PAKENHAM COUNCIL.

PAKENHAM, July 6th, 1872.

The Council met at ten o'clock.—Present the Reeve, and Councillors Woods, Lowe and Steen. The minutes of last meeting were read and sustained. Communication from the Township Clerk of McNab, respecting the grant of $10, to be expended on the town line between McNab and Pakenham, was read. Communication of Donald McNab, respecting a road running through his land, was read. Petition of D. Hilliard, Esq., and others, respecting the road leading from Graham Street to the Churches, was read. Petition of John Lindsay, and others, for a sum of money to be expended on the town line between McNab and Pakenham, was read. Mr. Lowe gave notice that he would at the present session of Council introduce a by-law authorizing the payment from the township funds of all sums of money that may be granted or allowed this day. The Council then adjourned for one hour.

Pursuant to adjournment the Council resumed; present the Reeve and all the Councillors. Petition of Samuel Lowery and others, praying for a sum of money to assist in repairing the road from Boal's Bridge to Samuel Lowery's, was read. Petition of Michael Stanley and others for a sum of money to repair the side line between lots 5 and 6 in the 5th concession was read. Account of Thomas Bradly for repairs on Road Scrapers, was read. Mr. Lowe moved, seconded by Mr. Woods, that the several Communications and Petitions read earlier this day, be now taken up in order, read, and disposed of. Carried. On motion of Messrs. Lowe and Steen, the sum of $10 was granted for the repair of the town line between Pakenham and McNab, opposite the 11th concession, and Mr. George Needham was appointed to expend the same. On motion of Messrs. O'Neill and Steen, the sum of $20 was granted to repair the road from Graham Street to the Churches. On motion of Messrs. Lowe and Woods, the sum of $20 was granted to repair the road from Boale's Bridge to Mr. Lowery's, and Samuel Lowery and Martin Dunfield appointed to expend the same. On motion of Messrs. Woods and Steen, the sum of $20 was granted to repair the side line between lots 5 and in the 5th concession, and William Lowe was appointed to expend the same. On motion of Messrs. Lowe and Woods, an order was granted on the Treasurer in favour of Thomas Bradley for the sum of $2, for repairs on Road Scrapers. On Motion of Messas. O'Neill and Steen, the by-law authorizing the payment from the township funds of all sums of money granted or allowed this day, was read a first time. On motion of Messrs. Woods and Lowe, the same by-law was read a second and then a third time short, and was passed; the 23rd rule of Council being suspended for that purpose. The Council then adjourned until Thursday, the 1st day of August next, at ten o'clock, a. m.

JAMES CONNERY,
Township Clerk.

DALHOUSIE COUNCIL.

July 9th, 1872.

The Council met pursuant to adjournment, at ten o'clock a.m. A full Council present the Reeve in the chair. The minutes of last session were read and signed by the Reeve. Communications received and read: A letter from Mr. Scott, Township Clerk of Lanark, requesting the Dalhousie Council to co-operate with that of Lanark in opening the boundary line between said townships at lots 21 and 22; and a letter from Mr. James Sheridan respecting the R. C. separate school library. The account of Hugh Irwin, $15; of Adam Geddes, $61.7[illegible]; of Thomas Reid, $21.40; of George Fair, 35 cents; of John Storie, 40 cents; of William Wilson, $2.50, and of Charles Thorn, $15, for improvement of highways, were audited and ordered to be paid. Mr. John S. Robertson complained that John Wilson, pathmaster, had enclosed part of the highway and planted it with trees, besides allowing all kinds of obstructions to remain upon upon it for months. Ordered that Wm. Wilson be paid $25, being the amount of his contract for building Wilson's bridge. The Clerk's account of $1.28 for postage was audited and ordered to be paid. Mr. John Robertson applied to have a tax upon the dog refunded. He complained that Mr. Browning encumbered two roads with fences. On motion of Mr. Browning, seconded by Mr. Lashley, the sum of $3 was granted to improve the government road at Robertson's lake—Mr. Browning to expend the money. On motion of Mr. Browning, seconded by Mr. Purdon, the sum of $4 was granted to improve the highway at John Donald's garden. On motion of Mr. Lashley, seconded by Mr. Purdon, Messrs. Campbell and Donald were appointed to explore the road through E. ½ lot No. 5, in the 10th concession of Dalhouse. On motion of Mr. Lashley, seconded by Mr. Purdon, Messrs. Campbell and Browning were appointed to explore a road for William Colquhoun and report next session. Ordered that $4 be granted to James Nichol, for repairs on the highways made by him last year. On motion of Mr. Purdon, seconded by Mr. Lashley, the sum of ten dollars was granted to James Nichol to open the boundary line between Dalhousie and Lanark at lots 21 and 22, being equivalent to the grant of the Lanark Council for the same purpose. On motion of Mr. Browning, seconded by Mr. Purdon, a by-law to provide for the levying of an assessment for township purposes for the year 1872 was brought up and read a first and second time and passed. Mr. Browning moved, seconded by Mr. Lashley, that three hat racks be provided for the Town Hall. Carried. On motion of Mr. Purdon, seconded by Mr. Donald, a by law to appoint poundkeepers was read a first and second time and passed. The Council then adjourned to meet on Tuesday, 10th September next, at ten o'clock a.m.

