

Ottawa and New York - Orders of General Application

Identifier Date Notes

- PC 1886-1344 01/07/1886 Authority was given for a subsidy to the Ontario Pacific Railway for a line of railway from Cornwall to Perth not exceeding \$3,200 per mile, not exceeding \$262,400. Application has been received from the company for entry into a contract and also submitted plans showing the location of the proposed line between Cornwall and Perth, via Newington, Crysler, Manotick and Franktown. Also approved is a draft contract. The date for completion is fixed as 1 July 1888. Approves the location
- PC 1888 05/07/1888 Minister of Railways and Canals has had under consideration an application made on behalf of the Ontario Pacific Ry. for the grant of aid to the extent of \$1,600,000 towards the construction of a main line between Cornwall and Sault Ste. Marie, with branches, and that, with the assistance of the Chief Engineer of Government Railways, he has regarded the scheme from its engineering, financial and commercial point of view.
The information afforded by the promoters as to the engineering features of the route is insufficient to enable opinion to be formed as to the feasibility of the construction of the line at reasonable cost, the country is however, known to be in certain sections of difficult character; further, that the saving in distance in comparison with existing routes, so far as can be ascertained, between Sault Ste. Marie and Canadian or American ports would be small.
The policy of government in dealing with the larger schemes for railway construction in the country has been to furnish one great through line from Ocean to Ocean, and this done, to aid shorter lines desiring to obtain the advantage of connection with it, amongst these shorter lines so aided to a considerable extent, was one connecting the Ontario Railway System with the great line at Nipissing.
The government have already considered applications for assistance made by the Grand Trunk Railway for the construction of a line communicating with the Sault and have been compelled to decline to aid the scheme, the Canadian Pacific Ry., however, have since, from their own resources, constructed a line from the Sault to Sudbury, so that communication is afforded the East from that point.
Other lines have been projected to reach the Sault for which subsidies have been asked, none would, however, to any great extent, shorten the present distance from that point to Canadian or American Markets and Ports, and these enterprises have not been supported by Government subsidy; no special reason has been adduced by the Ontario Pacific Ry. why subsidy refused to other companies should, and this to a very considerable amount, be granted to it.
The Minister in conclusion, in view of the liberal expenditures already made to secure the construction of a great through line, and in assisting minor lines to obtain access to it and to the Government lines, an expenditure which will entail careful treatment of the finances of the country, for some time to come, cannot recommend that the Government undertake to further, at present, any railway projects of the magnitude of that now suggested.
The committee concurred.
- PC 1895-1162 13/05/1895 Authorizes entry into a contract with the Ontario & Pacific Railway to subsidize the construction of a line between Cornwall and Ottawa.
- PC 1897-2788 29/09/1897 Treasury Board minute 2/2788, grants the privilege of importing stone to be used in the construction of a railway bridge over the St. Lawrence River by the Ottawa & New York Ry. between the boundary and the top of the river bank on the Canadian side free of customs duty be granted upon evidence being forwarded to the Minister of Customs that a privilege has been or will be granted by the United States authorities as respects materials of the same character imported into the United States for use in construction of said bridge.
- PC 1897-2788 29/09/1897 Treasury Board minute 3/2788. The application of the Ottawa & New York Ry. for the refund of 90% of the duty on cars, engines and steam shovels imported by said company for use in tracklaying and ballasting their railway between Cornwall and Ottawa, provided the said cars, engines and steam shovel are duly re-exported from Canada within one year of the date of the importation of the same, be not entertained.
- PC 1897-2960 26/10/1897 Approves draft contract with the Ottawa and New York Ry. for their line of 53 87/100 miles from Cornwall to Ottawa at a rate of \$3,200 per mile if the cost be not more than \$15,000 per mile and a further subsidy of 50% on as much of the average cost of the said mileage is in excess of \$15,000 per mile, not exceeding the whole sum of \$6,300 per mile.

Approves plans showing the general alignment and profiles.
- PCRC 26/10/1897 Approves location of Ottawa and New York Ry. through:
- townships of Russell, and Cambridge in Russell County
- townships of Cornwall, Osnabrock and Finch in Prescott County
- townships of Osgoode and Gloucester, Carleton County.

