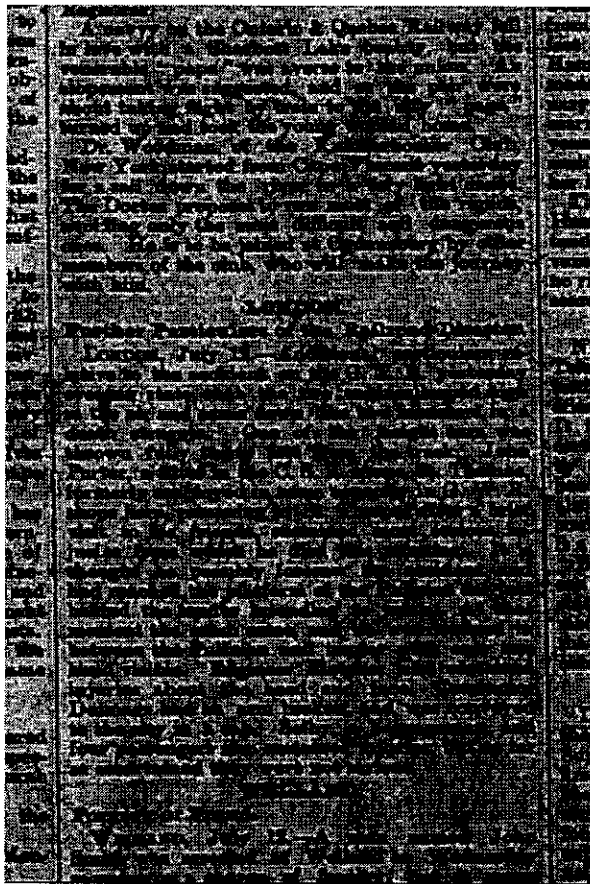
The three District Orange Lodges of Toronto

street, was the Kaplaun city, who complained day of the for some t Yesterday panes of gl Opening t The frie ferent den Kaw Head senting re erected a n hundred conducted rail, past Church, w Sabbath-S able super

July 10, 1883
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<p>... crossing of the C. & O. Ry. ... Government crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the ...</p>	<p>... crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the crossing of the ...</p>
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JUNE 11, 1883
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July 13
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he would put up the British flag beside it, but he refused to be deceived so, saying that he would hoist any flag he wished. It turned out that the flag was hoisted for fun and was subsequently taken down.

The Toronto, Grey, & Bruce Limited.

An agreement has been entered into between the directors of the Ontario & Quebec and the Toronto, Grey, & Bruce Railway Companies, under which the former company leases the line of the latter for a term of 999 years from the 1st of August, 1881, at an annual rental of \$120,000. Meetings of the share and bond holders of the respective companies will be held on the 15th of September next to consider the same.

Committed Again.

John Farrow, who is at present awaiting his trial for the robbery of \$151 from Wm. Britton,

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JULY 27
1883
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Doyle, W. Halpin, and M. O'Keefe, of the way.
 Rev. Father Laurent performed the service for
 the dead in the church and at the grave.
 influx of Italian Railway Men.
 Construction on a couple of the large roads in
 the United States having ceased, the Italian
 labourers engaged on them are being brought
 over into Canada in large numbers. Nearly all
 of them are engaged by the Canada Pacific Rail-
 way agents and sent off to either the Sault or
 Algoma Mills branch. At present there are be-
 tween 400 and 500 on the Sault, St. Marie
 branch, and about 500 on the Algoma Mills
 branch. These are being added to every day.
 To-day about 120 Italians will be sent, 80 to
 Coldwater and 40 to Peterboro' on the Ontario
 and Quebec Railway. The Canadian Pacific
 get these Italians about ten cents per head
 a day cheaper than ordinary labour. The regu-
 lar rate being paid at present on the C.P.R. is
 \$1.50 per day. The Italians as a rule are paid
 \$1.40 per day.
Toronto Fifty Years Ago.
 Mr. S. S. Junkin, of St. Catharines, writes us
 with respect to the population of the town of
 York in 1832. He says: "Your reporter must

July 30,
 1883.
 Globe

RAILWAY NEWS.

SPORT

THE ERIE & HURON.

