POST OFFICE OTTAWA.

Arrival and Departure of Mails.

Arrangement during Session of Parliament, 1870.

MAILS.	CLOSE. A.M.	CLOSE.	CLOSE. P.M.	DELIVERED. A.M.	DELIVERED. A.M.	DELIVERED. P.M.
Eastern—Montreal, Quebec, etc., by Railway		12 Noon.	9.00		11.30	4.30
Western—Toronto, Hamilton, etc.	7.00		9.00	8.00	11.30	
Halifax, N. S.—Thursday and Friday		12 Noon.				
St. John, N. B.; daily. Saturday's Mail going by International steamer from Portland, other days by Bangor		12 Noon				5.30
United States	7.00	12 Noon				4.30
Aylmer and Offices on the North Shore Upper Ottawa	11.30		3.00	8.00	11.30	4.30
Pembroke, Renfrew, Sand Point, Arnprior, Packenham, Carp, March, &c., and offices on South Shore Upper Ottawa	9.00				11.30	
Bell's Corners, Richmond, Perth, etc.	7.30					5.00
Cumberland, Buckingham, L'Orignal, Grenville, and Lower Ottawa—by Stage			6.00	8.00		5.00
Kemptville	7.00	12 Noon				
Osgoode, Russell, and Line of St. L. & Ottawa Railway	7.00				11.30	5.30
Chelsea, Wakefield, and Upper Gatineau	6.00				11.30	6.00
Templeton, Tuesdays, Thursdays and Saturdays			12.30		11.30	

BRITISH MAILS CLOSE

Per Canadian Steamer from Portland every Friday at 11.30 A.M.

Per direct Packet *via* New York, every Monday at 7.00 A.M.

NOTE.—A Supplementary Mail Bag for Canadian Steamer will be closed every Friday at 12.30 P.M. All letters must be fully prepaid by Stamps. No Registered Letters can be sent in this bag.

MONEY ORDERS.

On Money Order Offices throughout the Dominion, Great Britain and Ireland, Newfoundland and Prince Edward Island, can be obtained at this Office. Also, Postage and Bill Stamps.

POST OFFICE SAVINGS BANK.

☞ Deposits will be received at this Office. Interest allowed at the rate of Four per cent. per annum, and deposits can be withdrawn at any time. Five per cent. will be allowed on special deposits in sums of $100, for the withdrawal of which 3 months' notice will be required.

OFFICE HOURS FROM 8 A.M., TO 7 P.M.

G. P. BAKER, Postmaster.

POST OFFICE, Ottawa, 10th Feb., 1870.

NEW ADVERTISEMENTS.

First Class Boarding House—Mrs. James Fraser.
Auction Sale—H. McLean.
Ladies' and Gentlemen's Gloves, &c—Magee & Russell.
Oysters, Oysters, Oysters—Jas. Buchanan.
Furnished Rooms—Apply at the TIMES Office.
Furnished Rooms to Let—Apply at the TIMES Office.
New Drug Store—Alexander Christie.
Government House, Ottawa—Wm. H. Lee.

The Ottawa Times

THURSDAY, FEBRUARY 17, 1870.

☞ *For interesting Reading Matter see First Page; for Ottawa Markets see Fourth page.*

PARLIAMENTARY SUMMARY.

SENATE.

The Indians of Oka petitioned to have their lands restored to them.

The inhabitants of the Magdalen Islands petitioned for a School of Navigation and for a Light House on Birds' Island.

Certain residents of Gaspe petitioned for the deepening of the rivers along the coast and particularly the *Cap Chat* River.

HOUSE OF COMMONS.

Mr. HOLTON called the attention of the House to a matter which effected the seat of the late Commissioner of Public Works.

Sir JOHN A. MACDONALD stated the facts in connection with the conditional appointment of Hon. Mr. McDougall to the Governorship of the Northwest, which he was to accept so soon as Rupert's Land should become a portion of the Dominion. He was not clear that Mr. McDougall's seat had become vacant and would not express an opinion on the matter until the subject was brought up judicially. He would be glad to hear the opinions of other members, and hoped the matter would be allowed to stand over till another day.

Hon. Mr. HOLTON said the appointment of Mr. McDougall had not been gazetted, and action could not therefore be taken in the ordinary way by sending a certificate to the Speaker.

Hon. SANDFIELD MACDONALD thought that steps ought to be taken to lay the foundation for action, by moving for a writ.

Mr. MCKENZIE deprecated precipitancy, and thought that when the papers, showing the date of Mr. McDougall's commission, were brought down, they could discuss the question more intelligently.

Hon. Mr. HOWE said the papers were all ready, and that no time would be lost in bringing them down.

Mr. MACKENZIE desired to know in what state the Departmental reports were in. He understood that the Post Office report which had been prepared for a whole year was not printed, because some preliminary matter was not ready to be attached.

Sir JOHN A. MACDONALD said he would inquire and report to-morrow.

Mr. MACKENZIE suggested that the Finance Minister might be able to give some information concerning the state of the Public Accounts.

Sir FRANCIS HINCKS said every possible effort was being made to lay the accounts before the House.

Hon. Mr. HOLTON said it was now past the end of January, the fiscal year closed in June, and yet the Minister of Finance could not state when the Public Accounts would be on the table.

Sir FRANCIS HINCKS explained that among other difficulties, which he had strained every nerve to surmount, the offices in the Maritime Provinces, having had a different mode of doing business from that of the Upper Provinces, delay was unavoidable, but that he was carrying on a thorough examination of the mode of settling up the public accounts, and if he detected anything amiss he would rectify it.

The consideration of the Address in reply to the Speech was postponed till to-day.

THEY STILL LIVE.