A. MCINNES, Clerk.

A good practical education, including a good trade, is a better outfit for a youth than a grand estate with the drawback of an empty mind. Many parents have slaved and pinched to leave their children rich. When half the sum thus lavished would have profited them far more had it been devoted to the cultivation of their minds, the enlargement of their capacity to think, observe and work. The one structure that no neighborhood can afford to do without, is the school house.

Saturday morning a woman residing in the eastern part of London, carrying a child on her arm and a teapot in her hand, stubbed her toe and fell, the boiling contents of the teapot completely enveloping the child, and scalding it in a terrible manner. It is considered doubtful if the poor child can recover

"Lights and Shadows of New York Life; or, the Sights and Sensations of the Great City." A work descriptive of New York City in all its various phases. Its Splendours and Wretchedness; Its High and Low Life; Its Marble Palaces and Dark Dens; Its Attractions and Dangers; Its Rings and Frauds; Its Leading Men and Politicians; Its Adventurers; Its Mysteries and Crimes. By James D. McCabe, Jr.

The National Publishing Co., of Philadelphia, have just issued one of the most remarkable and attractive books of the day, bearing the above title. It is comprised in one large octavo volume of 850 pages, and illustrated with nearly 200 fine engravings of noted places, life and scenes in New York.

To Mr. McCabe is due the credit of having produced the most complete and graphic account of the great city, and its busy and varied life that it has been our fortune to meet with. His book is brim full of solid and useful information, and abounds in descriptions of the various public buildings of New York, its palaces, prisons, hotels, churches, stores, hospitals, etc.

The work sets forth in glowing colors the noble work for suffering humanity, which is going on every day in the great city, and reveals with a bold hand the terrible crimes; the dark mysteries, and the hidden scenes of metropolitan life. We are introduced into the home of the Fifth Avenue millionaire, and carried with equal interest to the squalid cellar of the Five Points beggar. We are brought face to face with the good and the bad, the high and the low, with leading merchants, bankers, editors, and actors, with bummers, thieves, detectives, and murderers, with working women, ballet girls, adventuresses, and a host of others, and we seem to be listening to their stories from their own lips, so thoroughly does the author enchain our interest. Our warmest enthusiasm and our deepest contempt are alternately aroused by the thrilling recitals of their deeds of virtue and vice. The history and frauds of the famous Tammany Ring are related with great force and candor, and this portion alone is worth the price of the book.

In short the book is New York in miniature. The author has penetrated, under the protection of the police, into the darkest and most dangerous haunts in the city, and has thus been enabled to obtain accurate information on the topics whereof he treats. Visitors to New York cannot hope to see or know as much of the city as they may learn by a perusal of this book. To all who contemplate visiting the great Metropolis, we cordially recommend it, both for its information and for its powerful warnings against the dangers of the city. Those who cannot see New York for themselves will be in a great measure repaid for that privation by reading this work. It is published in both English and German; sold by subscription only, and the publishers want agents in every country.

THE TIMBER TRADE.

Messrs. A. F. & D. Mackay's timber circular, dated at Liverpool the 2nd instant shows that, since the 1st of February last, thirty two vessels, 28,629 tons register, wood laden, had arrived from British North America up to the date of the circular. At the same date last year thirty seven vessels, 31,086 tons, had arrived within the five months. The exports from St. John, N. B. show a very large increase, while other ports, from which there was little or no timber exported last year, figure in the report. The returns show a remarkable decrease during the five months, ending July 2nd from the exports during the same period last year from Quebec. This is accounted for, however, by the fact, the exports have been considerably later this year than last spring. The wood trade is reported as having been rather languid for some time past, with little appearance of any great immediate improvement, consumers evincing a desire to confine the operations to the supply of immediate wants.

Messrs. Singleton, Dunn & Co., of Glasgow in their circular of the same date, also refer to the lateness of arrivals from Canadian ports this season. They report shipbuilding as being unprecedentedly brisk, several firms having orders in hand sufficient to occupy them for eighteen months to come.—Housebuilding is moderately busy, but disputes between employers and workmen threaten to unsettle business.

COURTING UNDER DIFFICULTIES.

The Poughkeepsie *Press* tells a story about one of the brakesman on the Hudson River Railroad, hailing from Greenbush, which will bear repeating. It appears he visits a young lady in that village, and while fixing himself the other morning for his customary call, his aunt, with whom he lives, warned him that there was sickness in the family, and hinted that it might prove to be small pox. He only laughed at what he regarded as a joke of the old lady's however, and told her that she could not come that on him. On he went, arriving at his destination just in time to see a physician leave the house. Walking in, he was soon busily engaged in conversation with his sweetheart. In five minutes from that time the house was quarantined, and ingress or egress positively forbidden. He was a prisoner. The next day he called to a passing friend from an upper window, informing him that as yet he had not taken the disease, but knew not how soon his time would come. We have not heard whether his love held out under the trying ordeal.

