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LONDON, CANADA WEST, THURSDAY, NOVEMBER 6, 1845.

JOB PRINTING.

A LL DESCRIPTIONS of JOB PRINTING A tastefully executed at BROWN'S PRINTING ESTABLISHMENT, with despatch and at moderate prices

POSTERS. HANDBILLS, CIRCULARS, BILL HEADS, CARDS, BILLS OF LADING, STEAMBOAT BILLS, FUNERAL CARDS, &c. &c. WERTERN GLOBE OFFICE. Ridout-street, London

IF The assortment of Job Type is entirely new, and of every description.

JOHN NORVAL.

GHEMIST & DRUGGIST,

11 tf

LONDON.

DANIELL & DUGGAN, BARRISTERS AND ATTORNIES AT LAW. SOLICITORS IN CHANCERY AND BANKRUPTCY. Notaries Jublic and Conveyancers. LONDON.

Office in the Court House, opposite the Sheriff's Office. London, October 14, 1845. 11 tf

DOCTOR TRAVERS, LONDON, C. W. London, October 15, 1845.

> F. OLIVER. SURGEON DENTIST,

WOULD respectfully inform his old patrons and the Inhabitants generally of London and vicinity, that he has returned to and intends locating himself permanently n London, where he shall be happy to attend to all opperations in his hue, and hopes by care and attention to give the fullest satisfaction to all who may employ him. IP All operations warranted-terms moderate. London, October 15th 1845. gl-tf

CHARLES G. MOORE. No. 7, DUNDAS-ST., LONDON, A GENT for Moffatt's Life Pills and Phœnix Bitters,

IMPORTANT RAILROAD MEETING AT QUEBEC. (From the Montreal Times Extra.)

Railroad Intelligence.

QUEBEC, Thursday, Oct. 23. Agreebly to the requisition from the citizens of Quebec to Capitala Aligyn, R. N., — Fanet, Esquire, H. Atkinson, Esquire, Mr. Sheriff Sewell, A. Joseph, Esquire, C. E. Dunn, Esquire, J. Bonner, Esquire, W. Stevenson, Esq., Dr. Sewell, D. Ross, Esquire, J. Jones, Esquire, Doctor Smith, Hon. W. Walker, A. Mountain, Esq., J. Cauchon, Esquire, M. P. P., J. O. Chauveau, Esquire, M. P. P., L. Monitzambert, Esq., Rev. Dr. Cook, Rev. Mr. M'Mahon, Hon. W. Shennard, G. R. Samier, L. P. Statistical and alluded to the water commu-Hon. W. Sheppard, G B. Symes, Esquire, J. B. Forsyth,

Esquire, Hon. Henry Black, &c. &c. The Mayor was called to the Chair, and F. X. Garneau, Esquire, requested to act as Secretary.

The Hon. Mr. CARON, in opening the Meeting, said-Gentlemen, we are here met agreeably to a requisition of the citizens of Quebec, and our Assembly not only affects us, but the whole of British America is interested in it. Since the publication of the advertisement calling you together, there has been sufficient time to reflect on the object of our meeting. That object is the consideration of the best measures to be adopted relative to the proposed railway from Quebec to Halifax. Of the importance of such a railway, all are of ne opinion ; and if it should be executed, I am confident the results will be greater than we can anticipate. Quebec has suffered much-has been often deprived of her prosperity -and seen her hopes frequently destroyed. Should this railway communication be carried on, she will be yet a very flourishing city. (Cheers.) She is not now what nature intended her to be-and why? Because, during half the CORNER OF TALBOT AND KING STREETS, year she is paralyzed by the winter. Open, however, but the ommunication for a whole year, and she must become an mportant place. The project in question would remove every hindrance to her prosperity, instead of six months, the Railroad would establish for the whole year. The advantage of such a measure must strike everybody. But we are not here Gentlemen, to discuss the question of its importance : we are rather come to determine what course of action we will But a few years back a Railroad of six hundred miles idopt. would have been generally considered a ridiculous project. The last twenty years have removed such ideas, and the world has been taught that such schemes are practicable. Let us look to the United States, and we can see there what may be done Ought we, then, to hesitate, when we see on all sides a disposition to enter upon its construction ? Is it possible to do it ? we may ask. If it depended solely on

he solitary efforts of Quebec, I would realy it is not possible But, Gentlemen, we see the sister Provinces of Nova Scotia and New Brunswick ; and we cannot forget the great resours-the immense wealth-and the firm power of that Empire of which we are an integral part. In England, capitalists not only find funds for the Railways of Britain, but it is their by the shock, and, with the help of the Almighty, we will money by which even continental Railways are in great measure constructed; and the United States are indebted to

statistical remarks. In fact, it is not necessary, for there is

no difference of opinion as to the vast importance of a Rail-road from Halifax to Quebec, and thence to extend throughout

British North America. (Cheers.) Such would not fail

to be beneficial to both the Mother Country and the Colony.

-increase emigration-settle our waste lands-and transform a howling wilderness to fruitful valleys. This would secure

to us the full benefits of the protective system so generally

conceded by the Imperial Government, a benefit which was

rapid transport of troops, might even prevent such a calamity.

which many thousand pounds were now annually paid to the

have all felt the symp-thy extended to us by our fellow

exert ourselves to the utmost. If we have not originated

his scheme ourselves, we can show we participate in the

feelings of those who have. There is no lack of energy in

Canada or Quebec. True, it is rather individual than collec-

ave energy. But when we consider the results in this city,

of which so much has been said, we will find that within the

A revenue would be gained in the transmission of mails for

exert himself.