To be even only the grave digger for the ministry is an infinitely better position than that of ballad singer for the Opposition. The Hamilton *Evening Times*, which, like other newspapers of the Dominion, has transferred to its columns certain remarks made by us, touching the utterances of the Hon. John Sandfield Macdonald, at Cornwall, states that we are preparing to throw the "little McD." into the same grave with Mr. McDougall. Heaven forbid. It is, assuredly, not our purpose to bury either of of these distinguished gentlemen. It would sorely grieve us to hear the words "ashes to ashes" repeated over the last resting places of two such men. Not a shovelful of mould shall we cast upon their iron or wooden jackets if it be possible to avoid it. But they are not even dead. There has been no *post mortem* examination yet. No sad funeral oration has been pronounced so far. There is still much political vitality in both of these eminent statesmen, and the grave is decidedly not for the quick. Truly, that which seemed to be purely egotism in the speech of the Honorable John Sandfield Macdonald, at the Cornwall banquet, was treated by us as if it had been a littleness in one whose position, and whose talents, and whose straight-forward, honorable, political career rendered such a littleness unnecessary. Truly, allusion was made, by way of comparison, to Whittington and his cat, but no one, save the Hon. George Brown, could have seen, in that comparison, any connection between a "tabbie" and an old woman. The fishwife-slang of the *Globe* in commenting upon Sir Francis Hinck's letter to the leading Reformers of Ontario, was enough to connect the Honorable George Brown with the idea of a lonely and abandoned old woman, but the idea of womanishness as applied to the shrewd Premier of Ontario, never occurred to us. Speaking of him as obstinate was merely a proof of firmness, not of vacillation. That firmness of purpose, which Mr. Sandfield Macdonald possesses, the Managing Director of the *Globe* wants. Mr. Brown is perverse and exceedingly unstable, irritable, and peevish, having many of the distressing symptoms common to old age in woman. Mr. Sanfield Macdonald gloats over the rise from a humble to an exalted position, without remembering time or place. Mr. Brown sees everybody's littlenesses and is blind to the glaring fact that he has littlenesses of his own. There is little room for the *Globe* to chuckle over anything that has been said by us in respect to Mr. Sandfield Macdonald. There is no comparison to be made between Mr. Sandfield Macdonald and Mr. Brown that would not turn out to be much in favor of the former. The chief complaint which we had to prefer against Mr. Sandfield Macdonald was the uncourteous assertion which he made in respect of the disallowance of the Superior Judges of Ontario Salaries' Act. It was matter of complaint with us, that while Mr. Blake had the manliness to admit that the Act was righteously disallowed, the Honorable John Sandfield Macdonald attached blame to the Prime Minister of the Dominion and threatened to circumvent him. Therein was the trouble. Mr. Sandfield Macdonald not only boasted, but accused. Most willingly do we acknowledge the many excellent qualities of Mr. Sandfield Macdonald. As, the Toronto *Telegraph* well remarks, the honest, strong administration of affairs in Ontario has done more than anything else to strengthen public faith in our Confederate system. This we cheerfully concede to Mr. Sandfield Macdonald, and regret that he should be made a target for the poisoned arrows of the Browns; but Mr. Sandfield Macdonald should surrender when he is wrong. He owes it to Ontario and to himself to cry *peccavi* when he has sinned. It is not consistent with his previous history to throw his own short comings upon another's shoulders.

THE SPEECH, AS REVIEWED.

The Opposition press of this city object to the speech from the Throne. It is not lucid. It is blundering in composition. It means something, which is not expressed. It is inelegant in composition. It is weak in tone, beseeching in expression, and suggestive of shortcomings. Nevertheless it states that the Governor-General recurs to the Senate and Commons of Canada for advice, at a season of the year most convenient to these legislative bodies. That is surely quite lucid. There is no raving about that statement, nor incoherence, nor wandering. It is a plain simple statement of a fact. Then, the two Houses are informed that the harvest has been abundant, the fisheries productive, trade on the increase, and the laws equally administered. Surely there is nothing in this information above the comprehension of our evening contemporaries. His Excellency goes on to say that he has watched with much anxiety the course of events in the North-West Territory. Does any one doubt it? There have been unfortunate misapprehensions and grave complications. With a view to their removal, His Excellency has thought it advisable to exhaust every means of conciliation before adopting other measures. That is clear enough at any rate. But His Excellency does not state what are the efforts he has made to accomplish an equitable and peaceful solution of the existing difficulty, and as the *Evening Mail* cannot see what these efforts were, he blames His Excellency for his own obtuseness. We might go over "the Speech," and show that everything is stated with marvellous precision and exactness, while the manner of carrying out every recommendation is left to the good sense of the legislature. His Excellency states facts, suggests, and recommends, but eschews dictation. He does not, in a word, infringe upon the privileges of Parliament, and for this moderation, His Excellency's advisers are blamed. Let us say, at once, that "the Speech" is both carefully and well written, and is, in fact, very superior in its comprehensiveness to the average of such necessarily guarded productions. There has been nothing omitted on which legislation is either needed or desired.

The speech is beseeching. It virtually beseeches the blessing of Almighty God upon the efforts of those on whose wise legislation the peace and prosperity of the Dominion depend.

"At a meeting of "the Citizens' Ball" Committee, held yesterday, it was decided to extend invitations to the members of the Senate and House of Commons. This decision is a wise one. It will, indeed, add considerably to the *eclat* of the ball.

Dominion Parliament.

SENATE.

OTTAWA, Feb. 16, 1870.

The SPEAKER took the Chair at three o'clock.

Hon. Mr. FERRIER introduced a petition from the Chiefs and Indians of Oka in the seigniory of the Lake of Two Mountains, praying to have their lands, composing the seigniory of the Lake of Two Mountains, restored to them, and the removal of the priests of the Seminary of St. Sulpice therefrom.

Hon. Mr. TESSIER introduced a petition from the inhabitants of the Magdalen Islands, praying for the establishment of a School of Navigation for seamen.

Hon. Mr. TESSIER introduced a petition from the same, asking for the building of a Light House on Birds Island, in the Gulf of St. Lawrence, where two wrecks took place last year.

Hon. Mr. TESSIER introduced a petition for deepening the rivers along the coast of Gaspe, and specifically for deepening Cap Chat River.

The Senate then adjourned.

HOUSE OF COMMONS.

OTTAWA, Feb. 16, 1870.

The SPEAKER took the chair at three o'clock.

Mr. POULET, member for L'Islet, was introduced by the Hon. Mr. Langevin and Mr. Fortin.

Mr. MACKENZIE presented a petition from the Indians of the Two Mountains, praying that their lands be restored, and that the priests of the Seminary in that place be removed.

Several other petitions were presented.

Hon. Mr. HOLTON said he felt it to be his duty, at the earliest possible moment, to call the attention of the House to the question which had arisen out of the events with which the House was as familiar as they could be, from the documents in the public journals, and which effected the seat of the late Commissioner of Public Works. He did not propose to go into any statement of the case, or offer any opinion as to the right of that honourable gentleman to a seat. He regarded the question as one involving some difficulty, and one which should be approached in a non-partisan spirit. (Sir J. A. Macdonald: "Hear, hear.") It should be dealt with as a judicial question. But the question having arisen, they could not with due regard to the Judges and independence of the House properly ignore it. He therefore took this, the earliest opportunity, of bringing the matter to the notice of the House, and especially to the notice of the leader of the Government, whose distinctive duty it was to guard the rights, and privileges, and purity of this House, with the view of inviting him to take such action as may be fit and proper at the earliest opportunity. His own view was, that the proper course to be taken was this: When the Standing Committee on Privileges and Elections was appointed, as it would be soon, the papers relating to the appointment of Mr. McDougall should be referred to them, and the constitutional and legal points connected with the case could be considered by them, and a report laid before the House, which would be a guide to a proper decision.