Identifier Date Notes

- PC 1897-3403 15/12/1897 Approves a revised contract with the Ottawa & New York Ry. for construction of line between Cornwall and Ottawa. To be completed before 1 Nov 1899.
- PC 1898-87 15/01/1898 The Chief Engineer of the Department of Railways reported on 11 Jan 1898 the results of an inspection made from a point 12 1/2 miles out from Cornwall to the 23rd mile, such inspection showing the said section to be completed according to contract. The Chief Engineer stated that careful inquiry into the cost satisfies him that no greater subsidy attaches to this section than \$3,200 per mile and that the amount of the applicable subsidy for the 10.5 miles at that rate is \$33,600. The Minister is authorized to pay this amount.
- PC 1898-2239 23/09/1898 Under authority of Order in Council approved on 20 June 1898 the Minister of Finance acted for the Minister of Railways and Canals during the recent absence from Canada of the latter Minister. During that period, early in the month of August 1898; in his capacity of Minister of Railways and Canals the Minister of Finance sat as Chairman of the Railway Committee of the Privy Council at a sitting at which was heard an application of the Ottawa & New York Ry. for the right to construct a track along the line occupied by the OA&PS for the purpose of gaining access to a freight terminus of the first named company. The members of the Committee sitting at that time with the Minister of Finance were the Minister of Justice and the Minister of Inland Revenue. At the close of the hearing the Committee did not make any order on the said application but reserved its decision and no decision has yet been rendered. Meantime the Minister of Railways has returned to Canada and questions may arise as to whether the Committee as composed at the time of the hearing now has authority to decide and make an order upon the said application. It is expedient, however, that the Committee should do so and that any doubt as to its authority in that regard be removed.
- In order to remove any doubts, the Minister of Finance will continue to act for the Minister of Railways and Canals for the purpose of constituting a quorum of the Railway Committee of the Privy Council in the decision and disposal of the application so heard before the said Committee in August 1898.
- PC 1898-2484 03/11/1898 Chief Engineer of the Department of Railways and Canals reported on 27 Sep 1898 the results of a further inspection of the Ottawa & New York Ry. from Cornwall Station to a point of junction with the Montreal & Ottawa Ry, a distance of 55 miles, such report shewing the road is completed according to contract, the subsidy however, being for 53.87 miles only the amount applicable must be limited to that distance. This amount at \$3,200 per mile is \$172,384 of which has already been paid the sum of \$33,600 and the Minister is authorized to pay the balance of \$138,784.
- PCRC 09/11/1898 Right to use passenger station and tracks in Ottawa. Verify wording.
- PCRC 21/04/1899 Right to use passenger station and tracks in Ottawa. Verify wording.
- PC 1899-2280 24/10/1899 Approves by-law No. 14 of the Ottawa & New York Ry., passed at a meeting of the shareholders on 19 September 1899, fixing the passenger and freight rates to be charged.
- PC 1899-2381 18/11/1899 Approves by-laws numbered from 1 to 13 inclusive of the Ottawa & New York Ry., passed at a meeting of the Directors held on 15th September 1899, ratified and confirmed by a resolution passed at a meeting of the shareholders held on 19 September 1899.
- PC 1900-427 20/02/1900 Approves a request by the Postmaster General for the use of the Ottawa & New York Ry. for the conveyance of mails between Ottawa and Cornwall. The use of the railway will facilitate the early arrival and later departure of the mails at the many offices which this railway passes and will generally improve the service in that thickly populated country. The cost will be \$1,419.76 per year and the net cost to the Post Office Department of the new arrangements after the changes to the stage services are made will be \$979.81 a year.
- PC 1904-331 23/02/1904 Treasury Board minute 108/331 approves the improvement of postal service on the Ottawa & New York Ry. between Ottawa and Cornwall from a baggage car service at 1415.23 a year to a postal car service daily each way except Sunday distance being 56.7 miles at .8 cents per mile making \$2830.46 a year.
- 324 18/01/1905 Approves by-law of Ottawa and New York Ry. authorizing their General Manager or such other officers as he may designate, to prepare and issue Tariffs of Tolls to be charged by the company.
- PC 1907-1704 01/08/1907 The Post Office Department at present operates a daily, except Sunday, postal car service over the New York and Ottawa Railway between Ottawa and Cornwall at an annual cost of \$2,830.53. Approves a baggage car service, in addition, to cost \$1,419.76, a distance of 56.7 miles with a frequency of six times per week at .04 cents per mile.
- 7247 15/06/1909 Approves by-law of Ottawa & New York Ry. authorizing H.K. Gays, General Passenger Agent, Ottawa, J.F. Balch, General Freight Agent, Ottawa and Frank E. Herriman, Coal Traffic Manager, New York to prepare and issue tariffs of tolls to be charged - the first in respect of passenger traffic, the second in respect of freight traffic and the third in respect of coal traffic.

