

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

29/01/1881 Montreal Gazette Ottawa, Waddington & New York

(to parliament)

For an Act to incorporate the Ottawa, Waddington & New York Railway and Bridge Company.

24/03/1881 Ottawa Free Press Ottawa, Waddington & New York

The Morrisburg and Ottawa Railway scheme is being talked over by residents of the section of the county which it would pass in Carleton and Dundas counties.

21/05/1881 Ottawa Free Press Ottawa, Waddington & New York

Account of a meeting at Morrisburg.

18/06/1881 Ottawa Free Press Ottawa, Waddington & New York

The people in the neighborhood of West Winchester have subscribed \$200 towards the survey, map and charter of the Morrisburg and Ottawa Railway.

05/07/1881 Ottawa Free Press Ottawa, Waddington & New York

The Morrisburg and Ottawa Railway promoters seem to have fallen quite asleep. Perhaps they are dreaming over the matter prior to doing something.

16/07/1881 Ottawa Free Press Ottawa, Waddington & New York

Morrisburg and Ottawa

An engineer will shortly go over the route between the two points and make a preliminary survey, reporting thereon to the promoters of the scheme.

16/07/1881 Ottawa Free Press Ottawa, Waddington & New York

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30/07/1881 Ottawa Free Press Ottawa, Waddington & New York

A survey party for the proposed Morrisburg and Ottawa Railway, leave the city on Tuesday morning next.

25/08/1881 Ottawa Free Press Ottawa, Waddington & New York

The preliminary survey for the Ottawa, Morrisburg and Potsdam Railway is progressing satisfactorily. The line is about located between Metcalfe village and this city and in a few days a start will be made between Morrisburg and Metcalfe. So far an easy route has been found.

17/09/1881 Ottawa Free Press Ottawa, Waddington & New York

Morrisburg - The site for the international bridge in connection with the Morrisburg and Ottawa Railway was located today. Mr. Keefer of Ottawa, assisted by an engineering staff comprising Mr. Imley, contractor, Mr. Soars C.E., of Ottawa and others accompanied by Messrs. Farlinger, Munroe and Kennedy of Morrisburg, examined the different locations along the river and after a close inspection and the taking of several measurements of the river, it was found the point at Mr. James Doran's across to Ogden's Island was the most desirable site on the St. Lawrence for a bridge, it being eminently satisfactory in every respect. The distance from the north shore across deep water at this point is only 400 feet; then a shoal, and not more than 7 feet depth of water to Ogden's Island. The spot chosen will be

PARTICULARLY FAVORABLE

to Morrisburg and Waddington as offering great conveniences to those places. At Morrisburg the station can be brought in south of the Grand Trunk line, in the centre of the town touching Waddington, also in the heart of the village. The engineer conveyed the thanks to Mr. Munro for his assistance, his being thoroughly conversant with all the peculiarities of the river in this section. While the engineers were engaged in this work two steamers passed up the other down, thus giving them a favorable view of the channel, and enabling them to select a spot that would not interfere with navigation.

23/09/1881 Kemptville Advance Ottawa, Waddington & New York

Morrisburg and Ottawa Railroad

A meeting of this Railroad Committee took place at Morrisburg on Friday last. There were from Ottawa Mayor Mackintosh, Messrs. McTavish, Keefer, Finlay Mitchell, C.E., and Soare, C.E. A letter was read from Hon. James Skead, regretting his not being able to attend owing to the pressure of business. Mr. Morgan, of Metcalfe, arrived at the close of the meeting. Mr. John Rochester, M.P., and Mr. J. S. Ross, M.P., were both present, and offered any assistance in their power. The principal object of the meeting was to decide where the bridge was to cross the St. Lawrence. After an examination of the river by the committee it was decided to cross at Ogden Island. It was decided to change the name of the road to the Ottawa and Waddington and New York Railway and Bridge Company. Immediate action is to be taken towards getting a charter on both sides of the river from the different legislatures. The meeting was of the most satisfactory nature. Mr. Soare, C.E., was set to work to take soundings of the river, and to make a preliminary survey in order to get a charter. Hon. Mr. Pierce, of New York, was also present, and offered his aid to the scheme.

26/09/1881 Montreal Gazette Ottawa, Waddington & New York

Application will be made to parliament for an act incorporating the Ottawa, Waddington & New York Railway and bridge Company

30/09/1881 Kemptville Advance Ottawa, Waddington & New York

The Canada Gazette contains the following : Notice is given that application will be made at the next session of Parliament for an Act to incorporate a company for the purpose of constructing and working a line of railway from the city of Ottawa or some point on the St. Lawrence & Ottawa Railway or the Canada and Atlantic Railway, passing through or near the villages of Metcalfe, Ormond, Vernon, Bate's Corners or West Winchester, Winchester Spring, Bell's Corners and Morrisburg, to a point opposite Ogden's Island, in the State of New York; with power to construct a bridge across the canal and the main channel of the St. Lawrence River to Ogden's Island, connecting with a line across the Island and the American water to Waddington and Teal's Station or some other point on the Ogdensburg and Lake Champlain Railway and with the projected line of railway through the Adirondacks to North Creek ; with power to amalgamate with, connect with, and obtain running powers over, any fine or lines of railways and bridges, within or without the Dominion of Canada; and with power also to build and run tramways, steam ferries, steamboats, vessels and barges in connection with the rail line of railway and bridge to be called "The Ottawa, Waddington and New York Railway Bridge Company

30/09/1881 Ottawa Citizen Ottawa, Waddington & New York

The preliminary survey of the proposed railway from Ottawa to Morrisburg is progressing rapidly. Looking at the proposed crossing of the St. Lawrence River at Waddington.

The Morrisburg Railway Meeting
Meeting at Winchester Springs

A public meeting was held at Winchester Springs on the 1st instant, in the interest of the Ottawa and Waddington Railway scheme. The Chairman, Mr. S. Coons, explained in a few words the object of the meeting, namely, to appoint a local committee to co-operate with the general committee, and to hear some remarks from Dr. Anderson and others in regard to the progress of the undertaking.

List of members

Moved by J.W. Taylor, seconded by M. Millar, "That this meeting is highly pleased with the favourable prospects of the Ottawa and Waddington Railway scheme and International Bridge, believing, as we do, that it will be a great boon to this section of the Province, and of incalculable benefit to this county, and one of the best projects in the Dominion, forming the grand connecting link between the railway systems of this country and the United States; we further pledge ourselves to give it our united and hearty support".

Thanks etc.

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

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

07/11/1881 *Hamilton Spectator* *Ottawa, Waddington & New York*

The survey of the Ottawa, Waddington and New York railway has been completed to Ottawa.

22/11/1881 *Montreal Gazette* *Ottawa, Waddington & New York*

Application will be made to incorporate a company for the purpose of constructing and working a line of railway from the city of Ottawa or some point, on the St. Lawrence & Ottawa Railway or the Canada & Atlantic Railway, passing through or near the villages of Metcalfe, or Mount Vernon, Bates Corners or West Winchester, Winchester Springs, Bells Corners and Morrisburg to a point opposite Ogdens Island, in the State of New York, to be called the Ottawa, Waddington & New York Railway and Bridge Company, with power to construct Bridge across the main channel of the St. Lawrence River to Ogdens Island, connecting with a line across the Island and the American waters to Waddington and Cole's Station, or some other point on the Ogdensburg & Lake Champlain Railway, and to connect with the projected line of railway, through the Adirondack to North Creek, to be of such height above high water, the intervals between the abutments or piers to be such, as may be approved of by His Excellency the Governor-General in council-

22/02/1882 *Ottawa Citizen* *Ottawa, Waddington & New York*

West Winchester, 21st. - a petition was commenced and circulated here on Saturday evening last, praying that the Parliament now assembled in Ottawa pass the incorporation of the Ottawa, Waddington and New York Railway and Bridge company, and that a charter be granted for a line along the route to designated, as stated in such Act of incorporation. Although only a day or two was taken yet the petition is four yards long and is very largely signed. The people in this section are becoming alive to the necessity of a railway through this grand agricultural district, and touching at this important little town. The petition will be forwarded to the committee at Ottawa by next mail.

02/03/1882 *Montreal Gazette* *Ottawa, Waddington & New York*

The following bills were introduced:

Mr. CURRIER - To incorporate the Ottawa, Waddington & New York Railway and Bridge Company.

Also in the Clinton New Era of 9 March 1882

29/03/1882 *Hamilton Spectator* *Ottawa, Waddington & New York*

In the railway committee. In the sub-committee the Ottawa, Waddington & New York Railway and bridge company bill was passed.