Sir JOHN A. MACDONALD said his honourable friend had been kind enough to mention to him before-hand, that he would bring this subject up, and it was one to which he had a right to call the attention of the House. The essential facts were known to the country, but he would state them briefly. Mr. McDougall was the Minister of Public Works, and member for North Lanark. He was asked to accept the Governorship of the Northwest, under the Act of last session, which provided for a provisional government for that country, and he agreed to accept it so soon as Rupert's Land should become a portion of the Dominion. A salary was fixed, of course, subject to the sanction of Parliament, when the office should come into effect. Mr. McDougall did not resign his seat. Government thought it well that Mr. McDougall should go with all convenient speed to that country, to make certain preliminary inquiries, and report as to the requirements of the country. He took with him a commission under the Great Seal of the Dominion, which commission was to take effect from and after the time of the union of Rupert's Land with the Dominion by Her Majesty's Proclamation. The House was aware of the circumstances which caused Mr. McDougall's return to Canada proper, without assuming the government, and these facts would all appear in papers to be brought down, when no doubt there would be full discussion on the whole subject. As regards the seat, he thought it would not be well for members to express strong opinions on that point, because if his honourable friend's suggestion was adopted, and the case went before the Committee on elections, it would then be discussed from a legal point of view, and in a judicial spirit. He might say, however, that on the first impression, he did not think it clear that the seat was vacant, and therefore did not follow the course that would have been followed in cases where there was no doubt, that is, to present to the Speaker a certificate, signed by two members, stating that the seat was vacant, and asking for the issue of a new writ. Such a course had not been followed by any two members, or the Speaker would have told them of it yesterday, and he thought this showed that the doubt which existed in his own mind, as to whether or not the seat was vacant, also existed in the minds of gentlemen on both sides of the House. As to the course which should be pursued now, that his honourable friend had brought the matter up, he would rather not at the moment express any opinion one way or the other. Besides the honourable member himself was in his place in the House, and of course his opinion as to his constitutional rights should be met as far as possible. Of course it was quite open for any two members now to try the question, by sending in to the Speaker a certificate declaring the seat vacant, but the House being in session, perhaps that would not be proper.

Mr. MACKENZIE—It cannot be done while the House is in session.

Sir JOHN A. MACDONALD—Now my honourable friend has brought the subject up, I would be glad to hear the opinions of other members versed on constitutional law, and if the matter was allowed to stand over till another day, we might come to some conclusion in the matter.

Hon. Mr. HOLTON observed that he quite recognized the ready way in which his honorable friend had met his suggestion, but he must be aware that during the sitting of the House the course of sending the certificate to the Speaker by two members could not be adopted. His honorable friend had pushed the inference from the nondelivery to the Speaker of the certificate a little too far. The appointment of Mr. McDougall was never gazetted. There was no authentic announcement of the appointment. That course could only have been taken by members of the Government, or by members at the instance of the Government, and therefore the inference to be drawn from the non-delivery of the certificate would not be quite so broad as stated by the hon. gentleman. He would be very glad, indeed, to hear the opinions of other members on the subject, and had no objections to let the matter stand over another day. He had felt it to be his duty, if the matter was to be mooted at all, to moot it at the earliest possible moment; perhaps it ought to have been done yesterday. Under the circumstances he thought it might be delayed till to day, but he felt that, so far as he was concerned, if the subject was not mentioned to-day, he would not be at liberty to mention it at a later period.

Hon. JOHN SANDFIELD MACDONALD said it appeared to him that some steps should be taken to lay the foundation for action. A writ might be moved for, and the motion referred to the committee, who would report, and their report would be the basis for discussion.

Mr. McKENZIE said it was not well to precipitate discussion in this matter. If the papers were brought down, showing the date of Mr. McDougall's commission, and other papers on the subject, they could discuss the question more intelligently than they could possibly do to day. He was not disposed to say a word on the subject at present, and would agree to pass on to other business.

Hon. Mr. HOWE said the papers on the subject were all ready, and as soon as the Address was passed, no time would be lost in bringing them down.

The matter was then allowed to stand over.

Mr. McKENZIE said that before passing on to the Orders of the Day he desired to ask the Government in what state the departmental reports were. It was notorious, he said, that the Post Office report, which had been prepared for a whole year, had not been printed, because some preliminary matter was not ready to be attached. He thought the House was entitled to know in what state these reports were.

Sir JOHN A. MACDONALD said he could not tell exactly their state of advancement, but he would enquire, and tell his hon. friend to-morrow.

Mr. McKENZIE said that the Finance Minister was present, and perhaps he could tell the position of the Public Accounts, which were very important. If the Public Accounts Committee was to be of any service, it was desirable and necessary that it should have the Public Accounts at as early a day as possible after the meeting of the House. What he wanted to know was when the House would receive these accounts?

Sir FRANCIS HINCKS said every possible effort was being made to lay the Accounts before the House at the earliest possible moment. He could not state the exact day.

Hon. Mr. HOLTON said that the fiscal year formerly terminated on the thirty first of December. A very great difficulty then arose in comparing one year's account with another, as the House met generally about February. In view of these difficulties some years ago the fiscal year was changed, retaining the old date of the meeting of Parliament, and the public accounts were supposed to be closed in the Departments at the end of June. It was now past the end of January and yet the hon. gentleman was not in a position to state when they would be on the table.

Hon. Sir FRANCIS HINCKS said nobody had suffered more or worked harder than himself in this matter, and he was sure that if the hon. member knew all the circumstances he would acquit him and his department of all responsibility in the matter. He should bear in mind the great changes that had taken place. There were many difficulties to be fought against. The offices in the Maritime Provinces had a system of doing business entirely different from that of the Upper Provinces, and had not yet got into the mode of working adopted for the Dominion. He was now carrying on a thorough examination of the mode of settling up the public accounts, and if he detected anything amiss he would rectify it.

Sir JOHN A. MACDONALD gave notice of the introduction of two Bills respecting elections and a Supreme Court. He said that several alterations had been made in reply to the Address, consequent upon the suggestions from the other side of the House. These had been sent to the printers, and would probably be received in a few minutes. He therefore moved that the Speaker leave the chair during pleasure.—Carried.

On resuming business,

Hon. Sir A. T. GALT suggested that as some changes had been made in the Address in order to meet the objections raised by hon. members opposite, yesterday, it would be better to postpone its consideration till to morrow.

Mr. McKENZIE said they were always ready to go on with public business if the Government were prepared to proceed; but, of course, if the Government was not now ready, his side would not, it was quite possible, offer any serious objection.

Sir JOHN A. MACDONALD would accept the suggestion of the hon. member for Sherbrooke with less reluctance, as there were only a few copies of the Address printed in French.

The consideration of the Address was accordingly postponed.

Hon. A. G. ARCHIBALD was introduced by Hon. Mr. Howe and Hon. Dr. Tupper, and took his seat as member for Colchester.

The House then adjourned.

AMPUTATION.—Dr. Beaubien, assisted by Dr. Hill performed on amputation on the leg of a poor man named Laurent Lemelin, who had his ankle crushed up the Ottawa, while in the employment of Messrs. Wright & Batson. The unfortunate man has a family of eight children. The operation was successfully performed, and the doctors are confident of his restoration.

PRESENTATION.—On Tuesday evening last, a deputation consisting of Messrs. Gough, Salmon, Stevens and Mills waited upon Mrs. E. Miles, and on behalf of the members of the St. George's Society, presented her with a very handsome gold cross and necklet, in appreciation of the valuable services rendered by her to the society, during a period of ten years. Yesterday morning Messrs. Gough & Mills waited upon Miss Anna M. McCarthy, and presented her with a gold necklet and locket. This recognition of services rendered by the ladies referred to, reflects great credit upon the society making the presentations.

