Market, for the purpose of receiving the seof the 23th Nov. last, A number of genones from Upper Cashda were present. The Hen, A. N. Riorin was called to the air. E. C. Penny, Bag , acted as Se

The Secretary presented to the Chairman, letter from His Weightp the Mayor. The ster applopied for the non-attendance of his Worship, on the ground of indeposition, massequent upon the fatigues and auxieties a had anti-organic on the preceding day.

John Young, Esq., as Chairman of the Committee, read the following report:

Committee appointed at the Public Meet g, hald in Montreal on Friday, the 29th ounder last, to consider the propriety of mmencing a Wastern Railway—

That having secured the services of C. 3. Grownki, Kee, Chief Engineer of the St. Lawrence and Atlantic Railroad, they placed in his hands instructions to proceed with the necessary surveys to determine the most advantageous route from Montreal to Present; and subsequently, having become satisfied that if was desirable to extend the examinations to Kingston. Mr. Growski was hatructed to report generally upon the line to that city. Is reference to these surveys, the Committee would remark, that they early became untilled that of the various routes suggested, two only required particular immediate notice—that by the Ottawa, and the direct route by the St. Lawrence—the others being success y strained of the routes, and not necessarily requiring examination at this period of the enterprise.

The Report of Mr. Growski is now between

Exemplies

I. Growski is now here.

Exemples of Mr. Growski is now here.

Exemples and Atlantic Railway.

Sterrooks, 26th Peb., 1851.

Iour Yorso, Reg. Chairman,

Il compliance with

in your tother.

Mentreal and Prescott Railway.

Six.—In compliance with the instructions contained in your communication of the 19th December last, "to examine and report on the character of the country, and facilities for constructing a Rails and from Lachine to Prescott and Kingston, on a line parallel with the St. Lawrence, and from Lachine to the ame points by the north side of the Ottawa, passing through or near Grenville, and to lurnish you with the distances and the probable cost of each of these routes." I proceeded, as soon as arrangements for the purpose could be committed, to make the desired examination, and have now the honor to report the results, for the information of the Executive Committee.

Perfously to entering upon the details, I wish to state, that the examination was of a general character. I traversed the rountry as nearly in the direction in which the definite location of the puttes would be recommended, as it was practicable to do within the time allowed, and sufficiently that, to appear with a degree of certainty as to the distances, general character of the country, and facilities for obtaining material required for constructions as well as to enable me to arrive at the probable cost of the routes respectively.

In making the examination of the route from Montreal to Kingsion, by the north of the Ottawa, your instructions as to the general direction to be taken, viz. To cross the Ottawa river at St. Eastache, and to recross it at or near Grenville, were complied with.

But as no particular localities were mentioned to be enhanced in the examination of the line parallel with the St. Lawrence, it are one Grenville, comparation, or summet of either of the routes, to explain for what remoin the section of the country lying at so considerable a distunce from the River St. Lawrence was elected for the field of operations.

From Shawer's Mills the road will assume a south-west-rip direction, and pass, it is believed, in a straight line, through the front of South Gewer and Oxford, rear of the Township of Assusts, near the village of North Augusts, rear of the Township of Elizabethtown, near the village of Frankville and Farmersville, in Etiley, to Farnace Falls, in the Township of Landsdown, assking another tangent of 421 miles.

From Fornace Falls the Line will nose through the Lowuship of Leeds to Brewer's Mills, in the Township of Pittsburgh, near the Rideau Canal; thence following an intervale between the Ridges of Granite Formation to Kingston Mills, crossing the Rideau Canal below the Last Lock, at a point called the Hellespont to the City of Kingston.

The City of Kingston and by sprouched in three different directions—one by crossing the valley on the north-west side of the Canal, ascending a Ridge which extends in a north-westerly direction past Kingston, and enter the City on a level through the French Village. By this Line the Railway will pust through the City at an elevation of about 63 feet above the surface of the water in the Harbour, and there would be no difficulty in laying down, for the seconmodation of the tade, a track from the main line to the water's edge, by which the Freight can be brought to and from the Main Trunk Line.

