

Prescott and Brockville to Lake Huron. George Crawford was chairman and David Wylie, secretary. The chairman opened the meeting with a few remarks favorable to the construction of a railroad between the places named, and they called on Judge Brown, of Ogdensburg, who was the principal speaker. The judge stated that his attention had been called to the feasibility of a line over the proposed route, in 1846, while he was in Boston soliciting subscriptions for the Ogdensburg line. While looking over the map of Canada in the shop of an engraver, the idea at once took possession of his mind that it would be both easy and practicable to connect the valley of the St. Lawrence and Lake Huron, and by this means connect the west with one of the greatest lines in the United States. With a view to furthering this plan, the draft of a charter had been drawn up and submitted to the Legislature of Canada last session, but in consequence of some informality it had not been taken up. In communication with Mr. Hall, of Peterboro, it was thought advisable to make an exploration of the proposed, but for this purpose the sum of £500 was required. To raise this sum and induce persons to take an interest in the matter, it was proposed to hold meetings in every locality interested, and for this purpose a meeting had been fixed at Peterboro for the 15th. As to the advantages of the road, it could not fail to strike any man who would take the trouble to look at the trade of the valley of the St. Lawrence, and the position of those settled around Lakes Superior and Huron districts, which were rapidly settling and which the contemplated railway would now especially open up. The people of Boston understood the importance of the proposed road for although the merchants of that city had already sunk no less than \$30,000,000 in railroads, yet they had strength enough left to carry out the Huron railroad, and all that was wanted was for Canada to prepare the way. The judge also pointed out that the road would render tributary to it no less than seven of the Western States.

Mr. Ogle R. Gowan followed. He pointed out that there were at that time three roads in progress in Canada, while each of these was or would be running in connection with lines running to New York. The St. Lawrence & Huron road was the only one which would connect Canada with Boston, and by this route the voyage to England would be shortened 600 miles in comparison with the New York roads, and if the road was completed, and this fact established, the shorter route would be sure to gain the trade. He hoped the government would give a grant of land to the company as soon as formed.

After the appointing of a committee it was agreed that meetings should be held at Farnersville, Beverly and Delta when Judge Brown and others would speak.

The following were among the resolutions passed at the meeting:

Moved by O. R. Gowan, seconded by Hon. Judge Brown, of Ogdensburg, that a railroad to connect the St. Lawrence with Lake Huron, from the Georgian Bay on the said lake, to Brockville and Prescott on the St. Lawrence would be of incalculable service to the best interests of this province; and the meeting pledges itself to use its best endeavors to promote the construction of the said railroad.

Moved by C. E. Jones, seconded by R. Hervey, that a committee be now appointed to take up subscriptions, to give the necessary notice in the Official Gazette of the province of an application to Parliament for an act of incorporation, and generally to promote the objects of this meeting, and that George Crawford, O. Jones, D. B. O. Ford, W. Matthie, G. Sherwood, W. B. Richards, R. F. Steele, R. Hervey, O. R. Gowan and J. L. Schofield do compose the said committee, and that J. L. Schofield be appointed receiver.

The route proposed for the railway referred to above is about that adopted many years later by the promoters of the Brockville, Westport & Sault Ste. Marie Railway.

The fall assizes opened on October 6th, Hon. J. B. Macaulay, Chief Jus-