29/03/1882 *Montreal Gazette* *Ottawa, Waddington & New York*

In the railway committee this morning the Ottawa, Waddington and New York Railway and Bridge Company's bill was passed with some slight amendments that had been made by the sub-committee to which it was referred.

27/06/1882 *Montreal Star* *Ottawa, Waddington & New York*

In the House of Representatives at Washington, on June the 12th, Mr. Parker, of New York, introduced a joint resolution authorizing the construction of a bridge across the St. Lawrence River, near Waddington, by the New York and Canada Bridge Company which, for this purpose is permitted to unite with the Ottawa, Waddington and New York Railway and Bridge Company. The resolution directs that the location and construction of the bridge be under the supervision of the Secretary of War, to whom all plans and specifications must be submitted for approved.

18/09/1882 *Ottawa Citizen* *Ottawa, Waddington & New York*

ANOTHER Y ENTERPRISE

The Ottawa, Waddington and New York Railway

The Provisional Directors of this projected line have been notified to meet in Ottawa on the 26th instant for the purpose of electing their Board of Directors, after opening the stock books. As soon as this is done, as a large amount of stock will be forthcoming; the new Board will proceed with their surveys and the location of their line from the Ottawa River to the St. Lawrence at Morrisburg.

This route, when completed, will give the Gatineau Valley a direct outlet via Morrisburg and Waddington to the New York seaboard, and the distance to that port will be shortened 60 or 70 miles and will undoubtedly become, with its feeder above mentioned, one of the most important lines in the Dominion, and thus with the Gatineau Railways north and the Pontiac Pacific from the west will further establish, with the existing operating lines, our city as a great railway centre and distributing point for all parts of the Dominion and the United States, the Ottawa and Waddington line being the connecting link

25/09/1882 *Ottawa Citizen* *Ottawa, Waddington & New York*

RAILWAY MEETING - A meeting of the provisional directors of the Ottawa, Waddington and New York Railway and Bridge Company will be held in this city tomorrow. The meeting will not be a private one and it is probable that many parties from Morrisburgh [sic] which is greatly interested in the construction of the line will be present.

AN IMPORTANT RAILWAY ENTERPRISE.

It will be noticed by an advertisement in another column that a meeting of the provisional directors of the Ottawa, Waddington and New York Railway and Bridge Company will be held tomorrow, Tuesday, afternoon at 4 o'clock, in the offices of the company, Elgin street. Those desirous of taking stock, in fact all well-wishers of the enterprise, are invited to attend, as the meeting is not a private one. After the transaction of stock taking business a report will be read, and afterwards a private meeting of the directors will be held to discuss the immediate surveying of the line. It is hardly necessary to say anything in favour of the enterprise, for its great importance to the city of Ottawa in general, and Lower Town in particular, is admitted on every hand. Indeed, to Lower Town the construction of the railway is of the most vital importance, for it will ensure the building of a bridge for waggons and foot passengers across the Ottawa River from a point on Sussex street. Such a bridge will be new life to the lower portions of the city; it will be the means of opening up all the vacant stores on Sussex st. and it will bring large numbers of persons and their money to do business with Lower Town merchants. For years the merchants and residents of Lower Town have agitated a bridge scheme across the Ottawa River as a means of reviving the business in the lower part of Sussex street and which has gone further up town. Here is a scheme which means not only a railway into that portion of the city, but the construction of the much desired bridge for foot passenger and vehicles. It is but reasonable then to expect warm and enthusiastic advocacy for a scheme of such great importance to the city. As a whole the city gives the enterprise the most hearty endorsement, but in no part should warmer friends be found for it than in Lower Town, which will be so much benefitted. We wish the enterprise every success and Ottawa will doubtless soon witness the commencement of active operations on this, one of the most important of the many railway lines contemplated, in the course of construction or completed to the Capital.

26/09/1882 *Ottawa Citizen**Ottawa, Waddington & New York*

The Ottawa, Waddington and New York Railway and Bridge Company

A meeting of the Provisional Directors will take place at the company's office, No. 2 Elgin street, next door to the Free Press office, at 4 o'clock p.m. to-morrow (Tuesday), the 26th instant. The meeting is not a private one, and all friends desiring to assist the enterprise by taking stock or otherwise are cordially invited to attend. After the stock books are opened by the Provisional Directors, all wishing to take stock have signed the stock book, the report will be read and explanations given, after which the Provisional Directors will hold a private meeting to arrange about proceeding with the survey of the line. The whole, city is largely interested in this enterprise, but to Lower Town it will be of special advantage, owing to the proposed bridge for waggons and foot passengers across the Ottawa from Sussex street.

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

Account of a meeting at South Williamsburg.

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

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

12/10/1882 *Ottawa Citizen**Ottawa, Waddington & New York*

Ottawa, Waddington and New York Railway

Yesterday afternoon, at four o'clock, a meeting of the provisional directors of the Ottawa, Waddington and New York Railway was held in the company's offices, Elgin street. The following gentleman were present: -

His Worship Mayor St. Jean, Ottawa in the chair, and Messrs James Reddington and L.J. Proctor from Waddington, N. Y. Ira Morgan, John Rolston, Francis Iveson, Metcalfe; Dr. Neil McIntyre, Geo. R. Bow, A.J. Laflamme, Aaron Sweet, Winchester; Dr. W.J. Anderson, Winchester Springs; Alexander Farlinger, Morrisburg; A Keefer, J.W. Iamla y, Hon. R.W. Scott.

The meeting, which was open to the directors only, was for the purpose of considering how to push the project more vigorously. It was decided that Mr. J. Murray Mitchell, Chief Engineer and Managing director of the Ottawa and Gatineau Valley Railway, and Mr. Archibald Kennedy of Vernon were appointed provisional directors.

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

Site for the bridge across the St. Lawrence selected.

22/10/1882 *Ottawa Citizen**Ottawa, Waddington & New York*

OTTAWA AND WADDINGTON RAILWAY

The engineers in connection with the Ottawa, Waddington and New York Railway left yesterday morning to locate the bridge which will cross the Ottawa River, and afterwards intend to proceed to locate the one crossing the St. Lawrence. Some of the provisional directors accompanied the party

24/10/1882 *Ottawa Citizen**Ottawa, Waddington & New York Morrisburg*

AT WORK.

Ottawa, Waddington and New York Railway

The by-law granting \$10,000 to the Ottawa, Waddington and New York Railway Company by the town of Morrisburg was passed unanimously on Saturday, there being 144 votes for and none against. The present law requires that a majority of the actual voters, not a majority of the votes polled, is required to carry the by-law, and in this case the vote was considerably larger than was necessary. Those who were against the by-law were merely so in name, and contented themselves by saying there was no use of voting against it because it could not be carried. Mr. Imlay, who will accompany the surveying party, and who was present in Morrisburg on Saturday, informed a Citizen reporter that several ladies assisted in carrying the by-law by voting in its favour. Three miles west of Morrisburg, is already surveyed, and the party is prosecuting the work of locating the road with all possible speed towards Williamsburg, on their way to Ottawa, taking in North Williamsburg, or Bell's Corners, Winchester Springs, West Winchester, or Bate's Corners, near Vernon, through Metcalfe, passing the Catholic Church and O'Doherty's in Gloucester, connecting with the St. Lawrence and Ottawa at the Chaudiere Junction thence parallel to the St. Lawrence and Ottawa to the bridge site on Metcalfe Square, Sussex street, crossing the Canada Atlantic en route. The site for the bridge over the St. Lawrence was selected opposite Ogdon's Island. Approximate plans of the bridge have been submitted to the United States Government, and now that the site is chosen proper plans will be forwarded to Washington without delay. The site for a bridge over the Rideau is not definitely decided upon, although one was examined, that matter depending somewhat on the assistance which the city will be willing to extend to the company. A public meeting will be called for that purpose at an early day. The engineering staff consist of Charles O Dell, Chief Engineer; T. C. Keefer, Consulting Engineer; A. Brunet, in charge of work; and Rockliffe Fellows, assistant. Mr. John Imlay left by the Canada Atlantic Railway last evening to join the surveying party.

At a lecture given by Mr. Bengough, of Grip, in Bradford Hall on Saturday evening, considerable amusement was created by the lecturer sketching the first car of the Ottawa, Waddington and New York Railway, wherein was comfortably seated the Reeve of the township, Mr. Wm. McKenzie. The shouts of applause with which the sketch was received testified the popularity of the project among the large audience.

