

## **Ottawa, Waddington and New York Railway and Bridge Company**

Files seen:

RG 46 1992-93/066 Box 42 file 41097

RG 46 1992-93/066 Box 42 file 41097.1

RG 43 series A 1 vol. 12 file 925

### **RG 46 1992-93/066 Box 42 file 41097**

- Undated coloured plan showing crossing at Morrisburg over Ogden's Island to Waddington.
- beautiful coloured plan and profile of bridge crossing.
- schematic map showing main line from North Creek, NY to Ottawa with connections to the QMO&O, Pontiac Railway and the Gatineau Railway.
- beautiful coloured plan of piers and abutments of bridge across St. Lawrence.

### **1 March 1883 Letter from R.L. Jean MD. Chairman to Railway Committee**

This explains the accompanying maps and plans. Exact location of the bridge is in Matilda twp. lot 2 conc. 1, straight line across the canal and St. Lawrence and thence to a point south and immediately opposite on Ogden Island, USA. Height of arches from extreme high water is 61' in Main channel and the swing over the canal will leave a clear opening of 150' the first and second span on the St. Lawrence will be each 350' clear opening tho the following two spans towards Ogden's Island on the shoal will be 240' clear opening tho the bed of the river as far as examined has proved to be rock. There will be no necessity for obstructing or interfering with navigation during the construction of pier erecting superstructure which can be sufficiently proved to the satisfaction of your Engineer and the mode proposed to be adopted thoroughly explained to them should any further information be required it will be furnished at the office of the OW&NYR&B, No. 2 Elgin Street.

### **1 August 1882** Joint Resolution of the US Congress

To authorize the construction and maintenance of a bridge across the St. Lawrence River.

Much correspondence -prepared to make changes etc.

### **Report of Privy Council Committee 14 June 1883**

See data base for details PC 1883-1261

### **9 July 1883** alternative, coloured, plan submitted

Swing over Canal and channel of river will be 150' each

1<sup>st</sup> span from swing - 350'

2<sup>nd</sup> span - 350'

3<sup>rd</sup> span -300'

Depth of water in river from swing at Canal Bank is 27', 2<sup>nd</sup> pier 25', 3<sup>rd</sup> pier 14', bridge and roadway will have a clear opening of 100'. Height of piers will be 61' from high water to underside of girders.

Further correspondence back and forth.

**6 October 1883** another alternative, coloured, plan filed.

**31 October 1883** Letter from ? OW&NYR&B to Pope

It is absolutely necessary that we be able to show to our stock holders that the site and plans of the bridge across the St. Lawrence will be seen acceptable to the government or our work and capital will be thrown to the four winds.

Advantage of access to US markets, will revive the languishing interests of the Gatineau Valley Railway. Intend making Ottawa a lumber field for the US market. No obstruction to navigation.

**13 Nov 1883 Order in Council 2272 is issued** Refuses permission - see data base for details.

**8 February 1884 Letter from OW&NYR&B to Railway Committee**

Attaches new set of plans for a crossing at Goose Neck Island

**3 March 1884 PC 146 issued** see data base for details.

Various other correspondence on the file mostly suggesting that a bridge would be a hazard to navigation.

Last correspondence on file 13 June 1887.

**RG 46 1992-93/066 Box 42 file 41097.1**

**OW&NYR&B application for approval of plans showing bridge over the Ottawa River from Ottawa to Hull.**

**29 November 1884 Letter from Company to Railway Committee**

Attaches plan and asks for approval. The bridge is intended to cross the River from the B?? opposite Sussex Street, immediately opposite the Depot of the St. Lawrence and Ottawa Railway ?? the residence of Captain Bonie. This is designed for a road and railway bridge combined.

The plans show 7 truss spans, from south:

1 & 2 250' combined

3 - 300'

4 to 7 - 250' each

**28 March 1885 Letter from Company to Railway Committee**

Attaches alternative plan to be substituted for former one.

Again seven spans, from south:

1 & 2 300' through truss

3 to 7 250' truss.

End of file.

**Ottawa, Morrisburg & New York  
RG 12 vol 1899 file 3268-138**

**26 February 1890 Petition**

From Ottawa, Morrisburg & New York Ry. for the subsidy that the Waddington Company has not followed through on.

**26 July 1887 from Ottawa Waddington & NY Ry. & Bridge**

Asks if any body has applied for the bonus granted to that railway and what would steps would be necessary in order that the government would give the bonus as voted.

Opinion from government is that turning of a few furrows or cutting a few trees along the proposed line might be considered as a start but the Governor in Council must fix a completion date. To be commenced within two years and completed within a reasonable time not to exceed four years."

**1890 Memo re Ottawa, Waddington & NY Ry & Bridge**

Incorporated in 1882 with powers to construct a railway from Ottawa to at or near Morrisburg and also to bridge the river St. Lawrence near Morrisburg, and the River Ottawa. The bridge was not to be commenced until sanctioned by Congress.

Company proceeded to make surveys and plans of their bridges and duly submitted them to the Department in 1883. They were not considered satisfactory by the Governor in Council though in 3 March 1884 an order was passed saying that if the Company would submit plans containing certain features they would be approved.

Grant authorized in 1885 provided the work be commenced within two years of 1 August 1885. They were told on 26 Aug 1887 that the subsidy had lapsed. On 9 July 1888 they submitted plans and profiles of their line from Morrisburg to a junction with the St.L&O and a similar answer was made.