11-tf

11 tf

first settlers of the country 300 years ago, when they took Grand Falls will be raised in London. But Capt. Moor som and Halifax, have cost on the average about £5,800 sterling possession of a wilderness peopled by savages. I mean the and others acquainted with the country, think that the whole hard are paying on an average between six and seven first French and English settlers, -- who traversed the whole line from Hahfax and Quebec must be laid to make it pay. continent from the Mississippi to the St. Lawrence, and from the Saguenay to the Hudson's Bay, and without any of the

advantages that we have at present, who used no magnificent ships, but small vessels from 40 to 50 tons, and we are called upon now, if not to surpass, at least to equal them. (Cheers.)

We owe a duty to this city, to the three colonies, and the his Worship the Mayor, the public Meeting called by him empire, and I consider that it is patriotism to contribute. I took place to-day in the old Parliament House, at two o'clock. am not competent to point out the profits ; but, from Point About two hundred persons were present, and among them Levy to the Falls of the St. John's River, the population is the most respectable and influential citizens. We noticed that of many thousands of souls, who have been settled for his Honor the Mayor, Hon. A. W. Cochran, T. C. Aylwin, years. This population does not consist of a few rich men, Esq, M. P. P., Hon. John Neilson, H. LeMesurier, Esq, Captain Alleyn, R. N., — Panet, Esquire, H. Aikinson, are superior in many respects to those of the United States,

> very humourous speech, and alluded to the water commu-nication of the St. Lawrence being the secret of our existence in Canada ; and, therefore, railways as mediums of

communication must bring prosperity. He dwelt upon the advantages of the scheme in a military point of view, and concluded by begging all present to be undivided in their exertions.

The Hon. Mr. Black moved the fourth motion, without any observation

The Hon. A. W. Cochran proposed the fifth motion, and observed-I have had a conversation with Sir James Alexander, who has lately been professionally engaged in the Province of New-Brunswick, and I learn from him that whatever portion of that Province the line should run, no obstacle exists. Throughout, it presented greater facilities hundred and fifty feet. The ordinary level is forty feet above registered. the sea: therefore, physically speaking, the plan is perfectly The line, wherever it is taken, must pass the feasible. head of the St. John's River; and in the valley, it is the opinion of the most scientific men that there are many undreds of square miles of coal mines. This, as a matter of revenue, may be reckoued upon at no distant day. The only question is, whether we are too poor or not. The

Nova-Scotians do not think themselves too poor, and although Sam Slick says they want energy, they have been lately stirred up. In both Nova-Scotia and New-Brunswick, apathy has disappeared. A proper feeling has been shown in both places, and it needs only to be encouraged, to produce cordial co-operation with us. I know several gentlemen on the Halifax committee, of great wealth, to whom a few thousands are not of importance ; and I could mention two or three—and do not think that I exaggerate when I say that they could, without inconvenience, risk $\pounds 50,000$ in the The population exceeds 350,000 souls. Three years ago, New-Brunswick was in a depressed state, but now the revenue is most flourishing. Never, in my recolection-and it extends over 30 years, were the fortunes of the citizens of Quebec more able to be benefited. In the last the Governors of the respective Provinces of Canada, Nova few years, it has pleased Providence to afflict us with heavy blows, and the last three months have beheld two severe calamities. We have been prostrated, but not overwhelmed entered into by Mr. Bridges, the result of which was the

HALIFAX AND QUEBEC RAILWAY AND LAND COMPANY.

At a Meeting of the Provincial Board, held at No. 38. Moorgate Street, London, on Wednesday the 1st of October, 1845,

pany, and Deputy Chairman of the Leeds, Huddersfield, about 10s. Sheffield, and South Staffordshire Railway Company, &c., &c., &c., in the chair.

The Minutes of the previous meeting having been read and onfirmed ;-inter alia,

Various letters and communications relative to the undertaking were laid before the meeting.

The following Report was read by the Secretary, Wm. Bridges, Esq. :

That in the month of June last he had projected the proposed Line of Railway to connect Halifax and Quebec, to settle extensive grants of land upon the Line, and to make Branches to St. John, Fredericton, and such other places as may be necessary; and that in conjunction with his friends, the Hon. Sir Richard Broun, Baronet, John Valentine, Esq., Civil Engineer, and others, he had entered into correspond-

ence, and had personal interviews or negociations with various persons of influence, who had more or less given their approval to the undertaking.

That the present registered promoters of the Company were Sir Richard Broun, John Valentine, Esq., F. W. Hamilton, Esq., Edward Hoare, Esq., and Wm. Bridges, than were anticipated, and no one elevation exceeds one Esq., and that the Prospectus now submitted was also duly

> That regular meetings of these promoters and others, who from time to time took an interest in the work, took place at the temporary offices.