03/11/1882 *Ottawa Citizen*

Ottawa, Waddington & New York

OTTAWA, WADDINGTON & NEW YORK RAILWAY

by Telegraph to the Citizen

Visiting the Proposed Bridge Site

Morrisburg, Ont, 2nd, -. Dr. Durant, the railway magnate of New York accompanied by his son, and General Seymour, State Engineer of New York, visited the town of Waddington, N.Y., yesterday for the purpose of viewing the site of the proposed bridge of the Ottawa, Waddington and New York Railway Bridge Company and plans of the line leading thereto north and south of the St. Lawrence River. Messrs. Wm. McKenzie, Reeve; Capt. Farlingerr and H. C. Kennedy, Provisional Directors at Morrisburg, accompanied by Messrs. H. Monro and Quinlay, of Ottawa who is at present in charge of the engineering staff on the line to Ottawa, accepted an invitation to meet the railway men in the afternoon, and along with the provisional directors and others at Waddington they accompanied Messrs. Durant and Seymour to the north part of Ogden's Island, where a very favorable view of the bridge site and its approaches on the eastern side of the river could be had. The New York railway men expressed themselves highly pleased with the site and the favorable location of the line generally, and promised to do all in their power to assist in pushing forward the project to a successful termination. After consultation as to details the party drove over the proposed line as far as Canton, N.Y..

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.

An Alderman will put a resolution at the meeting of the City Council this evening, asking that a by-law be prepared and submitted to the citizens for the purpose of their voting \$150,000 to the Ottawa, Waddington and New York Railway for construction of a waggon and foot bridge across the Ottawa. It is more than probable the matter will be taken into favourable consideration as the Corporation could not erect a bridge, which is now almost a necessity, at a less cost than \$400,000.

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.

CITY COUNCIL

Bonus to the Ottawa, Waddington and New York Railway

PETITIONS

Two petitions were presented, one from the directors of the Ottawa, Waddington and New York Railway Bridge company, and the other from Messrs. Thomas McKay and others, petitioning that a bonus of \$150,000 be granted to that railway for the construction of a bridge across the Ottawa. The following is the directors petition: -

That at the request of Ald. McDougal and several other citizens of Ottawa, the provisional directors of the company, in applying for their charter, took power in their act of incorporation to construct an ordinary waggon bridge in connection with their proposed railway bridge across the Ottawa river, thus saving several hundred dollars in the event of a charter for the construction of such a bridge being required by the city of Ottawa or by a private company.

That the company do not require the wagon bridge for their own purposes, but have offered to construct it in connection with the railway bridge, provided they receive from the city of Ottawa a bonus of \$150,000.

Your memorialists therefore respectfully submit for the consideration of your honorable body whether under the circumstances it would not be advisable to grant the proposed bonus to secure the construction of a waggon bridge at a cost of \$150,000, which if required now or at a future period could not be built separate from the railway bridge for less than \$300,000 or \$400,000.

Moved by Ald. McDougall, seconded by Ald Whillans, that the petition of Thomas McKay & Co. and a large number of the freeholders of this city just read be received, and in accordance with the request therein contained, the By-law and Finance Committees are hereby requested to prepare a report on the advantages of granting a bonus of \$150,000 to the proposed Ottawa, Waddington and New York Railway and Bridge company for the sole purpose of building a waggon and passenger bridge in conjunction with the railway bridge, to be located not more than 200 feet northeast of Captain Bowie's house on the bank of the Ottawa River in this city, the approaches to said waggon bridge to be on the west side of Captain Bowie's house, said amount of \$150,000 debenture not be paid to the said railway company until the wagon and passenger bridge is fully completed and ready for use, and report at the next meeting of this Council.

Mr. McDougall said in support of his motion that it was an excellent opportunity for the city to get a bridge across the Ottawa. He wished it to be distinctly understood that the bonus would not be given unless the bridge was built.

Ald. Whelan moved, seconded by Ald. Bobier, in amendment; that's the matter be referred to the Finance committee for consideration.

Ald. Lauzon said that it was an important matter, and although he was favorable to the building of the bridge, yet it was but proper that the Council should be protected. It was also very important to know regarding the power of the company to put a toll on the bridge. He would like to see it free.

Mr. T.C. Keefer was heard at the bar of the Council on behalf of the company. He said that he came to give information to the Council regarding the building of the bridge. Several gentlemen spoke to him when the charter for the railway was granted to get a charter for building a bridge also.

It was with Sir John's advice that they decided to build a waggon bridge along with their railway bridge. Of course it was not necessary that they (the company) should have a waggon bridge, but if the people of Hull and Ottawa wanted it they were willing to give it to them. If there was a bridge at Prescott they would never have built this railway, but as they were all aware such could not be had. It was arranged to put the waggon bridge under the railway bridge the same as the suspension bridge at Niagara. He received letters from several prominent gentlemen in the state of New York, stating that they were organizing to get their company ready. This same New York and Canada Bridge Company had resolutions passed in Congress allowing them to build a bridge from the other side in connection with their line, the Ottawa, Waddington and New York railway. All that was necessary was that if the city was not agreeable to grant the bonus the waggon bridge was not required to be built. His company was not antagonistic to the St. Lawrence and Ottawa nor the Canada Atlantic railways, as there would be abundance of traffic for all of them. The Ottawa, Waddington and New York Railway and Bridge Company in fact would not interfere with the traffic of either road, as it would strike into the New York State coal fields.

Ald. McDougal - it is said that you must build this wagon bridge at any rate. Is this so?

Mr. Keefer explained that such was not the case, and indeed it was not necessary for them to build the railway unless they choose. As provisional directors they were merely waiting to see what bonuses would be granted and stock subscribed. The directors had not asked any bonus yet although they received one of \$10,000 from Morrisburg.

Ald. McDougal - with the effect of Ottawa giving you a bonus be beneficial to the road

Mr. Keefer said that no doubt it would have an immaterial effect among people at a distance.

Ald. Lauzon - when did you expect to start work?

Mr. Keefer could not exactly say, but it was more than probable that they would begin in the spring.

Ald. Lauzon thought that the city would be running the risk of losing \$600 or \$700 in putting the by-law to the people if the bridge were not finally built.

Mr. Keefer - that was of course a risk which they would have to run, and he thought it was one worth trying.

Ald. Lauzon wished it to be referred to the By-Law Committee.

Ald. McDougal explained that this was stated in his resolution.

Ald. Lauzon thought that the By-Law Committee should not have power to prepare the by-law, but merely reports to the Council on the matter.

Ald. Whelan asked Mr. Keefer if they had yet got the charter or was it a proposed charter.

Mr. Keefer stated they had already got the charters for both bridges.

Ald. Whelan was of the same opinion as Ald. Lauzon, and thought that the matter was of great importance and should be carefully considered.

Ald. Lauzon suggested that Ald. Whelan withdraw his motion, and he thought Ald. McDougal would have no objection to alter his motion so as to authorize the By Law Committee to report only, instead of preparing a by-law for submitting it to the people.

Ald. Laverdure wished to know if the railway company had not to build a double bridge or they would get no charter.

Mr. Keefer - Oh, no; they were in no way bound to build the toll bridge, and would not do so if the bonus were not granted.

Ald. Cunningham- how much capital was subscribed?

Mr. Keefer could not exactly say, but there were \$20,000 at the first meeting of the provisional directors. It was the intention to connect with the Ottawa and Gatineau Valley railway, the Pontiac and Pacific and the Canadian Pacific. Another thing he might tell them that if they were going in that way to the Chaudiere he was certain that none of the lumbermen there would send their exportations to New York 100 miles round.

The amendment was withdrawn and the original motion adopted.

Delegation requesting a subsidy from the Ontario provincial government.

The Ottawa, Waddington and New York

Ottawa May 9 - At a meeting of the directors of the Ottawa Waddington & New York Railway a statement was laid before them by the secretary, from which it appears that the negotiations were opened with a syndicate in London, England, in March last, and the charter, general Railway Act, the plan and profile of the railway from Ottawa to Morrisburg, tracings of the St. Lawrence railway bridge and of the Ottawa River railway and waggon bridge, were laid before the syndicate, together with the charter of the New York & Canada Bridge Company, authorized to bridge the St. Lawrence from Waddington across Ogden's Island to meet the bridge of the Ottawa and Waddington Company, and also a memo of the line, sixteen and a half miles long, from Waddington to Canton to connect with the New York system of railways, with estimates, specifications, etc. Five letters were read from London, the last of which was dated the 20th April, asking for an extension of the time, as the proposition made by the directors was only open to the first of May inst. In the last letter received from London counter propositions were made and questions asked by the syndicate to the following effect: 1st. Would the company sell the charter and, if so, for how much? 2nd. At what figure would they allow the bonds to be placed upon the market, or what would they accept? 3rd. Would the company give the contract for the whole road and bridges en block, including the Ottawa River railway and waggon bridge and the lines [sixteen and a half miles] from Waddington to Canton, say two large bridges and about sixty-two miles of railway? This letter was answered on Thursday last.

