

ST. ANDREWS & QUEBEC RAIL-ROAD COMPANY.
SPECIAL GENERAL MEETING.

At a Special Meeting of the Stockholders of the Saint Andrews and Quebec Railroad Company held (pursuant to notice) at the Town Hall in Saint Andrews on Thursday the 8th day of March, A. D. 1853.

James H. Whitlock, Esq., having been appointed Chairman.

The following resolutions were passed:—
On motion of Geo. D. Street, Esq., seconded by Capt. J. J. Robinson:

Resolved—That this meeting having taken into consideration the present state of the Company and the letter addressed to them by Mr. Byrne as the Secretary and Delegate from the Class A. Shareholders, which letter has been confirmed by a resolution passed by their Board of Directors in London on the 15th day of February last, and being convinced, that in order to insure the progress of the Line to Woodstock, it is expedient and advisable to adopt the plan suggested by the Board of Directors in this Province, and agree to by Class A. of transferring to them the whole of the property, facilities, powers, rights and privileges now vested in the Company, hereby gives its full assent and consent to such transfer being made, and to an act being passed by the Legislature of this Province, in order to effect such transfer and vest the whole control and management of the Company either in the present Class A. Shareholders, or in a new Company to be formed by them in England for the purpose of executing such transfer.

To which resolution the following amendment was offered by T. H. Wilson, Esq., seconded by F. H. Fidd, Esq., but not sustained:

Resolved—That the Class B. Shareholders at once transfer their Stock to the Province, on the Province paying their amount of Stock either in money or Stock Certificates.

On Motion of Alex. T. Paul, Esq., seconded by Mr. Nathan Trevellick:

Resolved—That this meeting desires to express its decided disapproval of the recent acts and proceedings of the present Board of Directors of the Company, more especially in the following particulars:—In agreeing and pledging themselves to construct a Branch line to St. Stephens before the main line to Woodstock is completed.

In transferring the Road in its present state with the Locomotive and other property thereon to Mr. John Wilson to operate for his benefit.

In granting to Mr. John Wilson the sum of £1000 as compensation for his services as a Director at a time when the salaries due to the officers of the Company and other liabilities are remaining unpaid.

In refusing to entertain the proposition made by Mr. Byrne on behalf of Class "A," without submitting the same to the Stockholders for their consideration.

In introducing into the Legislature a Bill to disfranchise a large number of the Stockholders of the Company without any notice to them or obtaining their assent thereto.

That by these and other acts the individuals comprising the present acting Board of Directors, viz:—Messrs H. Hatch, John Wilson, Geo. S. Hill, Henry Frye, T. B. Wilson, James G. Stevens and Frederick H. Fidd, (the three last named of whom were not elected by the Stockholders), have in the opinion of this meeting been guilty of misconduct and maladministration, and are hereby removed and displaced from their office as Directors in this Company.

On motion of Mr. Thomas Barry, seconded by Mr. Dennis Bradley:

Resolved—That this meeting directs and requires that the Directors who may be elected by the Stockholders in the place of those now removed, and the remainder of the Board, shall immediately proceed to carry out the wishes of the Stockholders as expressed at this meeting, and take the necessary steps to facilitate the passing through the Legislature at its present Session of such an Act, as may be demanded, necessary to effect the proposed transfer to class "A," and shall rescind all the Resolutions and orders of the Board, which have been passed at this meeting, and any others which may impede or hinder the carrying out the proposed arrangement.

The Meeting now proceeded to the Election of Directors to fill the vacancies caused by those removed; when the following gentlemen were unanimously elected, viz:—

Capt. J. J. Robinson, Geo. D. Street, W. Whitlock, J. W. Street, H. H. Hatch and Geo. J. Thompson, Esq.

On motion of Samuel H. Whitlock Esq., seconded by Alex. T. Paul Esq.

Resolved—That this meeting is much gratified that the two Government Directors, Messrs Hatheway and Wolhaupter, were enabled to attend it, and is desirous to express its thanks for the information afforded, and the interest manifested by them in the promotion of the Rail Road.