MR. SULTE'S LECTURE TO-NIGHT BEFORE THE OTTAWA LITERARY CLUB.—Mr. Benjamin Sulte, the popular young Canadian poet, has selected as the subject of the fourth lecture of the Ottawa Literary Club course, "The Newspaper Press of Lower Canada," which he will deliver to-night, at Webster's Hall. We need not enforce on our readers the great interest which attaches to the subject on which Mr. Sulte proposes to lecture. On the newspaper press of Lower Canada, many of the most distinguished of the public men of that province received their early training and education, and from the editorial *sanctum* wrought their way, as Howe has done in Nova Scotia, to the highest and most important positions attainable by a good and loyal subject. We have but to mention such names as Morin, Neilson, Cauchon, Hincks and Langevin, which occur to us just now, in this connection. We feel confident that Mr. Sulte will handle the subject with ability and impartiality, and we therefore advise all who take an interest in such studies to attend.

Railway Convention.

Extension of the Canada Central.

Speeches, &c.

The invitations given to attend the Convention to deliberate on the matter of extending direct railroad communication from Montreal westward, through the Ottawa valley, were responded to by a large number of delegates yesterday, at the appointed hour. Among the number were:—City of Ottawa—Mayor Rochester, Aldermen Featherston, Bangs, Martineau, McDougal and Cunningham. Montreal—Mayor Workman, Aldermen David and Rodden, M. P. Ryan, Esq., M. P., Corn Exchange; Hon. Mr. Ryan, Board of Trade; L. Beaubien, Esq., M. P. P.; Canada Central R.R.—Mr. Richardson, Hon. John Hamilton, Mr. Abbott, R. W. Scott, Esq., M. P. P.; Board of Trade, Ottawa—Messrs. Skead, McGillivray, Workman, Cunningham and Perry. Argenteuil—Hon. J. J. C. Abbott. Renfrew—Thos. Murray, Esq., M. P. P., J. L. McDougall, Esq., M. P. P., Messrs. Harrington, Watson, White and Duck. Carleton—Ira Morgan, Esq., Warden; Messrs. Hinton and Dawson. Prescott and Russell—Albert Hagar, Esq., M. P., J. H. Mallory, Esq., Warden. Georgian Bay—James Little Esq., London. Among those present were the Hon. Malcolm Cameron, Dr. Grant, M. P., John Holmes, Esq., M. P., Alonzo Wright, Esq., M. P., A. P. McDonald, Esq., M. P., A. Lyon, Esq., M. P. P., Messrs. Pennock, T. C. Keefer, Starke, Engineer Canada Central R.R., Haycock, Surtees, Egleson, Capt. Bowie, Levi Young, Perley, Sheriff Powell, Wright, Baldwin, Langford, Judge Armstrong, Dr. Garvey, E. Griffin, Kelty, Bank British N. A.; Ashworth, P. O. Department; H. Merrill, C. T. Bate, Coward, Dr. Leggo, Brosson.

His Worship Mayor Rochester moved that Mr. Workman, Mayor of Montreal, take the chair. The motion was greeted with applause and cheers.

The Chairman, in opening the meeting, returned thanks for the unexpected call made upon him. In stating the objects of the convention, he said his interest in the enterprise was of long date. Some sixteen years ago he made serious efforts to inaugurate the scheme, and succeeded in having fourteen miles built—the Grenville and Carillon road. That the Charter of the Canada Central Railroad would expire in next September. It would therefore be desirable to have it renewed, extending it from Pembroke to Montreal, and expressed the conviction that it would soon reach the far west.

On motion of the Hon. J. Skead, seconded by E. McGillivray, Geo. H. Perry was appointed Secretary.

The meeting being now open, the Chairman suggested that Mr. Keefer should make some opening remarks, as his familiarity with railroad matters rendered the information given by him of paramount importance.

Mr. Keefer said that the railway system had grown up within his own recollection, and already, in a period of about forty years, 50,000 miles had been constructed, 8,000 of which were the work of last year, and about 20,000 miles were now in progress. England had projected a system for India, involving an outlay of over $400,000,000, for which guarantees were proposed. The saving of one years' business of the British railways over old modes of transport in freight and fares amounted to $360,000,000, or a sum as great as the entire taxation of the United Kingdom. [illegible] were superceded, because the railway could [illegible] anywhere, while freight must be brought [illegible] which were confined to water lines. The railway was fifteen times cheaper as a transporting medium than common roads, and hence they were the common roads of the prairies, and in the west were the pioneer roads. This railway was a military, a political and commercial necessity; military, because at present there were no communication between Montreal, the chief city of the Dominion, and Ottawa, its Capital which could not be interrupted by batteries planted on foreign soil. Political, because it would settle the Ottawa Valley, solve the emigration question to a great extent, planting a population where it would add greatly to our strength, and pave the way to our western connections. Commercial, because our production of one article of export alone — lumber — has exceeded our means of transit. The Ottawa city mills alone have a sawing capacity of 2,000 tons of lumber per day of the working season; 230 millions of feet of sawed lumber can be cut at the city of Ottawa mills alone, and this city is then the greatest lumber producing point in the world. All this tonnage is within a little over 100 miles of tide water at Montreal. The Ottawa Valley possesses two-thirds of the whole timber between the Saguenay and Superior. The Ottawa saw-mills alone employ 7,000 men, consuming thousands of barrels of pork and flour, and hundreds of thousands of bushels of oats, producing millions of dollars worth of lumber annually. The extension of the railroad up the Ottawa would multiply the number of steam mills; and he shewed by reading a letter from the General Manager of the Great Western Railway, shewing that lumber is now carried over that route an average distance of 750 miles, at a rate of 1¼ cents per ton per mile—$1 36 per thousand of dry lumber per 100 miles. The products of the forest, for the whole Dominion, as shewn by official figures, amounted to within one million of dollars of as much as those of agriculture, and if barrels, boxes, and wood manufactures were included, would no doubt exceed the latter. For the current year, he believed, our exports of wood would exceed those of agriculture—in value—as agricultural values have gone down; but, in tonnage, our wood exports greatly exceed those of all others combined. There was a new trade springing up in exports by sea to new markets—and hence the importance of a railway connecting through the Ottawa Valley with the nearest tide water. There would be an increasing demand in the United States, because the consumption of lumber there now exceeds five thousand million feet per annum. Besides its local advantages the line at Pembroke would be more than half way to Lake Huron, where elevators could receive the grain from Chicago, and the vessels which brought it could take back lumber; this would give the lowest rates of freight, and the grain would have less than 400 miles of railway carriage to tide water. The road would ultimately be extended to Lake Superior, and by the time it could get there the Nothern Pacific would be extended eastward to Sault Ste. Marie, and thus give the shortest railway route to St. Paul, and hereafter to San Francisco. The time had arrived when we could take up this question with every reasonable prospect of success. He had seen a Montreal a Bytown railway undertaken seventeen years ago. If needed then, it was more so now. In that time the population of Ottawa had quadrupled, that of Montreal more than doubled, Ottawa had become the Capital, and the greatest lumber mart of the Dominion, and Confederation has made the road a national one. While we had been sleeping over this 100 miles, our neighbors had reached the Pacific, and the Ottawa country, which had been settled long before the States, which are now traversed with railways, had any other inhabitants than Indians. He believed that the Ontario surplus would be apportioned among the railways, and that was a strong reason for our now placing ourselves in a position to obtain our share. He had confined himself to the mere local features of a line between Montreal and Lake Superior, but would not like to sit down without expressing his conviction that we must have a railway through British Territory to the Pacific. What inducement could we give to our children moving to the prairies? What could we hold out to our fellow-colonists in British Columbia, if we could not assure them of our fixed intention to afford them the shortest and best line to the Atlantic on British soil. England could not ignore this question. She was as much an asiatic as an European power, and her steamers would connect with both ends of a Canadian Pacific railway under the most favorable circumstances, as they would find the coal at both ends on the seaboard. He trusted every gentleman present would live to feel gratification in having assisted in giving the first impulse to this road, because he sincerely believed it was the first stage of a Canadian Pacific Railway.