17/10/1883 *Montreal Gazette*

Ottawa, Waddington & New York

OTTAWA, October 16 - a meeting of the directors of the Ottawa & Waddington Railway took place this evening. After some discussion as to particulars concerning the construction of the road the following officers were elected:- Mr. O'Dell; C.E. president; Dr. Hickey, M.P., Dundas, vice-president; A. Keefer, secretary, and J. Carman, New York, treasurer.

09/11/1883 *Hamilton Spectator*

Ottawa, Waddington & New York

O.W. AND N.Y.R.

Meeting of Shareholders and Election of Officers

Ottawa Nov 8 - A meeting of the shareholders of the Ottawa Waddington and New York Railway and Bridge company was held in the Russell house to-day for the purpose of electing directors. There was a good attendance of provisional directors and stockholders The following were elected directors T. B. Anderson, Ottawa president; Dr. Hickey M.P., Dundas, vice-president : W. B. Carman, New York, treasurer; A. Keefer, Ottawa, secretary and assistant treasurer; Chas. O'Dell, Montreal, chief engineer; J. W. Imlay, Ottawa; W. Montrose, New York; Hon R. N Shannon, New York; G. Nixon, New York It is learned that the president has 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 have offered to take the bonds of the company and build the road and bridge as soon as the company was organized and unless something unforesee arises it is expected that the contract will be let and bonds issued as soon as arrangements for connecting with New York and the Canada Bridge company can be effected, the latter company having been chartered to construct the bridge in connection with this railway across the St. Lawrence:

14/11/1883 *Montreal Star*

Ottawa, Waddington & New York

The promoters of the Ottawa, Waddington and New York Railway are deeply disgusted with the action of the government in refusing permission to build a bridge over the St. Lawrence at Morrisburg. They claim that the real cause of the disallowance is the hostility of the rival roads, especially the Canadian Pacific. The decision of the government has given great offence to the people along the proposed line, who expected great things from its completion.

15/11/1883 *Hamilton Spectator*

Ottawa, Waddington & New York

It is now understood that the Government have not adopted Mr. Page's report objecting to the construction of a bridge across the St. Lawrence, in connection with the Ottawa, Waddington and New York railway at Morrisburg.

22/11/1883 *Hamilton Spectator*

Ottawa, Waddington & New York

Ottawa. Nov. 21 - It is understood that the Ottawa and Waddington Railway company have made application to the Secretary of War at Washington to sign papers granting the company authority to build a bridge across the St. Lawrence at Waddington in the state of New York and endorsed by the Washington authorities. There will be no difficulty in obtaining this request as the matter is understood to be somewhat of a formal character.

Also in the Montreal Star - same date.

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. O'Dell, Montreal, chief engineer; J.W. Imlay, Ottawa, W. Montrose, 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 several 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 the 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.

24/11/1883 *St. Lawrence Herald, Potsd*

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08/12/1883 *Hamilton Spectator*

Ottawa, Waddington & New York

At a meeting of the Ottawa, Waddington and New York Railway Company, the contract for the construction of the road was let to a New York firm

11/12/1883 *Hamilton Spectator* *Ottawa, Waddington & New York*

OTTAWA, Dec. 10 - The contract of the Ottawa, Waddington and New York railway has been signed, sealed and delivered to a gentleman in New York

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.

04/01/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

ALBANY, N.Y., January 3. - The Ottawa, Waddington & New York railway was incorporated yesterday. The road is to run from Canton to Waddington in St. Lawrence County, and thence to the St. Lawrence River, opposite Goose Neck Island. The capital is \$1,000,000.

05/01/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

OTTAWA. January 4 - A meeting of the shareholders of the Ottawa, Waddington and N.Y. Railway, at which a large number from this district were present, has been held to give powers to the directors to place the bonds of the Company on the market.

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

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

10/01/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

OTTAWA, January 8. - New plans for the bridge of the Ottawa, Waddington & New York Railway over the St. Lawrence near Morrisburg, is now before the Railway Committee of the Privy Council for approval, the first plans tendered, as well as the site chosen, have been rejected by Mr. Page, the Government engineer.

05/02/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

BILLS INTRODUCED

To incorporate the Ottawa & Waddington Railroad Company.

09/02/1884 *Hamilton Spectator* *Ottawa, Waddington & New York*

Following bills were read a second time and referred to committee:

Mr. Hickey. An Act amending the act incorporating the Ottawa, Waddington and New York Railway and Bridge company

03/03/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

RAILWAY COMMITTEE

Mr. Hickey brought up a bill to incorporate the Ottawa, Waddington and New York Railway and Bridge Company. He said the survey and profiles of the road have been completed. It was desired to extend the time for commencement to three years, and to six years for the completion of the road and bridge, and to increase the issue of authorized bonds. The bill was ordered to be reported after amendment.

04/03/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

THIRD READINGS

The following bills were read a third time and adopted:

To amend the act incorporating the Ottawa, Waddington and New York Railway and Bridge Co. - Mr. Hickey

11/03/1884 *Hamilton Spectator* *Ottawa, Waddington & New York*

OTTAWA. March 10. - Senate committee on railways, harbors and telegraph lines, in session today, passed the bill --- amending the Act incorporating the Ottawa, Waddington and New York Railway Company.

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

Plans approved by the Privy Council.

15/03/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

The plan of a bridge over the St. Lawrence by the Ottawa, Waddington & New York Railway & Bridge Company has been adopted by the Privy Council.

21/04/1884 *Ottawa Citizen* *Ottawa, Waddington & New York*

Legislation of the session.

To amend the Act incorporating the Ottawa, Waddington and New York Railway and Bridge Company.

22/04/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

OTTAWA. April 21. - A meeting of the directors of the Ottawa, Waddington & New York Railway and Bridge Company was held today for the purpose of making some arrangements to amalgamate the Canada and American Companies. Mr. Anderson, president of the company, was here from New York, and attended the meeting.

18/10/1884 *Montreal Gazette* *Ottawa, Waddington & New York*

OTTAWA. October 17. - T.B. Anderson, formerly president of the Ottawa, Waddington & New York Railway and bridge company this morning tendered his resignation to the company, and says he will bring personal claims against them in chancery

27/01/1885 *Ottawa Citizen* *Ottawa, Waddington & New York*

Mr. F. Gilman, president of the Thousand Islands and Montreal Steamboat Company, has received a letter from Lieut.-Col. Robert, of the U. S. Government Engineering Office, in connection with the proposed bridge across the St. Lawrence, of the Ottawa, Waddington and New York Railway. Plans for the location of the bridge have already been submitted to the Secretary of War of the United States. It is to cross Goose Neck Island at about two-thirds of its western extremity. From the south shore of the St. Lawrence to the south shore of G. N. Island, the bridge will consist of four spans, having a clear width of from 200 to 250 feet, the third span from the south shore having a span of 250 feet, and a clear height of 44 feet above the surface of the water. The bridge over the main channel (from north shore of G.N. I. to Canadian side) will consist of four spans measuring in all a distance of 1,160 feet. The first of these is a drawn span of 380 feet over all placed upon a pivot pier 30 feet wide, thereby dividing the draw passage into two openings each with a clear width at water line of 175 feet. Mr. Gilman is also requested to give any information which may be considered valuable regarding the currents, the accommodation requisite for steamers passing below the bridge, and if to his knowledge there exists within three miles of Morrisburgh [sic] a location where a bridge would be less an obstruction to navigation..

18/03/1885 *Montreal Gazette* *Ottawa, Waddington & New York*

OTTAWA. March 17. The directors of the Ottawa, Waddington & New York Railway and Bridge company held a meeting yesterday afternoon, representatives of the lines which propose to amalgamate with this company have been here, and have returned to Washington to prepare the basis of the proposed amalgamation. So soon as the results of this visit are known, the names of the different companies who now have the charter for a line to a point opposite Gooseneck Island, on the American side, will be given to the public.