Identifier	Date	Notes
7525	17/06/1909	Reports to Governor in Council for sanction by-law adopted by the Ottawa & New York Ry. dated July 16th, 1909: 1. Spitting in or upon any passenger station, waiting room, station platform, closet or other premises of this company, or in or upon the platform of any car of this company in which passengers may travel, unless in a cuspidor provided by the company for that purpose is strictly forbidden. 2. Smoking in any passenger station, waiting room, or other premises or in any car of this company other than in places or compartments designated for that purpose is strictly forbidden. 3. Any person violating any provision of this by-law shall incur a penalty of \$48.00 for each offence.
PC 1909-1666	29/07/1909	Approves order 7525 of BRC regarding by laws in respect of expectoration and smoking in stations.
9463	02/02/1910	Approves the rules, No. 17963, of the New York and Ottawa Railway and the Ottawa and New York Railway, in so far as they govern the operation of the trains of the said companies in Canada.
13555	02/05/1911	Approves by-law passed at meeting of Ottawa & New York Ry. on 26 Apr 1911 appointing officers to prepare and issue tariffs of tolls to be charged.
20408	24/09/1913	NYC&HRRR, operating the Ottawa & New York Ry., permitted to use on its locomotive engines wire mesh netting with openings 3/16" in width and 3/4" in length, made of wire not less than .135" in diameter in lieu of the requirements to the said wire mesh of General Order No. 107. This will permit the standardizing of spark arrestors and ashpan nettings over its entire system.
23231	02/02/1915	Suspends tariffs filed by the NYC and the Ottawa & New York Ry. (C.R.C. Nos. 1062; 1058; 1092; supp 24 to 728; supp 20 to 953; supp 21 to 818 and supp 23 to 953; insofar as they increase the rates now being charged from stations in Canada to stations in Canada.
23265	09/02/1915	Approves by-law of Ottawa & New York Ry. passed at meeting of directors on 27 Jan 1915 and rescinds 13555.
24439	13/11/1915	Recommends to the GIC for sanction lease entered into by Ottawa & New York Ry. and NYC of 27 Sept 1915.
PC 1915-2742	25/11/1915	Sanctions lease of Ottawa & New York Ry. to NYC, dated 27 September 1915 for a term of 21 years. This was recommended by BRC 24439 of 13 November 1915.
24833	27/03/1916	Approves by-law of Ottawa & New York Ry. passed at meeting of directors on 15 Mar 1915 and rescinds 23265 (appointment of officers to issue tariffs).
25257	11/08/1916	Rescinds order 23231 and grants leave for NYC and Ottawa & New York Ry. to publish tariffs as permitted by the judgement in the Eastern Rates Case.
26610	05/10/1917	Approves by-law of NYC passed at meeting of directors on 11 Sep 1917 and rescinds 24833 (appointment of officers to issue tariffs).
28493	27/06/1919	Recommends for sanction of the GIC USRA Operating Rules for the Ottawa and New York Railway effective 20 October 1918.
PC 1919-1464	15/07/1919	Upon recommendation of the Board of Railway Commissioners order 28493 of 27 June 1919 sanctions the United States Railroad Administration Operating Rules for the Ottawa and New York Railway effective 20 October 1918.
30526	27/12/1920	Refuses application by NYC for a modification to Safety Appliance Standards which would have permitted use on its freight engines running into Canada a step construction instead of the old pilot construction.
30911	19/04/1921	NYC, operating the Ottawa and New York Railway, is permitted to use on locomotives, in lieu of wire mesh required by General Order No. 107, what is known as the Mudge-Slater Front End, provided the openings of the mesh shall not exceed one-eighth of an inch in width by three quarters of an inch in length, made of wire not less than .136" in diameter.
Judgement	31/07/1926	Approves an application by National Explosives of Ottawa for an order granting relief from the freight rate conditions governing the shipment of less than carload lots of explosives east of Winnipeg except on the line of the Ottawa & New York Ry. which already has low rates on this commodity.