Another way of reaching Kingston is to descend into the valley of the Gataraqui River, after crossing the Canal, and following the north-west side of the River to the City.

The third practicable route for reaching the City, is to keep on the south side of the Ganal, instancing for following the Ridge extending the stands of crossing it, following the Ridge extending testands of the Ridge extending

The third practicable route for reaching the City, is to keep on the south side of the Canal, instead of crossing it, following the Ridge extending to Barriefield, and with a descending grade, reach such a level as may be found necessary to cross the Catasaqui River at a point not far from the present Bridge, and enter the City on the water side.

side.

Careful examination of the ground, and accurate surveys of all the routes, having in view the connection with the Road to the west, will show the proper route for adoption.

General Formation of the Country.

Rain as from Lachine to Prescutt and Kingston, or a line parallel with the St. Lawrence, and from Lachine to the same south by the moth side of the Others, passing through or uses Greenville, and to invite you with the distances and the probability of the purpose could be completed, to make the desired azamination, and have now the honor to report the results, for the information of the Executive Committee.

Previously to entering upon the details, I wish to state, that the examination was of a general character. I traversed the country as nearly in the distriction is which the definite location of the distriction is which the definite location of the country, and facilities would be recommended, as it was practicable to do within the time allowed, and sufficiently heart, to speak with a degree of certainty as to the distinction, as well as to enable me to arrive at the probable cost of the route respectively.

If making the examination of the route from Montreal to Kingston, by the north of the Ottawa, your instructions as to the general direction to be label, it is cross the Ottawa rises at the probable cost of the routes respectively.

But as no particular localities were mentioned to be embraced in the examination of the line partallel with the St. Lawrence, it as one of the country and as embraced in the examination of the line partallel with the St. Lawrence, as seem, are missing the security of the country and as well as the condition of the country and the embraced in the examination of the line partallel with the St. Lawrence, as seem, are maken in the River St. Lawrence, as considerable a distance from the River St. Lawrence, as considerable, and are crossed without difficulty, but which increase in existent and the original country for the particular and the country as one distance of the country as one distance of a considerable with an observable route, with a surface of the country at some distance of the country at some distance from the River St. Lawrence, a reason and the less cut in particular

Mountains with a population of a size the County of Proteont and Ru-phof 42 27

Define entering upon the calculation of the coal of either of the volutes, it is well to remark, that the Estimate is an approximate one only.

It is for a permanent and efficient fload with grades, which, in my opinion, need not in any case exceed 30 feet to the mile, and sufficient, it is anticipated, to cover what will prove to be its ultimate actual cost.

I estimate the cust of the Montreal and Ringston Road by the St. Lawrence route at £5025 currency per mile; this amount covering not only the cost of construction, but also the motive power, and furniture necessary for making the Road; making the total cost of the Road,

1623 miles at £5025 Cy., £817,818 15 0

bing, Ballesting, and Masonry, which I estimate at 33,800 Making the total cost of Road from Montreal to Kingston, by the Ottawa route£964,268 10

Cost of St. Lawrence route £817,818 15 0

Making a difference in favour of the St. Lawrence of£146,549 15

Being called upon by my instructions to report on the Routes in an Engineering point of view, estimating and comparing them with each other on that ground alone, I have endeavoured to give all the data, and information that I was capable of collecting in the abort time during which the examination was accomplished. mination was accomplished.

The results may be summed up in the follow The St. Lawrence route is 141 miles shorter,

Ing manner:

The St. Lawrence routs is 14½ miles shorter, it will cost £146,549 lbs. less than the Ottawa route, and it passes through a country the population of which immediately suferested in the construction of the Road, exceeds that on the Ottawa route by 15,942 persons.

With great confidence in the success of the enterprize, the first important step in the accomplishment of which you have been pleased to entrust to me, and being fully aware of the effect that the consummation of such an undertaking will have upon the Trade of Kingston and aboutered, as well as the entire change that it will occasion on the Commerce and Travel of the Great West, and of the immense advantages that it must entail upon the entire section of the country throwhich the Road may pass, I can of but urge an early decision on the route to be adopted, and its immediate commencement.