10/07/1885 Montreal Gazette Ottawa, Waddington & New York

A deputation today urged on the Government the claims of the Ottawa, Waddington & New York railway for a subsidy of \$170,000.

10/07/1885 Hamilton Spectator Ottawa, Waddington & New York

OTTAWA. July 9. - An influential deputation urges upon the government to-day the claims of the Ottawa, Waddington and New York railway for a subsidy of \$178,000.

16/07/1885 Ottawa Citizen Ottawa, Waddington & New York

RAILWAY RESOLUTIONS

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To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa and Waddington, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole \$166,400.

16/07/1885 Hamilton Spectator Ottawa, Waddington & New York

Ottawa July 15 - Mr. Popes gives notice of a number of resolutions granting money subsidies to railway enterprises in various parts of the Dominion. The resolutions provide for subsidies of \$3,200 per mile to the following lines: The Ottawa, Waddington and New York railway and bridge company for a line of railway from Ottawa to Waddington not exceeding the whole \$166,400;

16/10/1885 Montreal Gazette Ottawa, Waddington & New York

OTTAWA. October 15. - The annual meeting of the Ottawa, Waddington & New York Railway Company was held here to-day, when the following directors were elected for the ensuing year: Dr. Hickey, M.P., of Morrisburg [sic], G.E. O'Dell, C.E., of Montreal, A. Keefer, John Finley, of Ottawa, B. Carman, of New York, Ira Morgan, of Metcalfe, and D. McIntyre, of West Winchester. At a subsequent meeting of the directors Dr. Hickey, M.P., was elected president and G.E. O'Dell, vice-president.

30/01/1886 Montreal Gazette Ottawa, Waddington & New York

THE OTTAWA, WADDINGTON & NEW YORK.

Ottawa. January 29. Mr. T. Anderson, of New York, representing a company for the construction of the Ottawa, Waddington & New York railway, is in the city for the purpose of making arrangements with the directors for the construction of the Canadian portion of the line. At the next meeting of the directors, about ten days hence, it is altogether probable that Dr. Hickey, M.P., president of the company, will be empowered to go to New York and close the long pending negotiations with the company, of which Mr. Anderson is secretary.

11/02/1886 Montreal Gazette Ottawa, Waddington & New York

MORRISBURG Ont, February 10 - The board of directors of the Ottawa, Waddington & New York Railway met here this afternoon and adjourned until tomorrow morning, to receive propositions and arrange matters for building the road.

04/03/1886 Manitoba Weekly Free Press Ottawa, Waddington & New York

If New York wishes to retain her North-West traffic, she will be obliged to build a line tapping the Canadian Pacific somewhere, and the best means of doing that will be the construction of the Ottawa, Waddington & New York Railway. So the building of this connecting link between the Canadian Pacific and North-Western railway may lead to the construction of a road in which this city is very considerably interested.

02/10/1886 Montreal Gazette Ottawa, Waddington & New York

The Ottawa, Waddington & New York Railway company gives notice of the annual meeting at Ottawa on the 21st inst.

20/10/1886 Ottawa Journal Ottawa, Waddington & New York

Dr. Hickey, M.P., Morrisburg, was in town to-day. Speaking of the Ottawa, Waddington & New York Railway, of which he is the president, he said: "I do not recognize the alleged board elected by the Alderson crowd. They may talk all they like, but it will not amount to much. Our Board of Directors is the only one in existence. We have got our plans well under way, but it is not likely that the work of construction will be commenced this fall."

22/10/1886 Montreal Star Ottawa, Waddington & New York

A STORMY MEETING

Meeting of the Shareholders of the Ottawa, Waddington and New York Railway.

Ottawa October 21 - The annual meeting of the shareholders of the Ottawa, Waddington & New York Railway Company which took place here to-day was quite stormy at times. The first dispute was raised by Mr. A. Ferguson representing Mr. J.A. Gouin who objected to \$160,000 worth of stock which had then allotted to the directors for services performed. This, which appeared as paid-up stock, he claimed, had never been earned and he protested against it as it would enable the holders to exercise an overpowering influence in the election of directors. The President, Dr. Hickey, held that the stock had been legally allotted and that the holders could properly vote upon it. After some further discussion Mr. Reddington of Waddington representing five-eighths of the original stock, in the course of a rather vigorous speech, characterized the action of this board in allotting this stock as fraudulent and challenged the voting right of every holder. Intense excitement was created by Reddington's speech and the language exchanged between the members was anything but parliamentary. Mr. Reddington read an alleged letter from the United States authorities, to the effect that the plan of the proposed bridge across the St. Lawrence could not be approved of so long as Mr. Carman was on the board, and he demanded his removal. He charged that Dr. Hickey, the president, had attempted to use the Company's franchise for selfish purposes. Dr. Hickey vigorously defended the action of the directors in awarding the stock, denied the truth of the personal charges brought against him, and characterized Mr. Anderson, the secretary, who had previously somewhat severely reflected upon Dr. Hickey, and at midnight the doors were closed, the press being requested to withdraw and the election of directors was proceeded with.

FIGHTING FOR A RAILWAY.

Two Sets of Directors Elected for the Ottawa, Waddington & New York Company.

Ottawa, October 22. The annual meeting of the shareholders of the Ottawa, Waddington & New York Railway company, held here yesterday, was marked by several lively scenes, two parties claiming the other to be in wrongful connection with the road. The meeting lasted from noon until after midnight, the proceedings being lively throughout. At 1.45 this morning the doors were reopened. Ira Morgan, one of the three scrutineers, submitted a report based on the stock list furnished by the board, declaring the following elected as directors in the order named: C.E. Hickey, Dr. McIntyre, R.C. Carter, W.S. Carman, F. McDougall, Capt. Farlinger and Ira Morgan. Capt. Farlinger then submitted a report signed by himself and Dr. McIntyre, the other scrutineer, declaring the following gentlemen elected, according to ballots on the original stock list of the company: Capt. Farlinger, C. Odell, Dr. Anderson, Hon. J. Reddington (Washington,) Mrs. Grace Keefer, Mrs. Elizabeth Imlay, and J. B. Alderson. Dr. Hickey, president, declared that the report of Mr. Ira Morgan was the report of the scrutineers and that the names submitted by him were those of the elected for the ensuing year. Mr. Reddington, on behalf of the opposition, disputed the legality of the declaration, and said that the directors named in the majority report would proceed to act as the company's directors. The directors named in the minority report renamed Dr. Hickey as president, Dr. McIntyre, vice-president, and Mr. H. C. Carter, secretary. The Farlinger board of directors this afternoon elected the following officers: President, Hon. James Reddington; vice-president, Charles Odell; secretary-treasurer, Captain Farlinger. The squabble over this matter has been the principal topic of conversation to-day. Dr. Hickey, the re-elected president, says his board do not propose taking any notice of these interlopers, meaning the other board. Mr. Morgan, he says, was the only scrutineer who handed in a report of the balloting. Tenders for the construction of the road will be opened on the 30th inst., and Dr. Hickey hopes to see work actually commenced this fall. Mr. Carman, the great object of contention between the opposing factions, takes the affair quite calmly and characterizes the action of Mr. Reddington and his board as a huge burlesque..

01/11/1886 *Ottawa Journal**Ottawa, Waddington & New York*

THE O., W. AND N.Y.

The Proposed Course of the Board in Possession of the Stock Book

T. B. Alderson, of New York, whose ticket was elected at the recent meeting of the shareholders of the Ottawa, Waddington and New York Railway, is at the Russell. Mr. Alderson ignores the other Board of Directors, and Dr. Hickey has also expressed the same feeling toward, the Opposition Board. Both want to promote the railway but how two companies can run one line is a mystery. Mr. Alderson in conversation with a JOURNAL reporter this morning said:

"Our Board, at a subsequent meeting held in Morrisburg, adopted resolutions concurring in the proceedings of the meeting in Ottawa. We are in possession of the official seal bonds and stock book, and if Dr. Hickey's Board must go to law they will find themselves in the position of plaintiffs' in the case, we will adopt resolutions repudiating Carman, when no difficulty will be experienced in uniting with the other railway company forming our connection on the other side of the river. Once this is brought about, the work of construction will not be delayed very long."

29/11/1886 *Ottawa Citizen**Ottawa, Waddington & New York*

Mr. Alderson, of No. 2 Company, Ottawa, Waddington and New York Railway, has gone to Washington to negotiate for the amalgamation of the American companies interested in the construction of the bridge as well as the lines of railway required for a through route. In the meantime Dr. Hickey's company is making every effort to have the work underway early next spring. It looks pretty much as though the courts would have to decide in the end which is the legally constituted board.