CHATHAM, July 31.—It is understood the last spike will be driven next Saturday, at Wallaceburg, of the first section of the Erie & Huron Railroad, forty miles. The ballasting and fencing and stations are also well forward. There seems to be some misapprehension regarding the carrying away of the company's bridge at this place. Only one bridge was destroyed, not two. The superstructure of an iron bridge was carried away by a cyclone when in a critical, weak, unfinished state. The second bridge destroyed by a flood was simply false works for the construction of a new bridge, made strong enough to temporarily carry construction trains, but, being only piles driven in the river, was not strong enough nor intended to resist a flood at all, much less such an extraordinary jam and rush as the London flood, which caused so much devastation and horror. The engineer who designed and built the company's iron bridge was Mr. George S. Field, of Buffalo, President of the Central Bridge Company, and engineer and contractor for the new Canada Southern bridge at Niagara Falls, and one of the ablest engineers in America. No blame or fault can attach to the Erie & Huron Co. for their misfortune here.

THE K. & P. ROAD.

KINCARDIN, Aug. 1.—The K. & P. Railway has received \$11,000 from the O. & Q. Railway for the right to cross the dryway at Sharbot Lake. H. B. Kallison & Son are negotiating for land south of the C. O. Railroad, Trenton, where they propose building their docks and switch from the railway.

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August 2
1883
GLOBE

RAILWAY NEWS

THE CONVENTION BUSINESS.

The holding of conventions to settle details, arrange pools, rates, fix general time-tables, and in fact to do everything and anything connected with the railway business, is a growing "institution" in this country. If there is a suggestion made, a convention is called to carry it out; if it is carried out to any extent without a convention one is soon called to arrange concerted action between certain roads. The business affords peculiar facilities for conventions.

NOTES.

The earnings of the Wabash for the first week in August increased \$58,238.

The newly-discovered fuel, "lignite," has been made to do duty as locomotive fuel.

The earnings of the Milwaukee, Lake Shore & Western for the first week in August increased \$5,055.

Two conductors on the Canada Southern division and one on the Chicago division of the Michigan Central have been discharged for occasionally passing a friend without a ticket.

Workmen are now preparing to lay the rails on the Ontario & Quebec Railway, across the narrow St. Lawrence Lake, and alongside the E. & P. R. R. A solid wall of cut-stone has been built which will form the support for a neat and substantial stone bridge.

The rails between Perth and Sharbot Lake, on the Kingston and Pembroke Railway, will be laid by the end of this week. Ballasting will proceed as rapidly as possible, and there is every probability that by Sept. 1st passenger trains can be run over the route.

The traffic of the Midland Railway for the week ending August 4th, 1883, was as follows:—Passengers and mails, \$8,507 56; freight, \$14,337 70; total, \$22,845 26, as compared with \$10,574 90 for the corresponding week of 1882, being an increase of \$12,270 36; and the aggregate traffic to date is \$508,516 82, being an increase of \$30,515 over 1882.

Mr. James Tillinghast, of Buffalo, assistant to the President of the New York Central; Gen. J. H. Dorrance, President of the Bes Line; Wm. H. Vanderbilt's right-hand man, John R. Duff, of Boston; and Judge R. E. Ranney, of Cleveland, had a confab recently in St. Louis, for the purpose, it is said, of perfecting the connection of the Vanderbilt system with St. Louis and the West.

Nominally, a car-load is 30,000 pounds. It is also 70 barrels of salt, 70 of lime, 50 of flour, 60 of whiskey, 200 sacks of flour, 6 cords of soft wood, 18 to 20 head of cattle, 60 or 80 head of hogs, 60 to 100 head of sheep, 2,000 feet solid boards, 17,000 feet of siding, 12,000 feet of flooring, 40,000 shingles, one-half load of lumber, one-fourth load of iron, scumming and other large lumber, 240 bushels of wheat, 400 of barley, 400 of corn, 800 of oats, 300 of hayseed, 375 of sp.

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against the Canada Southern procuring rights to appropriate land for yards, etc., inside the town limits. There was also a committee appointed consisting of citizens outside of the Council to treat with the Canada Southern officials to see what inducements can be offered to induce them to locate their yards, shops, etc., inside the town limits, and said committee to report at a public meeting to be called at an early day.

E. & P. R.R. construction.

Kingsport, Aug. 14.—The work of laying the track on the eight miles of the E. & P. R.R. extension will be commenced in a week. The distance will be covered in two months. The line will not reach Renfrew until 1886, owing to the engineering difficulties to be surmounted.

THE SOUTH-EASTERN RAIL.

MONTREAL, Aug. 16.—Advice from New York regarding the sale of the South-Eastern Railway to the New York syndicate are reported to be satisfactory, the parties now being engaged in arranging details.

FAVORABLE WAS NOTED.

CHICAGO, Aug. 18.—The railroad passenger war between Chicago and St. Louis has ended, and the competing roads have formed a pool.

NOTES.

The regular monthly meetings of the fast freight lines will be held at Niagara Falls Wednesday and Thursday, Aug. 29th and 30th.