The following important statement was read by Mr. Richardson:

MR. CHAIRMAN AND GENTLEMEN,

The objects of this important meeting I understand to be, 1st. consideration of the best means for the speediest construction of a Railroad from Montreal up the Valley of the Ottawa to Pembroke; 2nd, to organize concerted action in this direction.

I understand this to be a meeting of gentlemen who are already well aware that the prosperity of a country in our days, materially depends upon the progress of its Railroads; consequently, any remarks on this point would seem superfluous; I will only say that any man has but to take a modern atlas, combining maps and statistics, and where Railroads most thickly gridiron the map, the corresponding statistics will show him that population, schools, churches, value of real estate, are greatest just there.

Gentlemen the means for giving a Railroad to the Ottawa Valley are in your own hands.

These means are:

1st. The Charter of the "Canada Central."

2nd. The utilizing of the English Interest at present preponderating in the "Canada Central" and the B. & O. for your mutual benefit. Having thus introduced to you these elements or means; The "Canada Central," the B. & O., and the English interest at present managing both, I propose in order to cure any still existing misapprehensions to make such statements and explanations as I trust will convince all that my policy has been sound, viz: to start with such means as I could individually influence, and by taking no step unless it will be a step in advance, to continually inspire and foster confidence, the most prolific source of capital. Indeed I think you will admit that no other policy would have been prudent, or likely to produce the great results we all desire.

The firm in England which I represent here had been induced to invest large value in the B. & O. R. It proved entirely unproductive, and to me was entrusted the seemingly hopeless task of effecting a salvage. After infinite delay and difficulty I obtained early in 1864 the entire control of the Road. Consider for a moment with what I had to contend. The Road was heavily, hopelessly in arrears. My own people were bitterly disappointed and disgusted. Numberless Contractors, many of them local, had lost money, some were nearly or quite ruined.

The Counties who had advanced their Credit to the Road were indignant and threatening; the Credit of the Company was sunk "forty fathom deep." I found less than $700 dollars in the Treasury, with a much larger indebtedness for actual "supplies" not to pay which would entail absolute stoppage of the Road. I found a Railroad earning an annual gross income of only $59,339, with operating expenses of $44,905, or 75 per cent., and there still remained to pay an annual interest amounting to say $25,000 on municipal lien reducedrate, and on the Bonded debt alone $50,000, and which last was already $150,000 in arrears. Moreover I was a stranger—unknown—and in conflict with those who by local connections and influence appeared to possess all the elements of power against me. What prospect could be less hopeful? What was to be done? On the one hand I must avert such action by the counties as would injure my friends more than ever by delaying indefinitely the resuscitation of the Road—while on the other hand, to do this, I must at once obtain a very large sum of money in cash down from those same friends who were even then enduring the keenest disappointment at the results of their first venture.

The confidence of these friend in my statement of my belief that the B. & O. would surely pay regular interest on the fresh capital needed to extend it to the Ottawa River, enabled me to obtain at some inconvenience to them, the considerable sum of £60,000 stg. That was the first result of confidence. With this money I carried the Road to Sand Point, made additions of rolling stock, wharfage, shops, machinery, &c., without which we could neither have accommodated an increased traffic, nor operated the road with due economy, and advantage. The result is that those who trusted me six or seven years ago stand justified to day, and I think that, without presumption, I may venture to claim an enlarged share of that confidence without which no progress could have been made.

And just here allow me to express a word of sincere thanks to those generous and clear minded members of the Counties Council who allowed me, stranger as I was, a large measure of their trust, comprehending as they did that no one *should be* more interested than I in developing the resources of the Road, thus affording the earliest and best protection to the Counties; and for those gentlemen I shall always entertain the highest consideration, and it will be good for Canada when the wise and progressive counsels of such men shall more generally prevail. They realise their country's need of Capital and are willing to sacrifice "a penny in order to gain a pound."

So far I was successful; but it was needful to accomplish much more before I could effect a fair measure of that "Salvage" which was and is my task. I looked around to see whence I could bring more "grist to the mill."

The only source apparently open to me was by extension *up the Ottawa*. But in this direction I was absolutely barred by the municipalities first lien. It was not my fault if the majority of members of the Counties, Councils did not believe me or at least practically agree with me when I used to advocate their either releasing their lien entirely, or at least converting it into stock, so that by giving Capitalists a prior claim for interest returns and a reasonable assurance of receiving them, fresh capital might become accessible to us to the much greater indirect advantage of the Counties. They could or would not see this then, and as it was perfectly evident to me that the B. & O. Road could *not* pay interest on the municipal lien and on a further borrowing of fresh capital as well, I was unable to give those assurances without which the Capital necessary to construct up to Pembroke could not be had, without which no capital can be had for any undertaking whatever.

I utter now a firm conviction when I say that had the Counties consented to forego their lien in 1866 when the B. & O. Extension was completed, and a measurable success assured the extension of that Road to Pembroke would have been an accomplished fact to day, and Renfrew instead of being indebted to the Government would have been enriched in all her elements of wealth by having added thereto a Railroad costing, say $1,000,000, at least two thirds of which would have been foreign capital expended within her borders.

I was forced to look elsewhere, and about this time chanced upon a letter in one of the local papers advocating a line from about Franktown on the B. & O. to Ottawa City, claiming to be susceptible of cheap construction, advantageous to the B. & O., and offering that starting point for the C. C. R. which by probability of its success, would tend to secure the earliest completion of the whole.

Remember, I was a stranger ignorant of Canadian R. R. Charters and projects generally, and whoever wrote that letter to him is owing the first direction of my attention to such an utilization of the C. C. R. Charter, as would probably produce the greatest available good to that project and to the B. & O.

