properly disposing of their money as of ing it?

Mr. Merritt concurred with the homember for Lambton, that this money

A Fire occurred at Brampton on Sunday ion with the steamer "Northerner." last a morning, on the premises of Mr. Todd, by on Lake Huron, sinking the latter immediate which he lost \$1,250, not being insured.

But one person is known to be missing.

Mr. Dorion was in favour of the refer. ton. He argued with the sentiments expres

Mr. Rhodes spoke of the importance of

the reciprocity with the East and West

Mr. Dewitt spoke generally on the

mercial policy of the country.
Mr. Merritt answered the

by that hon, gentleman.

Mr. Clarke hoped that the Grand Trunk

Company or Contractors would not receive

the Government. If

any appropriation from the Government. If such thing was possible he would withdraw is support from the Government.

his support from the Government.

Mr. Mackenzie contended that the

climent indeed for the House to say, we can-

Mr. Ferres only wished to show how ex-remes meet. His honorable friend for North

rment of churches; whereas he voted inst it because he thought it was robbing

not trust you with this money.

withdraw

York had declared his intention of voting against this bill because it tended to the en-

Muir, Jas. C... 150 Merlin, John... 150

Morrison, Thos. 150 McGill, Robert. 150

Paul, James T. . 150

Simpson, Wm.. 150 Shanks, David.. 150

Wallace, Alex.. 150

RESERVE COMMUTA-

CHURCH OF ENGLAND, UPPER CANADA.

PRESETTERIAN CHURCH OF CANADA, IN CON-NECTION WITH THE CHURCH OF SCOTLAND

28 15 18

derson, James 150 57 16 10 1,527 The hon. gentleman explained the pake DD J. 150 49 21 11 1,785 of his resolutions to be a further second

Hon. Mr. Merritt moved the House

of his resolutions to be a further of the reciprocity principle.

12 1,932 of the reciprocity principle.

13 2,037 of the reciprocity principle.

Mr. Poulin opposed the motion.

Mr. Cayley approved of some resolutions and opposed others.

CLERGY

GRAND TRUNK RAILWAY COM. SEVEN DAYS LATER FROM EUROPE. PANY.

ARRIVAL OF THE PERSIA. The Persia arrived off the lighthouse at a warter past nine last evening, and did not each her dock until 6 o'clock this morn-Extract from the Minutes of a Meeting of the Directors of the Grand Trunk Rail way Company, held in Toronto.

Resolved,-That the Vice Presiden Mr. Crawford, and Mr. James Beatty, be appointed, a Committee to draft and sign a memorial to His Excellency the Gover nor General, praying that additional aid from Stratford to Surnia, with a branch to London, to secure the traffic through the receipts of the Railway Fund with the Shareholders of the Company. (True Extract.

JOHN M. GRANT. Assistant Secretary.

Subjoined is the Memorial drafted by the above Committee: TO HIS EXCELLENCY SIR EDMUND WALKER HEAD, BARONET, GOV. ERNOR GENERAL OF BRITISH NORTH AMERICA &c. &c. MAY IT PLEASE YOUR EXCELLENCY.

The Memorial of the Grand Irunk Rail HUMBLE SHEWETH—

That your Memorialists were originally incorporated under different Acts of the Provincial Legislature for the purpose of apparate and distinct completing, as separate and distinct undertakings, several lines of Railways in Canada. That in viev of the importance of facilitating the intercourse be-tween the respective sections of the Prov-ince, as well as to cheapen the cost of management, the Government and Legislature in 1852 adopted the policy of encouraging the amalgamation of the several separate Companies holding parts of the great arterial line from the West to Quebec and Portland, whereby the main line of passenger traffic would, it was believed, be secured to the St. Lawrence and means obtained from the combined

truly so, as pregnant with the most beneficial consequences to the Province, as, those who in England were thus induce

prospectus the Piemier and several of the ecutive, appear as Directors, and a member of the Colonial Government is published as the President; while the co-operation and assent of the Legislature and Canadian public generally, is clearly attested by the fact of Provincial aid, exceeding two millions sterling, being devoted to the support of the enter-Your Memorialists do not censure the

gentlemen who appear prominent as promoters of the undertaking in the prospectus; they believe the statements put forth were, at the time, warranted by fact, and they do not doubt they will herefact, and they do not doubt they will hereafter prove correct whenever the entire
undertaking has been carried out for
effectually securing the Western traffic.
But your Memorialists consider it of very
great importance for the fair and equitable consideration of their case, that it
should be clearly and distinctly understood that the Province of Canada—not merely through its legislation, but by the direct intervention of tis supreme Executive officers—assumed a very large share of responsibility towards the individuals who embarked their private means in the Grand

Trunk Railway.
Your Memorialists consider that they have been engaged in carrying out a work of the greatest possible public utility and that they are entitled in so doing to and that they are entitled in so doing to the fair support of those who are reaping the largest share of their benefit. When the Grand Trunk Railway was presented to the public, universal peace reigned—money was worth only two per cent in the English markets—a large flow of emigration was greatly increasing the labor of the colony, and every induce-ment offered to cause those desirous of obtaining a safe and permanent investment for their surplus means, to accept the Grand Trunk Railway of Canada as

offering the desired opportunity.

Your Memorialists claim that they have Your Memorialists claim that they have earned a title to the consideration of the Legislature of Canada by having adhered under circumstances of unexampled pressure, to the undertaking, and by having contributed, as will be hereafter shown. contributed, as will be hereafter shown, vast sums of money for the purpose, that the change in the position of everything should have caused this temporary suspension of a portion of their work is less cause for surprise, than that they should have been enabled to carry forward any part; and if your Memorialists now appear as petitioners for consideration and aid they believe they may rest their claims upon the magnitude of the sacrifices they have already made. While your Memorialists have seen their own private rialists have seen their own private means, day by day, absorbed in an undertaking that has as yet benefited only the Province of Canada, the Government has never been called upon for a shilling; all has been met by the Company, and the pressure has become more serious, and in fact intolerable, from the commercial disasters of the Lower Province and Eastern States having diminished the traffic returns on the lines east of Monteal, so as to make them a burthen rather then an aid to the Company, while con-structing the Western lines. Under these structing the Western lines. Under these circumstances, your Memorialists might with reason have called upon the Province to relieve them of the charge of interest upon the Provincial Bonds—pending the construction of the Railway; but they desired to use every possible exertion before an appeal to the Lagislature; and if they now lay their case before them, it is rather with the desire to obtain the means of perfecting their railway system for the advantage. Your Memorialists the Prevince as partners with the grand plan whereby the mate