That on the 12th of July a Memorial drawn up by Sir Richard Broun and Mr. Bridges, was addressed by the promoters to Sir Robert Peel, urging upon the consideration of the Government the great national benefits likely to accrue from the enterprise, and requesting an interview with the view of securing the sanction of Government, and certain privileges and grants of land to the Company to be constituted

That this Memorial had been referred by Sir Robert Peel o the Colonial Office, and that the promoters had accordngly an interview with Lord Stanley on the 25th of July when his Lordship referred the deputation to the local Governments, but expressed the opinion that in the event o local support being secured, the Government here would not refuse their sanction to the undertaking.

That Memorials were addressed on the 18th of July t Lord Metcalfe, Lord Falkland, and Sir William Colebrooke, Scotia, and New-Brunswick, of similar tenor to that submitted to Sir Robert Peel and that other correspondence was most cordial expression of approval, and promises of support recover from these disasters. The charge of apathy against from Lord Faikland and Sir William Colebrooke, who had the citizens of Quebec, is most unfair. In proof of this, also addressed Lord Stanley, in recommendation of the

Their length is nearly 4,000 miles.

The connexion between Quebec and Halifax (irrespective f Branches) will involve about 600 miles of Railway, and we may suppose that about two millions of miles will be travelled over by the trains annually.

In England, at high fares and with large population, the eccipts per mile travelled vary from 7s. 6d. to 17s., averag-John Joseph Keene, Esq., Director of the National Bank of Ireland, Chairman of the Cork and Fermoy Railway Com-receipts per English mile (the fares being very low) average

Assuming that the Quebec and Halifax Railway would ceive only 3-5ths of this return, the annual proceeds would e £600,000. Let us assume that the Quebec and Halifax Railway would realize only one half as much as the French. and less than one half of the English lines, and we shall then have a revenue of £500,000 per annum.

If, again, we set aside 50 per cent. for expenses, we shall have a nett revenue of £250,000 to pay dividends, this would be at the rate of 5 per cent. upon £5,000,000. Bu it is probable that, agreeably with the experience of the American lines, three millions and a half would be sufficient. Hence it would appear, that under the least favourable view return of more than 5 per cent may be expected.

Again :- The lowest receipts on any one of the Railway weekly reported in Great Britain, are at the rate of £250 per nile of Railway per annum. This is in Scotland, on th Arbroath and Fortar Line.

The next lowest is in Ireland of £980 per mile per annum. The next lowest is in England, at the rate of £1,560 pe. nile per annum.

If we suppose the Railway from Halifax to Quebec receive at no greater rate than the poorest of all the Railways ported in Great Britain, we shall have a return of nearly per cent. on three and a half millions of capital, from which. fier deducting expenses of working, there ought to be a eturn of about 6 per cent.

This return is less than the average return of American Railways, reported up to 1844.

Thus, under any reasonable point of view, it appears to me. ve have just grounds for presuming that, with proper management, the proposed Railway will pay over 5 per cent aeat dividend, besides maintaining itself. Believe me, truly yours,

W. S. MOORSOM. W. BRIDGES, Esquire,) Railway Offices.

38, Moorgate Street.

GREAT RAILROAD MEETING. OLF ISLAND, KINGSTON, AND TORONTO

Porsuant to notice received in Town, from the Secretary Kingston, several of the Executive Committee arrived Belleville on Thursday, by the steamboat Prince of Wales Mr. Dewey, the able advocate of the Rome and Cap-Vincent Railroad, accompanied our Kingston friends. A welve o'clock the Meeting was organized in the Court Room by calling Edmund Murney, Esq., to the chair, and appointing George Benjamin, Esq., Secretary.

CANADA RAILWAYS.

We copy the following from the London Sun of the lot nsmnt :

By the Canada papers, arrived per the Britannia, we

NO. 4.

perceive that "The Toronto and Lake Huron Railway Company" in this country is regarded with the most intense aterest in every part of the western province. Several columns in every journal are filled with discussions upon the merits of the various routes proposed for the line, or lines, to Lake Huron. It is natural that our fellow-subjects in Cauada should be as impressed with the advantages of railway intercourse between their cities as ourselves. The present line of communication between New-York and Boston, and the apidly increasing settlements of Wisconsin and Illinois is the River Hudson, and the Boston Railway to Albane ; thence by railways or canal to the ports on Lake Ontario, or to Buffalo, at the foot of Lake Erie, and thence by the circuitous routes of Lakes Erie, St. Clair, Huron, and Michigan. The south-westerly and westerly portions of Canada West form a pennaula, which has now to be rounded by travellets, whilst the proposed railway reduces the distance to the head of Lake Michigan, and Lake Eric is avoided altogether. Lakes Eric, St. Clair, Huron, and Obtario, and ne proposed line from Toronto to Goderich form a triangle the railway being the base, 109 miles, and the lakes the remaining sides, 500 miles ; and as these sides must be, and are now coasted, the saving of distance by railway will be 391 miles. The rising town of Hamilton desires that their town and port should be a terminus, and shows forcibly, by tables of traffic, the advantages thereby accruing to the Company. Goderich is not idle. Mr. Lizars, the very stelligent and active clerk of the Crown of that part of Wes ern Canada, is in London for the purpose of urging upon the Board in St. Helen's-place, the favourable position of Godeich for a vast emporium of Western trade, on the formation f a line of speedy communication with Lake Ontario. In support of the argument of Mr. Lizars, we may quote his Excellency Sir George Arthur's remark, after carefully' xamining the town site and harbour :-" This place is vell adapted for a fortification and naval depot, the harbour being so well sheltered on the north and south. In the event of war, military and stores could at once be despatched to ny point on the lakes ; but, to complete this, there should be a railroad from this to Hamilton or Toronto :" in which emarks Deputy Quarter-Master-General Colonel M'Kenzie Praser, most warmly concurred. It may be interesting also add, that the late Sir Richard Downes Jackson, then commander-in-Chief of the Canada forces (1840) said, on iewing the lake and harbour from the heights on the south ide of it : Goderich, with its noble harbour, is one of the rettiest sights I have ever seen : and in a military poin view, it could, at comparatively little expense, be made a second Gibraltar." Mr. Gwynne, of Toronto, is also over, nacked by a strong party anxious to carry the line in the first nstance from that place to Goderich, before the second line o Guelph, Stratford and Port Sarnia be mide. Mr. Widder from the "City of Toronto and Lak- Huron Railway 'ompany," established by act of the last session of the Canada Parliament, fully empowered to form the basis of an algamation between that body and the one in St. Helen's Place. We look to the speedy commencement of operations

