

Local Railway Items from Ottawa Papers - Ottawa, Waddington and New York

Saturday 22/10/1881 Ottawa Free Press Ottawa, Waddington & New York

Article on the advantages of the Ottawa, Waddington & New York Railway.

Tuesday 10/10/1882 Ottawa Free Press Ottawa, Waddington & New York Morrisburg

Account of a meeting at South Williamsburg.

Thursday 12/10/1882 Ottawa Free Press Ottawa, Waddington & New York

Account of the first meeting of the Provisional Directors in Ottawa.

Friday 20/10/1882 Ottawa Free Press Ottawa, Waddington & New York Morrisburg

Site for the bridge across the St. Lawrence selected.

Monday 20/11/1882 Ottawa Citizen Ottawa, Waddington & New York

The work of surveying on the Ottawa, Waddington and New York Railway and Bridge Company is progressing with all possible rapidity and it is expected that in a few days the line to Ottawa will be finished. The bridge site has been fixed, soundings taken of the river, and the route laid from Waddington to North Williamsburg.

Tuesday 21/11/1882 Ottawa Free Press Ottawa, Waddington & New York

Asks city for a bonus of \$150,000 for a bridge across the Ottawa river to Hull.

Monday 08/01/1883 Ottawa Free Press Ottawa, Waddington & New York

Delegation requesting a subsidy from the Ontario provincial government.

24/11/1883 St. Lawrence Herald, Potsd Ottawa, Waddington & New York

Affairs in regard to the railroad which was to cross the St. Lawrence at Waddington are considerably stirred up. Last week it was reported that the Canadian government had, by advice of civil engineers, withdrawn the charter. This week the report is denied, though with what authority we know not. Meantime, the Ogdensburgh Journal gives the following report of a meeting of the shareholders of the Ottawa, Waddington and New York railway and bridge company held in the Russell House, Ottawa, November 8th. The following were elected directors: T.B. Alderson, Ottawa, president; Dr. Hickey M.P., Dundas, vice-president; W.P. Carman, New York, treasurer; A. Keefer, Ottawa, secretary and assistant treasurer; Chas. Odell, Montreal, chief engineer; J.W. Inlay, Ottawa; W. Montross, New York; Hon. R.H. Shannon, New York; and G. Dixon, New York. It is learned that the president had been between England and New York for some months in the interest of the railway, and had several interviews in both places with railway men and capitalists. Two construction companies offered to take the bonds of the company and build the road and bridge as soon as the company was organized and, unless something unforeseen arises, it is expected that the contract will be let and bonds issued as soon as the arrangements for connecting with the New York and Canada bridge company can be effected, the latter company having been chartered to construct a bridge in connection with the railway across the St. Lawrence.

Thursday 13/12/1883 The Equity, Bryson Ottawa, Waddington & New York

An adjourned meeting of the directors of the Ottawa, Waddington and New York Railway Company took place in the offices of the company in the Russell House block. There were present T.B. Anderson (President), Chas. E. Hickey, Hon. R.L. Shannon, Charles Odell, J.W. Inlay and A. Keefer. It was decided that the plans of the St. Lawrence and Ottawa River bridges will be placed in the company's offices, both in Ottawa and New York, within a few weeks. A meeting of the stockholders of the company will be held in the first week of January next to authorize the bonds of the company.

Wednesday 09/01/1884 Ottawa Free Press Ottawa, Waddington & New York

Plan for the bridge over the St. Lawrence is before the Privy Council--

Friday 14/03/1884 Ottawa Free Press Ottawa, Waddington & New York

Plans approved by the Privy Council.

Wednesday 20/10/1887 Ottawa Citizen Ottawa, Waddington & New York Waddington Railway

Annual meeting of the Waddington and New York Railway to be held today. Report in October 21 edition.

Monday 24/03/1890 Ottawa Free Press Ottawa, Waddington & New York

The facts in connection with the delay in the construction of this railway have never been clearly explained or understood by the citizens of Ottawa, but as I am placed in possession of the whole facts at a time when the government is encouraging a completion scheme I wish to lay them before your readers without fear of contradiction. When the company came into existence some year ago, it had to unite with an American company created for the purpose of constructing a bridge over the St. Lawrence and a railway to Canton or Potsdam, having for its object the formation of a short and direct line between Ottawa and New York City. But the parties who controlled the American charter, sold their interest to interests who did not wish the bridge built, and the Canadian company could not, in consequence, make any progress, as this line to Morrisburg with half a bridge was of no use to capitalists. Now the condition of affairs has altered, in as much as the American charter lapsed by the effluxion of time last May, when steps were immediately taken to incorporate a new company and negotiations were resumed in London. The former necessitated a special charter which is now before the New York legislators, having been brought before the House on 12th instant by Senator Erwin, and supported by many prominent and influential men; in the midst of their important advances, a competitive scheme of Dr. Hickey's is entertained by the house and over the same ground and site, at the very time when the Ottawa, Waddington and New York railway is considering their long cherished plans. Surely the members do not realize the injury they are about to inflict upon Canadian securities by introducing a parallel line of railway when conclusive evidence can be shown that the present company is on the eve of closing their negotiations.

MORRISBURG March 21, 1889 (sic)