

Ontario and Pacific

S.C. 1882 c.78. Assented to 17 May 1882

An act to incorporate the Ontario Pacific Railway.

1. OPR declared to be a work for the general advantage of Canada.
2. A.F. Gault, Alexander P. Ross, A.F. McIntyre, N.C. Wallace, David Flack, Samuel Coulson, John Bergin, Oscar Fulton, David Morice, Martin O’Gara, J.L.P. O’Hanly, J.S. Mccuaig, Darby Bergin, Joseph Kerr, William Bannerman, John Purcell and Peter White declared to be “The Ontario Pacific Railway Co.”
3. Power to construct a double or single line of four feet eight and one half inches from a point at or near Cornwall running thence through the counties of Stormont, Russell and Carleton to the City of Ottawa; thence through the county of Carleton to a point at or near the village of Arnprior; thence through the County of Renfrew to a point at or near the village of Eganville; thence along or near the valley of the River Bonnechere, (crossing over the height of land which divides the waters of the River Ottawa from those of Georgian Bay by the route which may be found most directly available) by way of Lake Nipissing to a point at or near the French River and a sour or branch line from the town of Cornwall to a point at or near the town of Perth or the village of Smiths Falls.
4. Power to construct a railway bridge over the River St. Lawrence from a point at or near the eastern terminus of their railway to connect with any railways in the State of New York.
5. Undertaking divided into the “Railway Section” and the “Bridge Section”
6. Shall not commence the bridge until have submitted to GIC and shall have been approved. Act of Congress also to be passed before commencement of bridge.
7. Power to enter into arrangements with other companies in relation to the bridge.
8. Connecting railways may use the bridge. No discrimination against any such railway.
9. Bridge tolls.
10. Commission may be appointed for the working of the bridge.
11. Company may charter vessels until the bridge is constructed.
12. Additional powers as to lands for snow fences.
13. Persons named in second section constituted provisional directors.
14. Capital stock one million dollars divided into shares of \$100 each.
15. First meeting of shareholders to be when \$300,000 subscribed and 10% thereon paid up.
16. Board of Directors.
17. Election of Directors.
18. Annual General Meeting.
19. Calls on stock.
20. Paid up stock, shares in the company may be used in payment of right of way, plant, rolling stock or materials of any kind, also for the services of contractors, engineers and other persons whether directors or not.
21. Special General meetings.
22. May become parties to promissory notes.
23. Issue of bonds.
24. Bonds may be secured by mortgage deed.

25. Denomination of bonds.
26. No registration necessary.
27. Bonds may be pledged.
28. Form of bonds and transfer thereof.
29. Company may receive aid from Government of Canada, provinces, or any private individual or municipal or other corporation.
30. Disposal of lands. May alienate and mortgage any lands that may be granted to it.
31. Arrangement with other companies. Running powers etc.
32. May lease rolling stock or grant running powers.
33. May amalgamate with the GTR, Ontario and Pacific Junction, OA&PS, PPJ, K&P, Ontario, Sault Ste. Marie Ry., the Midland Ry., H&NW.
34. Power to construct and work telegraph and telephone lines.
35. Conveyance of land.
36. May hold land for purposes connected with navigation.
37. Railway shall be commenced within 2 years and the bridge within 3 years and the whole completed within 6 years of the passage of this act.

S.C. 1883 c.66 Assented to 25 May 1883

Amendments to Ontario Pacific Railway Act.

1. Section 3 modified by deleting everything after French River and substituting “to the village of Sault Ste. Marie with a branch line to navigable water on Lake Superior; also a branch line at or near Newington to a point at or near Perth or Smiths Falls; also a branch from Perth or Smiths Falls to Almonte by way of Carleton Place; and also a branch line from some point on the main line between Renfrew and Eganville to Pembroke.
2. Section 11 modified to give powers to operate vessels on the St. Lawrence, lakes Superior, Huron, Erie, Ontario and Georgian Bay.
3. Issue of bonds (section 23 of previous act).
4. May construct a bridge or bridges over the Rideau Canal.
5. Railway shall be commenced within 2 years and the bridge within 3 years and the whole completed within 8 years of the passage of this act.

S.C. 1884 c.8 Assented to 19 April 1884

To the Ontario Pacific Ry. For a line from Cornwall to Perth a subsidy not exceeding \$3,200 per mile, not exceeding in total \$262,400.

S.C. 1884 c.57 Assented to 19 April 1884

1. May construct on its bridge a way for vehicles, pedestrians etc.
2. Submit plans to GIC.

S.C. 1885 c.19 Assented to 1 May 1885

1. In order to construct its line in the most direct and easy way between Cornwall and Sault Ste. Marie may deviate the line from Cornwall and a point at or near Eganville and follow the route authorized in the manner which it judges to be the most advantageous to obtain the shortest route and easiest to construct.
2. May sell or rent completed branch lines.

3. Effect of sale.
4. Must start the railway within 3 years and complete it within 6 of the passage of this act.

S.C. 1887 c.24 Assented to 23 June 1887

To the Ontario and Pacific Ry. (sic) for six miles of their railway from the northern end of the portion subsidized by 47 Vict. c. 8 to the town of Perth, a subsidy not exceeding \$3,200 per mile not exceeding \$19,200.

S.C. 1887 c.58 Assented to 23 June 1887

An act respecting the Ontario Pacific Ry.

1. Company may construct a spur or branch line from some point on its line at or near Manotick, on Long Island, in the Rideau River, in the county of Carleton into and through the City of Ottawa.
2. Section 33 of 1883 c. 78 is amended by adding Ottawa, Waddington and New York Ry. & Bridge, BW&SSM, Gananoque, Perth and James Bay, CAR and the O&GV.
3. Time for commencement and completion are extended for two and four years respectively from the passage of this act.