Identifier	Date	Notes
53679	06/11/1936	Dispenses with publication in local newspapers application by Ottawa and New York Railway for recommendation to the Governor General in Council for sanction of lease of its railway to the New York Central RR for a period of 99 years.
53771	11/12/1936	Recommends to GIC for sanction lease of Ottawa & New York Ry. to NYC.
PC 1936-3233	22/12/1936	Sanctions NYC lease of the Ottawa & New York Ry. as recommended by BRC order 53771. Copy of the lease is attached..
57816	03/08/1939	NYC is authorized to eliminate from its passenger service between Ottawa and the international boundary, en route to Helena, New York, train no. 60 leaving Ottawa at 07:55 SuX, and train no. 63 leaving Helena, at 15:55 SuX.
76997	17/07/1951	New York Central Railroad is authorized to discontinue passenger service over the line of the Ottawa and New York Railway between Helena, NY and Ottawa, Ont except during the months of November, December, January, February, March and April in each year.
84144	15/07/1954	On the undertaking that NYC would be prepared to operate a coach on the freight train on days when roads are impassable due to weather conditions, NYC authorized to discontinue passenger services between Ottawa and Helena.
86350	07/06/1955	NYC authorized to: (1) discontinue services to and remove the station buildings at Ramsayville, Piperville, Pana, Cambridge, Northfield, Harrison and Black River; (2) discontinue all services except carload freight and remove the station building at Edwards; (3) remove the station agent at Newington provided a caretaker is appointed to handle express and to house l.c.l.; Dismisses application: (4) to discontinue all services except handling of carload freight and remove station building at Berwick; (5) for removal of station agent and discontinuance of all services except carload freight and removal of station building at Russell.
90648	10/01/1957	(1) Authorizes the abandonment of the NYC not earlier than February 15, 1957; (2) The application by employees in respect of compensation is reserved for further consideration.
91188	13/03/1957	Dismissed application by employees of NYC in respect of compensation in connection with abandonment of line between Ottawa and US boundary near Cornwall which was authorized by 90648 of Jan 10, 1957. There was a dissenting judgement and the opinion of the Assistant Chief Commissioner prevailed.
92115	19/07/1957	NYC employees granted leave to appeal 91188 to the Supreme Court.
PC 1957-1449	31/10/1957	BTC has issued order 90648 which approves of the abandonment of the NYC line between Ottawa and Cornwall and as a result the CNR has purchased, for the sum of \$680,000, the right of way and trackage for the purpose of dismantling the line and removing therefrom the rail and other salvageable material for use elsewhere. CNR proposes to reconstruct certain of the said trackage in the vicinity of Ottawa and Cornwall. The reconstruction at Ottawa will involve three tracks, 2.5 miles, 879 feet and 1.5 miles in length respectively and the trackage reconstruction in Cornwall will involve two tracks, 5,000 feet and 7,500 feet in length respectively. CNR advises as follows: "While most of the line between Ottawa and Cornwall, which is approximately 58 miles long, has been or is being dismantled for salvage of the non-perishable material, it has been decided that it would be in our interest, both in respect of our general operations and in respect of giving service to present and prospective industries in Ottawa and Cornwall that we retain and incorporate into our system a small portion of this trackage at both Ottawa and Cornwall. "The trackage to be retained is, of course, part of the line which was abandoned with authority from the Board of Transport Commissioners and will have to be connected with our trackage and generally reconstructed. The funds for this purpose, only a small portion of which, of course, were in respect of the small amounts of trackage to be retained at Ottawa and Cornwall, were obtained from the Contingency Fund of the Company. "The trackage at Ottawa is being reconstructed at the request of the Federal District Commission in order to give suitable service to freight facilities, constructed or to be constructed in this area, under their direction, and also to give further facility to industry and prospective industry in that same area." Approves the aforesaid trackage reconstruction on the location sanctioned as shown marked in red on plans Nos. C-18527 and C-18526.