SOMETIME.

We have all our possessions in the future which we call "sometime."—Beautiful flowers and singing birds are there, only our hands seldom grasp the one, or our ears hear the other. But, oh reader, be of good cheer, for all the good there is a golden "sometime;" when the hills and valleys of time are all passed; when the wear and fever, the disappointment and sorrows of life are over, there is a place and the rest appointed of God. Oh, homestead, over whose roof falls no shadows or even clouds, and over whose threshold the voice of sorrow is never heard: built upon the eternal hills, and standing with thy spires and pinnacles of celestial beauty among the palm trees of the city on high, those who love God shall rest under thy shadows, where there is no more sorrow, nor pain, nor the sound of weeping "somewhere."

At best, life is not very long. A few more smiles, a few more tears, some pleasures, much pains, sunshine and songs, clouds and darkness, hasty greetings abrupt farewells—then our little play will close, and injured and injurer will pass away. Is it worth while to hate each other?

MANITOBA.

Winnipeg, July 13.

The immigration of the present season does not now promise to amount to anything near what was anticipated. Thus far something between one thousand and fifteen hundred would represent it numerically. Of course we have as yet had no arrivals by the Dawson route. But all the facts and circumstances considered, I do not think it is to early to prognosticate that two thousand will be the extreme limit of the increase to our population from this cause during 1872. We confidently expected at least double that amount of immigration. It is well, however, to take a hopeful view of the case, and perhaps, after all, it is better for all concerned that in this matter we should make haste slowly at first. With the present comparatively limited quantity of land under cultivation, it would not involve an approach to the difficult to have forced upon us in one year a larger population than we could well support from our own granaries. But by a gradual process for the first few years, we shall every successive season be prepared for an accelerated rate of immigration. The first year of arrival almost every person has to depend more or less upon the result of the labours of those already upon the ground for the indentical necessaries of life. But this need only be for the first year. After that, in addition to the maintenance of their own household, of those who devote their attention to farming there will be but few who will not each year thereafter, even the first, raise large quantities of produce for market. Hence it is that there is a chance for extracting comfort even from the fact that the Manitoba immigration is restricted to more narrow confines than sometimes, in the height of enthusiastic admiration of that hope for the great Nor'-West, we expected it to be. It is, however, a very important fact in connection with the immigration of this year that if it be not in quantity what we had anticipated, in point of quality it is surpassingly excellent. Some hundreds of families have come driving their own teams and bringing stock, implements, &c., ready to proceed immediately to work. And the most of them, in addition to these conveniences, have considerable cash capital. Preeminent success is certain to attend industrious efforts on their part. Of this kind of immigration, next season bids fair to excel even this; for a large number of the very best farmers that the prime old settlements of Ontario have, have been here this year, made large purchases of lands in chosen localities, and will remove hither early next spring. The most of the new arrivals are well satisfied with the country. But, as might naturally be expected, there are some the opposite.

A CRUEL TRAFFIC.—The New York *Times* says:—"A Society has been formed with agencies all over the country and with travelling agents in Italy. This society does business in this way: It, by its agents in Italy purchases from parents in Basilicata, a province in Naples north of Calabria, boys and girls at the rate of $6 a year, unless the child should die or run away. Other agents bring those children by way of Genoa and Marseilles to this country. Here other agents hire them out to patrons or bosses, who furnish them with musical instruments and send them out to make a living for them. In return they board and clothe them; treating them tolerably well if they make the required amount which is one dollar per day, but still not attempting to educate them, and exposing them in winter to the most terrible suffering from insufficient clothing. If they do not obtain the required amount they punish them severely. One patron punishes them by starving and sometimes tying them hand and foot and inserting burning pieces of ropes between their toes. One boy who had been so treated, as soon as he could walk, ran away, and knowing that in all the large cities they had agents who would capture him and hand him over to another patron, wandered into the country with his violin. He came to a village where an old farmer took him and adopted him as a son. The old man went round to all his neighbors and told them of the scars on the boy's feet, and they all declared that if the association found him out they would defy their agents, and keep the boy in the village. The association did find him out, and an agent accompanied by a lawyer, went down to the village to reclaim the boy; but the people gave them half an hour to leave town, and said if they did not they would tar and feather them. They were frightened and left."

Though the Mormons have not been sailing in smooth waters for the past year, and their creed has been threatened with extinction, the emissaries of the sect still continue their work in Europe, a large party of their followers, comprising nearly five hundred men, women and children having left the old world for Utah at the end of last month. They were chiefly natives of Denmark, Sweden and Norway, there being among them only thirty from England, Scotland, or Wales. Scandinavia seems to be the stronghold of Mormonism in Europe, there being a larger number of Saints in those countries in proportion to population than in any other region of the world. One noticeable change is that those who now embrace the Mormon faith in these countries are usually of the very poorest classes, whereas in former times the better classes came over in abundance. The explanation is probably to be found in the simple fact that these people think they have better prospects before them in Utah than their own countries could ever afford them. A free passage to Salt Lake with a certainty of a comfortable home on arriving there—which the agents are no doubt able to depict in sufficiently tempting colors—may have far more to do with their conversion to Mormonism than any actual preference for the creed.