this joint corporation with much anxiety, because we elieve we may safely say, that all technical difficulties in its onsolidation are now removed. This, we think it just to dd, is mainly owing to the influence of the enlightened and und views of the Chairman of the Company, Mr. Franks, of he house of Bosanquet, Franks & Co., of Lombard-st. This entleman has judiciously stood aloof from the besetting claims parties naturally anxious to irrigate the property istricts with the present flood of British capital ; and taking grand and national view of Canadian enterprise, he has wisely marked out a course for its direction which will effect more for the prosperity of that portion of the British Empire. than, we will venture to say, any measure of the last half lozen of Colonial ministers. At no distant day will Mr. Franks be hailed, like Mr. Hudson, M. P., the reailway King of Western Canada. This rich and flourishing pro ince will, we trust, be covered with a net work of railways. nder a concentrated, uniform, and therefore most eco and effective management, Success in such a new district. cannot easily be otherwise attained. Sir Allan M'Nab and is friends at Sarnia and Hamilton will have their line. Mr. tewart and his Goderich friends will be satisfied, and thus Il really Canadian interests being supported, the parties now patted on the back by Brother Jonathan, must see the olly of embarrassing these grand and patriotic measures, by heir Fort Erie or Queenston line, by Long Point to Sandwich.

A Dalley's Pain Extractor, Fahnestock's Vermifuge, Parr's Life Pills, Morrison's Life Pills and Depurated Bitters, mstock's Patent Medicines, Winer's Syrup of Horehound and Elicampane, Patent Machine Spread Plasters, &c. &c. London, C. W., 15th Oct., 1845. 11-tf

NEW DRUG STORE.

HENRY W. BENNET

BEGS leave to inform the Inhabitants of Canada to shew with what spirit she would enter into the ONDON, and its vicinity, that he has opened out a new DRUG-STORE on DUNDAS STREET, directly opposite the residence of L. LAWRASON. Esq., where he keeps con-a Committee, and certain Resolutions will be moved to that stantly on hand every article in his line of business. ALSO : Patent Medicines, Oils, Paints, Dye-Stuffs &c.

N.B. Physicians Prescriptions and Family Recipes put up with the greatest accuracy and despatch. F. W. BENNET.

London, October 15th, 1845.

THE LONDON TANNERY.

SIMEON MORRILL

BEGS to remind his old customers and the public, that he has got his business once more in full operation, and that he is prepared to folfil orders for LEATHER of all descriptions of excellent quality. London, October 14, 1845. 11 tf

IP Cash paid for Hides as heretofore.

FASHIONABLE TAILORING ESTABLISHMENT.

A. VAN NORMAN,

RIDOUT STREET, OPPOSITE THE BANK OF U. C., It would give a stimulus to agriculture-promote commerce LONDON,

DESPECTFULLY announces that he has resumed 1 - busine-s in the above Premises, and is now prepared to execute orders for GENTLEMEN'S WEARING APPAREL, in the newest and most fashionable style.

A. V. N. has been until now unable to get his business in order since the great fire, but he trusts that his old friends will renew the patronage with which they formerly favoured

London, October 14. 1845.

FIRST ARRIVAL

FALL AND WINTER GOODS, England, the stock of the Toronto and Lake Huron Railway



A R E just now receiving at their Store at an anonal undertaking, and it will be for the Committee to appeal to the three Legislatures to assist this most important FALL AND WINTER GOODS,

Consisting of a great variety of DRY GOODS of excellent quality and newest styles.

Young and Old Hyson Tea, and Dry Groceries, Light

and Heavy Hardware, and Crockery.

ALSO:

St Thomas, October 14, 1845.

Large quantities of PINE LUMBER and SHINGLES constantly on hand.

WHOLESALE COMMISSION WAREHOUSE,

PERIODICAL SALES BY AUCTION.

Agents for James Brown, Junr., MACDONALD & Co. WINES, LIQUORS, GROCERIES, DRY GOODS, &c. YONGE STREET, TORONTO.

Sole Partner ARTHUR MACDONALD.