By means of further confidence, generated by the speedy measurable confirmation of my statements in favor of the B. & O. Extension. I was thus enabled to induce my friends to consent to become interested in the Canada Central. But owing to circumstances which I could not control and which I need not here detail, much valuable time was lost in negotiating matters into such a form of official organization as to give to my friends that confidence in the management without which they would advance no funds.

Finally they were satisfied by such change of organization as placed the executive management in my hands, and elected a Board of Directors upon whose honorable protection of my friends, advances and interests I assured them they might rely.

My programme then was this: The C. C. R. has a land grant of say 12,000 acres a mile. It can offer a first mortgage bond in return for capital it holds out, besides the probability of bringing to the B. & O. a large and valuable accession of business, and of being (by help of the land grant) self-supporting and able to pay its interest surely. If on these bases I could raise the means to construct the first 28 miles of the C. C. R. between the B. & O. and Ottawa, I would certainly benefit the B. & O. and start the C. C. R. which others had tried to start in vain. At first sight one would say better to build it from Montreal to Ottawa than from the B. & O., but you must remember that the road was without capital or even credit, and that in one case—say 110 miles of construction would be needed—whereas 28 miles would suffice in the other. Therefore, it was imperative that for a successful starting point, I should look only to resources within the command of my *individual* credit—means which parties would furnish from their confidence in me. Naturally my friends would prefer to advance a smaller rather than a larger amount, and would be least disinclined to advance to that section of the road which apparently stood to benefit their existing interests the most. Of course the section connecting directly with the B. & O. offered these special inducements; moreover, so much time had passed in negotiation, that I could not expect to successfully complete more than that section before the charter would expire, and I dare not risk the means of my friends upon any work depending for success on the renewal of the Charter, no matter how safe that renewal might appear. I proposed to attempt only so much as I could reasonably expect to complete. With so much successful, and constituting a practical evidence of success, I hoped to gain enlarged sympathies, alliances, influences which would readily command the prolongation of the Charter on the one hand, and on the other would still increase that confidence from which would flow the further and much larger capital necessary to carry the C. C. R. to completion.

Such was my programme. I was conscientiously able to present to my friends such statements as induced them to assent to my views, and in August, 1868, the first sod of the C. C. R. was turned. I have since spent $100,000 on the work, and I have no reason to doubt that the portion in question will be completed by the necessary time.

I have suffered one great disappointment. I understood that this road would be popular—would receive large popular sympathy and material aid. I can only say that the residents and landowners of the present section, with a very few admirable exceptions, have not overpowered me with their offerings in this way. I trust they may yet do the "handsome thing."

I have thus endeavored to show how my connection with the C. C. R. came about; what I have done and am doing for that enterprise, and what I have always contemplated to be done for its completion. The inference therefore should be clear that while working in the interests of the B. & O. on the one hand, I have been employing, on the other, the surest and most potent means in my power to practically advance those of the C. C. R.

But as I desire to leave nothing to inference, I here distinctly state that the best interests of the B. & O. and of my friends will be promoted by the earliest completion of the C. C. R. from Montreal to Pembroke, and as they have already done much for the beginning, even so, I am sure they will do still more to secure the end.

I have said that the best means to secure an Ottawa Valley R. R. are through the Charter of the Canada Central, and by utilizing the already existing English interest.

To use the C. C. Charter effectually you must obtain an extension of the time, say for three years. As a basis of Capital you will then have as good a Charter as can be obtained at this time, probably better.

To use the English interest to the best advantage I believe no means will prove so conducive as your own prompt, vigorous and liberal action in the premises, and by local subscriptions.

If then Extension of Charter time and adequate local money aid be granted, how do we stand?

1st. We have a land grant Charter which so far has proved the best.

2nd. We have the best route, for we should form part of the most direct line from the Great West to tid-water. Nay, we would form part of the best Northern route for a *Canadian Pacific Railway.*

3rd. We connect Montreal, the wealthiest city, with Ottawa, the Capital of the Dominion.

Surely these ways if properly directed should produce means! We require to complete the C. C. R. from Montreal to Pembroke $5,000,000 perhaps less. It depends on whether we go to work with cash, or have to finance and pay for it. We cannot raise $5,000,000 nor yet $4,000,000 abroad upon any security we have to offer. I make this assertion knowing what I say. Time will infallibly convince any gentleman who doubts me, if there be such!

$3,000,000 we might raise abroad on Company's bonds secured by the land grant. I believe we could and would raise so much, because I for one believe that aided by a sinking fund, created and supported from disposals of land the bond interest could be surely paid and the debt itself reduced sufficiently to make it a very eligible and marketable security. The obstacle to be first overcome therefore is the raising of $2,000,000 locally, which, to be most effectual should be done by bonuses and stock subscriptions from Counties, Cities and parties interested along the whole line. Nothing will aid us so substantially abroad, as substantial aid at home. "Providence helps those that help themselves." Let Montreal not be slow to follow, where she should have led, let her throw all her weight in the scale, for she can aid to day no public work so vital to herself as the C. C. R.

The Northern Colonization Railway is represented here to-day. If amalgamated with the C. C. R. that section would constitute our line from Carillon or Grenville to Montreal, and would ensure our direct access to that City instead of via Vaudreuil, besides furnishing a certain though small amount of Government guarantee which would aid us in negotiating our Bonds, while they, on the other hand, would participate in our Land Grant according to their mileage. We stand ready and willing to amalgamate on terms which all disinterested men shall consider fair. "In Union is strength," and I trust we shall to-day listen to such assurances from the able representative of Montreal, and the N. C. R. as shall be gratifying to all who wish to see an Ottawa Valley Railroad. I would ask the Delegates from Renfrew not to consider the scheme in the light of an unfortunate past; but in the light of practical wisdom and experience. For six years past I have been working indirectly to benefit Renfrew, working, to make the B. O. successful, and on that success to start the C. C. R., which means, among other things, extension to Pembroke. Will Renfrew allow this to be labor lost? Will she be wise to ignore the experience of those whose actual business it is to watch the barometer of Capital, and to know the easiest terms on which it can be had for Railroad purposes? Renfrew has a Railroad, and of late has more than once enquired what we intend to do about extending the B. & O.; what can we do more than we are doing?

How can Renfrew expect capital to come forward and aid a Road burdened with a prior lien, and whose net earnings are only $2,200 per mile per annum. Common sense must at once tell all that the thing cannot be done. Renfrew is mistaken if she thinks that I am seeking to put pressure upon her to release her lien. I assure her delegates to-day that it is not so, but the simple truth that with the best will in the world neither I nor any other man can raise one dollar to build a road the business of which is proven to be insufficient to pay interest on full cost of construction after deducting operating expenses, and if besides there be a "prior lien," even the possible realization of a hope in the future seems remote.

But if Renfrew will consider and see her true interests she will at once move to reciprocate aid with those who have already given tangible evidences of their sincerity, and whose best interest certainly is to aid her to secure Railroad advantages.

While not venturing to dictate or to suggest any special course of action, I would still state my opinion that such action in connection with her aid to extension of the C. C. Railway Charter, by subscription and otherwise, is the best open to Renfrew as would secure the hearty and active co-operation of those interested in the B. & O. and C. C. R. to thus carry the Railway within her limits to Pembroke.