On motion of Mr. Geo. F. Suckney, seconded by Mr. John Aymer:

Resolved—That in the opinion of this meeting, the Editor of the "Standard" News Paper, deserves the thanks of the community for the independent and able manner, in which he has advocated the true interests of the Rail Road Company, which has tended materially to the accomplishment of the objects of the present meeting.

Moved by Mr. Smith, seconded by G. D. Street Esq., that the Chairman leave the chair, and that A. T. Paul Esq. take the chair.

Resolved—That the thanks of this meeting are justly due the Chairman, for his patient and impartial conduct while presiding at this meeting.

JAMES H. WHITLOCK, Chairman.
S. H. WHITLOCK & Co., Secretaries.

(From our own Reporter.)

A special meeting of the Class B. Stockholders and members of the Company was held in the Town Hall, on Thursday last, for the purpose of considering the expediency of transferring to the Class A. Shareholders of this Company the rights, privileges, &c., vested in the Corporation, to enable them to complete the Railroad from St. Andrews to Woodstock.—Mr. J. H. Whitlock in the Chair.

The Chairman having opened the meeting, Mr. Stevens rose to offer some observations respecting a report that had been circulated in London, to the effect, to which he wished to give a denial, and his remarks having been considered, the Chairman was called to order.

Mr. Geo. D. Street moved that those who were Stockholders should withdraw. Mr. T. H. Wilson objected stating that the Town should be present to see everything, and as an amendment moved that all be admitted. Capt. Robinson, had no doubt the Town was much interested in the Railway and the object of the meeting, but thought that it should be confined to the Stockholders. The question was put, and those who were not Stockholders withdrew.

The Chairman read the Resolution, and next the Section of the Act authorizing said Special Meeting.

Mr. Geo. D. Street, as one of the Stockholders and Mr. Byrne's representative rose to move a resolution—the first read Mr. Byrne's letter to the Stockholders, finding the Directors were disposed to call a Special Meeting, the Stockholders decided to dissent. Mr. T. H. Wilson, Esq., seconded the motion, and Mr. Byrne rose to explain from the London Board, the question to be decided, to-day, was, whether the Stockholders should transfer the property, facilities, &c., to the Province, or to a new Company to be formed by them in England for the purpose of executing such transfer.

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for Pound. Class A. are entitled to a greater portion of land in proportion to what they have expended, they have Settlers in England ready to come out here, the land blocked out for them, and intend erecting Schools and Churches—but this cannot be done through our want of unanimity—the Government is waiting for our decision, but with no doubt, as the Government is being prolonged, so that the line would slip through, and the Government would not get the land for the Act, as it was in 1837, and the land is forfeited to the Road is not made—no facility left of the land could ever again be obtained, and he was much surprised to find that this measure should be made by any person who would ask it back only make the Road—but it is not asked. Mr. Byrne said the Stock may remain as it is—small sums paid by poor men will be returned—if the road is not built, we cannot get the land and what have left. He then moved the first resolution.

Capt. Robinson rose to second the Resolution—No one can doubt the respectability of the London Board, our object for the last five years has been to get this matter arranged; he felt sure that when Mr. Byrne came here all would have been satisfactorily settled. Class A. don't always take the best advice, but they are now ready to take it. Any one who considers the question, must know that the land is not ours—it was not granted personally—whoever makes the road is entitled to the land privileges, it does not matter who had money been raised in England, as he proposed, the line would be to Woodstock now, but at present you could not raise five thousand pounds in the Province, if this arrangement was carried out, I should intend to resign my stock, the line is going to pay, if Class A. can raise preferred stock, I am willing to let my stock go into it, those who hold stock will be able to look after the line through interest and have some say in the matter when required—my sole object is to make the Road, and I think Class A. should not lose their money, it would not be fair, and would be injurious to all, and the Road would be carried. I would not be here if it were not for the interest I feel in the undertaking, and whether any resolution should be offered.