WHOLESALE WINE AND GROCERY ESTABLISHMENT, TORONTO.

THE SUBSCRIBERS beg leave to acquaint the Trade of the Western Districts of Canada West, that they always keep on hand an extensive assortment of

Groceries, Wines, and Liquors,

Which they will dispose of on advantageous terms, both as to price and time of payment.

K. M. SUTHERLAND & Co.

hat quarter for many of their lines. Railways are the me opular speculations of the day. To find money is not diffi-ult. The English capitalists want good interest for their oney, and from the advantages which the present line holds out, we may safely expect assistance in that quarter. The cost of the proposed Railroad has by some been computed at five millions, and by others, after the United States lines, at they have not been few) no one thing threatened the pros- and influence in British North America, and that maps and hree-and-a-half millions. There are three Provinces affected, and each should be disposed to make some sacrifice. That New Brunswick would do her share, there is no doubt, sister city to Portland-and yet Judge Preble asked me why Colony of a very useful character. the citizens of Quebec did not join in the plan? Why, I replied-do you expect us to subscribe to any scheme which and Nova Scotia is already stirring in the matter. It is for will sap our prosperity ?-and such, gentlemen, will be the project. Other Colonies are exerting themselves, and we

sealed. effect. If we mean to advance Quebec, now is the time for J. B. Forsyth, Esquire, moved the last Resolution. He action. Let the present opportunity pass, and a similar one will never occur again. What would be the consequence at aid-We have heard, to-day, much mentioned of the sister olonies-sister colonies ! they are nothing of the sort. Ask was neglected ? People would then say that nothing could in the port for vessels of either, and you will find you may carried out in the ancient capital of Canada. An enter as well ask for a vessel from Kamschatka. If we wish to rise like this ought to succeed. If the Kingston and Cape go to Halifax, we are forced to do so through the States, Vincent Bailroad is completed, the traffic of our City will I taking fifteen or sixteen days to the journey, instead of being. eriously affected, if not totally destroyed. The Honourable able to do so in a few hours. I would wish sister cities to Chairman here read a printed Report of the meeting of the our west would co-operate, and let us call the line, not the London Provisional Board of Directors, held first of Oct. Quebec and Halifax, but the Atlantic and Huron, then it ast, in London, and a private letter dated 4th. These would interest legislators. Say the cost will be ten millions, documents contained statistical information, and pointed out the advantages of the line, that it had been approved of by let then each province name two delegates, and the six proceed to England to induce the Imperial Government to the Government, and contained certificates from eminen ect in the matter. Then there would be a great source of professional men, as to the feasibility of the scheme. He revenue, it goods for the western of the United States, were concluded amidst loud cheering, by calling upon the meeting dmitted at a nominal duty, say half per cent., and allowed assembled to feel that it now was the period for every man to to be transported by our line. This interested the English people as much as it would benefit the colonist, for it would The Hon. Mr. WALKER said-The honour is assigned to give an additional mart to them for their manufactures.

me of moving the first resolution. The advantages of this measure have been so well laid down in the printed report The Mayor having left the Chair, on a motion to that effect, it was moved that the Hon. Mr. Neilson take the read by the Hon. Chairman, that I shall not attempt any

mously carried.

Chair, upon which a vote of thanks to the Hon. Mr. Caron, for his able conduct in the Chair, was proposed and unani-1. Resolved .- That the citizens of Quebec have learned

iew of its being extended, so that the inhabitants of Biitish pointments these gentlemen had agreed to accept. America, may have a sure and speedy commercial intercourse vent of a war its advantages would be great, and by the a port within their own limits.

2. Resolved,-That the citizens of Quebec will cordially the influence and exertions of this contemplated Company unite in every possible effort to carry into speedy effect the should be proposed railway.

American Government. It would draw more closely the 3. Resolved,-That the proposed Railway, besides facilita-ing commercial intercourse, will have an important effect That various communications had been received from the onds of union between the Provinces, and cement our happy connexion with the parent state. (Loud cheers.) We in adding to the security of the Provinces as a part of the British Empire : it is, therefore, desirable that the line be laid and amongst others Mr Bridges had received letters from Mr. subjects of Great Britain and Ireland, and we must not shrink out by scientific men, of established character, as speedily as Almon and Dr. Gesner with authority to place the names of now, when we can serve ourselves. Our friends at home are p and doing, so must we be here. I have received authentic possible, with the concurrence of the Imperial Government. 4. Resolved,-That an humble address be presented to His and Wm. A. Black, Esquire, on the Committee, and with accounts that by the exertions of Sir Allan McNab, now in Excellency the Governor General, signed by the Mayor of is almost all taken up. Thus we see about to be completed, one link in the chain from Halifax to Lake Huron. And it the City, in the name of this meeting, with a copy of the present resolutions, praying, that His Excellency would be consideration of Her Majesty's Government, and that he would take such other steps as, in his opinion, may be deemed

and useful measure of modern days. But there is advice to 5. Resolved, - That a committee be appointed to correspon which we ourselves need listen, and that is to use every effort in the cause, and let us all strive to forget our political animosities and local dissensions, and act together as fellow mittees, Public Bodies, and individuals within the Provinces,

