

PROCEEDINGS

OF A GENERAL MEETING OF THE INHABITANTS OF THE WESTERN DISTRICT,

Held at the Court House, Sandwich,

For the purpose of considering the best means of obtaining a charter for a Rail Road

FROM THE NIAGARA RIVER TO THE RIVER DETROIT.

At a general meeting of the inhabitants of the Western District, held at the Court House, Sandwich, pursuant to public notice, for taking into consideration the best means of obtaining a charter for a Rail Road, from the Niagara River to the Detroit River,

EBEN. REYNOLDS, Esq.,
Sheriff W.D., *Chairman,*
Wm. R. WOOD, Secretary,

The following Resolutions were unanimously agreed to.

Moved by Charles Baby,

Seconded by Alex. Chewett—

That from the greatly increased intercourse between the Niagara River and the River Detroit, through the Niagara, London, and Western Districts, which is greatly increased by the number of emigrants and travellers from the United States passing through the above mentioned Districts to the north-western territories of the United States, it has become necessary to facilitate the natural advantages which these Districts possess, by the construction of a Rail Road from the Detroit River to the Niagara River, commencing at some favorable point in the township of Bertie, in the Niagara District, and terminating in the township of Sandwich, in the Western District.

Moved by William Elliott,
Seconded by Robert Mercer—

That such a Rail Road will greatly assist the commercial and agricultural interests of the Niagara and London Districts, and particularly assist in developing the natural advantages of the Western District, which will thereby be brought into view, as the Western District only wants to be known to the enterprising of all countries to become the theatre of their most successful exertions, beneficial to them in particular and the country in general.

Moved by Charles Askin,
Seconded by Thomas Paxton—

That from the local situation of these Districts, forming as it were a tongue of land, between the eastern states and the north western territories of the United States, between which there has been and must be a great intercourse, it may reasonably be expected that such a Rail Road will make a very considerable proportion of its profits from such intercourse; and it is not too much to suppose that monied men in the United States will be willing to invest capital in it to a considerable extent, as there can be no doubt of a great return of profit in the first instance, and a steady increase for a long period after.

Moved by Alex. Chewett,
Seconded by Charles Baby—

That the probable length of said Rail Road will not exceed 230 miles—that from the particular evenness of its probable route, (being nearly level from one end to the other) it will not cost on the average more than £750 per mile, and that we are warranted in thinking

this a correct estimate from a comparative view of various Rail Roads, commenced and contemplated, in different parts of the United States; none of which have the same natural advantages that the intended Rail Road will have.

Moved by Charles Eliot,
Seconded by Jos. McDougall—

That Messrs. Wm. Elliott, Alexander Chewett, Charles Baby, Benjamin P. Cahoon, James Dougall, Chas. Askin, John L. Williams, and Field Talford, do compose a committee to draft petitions to both Houses of our Legislature to grant a Charter for said Rail Road, with a capital of £——, to be called "The Niagara and Detroit Rail Road Company," and that said Committee do also prepare a draft of a Bill to bring before Parliament at its next Session, pursuant to the public notice given.

Moved by Charles Baby,
Seconded by Charles Eliot—

That William Elliott, Esq., be appointed agent on behalf of the Western District to attend at the ensuing Parliament, and advocate the interest of said Rail Road, and that a subscription of £—— be raised to defray his expenses for attending to said duty.

Moved by Charles Baby,
Seconded by B. P. Cahoon—

That James Kevill, Gordon Buchanan, Peter Scratch, Benjamin P. Cahoon, William Ambridge, James W. Little, Thomas Renwick, Robert Wood, David S. Baldwin, Rev. Mr. Ross of Aldborough, ——— White, William Cosgrave, Duncan McGregor, George Jacobs, Joseph Woods, Benjamin Levalles, James Dougall, Pierre Morin, John Gentle, Thomas Sutherland, William Jones, Claude Gouin, Laughlin McDougall, William Taylor, George P. Kirby, Christopher Arnold, Thomas Josiah Strong, Thomas Paxton, and George Jasperson, be requested, to solicit subscriptions to make up a sufficient sum to bear the agent's expenses, and that they do transmit the amounts collected to the Treasurer, as soon as possible after collection; and that they also be requested to continue receiving such subscriptions, until sufficient will have been received to pay an Engineer for examining, surveying, estimating, and reporting upon the best route for said Rail Road, as soon as may be practicable. Any other names to be added to the foregoing by the corresponding committee.

Moved by Peter Taylor,
Seconded by Alex. Chewett—

That Felix Hands, Esq., be appointed Treasurer to said Committees.

Moved by Alex. Chewett,
Seconded by Charles Baby—

That Charles Eliot, Alex. Chewett, James Dougall, Benjamin P. Cahoon, Charles Baby, Charles Askin, John L. Williams, Field Talford, and T. Parke,

be a committee to correspond with the influential persons in the Niagara and London Districts, requesting their assistance and concurrence for the general benefit; and also to correspond with influential persons in the United States, and to obtain every necessary information in time to lay it before the Legislature through the agent, and to communicate with him on such matters as may be necessary for his information and guidance; and to obtain plans, specifications, and estimates for his assistance; and also communicate with the different committees in the Niagara and London Districts, informing them of our proceedings, and requesting their active assistance in favor of the contemplated Rail Road.

Moved by Thomas Paxton,

Seconded by Benj. P. Cahoon—

That William Elliott, Esq., and Mr. Benjamin P. Cahoon, be a committee to examine the best route for said Rail Road; and during the performance of this duty, to see and visit the influential persons who may be favorable to the improvement in question; and to get such other information as may be of use and within his reach.

Moved by Charles Rankin,

Seconded by Charles Askin—

That William R. Wood, be appointed the Secretary to said committees.

Moved by William Elliott,

Seconded by Alex. Chewett—

That the corresponding committee be instructed to correspond with the people of Howard, explaining to them the views of this meeting with respect to said Rail Road, as this meeting considers they have taken a wrong view of the subject, in their resolutions lately published in the Emigrant.

Moved by T. Parke,

Seconded by William Elliott—

That copies of the proceedings of this meeting be sent to each of the town meetings in this District, to take the sense of such meetings on the subject of said Rail Road.

Moved by Mr. Mercer,

Seconded by Thomas Paxton—

That the thanks of this meeting be given to Messrs. Benjamin P. Cahoon, William Elliott, Alex. Chewett, Chas. Baby, and Francis Caldwell, for their great exertions in arranging the preliminary steps for this meeting.

Resolved—That the thanks of this meeting be given to the Chairman, for his able and impartial discharge of his duties as Chairman.

Resolved—That the thanks of this meeting be given to William R. Wood, for his able assistance as Secretary to this meeting.

Resolved—That the above Resolutions be published in the "Canadian Emigrant."

Wm. R. WOOD,
Secretary.

Sandwich, 10th Dec. 1835.