25/01/1887 *Kingston Whig Standard* *Ottawa, Waddington & New York*

Ottawa, Waddington & New York Railway. Promoter and President, Dr. Hickey, M.P., ; subsidy \$3,200 per mile. He offered to sell the charter to American capitalists for \$15,000 in cash and \$500,00 in paid up stock.

29/01/1887 *Ottawa Journal**Ottawa, Waddington & New York*

The directors of the Ottawa, Waddington & New York railway purpose making application to the Ontario government for aid towards the construction of their line.

28/07/1887 *Hamilton Spectator**Ottawa, Waddington & New York*

The First Sod

Morrisburg, July 27 - The first sod on the Ottawa Waddington and New York railway was turned near here to-day in the presence of the vice-president and directors of the company and a large number of spectators: The work of grading has been begun and will be prosecuted vigorously. The directors gave those present very full information of what they had been doing of late and of arrangements they are about completing with New York capitalists whose intention is to build a direct line from Schenectady to the bridge site at the St. Lawrence river. There is every prospect of this long-talked-of enterprise being pushed forward with energy. Agreements have also been entered into for the delivery of the material requisite for the bridge over the St. Lawrence at once.

Also carried verbatim in the Hamilton Spectator of 4 August 1887

28/07/1887 *Kingston Whig Standard* *Ottawa, Waddington & New York*

The first sod on the Ottawa, Waddington and New York road was turned at Morrisburg, Ont., yesterday

OTTAWA AND NEW YORK,

The Arrangements for their Connection by the O.W. & N.Y. Railway.

(From our Morrisburg correspondent.)

Morrisburg, July 28. Yesterday was a gala day for the farmers and settlers in Williamsburg and Hamsburg townships, being the occasion of the commencement in earnest of the grading of the line of the long-talked of Ottawa, Waddington & New York Railway & Bridge company. From the correspondence shown and information given by the directors it appears that negotiations are completed, or nearly so, with bona fide capitalists and men of standing in New York, who purpose to build an independent line from Schenectady direct to the River St. Lawrence, connecting with the bridge of the O. W. & N. R. & B. company opposite Goose Neck island, making the total distance from Ottawa to New York 372 miles, being 120 miles shorter than the present all rail route via Montreal, and fifty miles shorter than via Prescott, which is subject to the ferry detention and inconvenience. This will more than realize the expectations of the most sanguine supporters of the scheme, who were content to make a connection with the Rome & Watertown railway at the town of the Canton, where they would be at the mercy of the R. & W. railway. The directors deserve credit for the straightforward course they have pursued to attain this end, despite the occult difficulties and hindrances they have been subject to whilst endeavoring to consummate this. And had it not been for the mis-statements circulated now and again in New York and the dog-in-manger opposition secretly given by those who pretended to be friends and anxious for the promotion of the enterprise, there is but little doubt that the road would ere this have been far advanced towards completion. In conclusion, I may say that yesterday's proceedings passed off harmoniously and were a success. Of course there were one or two sceptics present, but even they began to waver in their doubts before the close. It was noticeable that the president and most of the directors of the late board were absent, but as the majority of them reside some distance from the place where the ground was broken, and being just now the midst of harvesting, every allowance should be made for them. There were a few short speeches made, which I am happy to say were devoid of political bias, and each and all expressed themselves favorable to and ready to assist the enterprise all in their power.

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.

22/10/1887 *Montreal Gazette* *Ottawa, Waddington & New York* *Morrisburg*

Ground has been broken on the Ottawa, Waddington & New York railroad at Morrisburg, Ontario. The directors are about to complete arrangements with New York capitalists, whose intention is to build a direct line from Schenectady to a bridge site at the St. Lawrence. Arrangements have also been entered into for the immediate delivery of the material required for the bridge over the St. Lawrence.

22/10/1887 *Montreal Star* *Ottawa, Waddington & New York*

The shareholders of the Ottawa, Waddington & New York Railway and Bridge company have elected the following board of directors: Hon Jas. Redington, Captain Farlinger, C. O'Dell, T. B. Anderson, Dr W.J. Anderson, Mrs. Grace Keefer and Mrs Elisabeth Imlay. Mr. C. O'Dell was elected president, Dr. Anderson, vice-president and Captain Farlinger secretary-treasurer at Ottawa yesterday afternoon. Captain Farlinger says that the great aim his company have in view is forming a junction with the Pontiac & Pacific road and tapping the great west and north-west trade at Sault Ste. Marie.

25/10/1887 *Montreal Gazette* *Ottawa, Waddington & New York*

THE MORRISBURG RAILROAD

Annual Meeting of the Ottawa, Waddington & New York Shareholders.

The shareholders of the Ottawa, Waddington & New York railroad, at the annual meeting held at Ottawa on Thursday, re-elected the old board of directors as follows : Hon. Jas. Redington, Capt. Alex. Farlinger, Chas. Odell, Dr. W. J. Anderson, T.B. Alderson, Mrs. Grace Keifer. Mrs. Elizabeth Nulay. At a subsequent meeting of the board the following were elected officers for the ensuing year : Chas. Odell, president; W. J. Anderson, vice-president; Capt. Alex. Farlinger, secretary-treasurer. The meeting passed off quietly. The annual report submitted to the meeting by Mr. Chas. Odell, C.E, the vice-president stated that plans for the bridge over the St. Lawrence had been filed at Washington. Complaint was made of the obstructions thrown in the way of the road by Mr. Carman, president of the Canton & St. Lawrence Railroad company, by which means capitalists were deterred from taking up the enterprise. However, Messrs. Miller Bros., after lengthy correspondence, had taken the matter up, and the prospects were that success would attend their efforts. A new company had been formed on the American side, known as the New York & Ottawa Railway company, composed of reliable men, and all that remains to be done is to secure the consent of the Secretary of War to the revocation of his permission to the Canton & St. Lawrence R. & R. Co., to cross the river and the transfer of the same to the new organization. This being done the board was assured that means were forthcoming to proceed with the road and bridge pending the placing of the bonds on terms agreed upon. To preserve the charter the line of approach to the bridge at Gooseneck island had been located and the right of way through the farms adjacent to the bridge secured. The work of grading a portion of this had been commenced. Reference was made to the application of another company (the Ottawa, Morrisburg & New York Railway Bridge company) to run over practically the same line, thus utilizing the surveys and other expensive outlay of the O., W. & N. Y. road without recompensing the shareholders, and the opinion was expressed that Parliament would not consent to grant the charter sought.

24/02/1888 *Hamilton Spectator* *Ottawa, Waddington & New York*

Mr. Hickey, it is said, will apply for a new charter for the Ottawa, Waddington and New York road. The old charter has lapsed, and there are two boards of directors in existence.

03/03/1888 *Ottawa Citizen* *Ottawa, Waddington & New York*

Yesterday Mr. Hickey presented a petition to the House of Commons for the incorporation of the Ottawa, Waddington and New York Railway, the old charter having lapsed. This road is of more than ordinary importance to the city of Ottawa, as it will furnish a short and direct line of communication with the Capital and New York. The route will be from Ottawa to Morrisburg, via Metcalfe, Vernon, West Winchester (there crossing the Ontario and Quebec road), Winchester Springs and Williamsburg. Two bridges are contemplated, one across the Ottawa River, between Ottawa and Hull, and the other across the St. Lawrence, near Morrisburg. The whole length of the line to be constructed is about 52 miles, by which a connection will be secured with the New York State system. The object of bridging the Ottawa is to secure a connection with the proposed Gatineau Valley Railway. The Government will be asked for the usual subsidy of \$3,200 per mile. Among the promoters are Dr. McIntyre, Dr. Anderson and Mr. Ira Morgan.

20/04/1888 *Ottawa Citizen* *Ottawa, Waddington & New York*

The next order was Dr. Hickey's bill to incorporate the Ottawa, Morrisburg and New York Railway and Bridge Company. Dr. Hickey said the bill was similar to the one governing the old charter of the Ottawa, Waddington and New York Railway, and the line would traverse the same ground. The charter of that company lapsed about a year ago, owing to internal dissensions, it being found impossible to perform the necessary amount of work to prove the bona fides of the promoters. Mr. T. B. MacTavish, on behalf of the "soreheads" of the old board, and Mr. Odell, a director, endeavoured to establish that the charter had not lapsed, but they were cut off abruptly in the presentation of their case. The bill was ordered to be reported without amendment.