I have great pleasure in noticing the valuable

abled at the commencement to avoid the errors of adopting circuitous routes, and the subsequent er-tamty of competing lines, as is now seen in Great Britain and the United States. The best and most direct line being chosen for the leading Railroad of the rovince; its interests can never be inter-sed with—and additional confidence will be fell y continues. ored with sand additional confidence will be a by capitalists in its inccess. The recommends he division of the Trunk Line into three action only, the Committee have had in view the avo-unce of the difficulties arising in operating an e-ensive through traffic by numerous companie tensive through traffic by numerous companies. By the course suggested, it is believe di that the management and expense would be greatly reduced, and arrangements for pecuniary uniformity similar to those made in the case of the Canadian and American portions of the Portand line could be readily adopted. In connection with this subject, it appears to your Committee most important that an uniform guage should be adopted for Canada, north of the St. Lawrence. All the evils experienced by other countries by the early adoption of an inferior system, may here be avoided, and this Province has sow the opportunity of greatly profiting by this experience. Much attention has been given to this subject, and considering that Montreal is the point where a connection by Bridge will soon be made, between the Northern and Southern abore of the St. Lawrence, your Committee strongly urge upon the public and the government, the adoption in Canada of an uniform guage of 5 feet 6 inches, this having, after mature deliberation, been selected by the great line from Montreal to Portland, as possessing greater capacity, more ensure nower, superior eafety and speed. Apari, been selected by the great line from Montreal to Portland, as possessing greater capacity, more engine power, superior safety and speed. Apart, however, from these reasons, the Committee recommend this guage as being that of the Grand Line of Road from Montreal and Quebec to Portland Maine, New Brunswick and Nova Scotia. Assuming the erection of a Bridge across the St. Lawrence at Montreal as certain, it is manifestly of personnel importance to construct the Railway of paramount importance to construct the Railway
Westward on the same guage, as that extending
700 miles to the Eastward. With the exception 700 miles to the Eastward. With the exception of the Lachine Railway, no existing interest would suffer—and in this case, the shortness of the line would render the expense of its alteration a

matter of no great moment.

Having thus stated their opinion as to the policy that should rule in relation to the Railroad from Montreal to Kingston, the Committee submit the following view of the joutes examined.

mit the following view of the joutes examined.

From Mr. Gzowski's report it appears that the direct route by the St. Lawrence is 143 miles shorter than that by the Ottawa, and will cost £146,549 less, while it passes through a country where the population immediately interested in the construction of the Road exceeds th.t by the Ottawa route by 15,942 persons.

From the above statement it appears to your committee most desirable that the direct route should be adapted as being decidedly the most advantageous in relation to the great interest of the Province. In cost it has likewise the advantage, and by its intersection with the proposed Bytowa Road, near Sheaver's Mil s in Mountsin it will bring that town within 128 miles of Montreal, while

Mr. Sheriff Bourou, moved, the first resolution:

"That the report now read, he received and
adopted." He had no doubt, that the route indiexted by the report, would meet with the general
comprisence, and approval of the meeting; and
after the remons given in the report it was unneceasing that he absuld further enlarge upon them.
This line constructed, the people of Bytown might
unde one of their own. He was a charchabler of
the Luchius Railroad Company, and the recommentation to chance the wash of the track, we have

ly willing to subscribe his share of the expense, from a sense of its importance, and a desire to contribute to the general good.

The Hon. Col. Franka had much pleasure in seconding the resolution. He felt datisticd that the heat choice was indicated in the report of Mr. Geowski. The construction of such a road would of an up the immense capabilities of the country; and cause the settlement of thousands of fertile acres of famil. The line proposed was a directione through the centre of the country, and sectional considerations had not weighed in its selection.—It would not pass near him, but the left bound to give it, his support. Passing through the centre of the country, it would be available to those in its front and rear. Such a line must pay, and increase in value every year.

gite it, his support. Passing invoga the centre of the country, it would be available to those in its front and year. Such a line must pay, and increase in value every year.