In 1890 a charter was granted to the Ottawa, Morrisburg & New York Railway with practically the same powers with the exception of the right to bridge the Ottawa.

The charter of the OW&NY lapsed on 19 April 1890.

**30 April 1914 (sic) from Morrisburg & Ottawa Electric Ry**

Asks for a copy of the Act incorporating the Waddington company.

**4 March 1889 from Waddington company**

Long memo saying why they should continue to receive the subsidy.

**11 February 1889 from Morrisburg company**

Applies to renew the application for a subsidy.

**30 May 1890 further application from Waddington company**  
including 8 January 1890 Correspondence from London parties.

**20 June 1890 from Waddington company**  
We have at last obtained a charter from the state of New York.

**Waterloo Junction Railway - inspection report (!)**

**5 March 1892 from Waddington company**  
Claims powers are still in force.

**RG 43 series A 1 vol. 12 file 925**

**30 March 1889 from Chas. E. Hickey MP. to Department**

Have the Ottawa, Waddington and New York Railway and Bridge Company filed any maps or plans in your department during 1888? If so when? By whom deposited? For what purpose?

What was the report of your department on ?? What correspondence took place between the department and any person on this behalf?

Please give copies of said letter if any.

Also please say whether the company have deposited with the department a survey locating the line of the said road between Ottawa and Morrisburg.

**7 March 1890 from Chas. E. Hickey to Sir John A. Macdonald**

A few days ago I mailed you an application signed by J.P. Whitney on behalf of the "Ottawa, Morrisburg and New York Railway and Bridge Company" asking for the revival of the subsidy voted in 1885 to this line of railway and which had lapsed having been unearned by the then existing company which now is defunct.

I need not tell you of the importance of this railway to the country.

Suffice it to say I have in my possession and which I can show you at any time, Resolutions from the city council of Ottawa, the county council of Carleton, the township councils of Gloucester, Osgoode, Winchester, West Winchester village; also a strong letter from the reeve of Morrisburg, all urging parliament to grant the present charter.

At present the public have no connections with Ottawa City and the Grand Trunk Railway but by the CPR and this is of such an unfriendly nature that oftentimes travellers are greatly disappointed in reaching their homes and places of business.

The interests of the country are best served by competition and this road will supply that want, besides opening up a well settled country to railway facilities its construction is demanded.

It will also afford competition by which farmers, merchants and manufacturers will be able to ship their goods at reasonable prices.

In this case the route has already been recognized by a vote of Parliament as deserving of a subsidy and the government cannot endorse (sic) their own recommendation better than at this present session re-granting the same.

From every consideration then I most earnestly urge upon your favourable consideration the prayer or request of Mr. Whitney's petition for the \$3,200 per mile for 52 miles believing it will be in the best interests of the country immediately affected and also of the country at large while it would enable the promises to accomplish the construction at an early date.

**14 March 1890 from Carleton County to Sir John A. Macdonald**

Whereas the Dominion parliament granted aid to the Ottawa Waddington and New York Railway and Bridge Company and the company was unable to avail itself of the subsidy pending the currency of its charter,

Whereas parliament has now granted a charter to the Ottawa, Morrisburg and New York Railway to build a railway generally over the lines of the late said Ottawa Waddington and New York Railway and Bridge Company and whereas this railroad will run through a most interesting (?) part of the province of Ontario, a part greatly in need of railway facilities.

Council prays that the subsidy be re-voted to OM&NY.

**23 March 1892 from Department of Justice to Department**

Referring to your letter of 3<sup>rd</sup> instant submitting for an opinion a memorandum from the OW&NYR&B in which the company contends that their charter has not yet expired. Company was incorporated in 1882 45 Vic. chap 77. Section 40 requires the railway from Ottawa to the St. Lawrence to be commenced within two years and finished within five year, the St. Lawrence Bridge to be commenced within two and completed within six years. Bridge not to be commenced until an Act of the US congress had been passed approving of the bridging of the St. Lawrence or the Executive of the USA had consented to it and that the time within which the bridge was to be commenced and completed was only to run from the passing of such act of Congress or approval of the Executive.

The Ottawa bridge was to be commenced within two and finished within five years. And the lines of railway to connect with other railways in the county of Ottawa were to be commenced in two and finished in five years. By section 41 it was provided that the failure to construct either of the bridges or the lines of railway in the county of Ottawa within the times specified should not deprive the company of any other right theretofore acquired.

1884 47 Vic. Chap 58 an amending act was passed:

"The time for the commencement and completion of the Company's work is hereby extended and the bridges over the St. Lawrence and Ottawa rivers and the line of railway and lines of railway to connect with other railways shall be commenced within three years and shall be completed within six years from the passing of this act (i.e. 19<sup>th</sup> April 1884).

At the present time neither the bridges nor either line of railway have been completed. No doubt that the charter has expired.

**17 March 1892 from Oliver W. Barnes, New York to Charles Odell, Montreal**

The length of the two parts of the bridge is much less than I had supposed. Plans are well designed and the crossing of the St. Lawrence is much easier than I had expected.

Now if your parliament will pass the proper act renewing and extending the chartered rights of the OW&NYR&Bco I think there will be no great difficulty in obtaining the money to construct the railway bridge this ensuing summer. Money has accumulated in New York in great volume, and the sooner the Act of parliament can be got, the better, so as to enable the company to take advantage of these flush times.

This was forwarded to Hon John Haggart by Anderson of Smiths Falls.