

of this Company, are most unfairly treated, in thus having their sole chances of return on their investment extinguished by the illiberality of a Government, already, many times repaid for all its outlay. Therefore, without going into details to prove what I state, or to demonstrate what measure of benefit the Brockville and Ottawa Railway, has conferred, and is still unceasingly conferring upon these Counties, I consider it my duty to bring under your notice the matter of the Municipalities claims on this Company, and to invite your most serious consideration thereof, with a view to the adoption of such measures, as may be deemed most likely to secure relief with the least possible delay; and I would suggest that such measures be taken, if possible, in concert with these counties, and with other counties similarly indebted to the Government, and that no pains be spared to form a combination, so powerful, as to ensure favorable governmental action in the premises.

Still more pressing if possible, because the period is limited, during which we have the power to deal with it in the way most favorable to ourselves, is the subject of a connection between our Road and Ottawa. We all know that Ottawa City may be called the "Head quarters" of the Upper Ottawa Lumber Trade, which means that the great Ottawa Lumber men and forwarders command the mode of transit of the bulk of supplies for that region. The immense value of this traffic to our road has become apparent since we reached Sand Point. During the past year the traffic returns of the two stations alone of Arnprior and Sand Point represent one third of the entire traffic returns of the whole road comprising ten stations. The value of our gain is evident by the continued outcry of the Ottawa people over their loss. This traffic is as necessary to the vitality of our road as is breath to the body. To lose it would be to perish. How then shall it be preserved? Early in my connection with the Brockville and Ottawa Railway I perceived that the very life of the enterprise depended on whether or not it could secure an adequate proportion of the Ottawa traffic; but I soon saw that neither Arnprior nor Sand Point could be made the depots of that traffic, because

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