S.C. 1889 c.3 Assented to 2 May 1889.

To the Ontario and Pacific Ry. for a line from Cornwall to Ottawa, a subsidy not exceeding \$3,200 per mile not exceeding \$172,400 the whole.

S.C. 1890 c.57 Assented to 16 May 1890

1. Issue of bonds limited to \$20,000 per mile

S.C. 1892 c.5 Assented to 9 July 1892

To the Ontario and Pacific Ry. for 53 87/100 miles from Cornwall to Ottawa in lieu of subsidy granted in 52 Vic. c. 3, not exceeding \$3,200 per mile not exceeding \$172,400 in the whole.

S.C. 1892 c.52 Assented to 9 July 1892

Times for commencement and completion are extended for two and four years respectively from 1 July next and if the undertaking is not commenced and completed then the powers for construction shall be null and void.

S.C. 1897 c.4 Assented to 29 June 1897

\$3,200 subsidy per mile which shall not cost more than \$15,000 per mile and an additional \$3,200 per mile in excess – to the O&NY for 53 87/100 miles of their railway from Cornwall to Ottawa in lieu of subsidy granted by S.C. 1892 c. 5.

S.C. 1897 c.57 Assented to 21 May 1897

An act respecting the Ontario Pacific Ry. and to change the name to New York and Ottawa Railway.

1. Name of OPR is changed to The Ottawa & New York Ry. but this does not impair the rights or liabilities.

2. Company may cancel the trust deed by way of mortgage 29 Sept 1883 and deposited in Secretary of State's office 13 October 1883 made between OPR and Andrew Frederick Gault and Charles Holland trustees.
3. Time extensions. Railway to be commenced and completed within 2 and 4 years respectively from 1 July next, bridge 2 and 4 years from 1 July next. If not commenced and completed powers shall be null and void.

Ottawa and New York

S.O. 1897-98 c.22 Assented to 17 January 1898.

8. There shall be granted out of the Consolidated Revenue Fund the sum of \$35,000 toward the construction of an International Railway Bridge across the River St. Lawrence at or near Cornwall, on the line of the O&NY; provided that aid be granted also by the government of Canada. And the said grant shall be subject to any conditions that the Lieutenant Governor in Council may appoint or approve, and shall be paid upon completion of the bridge.

S.C. 1898 c.82 Assented to 13 June 1898

1. S.C. 1882 c. 78 sections 18 and 21 are repealed.
2. Head office to be Ottawa or such other place as determined by directors.
3. Annual meeting.
4. Special meetings.
5. Name changed by striking out "The" from section 1 of 1897 c. 57.
6. Power of parliament as to future legislation.

S.O. 1899 c.67 Assented to 1 April 1899

1. Grants city of Ottawa power to pass a by law without the assent of ratepayers extending the period in by law 1797 set forth in an agreement between the city and the O&NY dated 24 December 1897 for the completion and operation of the railway and for the erection of the general workshops of the company in Ottawa to the first day of July 1900.
2. Time extension for completion and erection of general workshops to 1 July 1900. Schedule A. By law.
Grant of \$75,000 to O&NY. Erection of general workshops in Ottawa.
Company has completed construction and put into operation but has been prevented from completing the connection to the USA by reason of a recent accident whereby two spans of the bridge collapsed and sank to the bottom of the river. Company will suffer a loss of from \$150,000 to \$200,000 and will be unable to complete the bridge and erect the general workshops by the time specified – 1 July 1899.
Extends date to 1 July 1900.

S.C. 1900 c.8 Assented to 18 July 1900

Subsidy \$3,200 per mile plus \$3,200 etc.

15. In aid of the O&NY bridge over the St. Lawrence River and for the Canadian portion of such bridge a sum not exceeding \$90,000.

S.O. 1900 c.83 Assented to 30 April 1900

1. Confirms City of Ottawa by-law No. 1974.
2. Time for completion of erection of general workshops extended to 1 July 1901.

S.C. 1905 c.141 Assented to 20 July 1905

1. The directors may annually appoint from among themselves an executive committee composed of at least three directors, for such purposes and with such powers as the directors by by-law determine, and the president shall be ex-officio a member of such committee.

S.C. 1915 c.50 Assented to 8 April 1915

1. O&NY may lease its railway to NYCRd. for a period not exceeding 21 years.
2. NYC has all powers and rights of O&NY.

S.O. 1920 c.116 Assented to 4 June 1920

1. Confirms Cornwall township by law 981.
Taxable assessment value of the bridge fixed at \$150,000 for next ten years.

S.O. 1929 c.95 Assented to 28 March 1929

1. Confirms by-law of Cornwall township 1150.
Taxable assessment value of bridge fixed at \$150,000 for next ten years.

S.C. 1932 c.60 Assented to 26 May 1932

1. O&NY and its lessee NYC may enter into an agreement with any toll bridge company giving such company the right to construct a passage, floor or way for horses, carriages, automobiles and foot passengers in connection with the railway bridge across the St. Lawrence and may make such alterations as may be necessary or desirable and giving such toll company the right to charge and collect tolls.
2. (a) Compensation or damages if bridge or lands taken over within 8 years.
(b) After 8 years.

S.C. 1936 c.51 Assented to 23 June 1936

1. O&NY may lease for a period not exceeding 99 years from the expiry of the now existing lease, to the NYC.

S.C. 1957-58 c.38 Assented to 20 December 1957

1. NYC is liable in respect of all claims on the O&NY.
2. O&NY is dissolved.

Cornwall Bridge Co.

S.C. 1930 c.55