In connection with the Canada Central I request permission to say a few words touching the lumber interests likely to be affected by that Railway, in order, so far as in me lies to remove a certain erroneous impression which seems to exist. How this impression was created I seek not to discover; it will suffice if it can be removed. The impression on the part of some, I understand, is that their interests as lumbermen will be unfavorably affected by the construction of the C. C. R., and apportionment of the land grant thereto. Now, on behalf of the C. C. Railway Company, I give you the assurance that there exists no ground for such apprehension. On the contrary, we have always believed that of all the special interests involved the lumber would benefit the most by the success of the C. C. Railway. We have never contemplated *any action in* connection other than *to benefit that in*terest; hence we desire *to possess,* as we think we deserve, its confidence, *and I* would suggest, that if there really exist any such feelings on the part of any of our friends the lumberers, they should appoint a committee of their number at once to meet and confer with a like committee of our board, one member of which, indeed, is a leading representative of the [illegible] in question.

In conclusion, gentlemen, I would say that in my opinion, the time has come when it depends on you to give such an impetus to our undertaking as shall carry it to completion. In the affairs of railroads, as of men there is a tide which "taken at the turn, leads on to fortune."

The Hon. Mr. Ryan, President of the Montreal Board of Trade, read a communication from that body in which an expression of material interest was given that the [illegible] in the extension scheme of the Canada Central Railway. He stated that the co-operation of the Ottawa and Montreal sections of [illegible] is illustrated by the fact of the Mayors of those cities being in [illegible] their endeavours to further the project—a circumstance to give confidence to the surrounding public. The result must [illegible] and therefore a successful effort to [illegible] an undertaking of such vast interest to the Dominion.

M. P. Ryan, Esq., M. P., Chairman of the Corn Exchange, represented two hundred and sixty-five members, a body whose [illegible] was not surpassed by any other [illegible] body in the Dominion. He had [illegible] matter before the Corn Exchange [illegible] unanimous vote was given to [illegible] enterprise. Mr. Ryan dwelt upon [illegible] with which the city of Montreal had [illegible] up its enterprises, and the advantage it now held in consequence. He [illegible] the large vote of the city Toronto [illegible] for such a purpose. The city of [illegible] was prepared to come forward [illegible] the cry of the present day. The [illegible] stationary position. We must [illegible] ward, or go backward. He felt [illegible] people of Montreal would see [illegible] Central Railway completed as [illegible] broke. Mr. Ryan's speech was [illegible] cal, and energetic.

L. Beaubien, Esq., M.P.P., of the [illegible] Colonization Line, wished simply [illegible] facts. A year ago a *furore* was [illegible] wooden railways. Wood could be [illegible] at a cheaper rate to the city. The road grew into such importance that [illegible] is sought for by the Canada Central Rail[way]. He hoped that satisfactory conclusions [illegible] be arrived at in the transaction. [illegible] satisfied the directors of his company [illegible] not object to *conjoining* with the C[anada] Central. The line was wanted. [illegible] was ultimately to extend to the Pacific. [illegible] spoke of the propriety of establishing [illegible] minus at the east end of Montreal, [illegible] a reason that there was the natural [illegible] the city.

A. M. Delisle, Esq., stated he [illegible] amateur. That fifteen years ago he [illegible] ated the scheme. Was president of the [illegible] company, and had left vestiges of it [illegible] Carrillon and Grenville. The question [illegible] terminus in the city of Montreal [illegible] material one. If a vote were polled [illegible] city, the east end would be chosen. [illegible] assure the delegates that there would [illegible] difficulty as regarded wharfs at the east [illegible]. They would be built by the city. The [illegible] of the Ottawa was beyond competition [illegible] matter of railways or canals. He had [illegible] interest in Montreal, but would freely [illegible] one million of dollars as a citizen [illegible] furtherance of the project.

Hon. J. Skead—As a delegate [illegible] tawa Board of Trade endorsed the [illegible] made before. The railway was [illegible] and must be had. Though late, [illegible] be taken in this matter. Would do [illegible] thing in his power to aid and [illegible] matter. People generally considered [illegible] to invest in railways, he had never [illegible] a direct return of the monies he had [illegible] in the Ottawa and Prescott R. R. [illegible] directing he received a large [illegible] Montreal will give one million, [illegible] quarter of a million, and is prepared [illegible] gage his property in order to [illegible] work. If the municipality turn out [illegible] should, the road will be finished [illegible] in two years. The road will [illegible] crow would fly westward till it [illegible] Pacific coast. He referred to the [illegible] and commercial advantages [illegible] the construction of the road, that [illegible] 250 millions of sawn lumber [illegible] this portion of the country [illegible] amount quite sufficient to keep [illegible] between the sister cities. It [illegible] pay Montreal to build the road [illegible] self confidence of the people [illegible] wanted. He referred to the grand [illegible] of the Grand Trunk Railway [illegible] toria Bridge, that, though [illegible] invested, was lost, the lands [illegible] tionally increased in value.

Mr. Duck considered it a necessity [illegible] the line to Pembroke. That [illegible] merely exercising a duty in [illegible] general sentiment of Renfrew [illegible] a line of railway.

Mr. Morgan, Warden of the Co[unty of] Carleton, expressed himself [illegible] favor of the line.

Mr. Hinton was called upon [illegible] the delegates. He said:

The question now about to be [illegible] one of the most important which [illegible] before the country—nothing [illegible] construction of a Railway from [illegible] to the Pacific—serving alike the [illegible] the Dominion as well as the local [illegible] the inhabitants of the Ottawa [illegible] the start to the most important [illegible] structed, and the time has arrived [illegible] take hold of the project and [illegible] capitalists in England that we [illegible] improvement carried out, and [illegible] evidence of such, by showing [illegible] willing to assist the great work [illegible] to be behind the age. Our condition [illegible] trasted with the West bears a sorry c[ompa]rison. The Ottawa valley has been a[sleep] for the last 20 years, and now is the ti[me to] awake and be doing and push the proj[ect to] its issue, and give all the aid consistent [with] our ability to the C. C. R. Company. [It] must be patent to all that if we did not [sup]port the line, English capitalists woul[d not] come forward and invest their mo[ney to] build the road. The Western men app[ear to] be aware of the great importance and [benefits] to be derived from railroads. The c[ity of] Toronto alone has given to railroads [since] 1850 $1,800,000. She is made wealth[y by] the increase of trade derived from railr[oads,] and now she is on for a line to Lake [Nipis]sing, in the direction of the North West, [and] is being assisted by private individuals ta[king] stock from $2,000 down to $100. The C. C. R. Charter is the best ever granted to [any] road in the British Dominion, and I be[lieve] the land grant will eventually pay [the] cost of its construction. That running [as it] does through the Dominion of Canada, c[apa]ble of supporting a population of sixty [mil]lions, and lands that are now not wort[h ten] cents an acre will by its completion be w[orth] $20 to $30 per acre. Now there is no d[oubt] that the road will be completed from Ot[tawa] to Carleton Place by August next, and [then] one link of the golden chain, which eventu[ally] is to reach the Pacific, will have [been] formed. Now this line bears no analog[y to] any other road in Canada, as it is the [only] one in Canada supplemented by a land gr[ant.] This immense land grant is not only [for] cultivation, but for timber also. This r[oad] therefore, is the most likely to pay st[ock]holders, as they will share in the ben[efits] arising from the sale of those lands [when] they will be available by the opening [up of] the far west by the line. The question a[rises] now which is the best way to contribut[e to] the project—whether by a bonus or by ta[king] stock. If you give a bonus you give [it out] and out; if you take stock in the r[oad] and if the road don't pay, you [will] be no worse. If the road eventually p[ays] you will get a dividend and share in sa[le of] lands, and if there is a surplus over the w[ork]ing expense of the road it will sweep a[way] the necessity of taxation altogether. [It is] generally understood that companies w[hich] have built roads in Canada have been [the] sufferers, yet wealth has followed in the tr[ack,] and that every railroad is additional val[ue to] the Dominion.