Dr. Grant, of Glengarry, supported the resolution. He congratulated the people of Montreal and the people of Ganada on the able report, that had just been read. The gentleman referred to the progress, and the energy of the people of the United States, in undertaking, and successfully carrying out railway enterprises, and contended that the people of Canada would do well to imitate them in that respect. He had expected to have writnessed a larger meeting, but he supposed from the object, for which it was assembles that it was composed of the weath, and intelligence of the city of Montreal. If it were not, he should say, that the people were indeed behind the age, in scitivity and progress. They had undertaken to make a Railmond, east, to Portland, but that was not to be compared, with a western road, in the advantages, that it would confer on the city of Montreal. One of the effects of the Portland road would be, that the produce of the Eastern Townships, which had hitherto been brought to Montreal wanted a road to have the produce of the West brought into her markets. There seemed to be a general combination, to divert the trade of Montreal by various channels; and cut it off, so as to prevent its reaching the city. The Montrealers would have to bestir themselves. They were alarmed at the construction of the Ogdensburg railway, and he was of opinion they may justly be so. They saw the immense quantities of produce lying at Ogdensburg, which, had to be piled in the fields for want of storage. The Montrealers would have come to Montreal, and it would have done. If the people had had sufficient energy some years ago, publicly advocated it on the hustings at Glengarry in the presence of a friend he saw before him. The gentleman here dilated in general terms on the magnificent recondition of the Canada, blocked up for 7. months in the year, did

| The content of the

THE COURIER.

PRIDAY, MARCH 7, 1851.

The Municipal Elections Among the other outrages of last Monday was the attack, by a large body of men, at along salf-past six o'clock, on the store of Mr. D D Proctor, in McGill Street, into which a shower of large stones was poured, smashing the glas and window frames. After the atlack was over quantity of huge stones, some axchandles, store. Not the least cause can be assigned for this wanton outrage, for which, of course, to city will have to pay, when Mr. Proctor brings his action against the Corporation. We have since heard of several other violent assault of individuals, among whom was a young lad, son of the Rev. Dr. Wilkes, and our friend and contemporary, Mr. Ferres, of the Gazette, M. onsdon's house was also violently attacked by ome of Mr. Rollo Campbell's supporters and

The Pilot, as we expected, atten austification is, that the Tory party, as he ra's forthcoming, this is as great a falsehood as the Mr. Brensdon's or Mr. Robertson's supporter went about the strects assaulting old men and little boys, or persons who had nothing whaterer to do with the elections ! Were Mr. Cample" windows smashed, or any stores belonging to the party broken into? If so, let us know it, and en

Tory Press admits that a body of Mr. Bronsdor's supporters had fire-arms in their possession Speaking for ourse'ves, we never admitted any such thing. We stated that the inmates of Mr. Cameron's house, after it was affacked, had fired some blank cartridge from the windows, in order to frighten the rioters; is it a new thing that a house shall contain guns or pistols, or that its inmates should use them in their own defence, the onse being attacked? We apprehend that a man has as good a right to defend his house, as he best may, against a gang of political rioters, as against a gang of midnight burglars. We hardly know which is most disgusting-the falselihood or the erocodile hypocrisy of the Ministerial organ.

CANADIAN PROM OUR OWN

states but, if so, I content unwell totally states of what those grounds are. It is felt count of what those grounds on the declaration in the opposition to the declaration are states on the comment ought to be

to religion in the opposition to the deciartion of the Government ought to be
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the continue Cate Justice came up to Tinning's
the continue came in the continue co his books are kert.

The ice in Burlit was ordered that I
Statement should be Statement should be that it will move off before the first of same number in Fre

al and Six Allen McNa ca" Institute et the Merchanter Institute is a subject of very gener. Sir Allan, during his speec's that they would hear from it the best speeches ever made onelliation. The shaking of towa, and squabbles, and minus, as soon get over them, and then we make hands, and are as good friends as ever. His Lordship will admit, I am convinced, from the specimen before him this evening, that our wives cannot be arrowed; but I hope that our daughters can, and will be, matched, for I am sure they will be right licky chaps that will do it."