The traffic returns for the Toronto, Grey, & Bruce Railway for the week ending 11th August, 1883, show receipts of \$9,421, as against \$8,123 for the corresponding week last year.

The Grand Trunk had two new parlor cars on the road yesterday, manufactured in London, which for comfort and elegance, are unsurpassed. The freight business is at present heavy.

During July the gross earnings of sixty-four roads were \$24,422,000, a gain of \$1,142,261 over the corresponding year of 1882, with 5,240 more miles of road under operation, so that the majority of the roads really had a decrease.

The rails on the Ontario and Quebec Railway were laid across Yonge-street Tuesday, and today it is expected to have it completed as far as the first bridge east of that street, when the necessary material for the completion will be brought up.

Track-laying has begun one mile north of Jackson, Mich. on the Grand Trunk extension, and will continue until the force from South Lyons is met. The laying of iron will begin at the latter place about the 15th inst. The right of way has not been secured across the Michigan Central up to this time.

The American Machinist says:—"Quite a number of attempts have been made to extend the attachments of locomotives over the tops of the cars by means of pipes, making the point of attachment the back end of the train. Could this be carried out it would effectually cure the nuisance of smoke and cinders. But the thing has been found impracticable for the numerous joints could not be kept together with a train following round curves at high speed. An inventor, all the way from Constantinople, Turkey, has now taken out a patent for a device of this kind. Perhaps if he had known a little more about American railroad matters he would not have invested his money in a patent of this kind."

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LOCAL NEWS

The Queen's Own.

It is stated on good authority that in case Col. Otter resigns Major Miller is prepared to accept the colonelcy. It has been generally believed that this was not the case.

The Smallpox Hospital.

It is understood that a public meeting of the ratepayers of the township of York will shortly be called with the object of inducing the Township Council to reconsider their action regarding the erection of the city Smallpox Hospital on the golf farm.

Jumping Off Moving Trains.

A young man attempted to jump off the 6:40 train at the Union Station yesterday evening when it was well in motion. Not being accustomed to the business he missed his footing and was thrown a considerable distance along the hard macadam pavement. His face was badly cut and bruised, and his clothing torn in the fall.

Railway Navvies.

Mr. Scully yesterday sent about 40 Italian labourers to Belleville by the Grand Trunk, from which place they will go north to work on the Ontario & Quebec Railway. There is a great demand for railway navvies just now, as a great many labourers are working at harvesting. Mr. Scully will go to England shortly to arrange for men for railway work.

Excursion to New York.

Another New York excursion will leave Toronto on Tuesday, the 28th of August, under the direction of Mr. G. J. O'Connell, who has made

Hotel. A re should be hel ing Club, an that may be the 28th also ception on letters anno from differet The meeting until Tuesd

The Forger

The case forgery of containing terday. M ant withdra of forgery p guilty. Th the prisoner the other Murphy th log the Ma inflict pun called sever the prisoner which a fi the present find under for differen had busin ways found der the cir 60 days wa

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August
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aid election, whereby the election of Lawry was void." The order of was to enable the petitioners to add, and other paragraphs, after "of the words "and other words."

Thus, there being, as I before observed of offences included within sec. 7. The petition as presented class, and as amended both classes, is whether the Court or a judge had to make such an amendment as that of section 12 which deals with the of the Court, is as follows:—"The at all, subject to the provisions ave the same powers, jurisdiction, y with reference to an election peti- proceedings thereon as it would have n were an ordinary case within its "

It may be taken, therefore, that cited and restrained by the art would have power to amend ; but I am of opinion that the t the exercise of the jurisdiction exercised in this case. The second of section 13 of the Act, which presu within which a petition shall be indicate that "a petition shall be this twenty-one days after the time on so held, unless it complain of the he ground of corrupt practices, and allege the payment of money or other wa been made or promised since the a person elected at the election, or on or with his privy, and in pursuance ce of such corrupt practices, in which be presented at any time within t days after the date of the alleged t promise, whether or not any pe- at such person has been previously r tried." The enactment is distinct ction must be presented within days, except in the one specified case o not discovered since the election, as taken place since the election, and e the petition may be presented at this twenty-eight days, not after the l the offence, but from the taking t which constitutes the offence. That t strong to show the intention of the that, except in the specifically ex- the petition must be presented ty-one days after the day of the hen does the introduction of the ad- gation make this in effect a new peti- said that it is merely expanding and re plain that which is already ex- ut that is not, in my opinion, a well- tention, because the petition as amed charges only one of the offences

must also find for the petitioner. The respon- dent was nominated by a convention of persons who represented or assumed to represent the Re- formers of the various municipalities in the rid- ing. Harber acted as a delegate at that conven- tion. He had acted in the same capacity at a convention held shortly before, when a gentle- man was nominated as a candidate who after- wards withdrew, thus giving occasion to hold the second convention. Harber had not been very formally delegated to either of the conven- tions, but he attended at the request and with the recognition of some members of his party. The important fact is that he was actually pre- sent and acting as a member of the convention which nominated the respondent.