Quebec, for it is the first step here towards the carrying out f this measure. It has hitherto been the habit of several to make unfavourable comparisons between this colony and the adjoining States. The reasons assigned for our inferiority are most unfair and insulting, both to us and the empire to LeMesurier, R. Cassels, A. Simpson, N. Freer, F. X. which we belong. The true cause of their superiority, which I must admit, is in the superior advantage they possess with regard to sea-ports. They have a number of these great ources of wealth, while we have but one, and that one is J. Gilmour, J. E. DeBlous, James Tibbets, J. Gillespie, . Halifax-the city which we are desirous of connecting with Cheauveau, T. Lloyd, J. Nond, V. Tetu, T. R. Eckart, F. Quebec by Railway. There is a naval station at Halifar. X. Paredis, J. Bell Forsyth, C. Langevin, P. Patterson, A and it possesses all those advantages the want of which E. Ryan, J. McLoad, A. Laurie, J. Legree, fils. J. Duval, what encouragement would be given to it by the Government affects this city. We have to struggle against our natural position, and our isolation in winter. But now a glorious G. H. Parke, W. Stevenson, H. Patfon, H. Burstall, J. future lies before us, and there is every inducement for us to

Mackenzie of Point Levi, with power to add to their number.

By a letter from London of the 3rd instant, it appears that ormed of a magnitude not then even contemplated. I am the friends of the Railway from Halifax to Quebec, have had not very old myself, but I know a little of our history, and I two meetings, and we have now the pleasure to give our say that Quebec presents as many examples of individual energy as any other city of this continent with the same population. But we must now follow the example of other readers a copy of the proceedings of the last of them, and a copy of a letter from Captain Moorsom, relative to the probable cost and returns. The anxiety felt is to have the question great cities, and act in union. We see the efforts made in the United States, in one even less than ours-I allude to fairly discussed. If the three Legislatures of Canada, Nova Portland-who have been almost successful in carrying out Scotia, and New Brunswick will unite and deem it a safe their project. Shall we fail, then? If they could succeed, investment to take part of the stock, say to the extent of it accordance with the terms of the last Resolution, the fit would indeed be a shame were we to fail. I do not over £300,000, the friends of the scheme feel satisfied that the following statement has been received from the Engineer. value our Southern neighbours, nor am I anything of an capital could be raised in London to complete it ; but they enthusiast about their institutions. If British capital is to make Portland a great town, it is throwing away an advantage unworthy for the British Government to give, and we as colonists to submit to. But it is upon ourselves we must

can be seen a prosperity of strong and vigorous growth. At enterprise, from the Hon. Mr. Almon, a Member of the no distant day, when our measures are more matured, we Executive Conneil and President of the Bank of Novashall give something beyond sympathy to our fellow-colonists. Scotia, Mr. Featherstonhaugh, who was commissioner But all parties must unite, and we must endeavour to set settling the boundary question. Captain Broughton of the aside every difference of opinion. Of one fact, I feel sure, Royal Engineers, who has surveyed the whole territory, that, of all difficulties that have threatened our city, (and Dr. Gesner of Cornwallis, and various others of character perity of Quebec more than the proposed railway from the other engineering information had been transmitted from the

That Mr. Bridges had been assured by Mr. Almon and Mr. Perly, the Government Emigration Agent at St. John, result, if that railway is constructed, for then the fate of to whom the Governor had communicated the contents of Quebec will take a downward course, if it be not entirely the Memorial, that extensive privileges and grants of land might be anticipated.

That the Press, both in England and the Provinces, had given great publicity to the project, and that the prospectus transmitted to the Governors had been by them ordered to be printed, and had been commented upon most favourably and excited much local interest.

That Mr. G. R. Young, a member of the Legislature Nova-Scotia, being now in London, had been applied to, and had kindly used his influence to ascertain the feeling of merchants in the city connected with the Canadas, rela to the project, and had addressed letters by the last mail to various correspondents in the Colonies with the view o eliciting public expressions of opinion and a guarantee of local monetary support, if approved of by the public intelligence.

That Captain Moorsom, who had formerly made extensive. surveys for the Government in the American Territory, had also assisted the promoters with much valuable information had furnished an estimate of the probable cost and returns, and had consented, in conjunction with Mr. Valentine, to

be the principal Engineer. That the promoters had requested Mr. Young to allow the name of his firm in Nova-Scotia, viz., the Hon'ble William Young and G. R. Young, Esq., to be nominated Solicitors for the Colonies, and that the promoters had further requested Messrs. Gilbert, Hooke, Street, and Gutteres to accept the

office of Solicitors in London, to act in conjunction with with great satisfaction the proceedings which have been had in England and the sister Province, for promoting the Bridges had previously submitted the project with the view ion of a Railway between Halitax and Quebec, with a of engaging professional assistance ; which respective ap

That the projectors of the Line from Halifax to Quebec lost if the produce were shipped in a foreign country. In the with the United Kingdom, at all seasons of the year, through believing that they were prosecuting a common object, and that they could act together in harmony, felt desirous that

and different Legislatures ; and what amount of stock would

Moved by Sir R. Broun Bart, seconded by E. L. Spiers,

Resolved-That Captain Moorsom be requested to prepare

a memorandum of the probable cost and returns of the Line.

in order that the same may be transmitted to the Colonies by

MEMORANDUM.