This brought forth the following reply. His sealless the Governor-General rose, and said: E. R. Fabre, Esq.,

This brought forth the lollowing reply. His Escallency the Governor-General rose, and said:

"Lulies and Gentlemen, a moment before Si Allan atcNah rose, he asked me if he liad liberty to say that, during the evening. I would address you; I replied that I had full confidence in him, and that he was at liberty to say anything he pleased; but I could not at the moment have supposed that he would have made such as un-

way anything warmen not at the moment have warmentable assertion on to have made such an unwould give you one of the ablest and that I speeches you had ever heard other purpose than to prove to nos, and to give it a dat our appear before you at the pressure was another remark which he let man without noticing it, i ment that although they i squabbles, and minimission. equabbles, and meanderstand got over them, and they the ware as good friends as ever.' ments, and shall ever cultivi-turned round and presented Lori Elgin has, beyond all doubt, a remarkable

ulty of furning enemies into friends; but to do this, he must be personally present, and the ocens on be one where political partizanship is tolerably quiescent. An Anti-Slavery meeting, called by the Mayor, in compliance with the requisition of certain inhabitants, was held in the City Hull, on Wedheaday night. The chief movers in the affair

were Clergymen. There were the Reverends Dr. Willis, Lillie, McClure, Roaf, and Dr. Burne. The latter gentleman did not address the meeting, but went away in consequence, it is understood of the presence of another Clergyman, with whom | trict of Montree he lately declared he would never a platform, till certain statem of the obnoxious Clergyman satisfactorily applained. The nonewhat of cast and maudin

philasthropic gentlemen prop-share in the glory of abolishing the world. One of them in decree go forth, that "Siz decree go forth, that "Slaver ed." The mean are to be an altegether. He man whose heart as the right place, but desires the extinction of Slavery every-where. But there are right-minded men courage-ous enough to depounce the wretched demagoguism difficulties of the question—that will listen to no reason, but only shouts from the borders of a casellon bosts were nex foreign country, down with Slavery, you inhustrately and drunk with Several other toats were

man Features on the other side of the Lake." A sober man will be spi to ask himself, have we dancing went on with affairs of a neighboring country. Can we interfere effectually to But the urdent gloianthropists who met in the City Hall, asked themselves no such questions. Now, in my opinothing to do with American Stree for an the extradition of its

ach questions. Now, in my opinion we have the action, last action of the opinion of the action of its above may impose upon us And our further interference us no result but to extest intrinsions a countries that ought to live a chalp. It would tell of a making bunken put their hands in their process of these path, instead of making bunken put their hands in their process upon our shores, where they have to encounter the horson of a Caisadain Winter. The Resolutions placed, were as follows:

Int. That Silvery, that is, the winton and forcible beinging into bondage, and retaining indefinitely in that state, of exil and beinging into bondage, and retaining indefinitely in that state, of exil and beinging into bondage, and retaining indefinitely in that state, of exil and beinging into bondage, and established that the continued astistance of the practice on this continued, it is a state of the practice on this continued, it is a state of the practice on this continued, as a state of the practice on this continued, as a state of the complete on the laws of humanity. And of the Bible; and that the continued astistance of the practice on this continued, as a state of the practice on this continued astistance of the practice on this continued astistance of the engboard from aioft, and the continued astistance of the engboard from aioft, and the continued astistance of the engboard from aioft, and the continued astistance of the engboard from aioft, and the continued astistance of the continued astistance of the continued astistance of the continued astistance of the practice of the practice of the practice of the practice of the continued astistance of the continue

To CORRESPONDE quested to call any me At a meeting of the

evening, the Treasure submitted, together w on the careful and but

of his office; and that ! credit of the city is a the Mayor be printed Treasurer's Report. STATEMENT OF THE CIT

poration, as security £25,000 additional of P een transferred by the guarantee against any p first transferred, should of the same for the pays Debentures.—Pilot.

THE ST. JOHNS BAL pass unnoticed the ver given by the Messrs. hundred of their friends L. I was

extremity was the fath dier, Major MacDonald, well. The Queen's hea most affable hostess was with three times three.

in the drought season. Re if a Post were discovered bedroom, we would let his information reached us the economist had nurdered his