A very remarkable theory in regard to the origin of cholera has been submitted to the Russian Imperial Academy of Sciences. It is, that cholera is intimately connected with auroral displays and solar disturbances, so that the epidemics of the disease occur at periods bearing an unvarying relation to the maximum and minimum periods of the prevalence of sun-spots. This view is entirely at variance, we believe, with that entertained by the medical profession generally.

Dr. Lombard, in studying the climate of mountains, especially in Switzerland, has directed especial attention to the effect which such a climate exercises upon pulmonary disease; and he comes to the conclusion that an abode at a considerable altitude prevents the developement of consumption, and may even cure it, either by developing the pulmonary emphysema, or in favoring the functional peripheral activity.

THISTLES.

Samuel Donaldson, Nobles Mills, Pa., gave the following as his plan of "not only exterminating thistles, but of receiving some benefit from the nuisance:" When I salt my sheep, as I do once in five or six days, one part good wood ashes and three parts salt, I go over part of the field and put a handful of the mixture on each thistle and mullen, and the sheep eat them to the root. I know they learn to relish them, for when I go again another part of the field I find a great many of them eaten with fragments of leaves lying around, where no salt had been put on. The application should be made before the thistles and and mullens grow too rank.

Several officers of the Austrian naval service have united in experiments which have resulted in an invention promising to be of the greatest importance to war steamers and to steam vessels generally. It is the method of conveying away under water the smoke from the steam engine, thus dispensing with the use of a funnel. They make use of the double ventilators, which compress the smoke and force it over-board. For propelling these ventilators they employ in large ships the pressure of the water between its surface and the place where the apparatus is fixed; for smaller vessels, steam power. One great advantage of this invention is the additional security its adoption will give to iron clad ships of war through the absence of what is now their most vulnerable part, the funnel. Other advantages claimed for it are the saving of space now occupied by the passing of the funnel through every deck less danger from fire, complete regulation of the draught, a saving of fuel, and better ventilation of the boiler. It is said that trials have been made of the apparatus, resulting successfully even to the smallest details.

We regret to hear that loss of life has resulted from the pitiable disturbance which disgraced Dominion Day at Sorel. The victim was a poor laboring man named Francois Bengeron, who eked out a scanty living by doing odd jobs about the town. On the day in question, thinking he might make a little money, he procured the loan of a carriage, and all went well with him until the riot began. He was on the wharf with his vehicle when the crowd swept down, rendering it impossible for him to drive away. For some time, seated on his box, he was between the two fires—bottles from the boat, and brick, coal and rock from the townspeople. He got badly cut on the face, but the worst injury was a ghastly cut on one of his hands extending across the base of the thumb. For a few days he imagined he would soon recover from his wounds, but the fearful fact began to make itself apparent that he was to die from lock-jaw. Thus he did die, suffering agonies on Friday last.

A Milwaukee lady who had been greatly annoyed by mischievous urchins who rang her door-bell and then made off, made a bad mistake one afternoon, recently. She lay in wait for them, and soon came a vigorous jerk on the bell. She cried out: "I see you, little rascal," and caught the unresisting figure by the coat collar and shook him vigorously when her strength was nearly exhausted and hoarse with excitement, she discovered to her horror that it was the diminutive minister of the church, very red in the face, and very short of breath. An explanation followed.

CHINESE LABOUR.—The Beaver Falls cutlery works in Pennsylvania, having been stopped by the strike, have been replenished by the importation of Chinese. Seventy Celestials have already been set at work, and five hundred more have been contracted for, and are expected at the last of the month. They are to get $20 per month and be found in religion—a special clause in the contract stipulating for the furnishing of a "boss man" without expense to themselves.

A poor woman died a few days ago in Brooklyn, from intemperance and destitution. Her husband who failed to contribute anything toward her support, disappeared from the house immediately after her death leaving three little girls with the corpse. The two oldest also left the house, leaving a little girl three years old with the body of her mother. When found, the little one was clinging to the body, and was nearly famished.

A piscatorial Virginian recently conceived the idea of catching fish with nitro glycerine. At the Kanawha falls he sunk a tin cartridge containing about half a pound of glycerine, and, connecting it with a battery, its explosion threw up a volume of water some thirty feet high. With the water were thrown up eighty six fish, averaging from one and a half to thirteen pounds each. The fish were not killed, being merely stunned and were readily picked up by a boat.

PRAYER.—A lady once asked a little deaf and dumb girl, by writing on a slate, "What is prayer?" The little girl had never said a prayer, for she could not speak, and she had never heard a prayer, for she was quite deaf; yet she gave a wiser definition than many ministers would give. She took a pencil and wrote on the slate: "Prayer is the wish of the heart."