23/04/1888 *Ottawa Journal* *Ottawa, Waddington & New York*

Long letter from Thos. Keefer Page 2 columns 3 and 4

26/04/1888 *Manitoba Weekly Free Press* *Ottawa, Waddington & New York*

The Ottawa, Waddington & New York Railway was promoted by Dr. Hickey, M.P. He received a subsidy of \$3,200 per mile, and offered to sell out to American capitalists for \$15,000 cash and \$500,000 in paid up stock.

04/05/1888 *Ottawa Journal* *Ottawa, Waddington & New York*

Thrown Out by the Railway Committee

Ottawa. May 4 - The bill of Dr. Hickey M.P. for the construction of the Ottawa, Morrisburg and New York Railway was thrown out to-day by the Railway Committee of the Senate by a vote of 16 to 4 There was a big discussion. Dr. Hickey M.P. supported the measure which was opposed by Mr. F. Keefer for the Ottawa and Waddington road The reason given for this action is that the old charter has not yet expired.

Also in the Brantford Daily Expositor 5 May 1888

05/05/1888 *Montreal Gazette* *Ottawa, Waddington & New York*

A RAILWAY BILL REJECTED

Great surprise was manifested to-day when it became known that the Senate Railway committee had thrown out Dr. Hickey's bill to incorporate the Ottawa, Morrisburg & Ogdensburg railway by a large majority. This bill had already passed through the Commons Railway committee and through the house. Mr. Frank Keefer directed the opposition to the bill on behalf of the old Ottawa, Waddington & New York railway, and charged Dr. Hickey with having allotted the stock of the company to himself and friends. This charge had already been made in the Commons Railway committee and replied to by Dr. Hickey, the result being that the bill was passed, so Dr. Hickey did not refer to it to-day, but he stated that the old charter, which was granted in April, 1884, had lapsed, and although the opponents of this bill now claimed that money had been spent on the road the charter was now really defunct, because the General Railway act provided that one-tenth of the capital stock must be subscribed within three years after the charter is granted. The bill was, however, thrown out by the committee.

05/05/1888 *Kingston Whig Standard* *Ottawa, Waddington & New York*

Dr. Hickey, member for Dundas, suffered a severe defeat in the Senate Railway Committee to-day by the rejection by 18 to 3 of his bill renewing an expired charter to build a railway from Ottawa to Morrisburg, on the ground that it was an invasion of the rights of the Ottawa, Waddington and New York Railway Company, which obtained a charter for the same route after Hickey's expired. There has long been a bitter fight between the two companies, and Captain Farlinger of Morrisburg has won..

05/05/1888 *Hamilton Spectator* *Ottawa, Waddington & New York*

The bill of Dr. Hickey M.P. for the construction of the Ottawa, Waddington, Morrisburg and New York railway was thrown out to-day by the railway committee of the senate by a vote of 16 to 8 There was a big discussion. Dr. Hickey, M.P. supported the measure which was opposed by Frank Keefer for the Ottawa and Waddington road.

05/05/1888 *Ottawa Journal* *Ottawa, Waddington & New York*

Dr. Hickey met with a sort of Waterloo in the Senate Railway Committee yesterday, when the bill which he got through the Commons granting him a charter for the Ottawa, Morrisburg & New York railway came up for ratification and was thrown out. The discussion of the bill in the Commons Railway Committee a couple of weeks ago was quite a joke for the Hickey party. The committee laughed at the opposition to it. Yesterday the laugh was on the other side, and the Senate Committee earned much kudos from the representatives of the Ottawa, Waddington and New York road, whom Dr. Hickey has been trying to dispossess. We understand that when Dr. Hickey was asked in the committee if he ever paid anything on the 600 shares of Ottawa and Waddington stock which he allotted to himself last year, he said no, and further admitted that these shares and the other amounts of shares similarly allotted to his fellow directors were grabbed in order to enable him to obtain and keep control of the road. We congratulate the Senate committee on its rejection by a vote of 18 to 3 of Dr. Hickey's present attempt to get a new charter for the route and over ride the rights of his opponents in the old company. The Senate has proven usefulness here..

19/10/1888 *Ottawa Citizen* *Ottawa, Waddington & New York*

OTTAWA AS A HUB

The Advantages Derivable From an Old Railway Project.

Said Now to be on the Verge of Realization - Annual Meeting of the Ottawa, Waddington and New York company - Election of Officers- Ottawa Men Appointed to the Board.

Tit has been for many years the endeavour of residence of the section of country about Metcalfe, Winchester Springs and other places between Ottawa and the St. Lawrence River, to secure railway connection, but without success so far. Ottawa has looked on with considerable interest, because, in every scheme proposed Ottawa has been the objective point on the north.

The stockholders of one of these projected lines - the Ottawa, Waddington and New York Railway - had their annual meeting here yesterday afternoon, at the Russell house. At this the following Board of Directors were elected: T. C. Keefer, Mrs. Grace Keefer and Mr. J.I. MacCracken, Ottawa; Dr. W. J. Anderson, Smith's Falls; Chas. Odell, Montreal; Alexander Farlinger, Morrisburg, and Hon. James Redington, of Waddington, N. Y. This Board of Directors chose officers as follows:

President - Chas. Odell, re-elected.

Vice-president - Dr. W. J. Anderson.

Secretary and Treasurer - Capt. Alex. Farlinger. These, with Mr. T.C. Keefer, will constitute the Committee of Management.

According to the reports presented yesterday, the prospects for the early construction of the road are good, a New York capitalist of first-class standing having taken hold of the scheme. The company have a bonus of \$3,200 a mile from the Government, and they are endeavoring to obtain from the municipalities through which the road will pass, bonuses sufficient to pay for the right of way.

Morrisburg has promised \$10,000; and Winchester Springs is said to be likely to give \$15,000. It is hinted that Ottawa city would not be doing too much by giving \$50,000, and that this would prove a paying investment.

The company, the directors state, expect to commence construction this fall. The distance from Ottawa to the point on the St. Lawrence at which they have received authority to place a bridge, is only about 40 miles, and they would pass en route through the thriving villages of Metcalfe and Winchester Springs. If on the United States side the road should go straight to New York, following a route already surveyed over the Adirondacks, it will make the distance from Ottawa to New York only 372 miles, much shorter than by any existing route. It is pointed out that the freight brought in this direction by the Pontiac Pacific, the Gatineau Valley, and other roads converging at the city, naturally seeks an outlet not east but south, and that to this trade the Ottawa, Waddington and New York road would be very valuable. Taking lumber south and Pennsylvania coal north, this new commercial highway would be of double benefit to the city. The directors are making special effort to actively interest Ottawa in the road, and with this end in view have, as will be noticed, put two new Ottawa men on the board - this being messrs. T. Keefer and J. I. MacCracken.

19/10/1888 *Montreal Gazette* *Ottawa, Waddington & New York*

The directors of the Ottawa, Waddington & New York Railway and Bridge company held a private meeting in the Russell house this afternoon.

Ottawa will be asked to grant a bonus of \$50,000. New York capitalists are negotiating to build the road. The following directors were elected: Messrs. W.J. Anderson, Hon. Jas. Redington, Alex. Farlinger, J.J. MacCracken and Mrs. Grace Keefer.

THE OTTAWA AND MORRISBURGH RAILWAY

Ald. Mac Lean, seconded by Ald. Henderson, moved that the Council memorialize the Senate to reject the bill now before it for the incorporation of the Ottawa, Morrisburgh and New York Railway Company. This motion, he said, was intended as a recognition of the superior claims of the Ottawa, Waddington and New [sic] Railway Company, in which a number of leading citizens of Ottawa are interested, and the prospects of which road would be imperilled by the granting of the charter protested against in this motion. To grant two charters would kill both schemes. The construction of the Rockcliffe Bridge depended largely upon the completion of one of these projected roads, and this was another reason why the Council should interfere.

Ald. O'Leary wanted to know if the old company had not been long enough in existence to have done more than it appeared they had ?

Ald. Monk thought it was no business of this corporation. Ald. Hutchison thought likewise. Ald. Henderson spoke in favour of the motion, which was then carried.

26/03/1889 *Hamilton Spectator**Ottawa, Waddington & New York*

Strenuous efforts are being made to defeat in the senate Dr. Hickey's bill for the incorporation of the Ottawa, Morrisburgh and New York railway company. Acting in the interests of the Ottawa, Waddington and New York a rival company already incorporated the city council to night memorialized the senate against the bill which has already passed the commons. Last year after it had passed the commons the same bill was rejected by the senate.