Mr. T. Wilson, Esq., rose as to the object of the meeting, if all can be passed over, we should pass it. Mr. Street had said the Road would be carried, this was a good objection in coming to a conclusion. Before we accepted Mr. Byrne's offer we should be perfectly assured that the rights and privileges may be changed, as your trustees they had no power to use, you have here read a resolution of old Board, referring to particular proceedings with Class A. (Mr. Street wished the whole of the resolution to be read, Mr. S. H. Whitlock read it, it referred to a want of confidence in Class A. on account of some projected bill, if the old Board had not confidence in Class A. in 53, how is it that they have confidence in them now, something must have happened in the mean time. We will now look at Mr. Byrne's proposition of 1837, a proposition made to him by a "wretched" Board, "contaminated" in the language of the law, Mr. W. made some remarks upon a portion of the resolution which he said Mr. Street had slipped over, the Board called a meeting to ratify if the Class assent. Class A. have their amount fully met and more. Mr. W. contradicted that portion of Mr. Byrne's letter referring to the Locomotive, the time of Class was not indefinite as stated, the period was only 6 months. I would not take the word of Class A. if the property is to be handed over, Mr. Byrne must give security, which he does not give and their own stake.

The document of power of Mr. Byrne proposes to sustain both Boards, get the Delegates, and do the best for the advantage of both Boards, and the letter is for doing away the Board here, knocking it into a "cocked hat." He came out here first to "sign the books" and take leave the difference; he thought to make a good bargain between the Boards and get some credit. The power of attorney was not sufficient, Mr. Byrne knew it, and had to send home for a resolution, to confirm it, therefore the Board here was justified to refuse it.

All I say is this, the only point we differ in is—One party say that Mr. Byrne's verbal assurances are sufficient, I say they are not, and here we differ. If this proposal to Government was granted, Mr. Byrne would not act on it—I have yet to learn how Mr. Byrne can defray Class B. on a power that says "No."

Mr. W. read Mr. Byrne's letter to Board stating he had made most satisfactory arrangements with Government, which other papers he would produce would confirm. Mr. W. next read a report from Messrs. Stevens and Frye (who were appointed by the Board to proceed to Fredericton to report progress &c.) giving a "flat" contradiction to the representations of Mr. Byrne. Hon. Mr. Brown had said that Mr. Byrne's views were impracticable, and some other proposition should be offered. You have security in the Government for £100,000 at 6 per cent, for 25 years, and this Company also guarantee 1 per cent. The deed of Arrangement was the most outrageous deed ever executed, it was a nightmare to the whole undertaking. (Mr. H. H. Hatch asked who signed it.) Mr. T. B. Wilson, my father signed it, and he did wrong in doing so, so did Capt. Robinson. We said in our hearts to Mr. Byrne, we have very little faith in you, take any build the road, but before we make over any of our facilities to you, give us proper security. Mr. W. then read Mr. Byrne's proposal. The 30,000 acres of land is lost to you for ever. (Voice—We never owned it.) All the lands would go in

like manner to the present grant—chopped up in small blocks, and given to Tom, Dick, and Harry—who go here and there. We rejected Mr. Byrne's proposal because we did not offer proper security, and other reasons. Mr. Byrne accepted the proposition of 1853 the old one, and not that of the new Board (Mr. Street—What is the difference?)—there is a great difference. (Voice—read them, the last was read, and according to its terms it demanded a more security than that of 1853.)

Mr. H. H. Hatch asked how far the new Board had pushed the line since they came into office. Mr. Wilson did not state clearly what Mr. H. H. Hatch, have you done a mile? No answer. The Secretary read minutes of the proceedings at Fredericton, together with resolution moved by Mr. Hatheway, when Mr. Wilson then moved the amendment to the first resolution.