DEAR SIR, -With respect to the desire of the Quebec and

JOHN JOSEPH KEENE,

173 GREAT GEORGE ST., WESTMINSTER,

2nd October. 1845.

Chairman. WILLIAM BRIDGES,

Secretary.

be subscribed for by Colonial Shareholders.

Esquire, and

associated with those of the parties interested i the New Brunswick portion, and that the two projects should

the Hon, M. B. Almon, James B. Uniacke, Esq., M. P. P. assurance of continual support. That the desire of the promoters was now to finally organize a Company to receive estimates and information.

The report baving been considered; on the motion of most expedient for furthering the undertaking. Richard Lambert, Esquire, seconded by Edward Hoare, Esquire, it was Resolved-that the Report now read be adopted and entered

upon the minutes n furtherance of the views of this meeting, and they report J. Whitney, Esquire, of St. John, New Brunswick, and

That the following gentleman form the Committee :- The Mayor of Quebec, the President of the Board of Trade, the ports of Halifax and Quebec by the route of Frederickton, members of the Legislature resident in the city and district, with a connecting line to St. John. and Messrs. Couchon, H. Black, L. Panet, W. Price, H. Scotia, seconded by Richard Lambert, Esquire, and Methot, C. Turgeon, J. B. Symes, H. Atkinson, E. Bacquet, P. Langlois, J. O. Stewart, E. Glackmeyer, E. Turangeau, H. Pemberton, J. Jones, W. Sheppard, T. C. Lee, J. Bonner, practicability of the line; and that correspondence be

ast twenty years, commercial establishments have been the next mail. Halifax Committee that I should express my views generally

The Chairman briefly stated the object of the meeting, and very justly remarked that no county would derive more benefit from its operations, than Hastings. The unbounded resources of the County would be brought into operation by He introduced the delegation from Jefferson County. United States -being Dr. Sackets and Mr. Dewey, as wel is the Executive of the General Committee, Messrs. John ounter, C. Miller, A. Campbell, F. M. Hill. F. McAnnany, Esq., moved, seconded by Dr. Hope, and

That it is essential that the inhabitants of the Victori District should co-operate with the people of the Midland.

Newcastle, and Home Districts, to procure a Charter for the Incorporation of the Wolf Island, Kingston, and Toronto Railroad Company.

> Moved by B. F. Davy, Esq., seconded by D. McLellan, Esq., and carried unanimously

That this meeting earnestly requests the Warden an members of the District Council to petition Parliament to grant a Charter of Incorporation to said Company, and that ne member for this County be instructed to co-operate with ne members of other portions of the Province, for the attain ment thereof.

Moved by Mr. Henry Corby, seconded by Dr. Lister, and carried unanimously,-

That a District Committee be appointed to correspond an o-operate with the general committee, and the committees appointed in other Districts.

Moved by John Ross, Esq., seconded by Ruliff Purdy. Esq., and carried unanimously,-

That it is important that a preliminary survey should be ade of the contemplated road, and that the District Committee act as a special committee for the purpose of collecting means to assist in defraying the expenses thereof.

The Chairman then invited Mr. Dewey, from Watertown, give the inhabitants of this District then assembled, some account of the proceedings on the other side, with regard to heir projects, so as to enable the people here to ascertai ow far they would derive benefit from the contemplated

Mr. Dewey, in responding to the call, first entered into a ful detail of the rise and progress of the contemplated route fron Rome to Cape Vincent. He clearly and cleverly pointed ou e great virtue of perseverance, and candidly told the ople, that without the co-operation of Canada their projec nust prove a failure. He stated to the meeting that the lin of road, which they intended to make, would cost \$1,500,000. that the capitalists in the Eastern and Northern cities had assured them, if \$500,000 were taken up along the line, that e remainder would easily be taken up by them. They desire his, because, they know from experience, that when the people on the line of the road were immediately interested in the success of the undertaking, their projects had never failed and he advised the people of Canada that before they called upon the British Capitalist at home to invest capital in the undertaking they should show them by their own subscrip ions, that there was every probability of success. He assured the meeting that of the \$500,000, required to b subscribed on their own line, \$350,000 had already been subscribed, and not more than \$100,000 of this by the wealthy portion of their citizens. The rest had been taken up by mechanics and others, who felt that, although not a he moment able or prepared to pay the stock, yet, they felt assured that the trade and work would so increase with th progress of the work, that they ran no risk in subscribing a berally as they had done. He then went into a description of the kind of road to be built, and advised that a good road It was moved by Captain W. S. Moorsom, seconded by should be laid down, a d it would be found much, very much cheaper than an inferior road. He also described the great Resolved-That in the opinion of this Meeting, it is advantages that intermediate towns derived from a Railroad desirable to establish a Railway communication between the passing through them, by mentioning two or three instances. where a small village had from the mere circumstance of Railroad passing through it, become an important, flourishing and wealthy town. Mr. Dewey spoke for about an hour, Moved by G. R. Young, Esquire, of Halifax, Nova and of course these remarks are but the heads of what he said. He certainly spoke effectively and convincingly, and Resolved-That the Committee do make arrangements for was well listened to. Many avowed their conviction of the success of the undertaking who previously had looked upor nstituting the necessary inquiries relative to the cost and the matter as a joke ; and what appeared to strike our peopl with great force was, the fact pointed out by Mr. Dewey, o continued by the Secretary, with the leading Members of the

Legislature, and persons of standing and capital in the colonies, to ascertain how far this project would be supported; would derive from Railroads in case of war, in bringing their people to any point at any given time, and that if we desired to compete with them we should prepare a similar method of conveyance. The audience was much delighted with Mr. Dewey.