07/08/1889 *Manitoba Weekly Free Press* *Ottawa, Waddington & New York*

The promoters of the Ottawa, Morrisburgh & New York and the Ottawa, Waddington & New York railroads have arrived at an agreement to combine their forces on the scheme to build a bridge across the St. Lawrence.

15/02/1890 *Ottawa Citizen**Ottawa, Waddington & New York*

Rival Railways

At a meeting of the Railway Committee of the Commons yesterday a petition from Mr. Odell was read protesting against the incorporation of the Ottawa, Morrisburgh and N.Y. Railway, as the Ottawa, Waddington and New York Railway and Bridge Co. had a charter to build over the same route. An opinion from the Minister of Justice was read, however, to the effect that the charter of the latter had expired, whereupon the former bill was reported.

25/02/1890 *Ottawa Citizen**Ottawa, Waddington & New York*

PETITIONING PARLIAMENT

The Ottawa, Waddington and New York Company Trying the Senate

A petition has been presented to the Senate from Charles Odell, president of the Ottawa, Waddington and New York Railway and Bridge Company, setting forth that the charter asked by the Ottawa, Morrisburgh [sic] and New York Railway Company covers the route surveyed by the petitioner's company: that the latter have until the 1st of August, 1891, to complete their work, by reason of having preserved their charter "by work done and surveys made and money expended," and that to grant a charter to the Ottawa, Morrisburgh and New York Company would be a "serious interference with the vested rights of the O.W. and N.Y. Co." The petition further recites that the latter have made several efforts to amalgamate with their rivals which were rejected, and would still be willing to enter into any "reasonable arrangement that might be suggested by the Government." In conclusion the petition asks that if any charter is granted to the Ottawa, Morrisburgh and New York Company a clause should be inserted to protect the "vested rights" of the petitioners.

It will be remembered that when a petition similar to the foregoing was before the Railway Committee on the 14th inst., Dr. Hickey read an opinion from the Minister of Justice to the effect that the charter of the Ottawa, Waddington and New York Company had expired in 1887, and that it therefore had no standing.

06/03/1890 *Montreal Gazette**Ottawa, Waddington & New York*

MORRISBURG RAILWAY BILL PASSES

Dr. Hiskey's bill to incorporate the Ottawa, Morrisburgh and New York Railway company passed the Senate this afternoon. Senator Vidal's attempt to tack on a clause compelling the company to pay over \$15,000 to the directors of the Ottawa, Waddington and New York railway, the rival company, was voted down by 40 to 7 and the bill was read a third time.

08/03/1890 *Ottawa Journal**Ottawa, Waddington & New York*

Carleton County Council

A resolution was adopted by the meeting asking the Dominion government to grant the subsidy, which expires with the charter of the Ottawa, Waddington and New York railway and bridge company, to the Ottawa, Morrisburgh and New York railway company at the present session of parliament

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 Morrisburgh 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]

14/05/1890 *Manitoba Weekly Free Press* *Ottawa, Waddington & New York*

The railway subsidies were then proceeded with, when Mr. Blake reviewed the connection of Dr. Hickey with the Ottawa and Waddington road, showing how he and his associates endeavored to sellout the charter of the old company. Mr. Hickey replied in anything but elegant language and was again and again called to order.

Also in the *Manitoba Weekly Free Press* 15 May 1890.

20/06/1890 *Almonte Gazette**Ottawa, Waddington & New York*

Governor Hill, of New York state, has signed the bill incorporating the Waddington Bridge Company for constructing a bridge over the St. Lawrence river between St. Lawrence county and Canada.

19/03/1892 Ottawa Citizen Ottawa, Waddington & New York

Mr. Ross, (Dundas) presented the petition of the Ottawa, Waddington and New York Railway and bridge Company, asking the passage of a bill to extend the time for commencement and completion of the work.

Also in the Montreal Gazette same date

21/03/1892 Montreal Gazette Ottawa, Waddington & New York

The Ottawa, Waddington & New York Railway and Bridge company are about to ask for an extension of time for the completion of their road and bridge.

26/04/1892 Ottawa Journal Ottawa, Waddington & New York

THOSE TWO COMPANIES

At a meeting of the standing orders committee today a petition was passed for a bill to grant a charter to the Ottawa, Morrisburg and New York railway. This is what is known as the Hickey bill. The original bill, spoken of as the Ottawa & Waddington road, was introduced in the House some time ago. Both bills ask for the charters over the same road. Mr. Taylor M.P., has charge of the Hickey bill while Mr. Ross, M.P. has the other in hand.

12/05/1892 Ottawa Journal Ottawa, Waddington & New York

Mr. Ross, Dundas, has charge of one of the Morrisburg railway bills, which is entitled "The Ottawa, Waddington, New York Railway & Bridge Co." The other, entitled "An act to incorporate the Ottawa, Morrisburg and New York Railway company, and to change the name thereof to the Canadian American Railway company," is under the charge of Mr. Taylor. There is likely to be a big fight between the two companies when the orders come up for discussion.

Capt. Farlinger, of Morrisburg, one of the directors of the first mentioned company, was at the committee meeting to-day.

18/05/1892 Montreal Gazette Ottawa, Waddington & New York

Railway Committee Work

A charter of incorporation is sought by two companies who seek to construct a railway from Ottawa to Morrisburg, thence connecting by a bridge across the St. Lawrence with an American line. The one is known by the familiar title of the Ottawa, Waddington and New York Railway and Bridge company, and the other as the Ottawa, Morrisburg and New York Railway company, or, as it now seeks to be called, the Canadian-American Railway company. The Ottawa and Waddington company started about twelve years ago, but owing to disputes among the stockholders it was split up into two sections. A new company was formed under the leadership of Dr. Hickey, formerly M.P. for Dundas, and the new organization vainly strove for some time to get the charter held by the old company. These attempts were futile until about two years ago, when Parliament, becoming convinced that the promoters of the old Ottawa and Waddington were not proceeding as they ought with the construction of the road, granted a charter to a new company. The time specified for the construction of the line has expired without the latter taking any action, and the state of affairs to-day is that both the old and the new company, with the latter of which Dr. Hickey has now nothing to do, are both asking Parliament for a charter for the construction of the same road.

They Can't Agree.

Before the Railway committee Mr. J.I. McCracken, for the old Ottawa & Waddington, and Mr. Whitney, M.L.A., for the new company, argued the case. It was stated that efforts to amalgamate the rival interests had failed, and it being impossible for the committee to reconcile the conflicting statements the bills were referred to a sub-committee. Mr. Ross, M.P. for Dundas, produced petitions from a number of townships in favor of the old Ottawa & Waddington company.

08/07/1892 Montreal Gazette Ottawa, Waddington & New York

A vigorous effort is being made to secure a renewal of the subsidy of the Ottawa, Waddington and New York railway. The promoters of the road claim, as the interests of the two rival companies have been amalgamated, if the subsidy be granted the construction of the line in the near future is a certainty.

08/07/1892 Montreal Gazette Ottawa, Waddington & New York

In the Railway committee this morning the report of the sub-committee, appointed to enquire into the two bills, the Ottawa, Waddington and New York railway and Bridge company, and the Ottawa, Morrisburg and New York railway company, was received. The sub-committee recommended that the charter for the first be passed after inserting a clause that twenty-five miles of the road must be completed within two years. The other bill was withdrawn.

11/07/1892 Montreal Gazette Ottawa, Waddington & New York

Bills assented to

Act to revive and amend the acts respecting the Ottawa, Waddington and New York Railway and Bridge Company.

21/09/1892 Ottawa Citizen Ottawa, Waddington & New York

The annual meeting of the Ottawa Waddington and New York Railway and Bridge Company was held here yesterday and the following officers elected: Messrs. C. Odell, C.E., Montreal, president; Dr. W. J. Anderson, Smith's Falls, vice president; John I. MacCracken, Ottawa, treasurer; Thos. C. Keefer, A. Farlinge, [sic] J. B. Alderson and J. K. Redington, directors. The promoters of the enterprise expressed confidence in the outlook, and they say that so soon as the organization of the company upon the U. S. side of the line is complete the work of construction will be proceeded with. It is certain at all events, that a good many of the difficulties which beset the company during the earlier days of its existence have been smoothed away.

01/12/1892 Ottawa Citizen Ottawa, Waddington & New York

There is a possibility of two more railways entering the city. The Montreal (Vaudreuil) and Ottawa, and the Ottawa, Waddington and New York. These would probably come in nearly alongside the present Canada Atlantic railway.