Mr. G. L. Hatheway said—Whatever conclusion this meeting may come to, it should be unanimous, and that both Boards should not enter so fully into their views; but that both he thought should pass. Mr. H. H. Hatch said he had not, to his surprise, seen before. I assumed the Board did not acknowledge Mr. Byrne's authority, he must say that he always viewed Mr. Byrne's power as really legitimate. He thought from the manner in which the Board was managed here, that there should be a change, and the Government that the Board here should be abolished. If the Government had invested him and his colleagues with power as reported, they would not have been here. He had drafted the resolution moved at the meeting at Fredericton, it was useless to drag anything through the Legislature when the three members were opposed to it, they would rather the line would stop, at least he implied such from the line of their language, he moved the resolution, because the Board meetings he had been to they always seemed desirous for the Province to take the line in hand, but if the road should fail it would be owing to the Board who employed as its agents. Unless the County members are satisfied, the Government will never approve of the line.

Mr. Byrne had asked the Government to £25,000, he Mr. H. H. Hatch, Mr. Byrne that the Government were passing sufficient securities. Some of the members thought that it was best to let Mr. Byrne have the £50,000, another proposition was framed afterwards which if it had been acted upon by the Board, would have been executed. (Mr. T. B. Wilson said that proposition was not made to the Board) the Government gave Mr. Byrne no pledge, but these they would receive favorably his proposition—he was fully of opinion that some amicable arrangements would have been made by the Board with Mr. Byrne, and that the line would proceed. The London Board were the best party to treat with the Government, and not the St. Andrews Board, which represented but £4,000. The Government have given £30,000 of the £50,000, but there are only 30 miles constructed; so that no blame whatever can be attached to the Government. The Session will pass over, and nothing will be done if you allow this opportunity to pass—it would be the last time that he should be here on a mission of this kind, and he should like to hear that the meeting ended to a unanimous conclusion, anything but that he thought would be the general feeling. (Mr. Street asked Mr. Hatheway if the first resolution passed, whether the Government would still oppose it?) Mr. H. H. and the County members were against it.

He made a proposition to Mr. Byrne, which he thought would meet the views of all concerned. Mr. Byrne approved it, and also the Government. But Mr. Byrne said that the Board here rejected it—(Mr. Stevens said that the proposition did not come before the Board)—the Government could carry any motion with regard to the line, with an overwhelming majority, if it had only met with the concurrence of St. Andrews, and as long as he was in the House, he would oppose giving any more facilities, until a final and satisfactory arrangement had been made. The County Members were of opinion that it would be best to pass the line to the Government, and for the reason he drew up the proposition to all his feelings. (The Secretary asked Mr. H. H. if Class B. could transfer any facilities to the Government, without the consent of class A?) as he looked at the Act, they had nothing to give but Stock, the conclusion he came to, was, that class A. would have been glad to come out here and have arranged with the Government without speaking to a man in St. Andrews. The Legislature will pass no act without examining all the Acts, if Mr. Byrne was prepared to treat with the Government and give security, he could get £20,000 or £30,000 from the Government to go on with the work. (Mr. Street asked, if an Act was passed according to the terms of Mr. B's resolution, (i. e.) the amendment, would it not alter the position of class A. by abolishing the B. stock?) it could be carried without an Act, if all the Stockholders consented—whatever you do, do it unanimously, and he would be too happy to aid in carrying out in the House any measure they may decide on—the Government would cheerfully lend their aid, if the people of St. Andrews would only take proper hold and push the work, if they divide and come to no settlement, the Session would pass over, and unless £5,000 was raised from some quarter the Government would not advance a like amount.

(We are reluctantly compelled to postpone the remainder of the Speeches for want of room, until our next number.)—ED. STANDARD.

Mr. CHARLES POWER'S name was accidentally omitted; by us, in the list of the Committee to take up subscriptions for the Patriotic Fund.

Correspondence.

To the Editor of the Standard.

SIR,
Among the many various circumstances from which the General Meeting of Shareholders has removed the most and obscurity of doubts and misapprehensions, and allowed the light of truth to shine upon them, is one which I trust will be fairly understood and acknowledged by the public. I allude to the feelings or intentions on the part of the Hon. Col. Hatch, with regard to the Railway—these may have from time to time been alleged against him through your columns, and even I will confess that in some of them he may perhaps have been to blame, but if it has only been by mistake and not from any want of his conscientious desire to do what was right, and advance the interests of the country, I think the fact which I beg you now to publish, will furnish sufficient proof.