A terrible occurrence happened at Bowmanville some days since, happily ending not fatally. As the Hon. John Simpson was loading a pistol which had not been in use for some time, it accidentally went off and the bullet entered the hand of his little son, passing out between the wrist and elbow and entering the groin.

THE BALLOT.—The Ballot Bill has passed the English Parliament and will soon become the law of the land. The House of Lords accepted it as it came from the Commons and passed it without amendment. We shall no doubt ere long see a similar measure passed in Canada. The world moves.

Every man, rich or poor, ought to have some great absorbing purpose, some active engagements in which his energies are devoted. Duty, daily duty, not enjoyment—must be the aim of each life. No man has a right to live upon the fair earth, to breathe its pure air, to consume its food, to enjoy its beauties, producing nothing in return.

The father of a boy whose veracity is not marked on his back, asked the teacher why it was his son didn't have a better acquaintance with figures, and was considerably electrified when the teacher tenderly observed. "I really don't know, unless it is because figures won't lie."

A Western paper accuses a contemporary of "dirty meanness," and remarks: "We want him to understand that two can play at that game."

EDITOR CARLETON PLACE HERALD.

SIR.—In your issue of this week, you endeavor to charge me, in the concluding paragraph of an article on the Railroad, with being the cause of a loss to the County of $100,000 from the Municipalities Fund. As the charge is a serious one I think you will, as a matter of justice to me, insert the following communication.