There is no pretence that any means were ar- ranged for carrying on the contest or that any- thing was depended upon except the exertions of those favourable to the respondent or his party. The respondent did not undertake a personal cam- paign, or appoint any particular persons or asso- ciations of persons, his agents for the purpose of carrying on the contest. He depended on his friends or the members of his party, and in the words which he addressed to the persons assem- bled at the convention, when he thanked them for his nomination, he intimated that he ex- pected his friends to work for him. It is not neces- sary to consider at present how far his address to that convention might be treated as authorizing all those who were in the room to act as the agents of the speaker, the assembly then present comprising a number of persons who were not in any sense delegates, and who had taken no part in the nomination; still less need we discuss its effect as possibly capable of being used as evidence of the agency of others who may have belonged to the party, but who were not present. What we have here is a gathering of men who meet for the purpose of selecting a candidate as the repre- sentative of their party, which is not quite the same thing as meeting as volunteers to concert measures for the assistance of one who is already in the field or who is offering himself as a candi- date; they select the respondent; he may or may not accept their nomination; he may decline as Mr. Patton had de- clined the nomination of the previous conven- tion, or he may accept. He decides to accept, and tells those who have nominated him that he does so, and hopes to win; not because he under- takes to canvass the constituency and do the work which must be done, not because he de- pends on any central or branch organizations to conduct the contest, and not because he has any other machinery on which he depends, but because he relies on the exertions of his friends. Primarily such words are addressed to the indi- viduals by whose action he has been induced to become a candidate, and as whose affair, at least as much as his own, he treats the matter. In my

the petition and trial, the respondent being en- titled to the costs occasioned by those charges in the particulars on which he has succeeded.

Hon. Justice Ferguson concurred in every word that had fallen from his learned brother Pat- terson.

Hon. Justice Patterson in the course of the judgment took occasion to remark on the way in which the petition had been got up, condemning it as very loose and unsatisfactory.

Mr. Bethune called attention to the fact that the most part of two days had been occupied in taking evidence on the cases sought to be added by amendment. Of course the respondent would be entitled to expenses incurred in regard to these.

Hon. Justice Patterson said the respondent would of course be entitled to expenses in all the cases in which the petitioner had not succeeded. The petitioner had not succeeded in amending, and whatever expenses had been incurred by the respondent in regard to the cases which the Court had decided could not be added by amendment he would be entitled to.

RAILWAY NEWS.

K. & P. CONSTRUCTION.

KINGSTON, Aug. 18.—J. Bannerman, of the Kingston & Pembroke Railway extension, says work is being carried on at both ends of the line, between Calabogie Lake and Reid's mill. The filling at Grassy Bay and the rock cutting be- yond will take a considerable time yet to com- plete. The section from Reid's mill to Renfrew will be left till some time next year. One side of the iron bridge for the Fall River crossing, Ontario & Quebec Railway, had arrived. Work is delayed beyond Fall River by a sink-hole at the ninth concession, South Sherbrooke. The track is laid across it, but sinks constantly until it is two or three feet under the water. The hole will be filled sooner or later, but at present it is an impediment to progress. The Kingston & Pembroke Railway had two or three similar trouble spots in the line, and one is not alto- gether cured yet. In fact, the company think of changing the line so as to avoid the ever recur- ring sinking of the road bed.

THE N., T., & Q. RAILWAY.

The negotiations between the Napanea, Tam- worth, & Quebec Railway Company and Messrs. E. W. Rathbun, G. A. Cox, President of the Midland Railway Company, have been complet- ed. Mr. Rathbun will have equal shares with the old company, and Mr. Cox will hold the balance of power, and act as umpire. A new Board of Directors will be organized. The new company, with the Government bonus, will have amide funds to complete and equip the rail-

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the matter with him, but the
accs did not indicate that there was.

The G. T. R. Double Track.

Geo. Bowie, an old and experienced contractor of Montreal, with Col. Collier, of Port Dover, have taken the contract for the grading and building of the double track on the G. T. R. between the Don and Scarboro Junction, a distance of seven miles. It is understood the work is to be commenced at once and finished this year. The plant is now being placed on the works, and a number of men and horses are at work.

The Zoological Gardens.

There was a large crowd at the Zoo last night

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