Mr. Little said the matter had been so [well] treated that he scarcely wished to say [any]thing. He felt surprised, however, that e[very] one spoke of Pembroke, and not of Geo[rgian] Bay which he supposed would be the r[oute] contemplated—that the country to [be] traversed could be utilized to build and e[quip] the road.

Dr. Grant did not wish to waste time, [but] as the Ottawa Valley had been alluded to [as] the back bone of the country he consid[ered] the extremities could not act without [the] back bone. Ottawa was a mere *cul de sac* [be]fore the Ottawa & Prescott Railway. [He would] exert his influence in favor of the railroa[d].

Messrs. McGillivray and Mallony addre[ssed] the meeting at some length, taking [respec]tively a commercial and agricultural view [of] the advantages to be derived from the c[on]struction of the road.

Mr. McDougall thought the matter sho[uld] be placed on a national footing—that [the] Dominion Government should take part in [it]. [He] was not tied to any scheme—did not [know if] they could find any county ready to invol[ve] itself. Sections of townships should be [asked] to ascertain the feeling of the people— [he was not] ready to pin himself. The common inter[est,] he believed, would be to let the Canada Ce[ntral] R.R. put the project through, as th[ey] seemed to be in earnest.

Albert Hagar, Esq., M. P., concurred in [the] general views of the meeting. He consider[ed] it was necessary to push a road through [to] Red River, in order to hold that country.

Mr. Scott congratulated the meeting [on] the success of its operations, and the [illegible] of Central [Canada] roads on the event. [Since the] Quebec and Lake Huron R.R. had been [defeat]ed; the commerce of that city had fal[len] into comparative insignificance. Now [is] Montreal's time. He made reference to [the] public spirit exhibited by several Toro[nto] merchants in subscribing $10,000 each to [the] Toronto, Grey and Bruce Railroad. The [ex]ports of Toronto, last year, were $953,65[illegible] those of Montreal $4,697,000. If Mont[real] does not avail herself of the opportunity [af]forded her the track will be absorbed [else]where.

Ald. Rodden asked if the matter could [possibly] fail when the Mayors of the two chief ci[ties of] Central Canada were side by side urg[ing] it forward, and supported by Senators, m[em]bers of Parliament, wardens and capitali[sts] present. Montreal will do its share; [the] other cities and sections to be benefitted [are] expected to do theirs. Direct communicat[ion] must be kept up between Montreal and [the] Ottawa country. He referred to the Gr[en]ville Canal in fitting terms, calling it a "[dis]graceful ditch"—fertile lands both above a[nd] below Ottawa not utilized on account of [want of] means of communication. Were the city [of] Montreal to falter, capitalists would not [be] likely to embark in the enterprise. He g[ave] reasons why that city would come to aid [in] the construction of the road.

Mr. White, of Pembroke, concurred in s[up]porting any feasible scheme to build [the] road.

Mr. Perley thought the matter under co[n]sideration was of the most important intere[st,] and that every one would contribute towa[rds] its success. It would bind the parts of [the] Dominion together. He felt sure that [the] interest manifested at the meeting wou[ld] extend itself over the country.

Hon. John Hamilton endorsed the sta[te]ments of the gentlemen who had previous[ly] spoken.

Mr. Bronson gave a hearty concurrence [to] the spirit of the meeting.

Alderman David in proposing the followi[ng] motion stated that he would exercise eve[ry] energy to carry out the purposes of the meeti[ng] as soon as possible, as an ample return wou[ld] be received for the expenditure made:

Moved by Alderman David, Montre[al,] seconded by Alderman Cunningham, Ottaw[a,] that this meeting recognizes the necessity f[or] Railway communication extending from th[e] city of Montreal westward, through [the] Valley of the Ottawa; and believes that n[o] effort should be spared for the purpose [of] procuring the construction of a railway affor[d]ing such communication—Carried.

Moved by John Rochester, seconded by [Ira] Morgan, that in view of the advantages a[f]forded by the existing charter of the Cana[da] Central Railroad, this meeting is of opini[on] that it should be adopted as the basis f[or] united effort to procure the desired railro[ad] facilities, and in that connection have be[en] gratified to learn that there is a reasonab[le] prospect of an arrangement between th[at] Company and the Northern Colonizatio[n] Railway Company, by which the resources [of] both companies can be combined to attain [an] object so beneficial to the Dominion in ge[n]eral, and to the Ottawa section in particula[r.] —Carried.

Hon. Mr. Abbott guaranteed Argenteuil w[as] unanimous in support of the schem[e.] That the land grant could [be] used as basis of credit and was of uncalcu[l]able importance.

Mr. Duck asked to know who the Directo[rs] of the C. C. R. were? and was given th[e] desired information.

Moved by E. McGillivray, Esq., seconde[d] by James H. Malloy, Esq., Warden of th[e] United Counties of Prescott and Russell, th[at] this meeting and those composing it pledg[e] themselves individually and collectively [to] use their influence to procure the requisit[e] extension of the Charter of the Canada Centr[al] Railway Company; to use their best endeavo[rs to obtain] from municipalities and individuals subscrip[]tions of stock, and grants and votes of mone[y] by way of bonus, in aid of the construction [of] the railway, and in every practicable way [to] press forward all measures calculate[d] to promote the great and important ente[r]prise in the furtherance of which the vario[us] sections of the country represented by th[is] meeting have so deep an interest.—Carried.

Alderman Rodden, the Hon. Mr. Abbo[tt,] Mr. Beaubien, M.P.P., Mr. Workman, M.P[.,] and Mr. McGillivray, spoke strongly on th[e] subject of the improvement of the Grenvill[e] Canal.

Moved by Mr. Perley, seconded by Alde[r]man Rodden, that the convention are grat[i]fied to learn that the enlargement and im[]provement of the Grenville Canal and cha[n]nel of the Ottawa River is now receiving th[e] attention of the Dominion Government, [it] is hoped that the representatives of the vari[]ous counties and cities interested would ur[ge] that desirable work forward, and in every wa[y]