On the 15th day of July 1853, a By law, providing for borrowing from the Government, to be loaned to the B. & O. Railway Company, the sum of £200,000, was submitted to the Ratepayers of Lanark and Renfrew and on the 25th of the same month the By law was finally passed by the County Council, only two members, Moore and Stanley, voting against it. The Railway Company entered into a contract, with Sykes, Desrouchers and Company, English Contractors for the completion of the road from Brockville to Pembroke. The work was commenced and carried on for some time. But Mr. Sykes lost his life when the Arctic steam vessel was burned on the Atlantic. His Company then failed, and the works on the Railroad were suspended. On the 4th of October, 1855, there had been loaned to the Company by the Counties £24,333 13 4. A similar amount had been deposited in the agency of the Bank of Upper Canada at Brockville and the balance of the £200,000 borrowed remained in the hands of the Government. In 1856 a fear was entertained by the Counties council, that the undrawn debentures for Lanark and Renfrew would be loaned by the Government to other parties who were applying for them, and the Council authorized their Railway committee to secure the debentures by withdrawing them from the Government. The company were at this time endeavoring to effect arrangements with a contractor, named Moore, for the completion of the work. At the June Session of Council in 1856, it was found that Mr. Moore had been unsuccessful in his attempts to secure the necessary capital and as it was supposed that the municipalities interested, had sufficient on hand to make the road to the Ottawa River, it was determined that they would co-operate with the company for that purpose, upon obtaining such control on the Board of Direction, as would enable them to guard against any improper expenditure of their funds. No old debts of the Company were to be paid out of the loan, and the municipalities were to retain control of the money, which was to be paid in certain fixed proportions by each, upon the Engineers estimates of work done. The interest to the Government was paid for a short time, from the proceeds of the debentures and returned coupons. The Board was reorganized and the work on the road was again commenced and continued to progress for some time. But difficulties arose between the Town Council of Brockville and the Company, Brockville refused to bear its quota of the burden under the estimates of work done on the road and ultimately took the entire control of their portion of the funds into their own hands and expended a large part of it on the construction of the tunnel at that place. In the mean time, the debentures held by Lanark and Renfrew, were fast disappearing under the action of a majority in the Counties Council. In 1857 fresh hopes were held out by the Company. A new firm, Dales, Brothers and Co., of England, had been secured, who were going to undertake and complete the work to Pembroke; after considerable time spent in negotiations, that also proved a failure and on the 8th of October, 1858, from a report of the Railway Committee of Council, it was found, that £5,000 worth of debentures, unsold in England, was all that remained of the £200,000 which the Counties had borrowed from the Government and the work on the road had again to be suspended with the terminus at Almonte. Earnest, but unsuccessful attempts were made by the Company to raise money in England and applications for concessions were made to the Council without effect, the first was, for leave to issue bonds to the amount of £16,000 to have a first lien on the road for the purpose of completing the work to the Ottawa River. On the 25th of June 1859, Messrs. Crawford and Ford on behalf of the Company, proposed to the Council a reduction of the claim of the Municipalities against the Company to the annual payment of the 5 cents on the dollar, in accordance with the amended Municipal Loan Fund Act. In 1860 I was elected Warden and at the January Session of Council, the Railway Committee reported in favour of making the proposed reduction and with their report submitted a memorial to be adopted by the Council, praying the Legislature to pass an Act for that purpose. The Council resolved itself into committee of the whole on the report and memorial and several members of the Council with myself, strongly urged the rejection of both, believing it to be unwise to make so large a concession to a Company, the members of which had little or no stake in the road and were unable to render any assistance, except such as could be secured through the concessions made by the Municipalities. The report and memorial were finally adopted by a vote of 20 to 11. A committee, (of which I was made a member,) was appointed to watch the progress of the Bill through the House. I received a copy of it when it was printed and found there was no provision in the Bill to secure to the Municipalities, from the Company, the payment of the Clergy Reserves money retained by the Government. I immediately called the committee together and submitted the matter to them. Five members attended, namely, Richard Shaw, Robert R. Smith, Nathaniel Burwash, A. McArthur and myself. Mr. McArthur and I insisted on having the Bill amended to secure the Clergy Reserves money, the other three members of committee determined to accept the Bill as it was and no further action was taken, and on the 19th of May the Bill was assented to. The Company again made an attempt to raise money in England, upon the security of the Railway, with its reduced liability and again failed. When the Council met in 1861 the Railroad question had become very serious. The people of Renfrew, who were equally implicated with the people of Lanark in their liability to the Government, were receiving little or no benefit from the use of the road and with the terminus at Almonte, it was evident, the business done upon it would not be sufficient to enable the Company to meet the necessary outlay for running expenses, renewals and maintenance. The municipalities were sustaining a heavy loss by the retention of the Clergy Reserves money, the Government was pressing the Counties for the interest upon the loan and the amount of interest in arrear had become formidable and alarming. The only hope lay in the speedy extension of the road to the Ottawa River, as it was believed that a large trade would be thereby developed, which otherwise could not be secured to the Railway. A large amount of work had been done and ties delivered upon the road between Almonte and the Ottawa, which were lying useless and wasting. The Company appeared to be utterly unable to raise the necessary, or any capital for the completion of the work and the Counties Council met in January 1861 under very discouraging circumstances. A delegation from the Company, consisting of Messrs. Ford, Steele and Schofield, again asking to be allowed to issue bonds having a lien upon the road, in preference to the mortgage of the Municipalities. On consultation with those Gentlemen, a committee of the Council submitted a report recommending that the Company be allowed to issue preferred bonds to the extent of $100,000 to complete the road to Sand Point, $70,000 to be expended in finishing the work upon the road, $15,000 to be appropriated to pay balances due upon contracts entered into in 1856 when the Municipalities, in conjunction with the Company, assumed the work. The balance to be paid over to the County Treasurer to meet the annual claim of the Government for interest, until the Company would be in a position to pay it. On motion of Mr. Lynn the report was to be adopted subject to the approval of the Ratepayers. It was submitted to the Ratepayers, (and as matters afterwards turned out,) fortunately lost there. At that meeting of Council I was for the first time appointed on behalf of the Council to a seat on the Railway Board, Messrs. French, J. C. Foster and Murray of Perth were the other three nominees. During the year we met Mr. Richardson in Brockville, who informed us of the position in which the Company he represented was placed on account of their connection with the road, holding a very large amount of the securities of the Company upon which they could not realize anything, and stated, that they were prepared to advance the funds necessary to complete the work to the Ottawa and furnish the necessary Rolling Stock, if they could obtain control of the management. Mr. Richardson and the members of the Counties Council were appointed by the Board, to prepare and report upon the best means of raising the necessary funds. The report was submitted to the Board on the 28th of August 1861. It recommended that the lien of the Manicipalities should remain intact, that a new issue of preference bonds, for the sum necessary to carry the road to Roddy's Bay, should constitute the second lien on the road, that the present bond of the Company should be reduced to a third instead of a second lien on the road, that the new capital should be invested in trustees, legally appointed by the providers thereof, who alone should control and direct its expenditure, and that the holders of bonds should be intitled to vote pro rata with the stock holders, at the election of directors. The Board rejected the report and another year was wasted in fruitless efforts to obtain capital. They held the control and appeared to be determined not to relinquish it I had faith in Mr. Richardson's assurances and in the ability of the firm he represented to do all he promised. I knew he was as anxious as we were to get the road extended and I believed that the pressure of the circumstances by which the Company was surrounded, would tend to place the bond holders in the position they desired to occupy, at a very early day and I felt that as the English bondholders were fellow sufferers with us, we should become co-workers with them, for the mutual advantage of both. The Council had received a legal opinion with respect to the power of the Counties to foreclose their mortgage, from that opinion we had gathered, that the most probable redress we would obtain from a suit in chancery against the Company, would be the appointment of a Receiver upon the road, which at that time, while creating additional expense, could not have been of the slightest benefit to the Municipalities.

On the 9th of June 1862 a Bill, further to amend the charter of the company, was assented to, which provided for the reorganization of the Company, with the reduction of its nominal capital, the capital to be divided into two classes of stock, preferential and common and otherwise conferring large powers upon the Company to be so reorganized. Again an appeal was made to English capitalists and again there was no favorable response, nor money forthcoming and another year was unfortunately wasted in this last fruitless attempt, on the part of the Company, to raise funds upon the credit of the undertaking. Meanwhile Mr. Richardson was quietly biding his time, but the patience of certain members of the Counties Council had become completely exhausted and when in the June session of Council the Railway committee submitted a report setting forth the supposed prospects of the Company, to raise money in England to complete the road and recommending that nothing should be done by the Council "to embarrass the Company until it was known whether they would succeed, or not." The report was amended by Mr Lynn moving the appointment of a committee consisting of Messrs. Carswell, Haggart, Byme, Chambers and John Smith, "with full power to take such legal steps against the Company as they might deem proper."