Mr. Counter then addressed the meeting, and gave a very pleasant account of his views of the enterprise; and it is very easily seen Mr. Counter has devoted much time and consideration to the subject. He insisted that if we had but means of conveying our wares away, we who had within twenty-one miles of the town, the richest bed of iron ore in the world, would soon, with our water powers, become the Birmingham of America. He would work the mines with

following statement has been received from the Engineer.

ill be useful :-	-					11
England, or America,					1.760 yards.	11
Russia, -		-			1,109 "	h
Italy	-				1,476 "	a
Scotland and Ireland,				-	2,200 "	1 .
Poland, -					4.400 "	I
Spain, .			-		5,028 "	11
Germany,					4,866 **	1.
Bweden and Denmark,					7,993 1	10

GREAT WESTERN RAILROAD

Since the arrival of the news that the whole of the Stock of this Company has been taken up in London, there has been a very lively business done in shares here. We believe that as high as 5 per cent. premium has been paid-but 23 s the highest at present.

By the politeness of one of the Directors, we have received copy of the Prospectus, issued in London by the Agents of the Great Western Railway Company from Canada, and the British Board of Management. From the Committee's propectus we learn that the following gentlemen compose the Corresponding Committee of English Shar holders" :----

William James Chaplin, Charles Devaux, Henry John Enthoyen, Abel Lewis Gower, George Hudson, Samuel Laing, John Masterman, Jun., John Moss, Thomas Smith, Matthew Uzielli, Gregory Scale Walters. Bankers .-Masterman and Co., London ; Moss and Co., Liverpool. These gentlemen are men of great wealth and intelligence, nd there is not the least doubt the work will be commenced rthwith. The Committee here are extremely active in orwarding the business of the Company. The prospectus states :---

" The Line of the Great Western Railway of Canada, as authorised by the Act, is 245 miles in length, commercing near Fort Erie, opposite to the town of Buffalo, and terminating at Windsor, on the Detroit river, opposite to the town of Detroit. Its whole course lies within the British territory; and it traverses the most fertile and populous portion of the Province of Upper Canada, passing through the town of Hamilton, at the head of the navigation of Lake Ontario, and intersecting the Niagara, London, Gore, and other dia-

ricts, containing numerous towns and villages, with a rapidly ncreasing population. "The Company being incorporated by Act of the Legistive, the liability of shareholders is limited to the amount

of their shares in the same manner as in an established Engish Railway Company, and will cease upon the chares being ransferred. "The capital is already subscribed, and a deposit of 15 per

ent. paid upon it : and arrangements will be made forthwith, by which the holders of scrip certificates of shares may be registered as shareholders of the Company, upon signing the ecessary deeds.

"Further calls of not more than 5 per cent. each will be made at intervals of not less than two months, and with not less than one month's notice, and the premium or rate of eqchange on the purchase of bills or other remittences, to be obtained in transmitting the funds to Canada, will be accounted for to the Shareholders.

" Provision will be made for ensuring an efficient controu over the expenditure and general management of the concern to the corresponding Committee in England, and periodical meetings of the English chareholders will be held in Eng-

It will be seen from the above, that the terminus being of Fort Erie, opposite Buffalo, the citizens of that city are pre-sented with a railway at their very doors, without asking them to contribute one cent towards its construction. We would suggest to them to apply all their exertions to efford means to bring travellers to Buffalo, where they will find t a beautiful, cultivated and populous country. This will be much better than striving to start an opposition company of the north line of the lake. We rather think the proverbin sagacity of the American character will perceive the blunde of such a course, and that the business men of the State will readily avail themselves of a road that will be made for their convenieuce, without asking them for any assistance i its construction.-Hamilton Journal & Express.

Perhaps the best illustration which can be adduced of the advancing prosperity of our good city, is the value of re-estate, when brought to the hammer. A striking proof a convict labour, and bring the ore for manufacture to Belleville. An excellent Working Committee was finally appointed. THE MILE.—There is a great difference in the number of yards in a mile, in different countries. The following table will be useful :— England, or America, - 1,760 yards. Russia, - 1,109 handsome advance on the bargain ! On the same occasic another building lot, closely adjacent to that above mention with a frontage of 20 feet, was knocked down to Mr. Jo Eastwood, Clothier, for Nine Hundred Pounds, C. These are sound indications of prosperity, which

mistaken, because the respective purchases ' Cash, were bought for investment,

HALIFAX AND QUEBEC RAILROAD. (From the Quebec Gazette.)

pleased to bring the subject thereof under the favourable and to take steps to give immediate publicity to the underis not too much to hope that a few years will see the railway connexion of the two oceans. Gentlemen, this is a great national undertaking, and it will be for the Committee to

with companies formed, or which may be formed in England,

Mr. AyLWIN in tising to propose the second motion, said from time to time such matters as to them may seem most - This day, Sir, will be a memorable one in the annals of likely to promote the objects of this meeting.