Mr. Frye was entrusted with the Col. proxy, and was in possession of a letter from him, stating that if these appeared the slightest probability of the line being built through the means of Class A. that it should be in favor of the motion. Now Sir I shall not argue the point as to whether this condition was fulfilled or not—the result of the meeting sufficiently proves that—but I think it is clear that the Colonel wished and was anxious to do what was right, and go with the majority of his fellow townsmen, and that Mr. Frye did exceedingly wrong, in not having at the very least, under the circumstances, refrained from using his proxy at all instead of applying to oppose the transfer.

I am, Sir,
Your Obedt. Servant,
A Shareholder, and Lover
of the Line.

The Standard.
WEDNESDAY, MARCH 14, 1853.

The St. Andrews & Quebec Railroad Company, in a Special General Meeting assembled, have by Resolution, acknowledged that our efforts for the last nine months, to expose the malpractices of their Directors, and arouse themselves to a sense of their own position, are deserving of commendation; and they have accordingly done us the high honor of recording a vote of thanks in our favor, for the exertions we have used, towards that end. "That such an event may have occurred before is possible, and even probable; but we must confess that we cannot call to mind having ever heard of read of an notice where a vote of thanks has been given by a Public Corporation to the Editor of a newspaper, as such, and therefore in making our acknowledgments and expressing our appreciation of so great a compliment, we trust that the singularity of the position in which we are placed—proud though we be of it—will be an excuse for the inadequate expression of our thanks, for such an especial mark of the esteem of our townsmen, and so signal a proof that our labors have not been in vain; and since all men by words, only figures and imperfectly portray the feelings which move us, we beg the Stockholders to believe in the depth and sincerity of our gratitude, which, time shall have no power to weaken, but shall give us the means of proving, by renewed exertions in the discharge of our duty for the public good.

To pass however from ourselves, to the more immediate object of the meeting itself, we rejoice in having to congratulate the Town and the whole Province—for indeed there is no section of it that will not be benefited by the completion of the Railway—on the total discomfiture of the faction which stood in opposition to the wishes of the great majority of the people of agreeing to the transfer to class A. It is with regret we use the word faction, and reluctant though we should be at any time to appear to press hardly on a defeated party, and more particularly now that our triumph is complete—we feel that no milder term will suffice to designate the opponents in this matter, when we consider the manner of its organization, and the measure which it advocated—and which was aptly described as "the Barker House Resolution."

It is hardly necessary since we have in another part of our paper this day, given such a lengthened report of the meeting, for us now to make any particular comment on the arguments used on both sides, not indeed have we space in this number to devote to such remarks; but we feel it our duty as prominently as possible to lay before the Government, the Country, and the Class A. Shareholders, the result of the division, from which no one can be at a loss to draw his own conclusions.

Out of 49 stockholders present there were 41 voted in favor of, and 8 against, the transfer to class A.; and these eight consisted of Messrs John Wilson, T. B. Wilson, H. Frye, J. G. Stevens, F. H. Fidd, J. D. Wilson, and R. Townshend being the only two not Directors; and Messrs J. Wilson and H. Frye alone holding their office from Stockholders. The total number of votes thrown, including proxies, was for the motion 1191 against 110—making therefore a majority of 33 of those actually present, and of 1051 total votes in favor of the transfer.

We shall allude to the future prospects of the Company on another occasion; at present we have only space to say—which we think it but bare justice to do—that a number of Stockholders intimated to Mr. Julius Thompson their intention of passing a Resolution expressive of their regret that by an act of the late Board of Directors, the Stockholders had lost his services as manager of the Company, and as he had always taken a great interest in the Company, and performed his duties with zeal, fidelity and integrity—they hoped he would be again employed in the prosecution of the work. We regret to add, that Mr. Thompson requested them not to bring it forward—This however we feel bound to say, that had the