The committee submitted the Railway matter to Mr. Blake for his legal opinion thereon and determined to take immediate action against the Company. The chairman got the necessary papers prepared and had the seal of the Corporation affixed to them, ready for the signature of the Warden, and a special messenger was to be sent with them to me to be signed. I happened to have business in Perth at the time, and met the Chairman, who told me what he wished of have done. I agreed to meet him in the County Clerk's office. In thinking over the matter it occured to me, that the Council had not delegated any authority to me to sign such documents, as the committee had prepared and I refused to sign them, but after discussing the matter with the chairman, I consented to consult Donald Fraser, Esq., who generally acted as legal adviser to the Council and be guided by his opinion. Mr. Fraser informed me that I had no authority to sign the papers and in his opinion if I did so the Council could hold me liable for any costs that might be incurred under the action of the committee. The chairman appeared to be very much annoyed and while at the Perth Station, waiting for the train, I wrote a note to him, stating, that if he would get his committee to adopt a resolution asking me to call a special meeting of Council to give them the necessary authority, I would immediately do so. Nothing farther was done by the committee and at the October session of Council, it was determined to let the matter lie over until January.

In 1863 I was not a member of the Council, but at the January session Mr. Richardson had a conference with that body and submitted the following propositions for their consideration.

That the Counties should assume the payments of the interest to the Government for three years, said payments, with all moneys paid by the Counties to the Government on behalf of the Company, to be refunded by the new Company in 15 years.

That ample security for the completion of the road to Arnprior, by the month of December following, would be given.

That the Council was not to take legal action against the Company for three months, to give Mr. Richardson an opportunity to complete his arrangements, all to depend on Bolckow & Vaughen getting complete control of the road.

A new Act of Parliament had to be passed reorganizing the Company and providing for the issue of preferential bonds and considerable delay took place. At a special session of Council held on the 26th of Feb. 1863, a report of the Railway committee was adopted, the last clause of which shows that a majority of the Council were prepared to support Mr. Richardson:—"Your committee are of opinion that it would be judicious, for the interested Municipalities, to render every assistance to the bond-holders, who may be willing to furnish the means for the extension of the road, to get control of it and they would suggest that your Council would by resolution, instruct the members of Parliament representing this section of country, to render their assistance and influence to pass such a bill as will tend to extend the road and duly protect the interests of the municipalities." The report was carried by a vote of 22 to 9 and those 9 were all Lanark Reeves. In the meantime Mr. Blake was appointed in conjunction with Mr. Richardson, Solicitor, to draft a bill to be submitted to Parliament, to provide the legal machinery, to organize the company and carry out the arrangements made with Mr. Richardson, which was adopted at a special session of Council held in April 1863 and on motion of Mr. McAdam, Mr. McDougall (Smiths Falls) and I were appointed to go to Quebec to watch the progress of the Bill in the interests of the Counties. We went as far as Montreal, but on telegraphing to Mr. Morris, found the session was about to close and returned. The Bill had not passed. At the June session of Council following, on motion of Mr. Code, my name was expunged from the delegation appointed to go to Quebec and at the next session of Parliament, which took place in the fall, Mr. McDougall proceeded alone to Quebec and on the 15th day or October 1863 the Act, under which the present Company was organized and providing for the issue of preferential bonds to the amount of £60,000 sterling, was assented to. The 13th clause of that Act provides, "that the sum of $20,000, in payment of moneys retained by the Government from the said Municipalities prior to the 19th day of May 1860, be paid to the Municipalities in proportion to the amounts loaned by them to the Company." You will observe that no provision is made here for the payment of the Clergy Reserves moneys which had been retained by the Government from the 19th day of May 1860, up to the passage of the Act in October 1863, amounting to $31,172.89, nor for any further retention of moneys by the Government and in the copy of the Company's preferential extension bond attached to the Act, it is clearly set forth, "that the only charge upon the Railway, prior to the lien under the preferential extension bonds, is the five cents in the dollar provided for under the 88th and 91th sections of the 83rd Cap. of the Consolidated Statues of Canada." I happened to be in Brockville when Mr. McDougall returned from Quebec. He showed me a copy of the Bill as it passed both Houses of Parliament. On reading it, I expressed to him my opinion, that under its provision the Clergy Reserves moneys were lost to the Municipalities and that the distribution of the $20,000 ought not to have been made in proportion to the amounts loaned by the respective Municipalities to the Company, but in proportion to the amount retained by the Government from them respectively, Brockville and Elizabethtown having lost very little, as compared to Lanark and Renfrew. Now Sir, permit me to ask you, what had I to do with all this. I was not a member of the County Council in 1863 and '64. I was not one of the delegates to guard the interests of the Counties, during the progress of the Bill through Parliament and notwithstanding, that I certainly could not be made chargeable with any of acts of the Council during those two years, when the Act of reorganization was passed and the arrangements with Mr. Richardson were made and although I have had no connection whatever with the Railway Board, since the close of 1863, when I resigned the Directorship, (until I was again elected in August last, (and there has not been a meeting of the Board since that time.) And although I have no "personal" interest whatever in the Company, you have just reached the astounding discovery, "that the Municipalities have lost $100,000, which they would have received from the Municipalities Fund", and give your readers to infer that the fault has been mine, by adding "that we now have another illustration of the old truth," "that no man serve two masters." I had worked earnestly in the Council while there to secure the extension of the Road to Sand Point. But, whether at the Council Board or at the Board of Direction of the Co., I emphatically deny that any act of mine ever tended in the least degree to the prejudice of the Counties. In 1865 another act was passed extending the time for the completion of the road to Pembroke; and in that act a clause was inserted providing for the just distribution of the $20,000 already referred to between the Municipalities. Since the new Company got control, there has been expended upon road in buildings, extension and rolling stock, say Preferental Bonds, £60,000 stg., and from Revenue, $191,342.00 I have been a member of the County Council since January, 1865. The Company have paid the $20,000, and are paying the amount paid by the Counties on behalf of the Company, in accordance with their agreement with the Council. There has not been any payment of interest made to the Government since the new Company got control of the Road. You will then observe that the terms made by the new Company to the County Council were

1st, The Company was to advance £60,000 stg., to be expended on the road, to extend and furnish it.

2nd, Pay to the Municipalities $20,000 Clergy Reserve Moneys retained by the Government, prior to the Nineteenth day of May, 1860.

3rd, To repay in 15 years, in semi-annual instalments, all moneys paid by the Counties to the Government on behalf of the Company.

4th, To assume in 1867, the payment of the five cents in the dollar as it fell due.

Since entering into the agreement with the Counties Council, the new Company has expended the £60,000 stg. upon the road, has paid the $20,000 in lieu of Clergy Reserve moneys retained prior to 1860, and is paying regularly the semi-annual instalments in accordance with their agreement, but have not paid the annual Government demand of 5 cents in the $.

In 1869, a Committee of the Council waited upon Mr Richardson, the President of the Company, at Brockville to ascertain the reason for the non-payment of the Government claim. That gentleman stated that the Company desired to make a full and final arrangement for the entire liquidation of our Municipal indebtedness as soon as the Ontario Government would be in a position to deal with the Municipal Loan Fund, and asked that the Counties should make common cause with the Company in their efforts with the Government for that purpose. He hoped that the Council would not do anything in the meantime to embarrass the Company; promised if any action should be taken by the Government against the Counties, before the Company could accomplish the proposed settlement, that the Company would at once relieve the Counties from their liability under such action, and pay all costs that might be incurred. The Committee reported the result of their conference with the President to the Council, and the Council concurred in the views of Mr. Richardson, as expressed to the Committee, to the extent of allowing the matter to rest. You are aware of the difficulties which have occurred with respect to the arbitration between the Provinces. The award made by the two arbitrators that did act has not been accepted by Quebec, consequently the amount of the Municipal Loan Fund to be received and controlled by each respective Province has not been finally determined. The Railway Company, although having repeatedly pressed the matter upon the attention of the Ontario Government, have not been able to effect any arrangement for a settlement, and as the entire Municipal Loan Fund indebtedness of the 21 Municipalities in Ontario that have borrowed from it has become an exceedingly complicated question to deal with, (some of them having paid up the 8 per cent upon their loan, in accordance with the terms of their original agreement; others having paid the 5 cents in the dollar as it fell due; and many of them, like Lanark Renfrew having fallen greatly in arrears, while on the other hand, some of them have expended the money borrowed upon works of a strictly local character, from which they are receiving a direct return; while others, like ourselves, have expended it on works of great, general, public utility.) It may require considerable time on the part of the Government to perfect the details of a scheme or measure, under which all can be settled with in a just and satisfactory manner, and in view of the very liberal aid extended to new railways by the Ontario Government, and the fact that this railway has been of so much benefit in opening up a large section of new country, and developing its many resources. And in view also of the large amount of revenue annually derived by the government from the trade in lumber done upon it, it is reasonable to expect that in any settlement to be arrived at, the Company will be dealt with in the most liberal manner.

There has not been any attempt at "hostile action" on the part of the Council since the reconstruction of the company under the Act of 1863, until last session. The action taken by a majority of the Council on that occasion has only postponed legal proceedings until the October session, providing in the meantime That the committee obtain all possible information as to the standing and prospects of the company, and the best legal opinion as to the course to be pursued by the Council, to secure the interests of the Municipalities. And if the Clergy Reserve Moneys retained by the Government can be recovered from the company a difference of three months in the time of taking action, will not in any way invalidate our claim or prevent its recovery. And the whole Council will then have a voice in saying whether a suit at law is to be undertaken or not. You are mistaken as