

the above estimate is far within the mark, and were the road at Roddy's Bay our chances of being paid would certainly be far better than in the present position of affairs.

Parties who will propose nothing better have raised objections to the mode proposed by the County Council. My present space will not admit of an extended refutation. The plan speaks for itself. Of the £100,000 to be raised, £70,000 will be devoted to building and equipping the road. £10,000 will be deposited with us to meet the interest. The objection to this item is that it is only staying off the evil day for three years. Within that time by the use of active measures on our part the debt to the Government may be wiped out, and should it not, it is an object to get rid of taxation for so long a time and the road will be better able to pay them. We have been kept clear of any payment (except some clergy reserve money) for the last seven years and we may reasonably expect to succeed as well in future.

£15,000 is to be applied for the payment of contractors who undertook their work on the faith that the municipalities would prosecute the road to its completion and who have a strong moral if not legal claim upon our consideration.

To secure these and the other conditions proposed they can be embodied in the Act of Parliament to be obtained, and when this is the case, so long as law and order and the machinery of Courts of Justice exist in Canada, we may depend upon their faithful observance. Should, however, any attempt be made secretly to evade them, our representatives sitting on the railway board as Directors will always be in a position to expose and thwart such designs.

No other plan than the above was laid before the County Council, and no other is before us for decision. It no doubt has its imperfections, but our choice lies between adopting it and doing nothing.

One further step can be taken. At the different meetings, petitions to the three branches of the legislature can be adopted, praying for a release from the Government debt for reasons obvious to every one.

In conclusion I would only add—Ottawa is making every effort to get a line of road to Pembroke, which if done, will crush ours. The time for action is fast passing away, and I submit whether public policy and our private interests do not alike join in urging us to adopt the report—extend the road, and avoid taxation.

RATE PAYER.

COUNTY OF RENFREW.

CONTINUED.

In my last communication, I had taken leave of the Village of Renfrew rather briefly considering the distinguished position it had always assumed in political contests, but as it will soon be on its trial before the Governor in Council, for the honours of a Jail location, I will not prejudice its position as a candidate by premature disclosures of its navigable streams, macadamised roads, plank walks, abundance of building material, and floods of office-seekers, each of whom fancies himself a budding specimen of the last executor of the law.

The first settlement of the Township of Horton took place about the same period as McNab, the soil generally speaking, is clay with sandy ridges, back from the streams; the population is of a mixed description, the majority being Scotch, the next in numbers being Irish Protestants. Some of the best farmers in the County reside in Horton, who evince praiseworthy efforts to advance in all matters connected with Agriculture, and consequently, by pursuing an enlightened system of farming, they are enabled to display, annually, at the County Agricultural Exhibition, samples of produce, live stock, and farming implements, that would do credit to the old settled districts of the West, where the superiority of soil and climate is of incalculable advantage. Great quantities of wheat, oats and pork are raised in Horton, which find a ready market from the lumber merchants and storekeepers in the village. A large portion of the Township is wooded with white pine; mounds in spots with hardwood. The River Renfrew meanders through the breadth of the Township, down which immense quantities of lumber for the Quebec market, are annually floated. The Bonaventure is not distinguished by the same physical features as its neighbour, the Madawaska; there are four chutes on it, and between those extracts the stream flows calmly between low level banks thickly covered with underbrush of hazel, birch, and ironwood, mingled with varieties of the wild plum, while occasional oaks stretch their green honours over the dark waters below. The white pine along the river is almost all blasted, and is fast decaying, offering a fine field for the ravages of fire. The new undergrowth appears to be a totally different species of timber. Deer are plentiful along the valley of the stream, the luxuriance of the moist clay soil yielding excellent feeding ground for the antelope monarch, numbers of which are annually slaughtered by still hunting. The wild lands of the Township are mostly taken up, in fact, many lots having been purchased almost barren of every producing quality, near the village of Renfrew, with the expectation that it would eventually attain the honor of County Town—not long ago real estate in the village and vicinity could not be purchased except at fabulous prices, which created doubts in the minds of intending purchasers as to the sanity of the modest land speculators in Renfrew, whose El Dorado of a golden harvest did not include within its boundaries the far-off glories of Australian speculation, but was "as calm and confined" to a few acres of baked clay, covered with the stunted pine ramblers of a once green forest, on the withered branches of which "hooted the midnight owl in solemn mockery of the gorgeous day-dreams of the financiers of Renfrew. Property, in the vicinity of the village, however, has fallen considerably, as a report has got abroad that Government intends to locate the County Town on the Western Canada side, opposite Portage du Fort, a large reservation held at that spot by Government, and the Crown Land Agent of the County having been directed lately, not to dispose of any

Crown lands in that vicinity—and en passant I may observe, that the motion of the Reeve for the village of Renfrew, that the decision of the question of County Town be left to Government, may further the idea of it being finally placed at the Portage.

The celebrated Opengood Road debouches at 'Mr. Edward Farrell's' after traversing the village of Renfrew, and winding along the elevated ridges on the north side of the Bonaventure. The beautiful expanse of the Chate Lake meets the eye of the descending traveller at Farrell's Wharf, where the steamer calls daily during navigation. Mr. Farrell keeps Hotel, and the stranger has an opportunity of getting acquainted with a genuine 'thoroughbred' as ever crowded defiance to the enemies of the British empire in general, and that favored spot Galway, in particular. He was one of the earliest settlers in the Township—he has been at its birth—watched by its cradle, and now, rejoices in its prosperity. On the bank of the Ottawa, in the Township of Horton, there are several fine farms, viz.:—Mrs. O'Neill's, Mr. Ferguson's, formerly of Beckwith—a genuine Celt, with a family tree which is spreading far and wide—and the charming property of Mr. Conroy—the Bonaventure Point, with its low level green banks covered with luxuriant verdure, and dotted with clusters of soft maples. There are some fine buildings erected at this station, but as far as business is concerned, the "Point" has not fulfilled the promise which it held out in early days, as very little business is transacted there at the present time. A very fine wharf, stretches out into the lake, at which the steamer calls daily. A prettier, sylvan spot for the city tired man of business of pleasure to spend a few days at, can scarcely be found in Autumn; fish are plentiful in the surrounding waters, and game is to be found in the woods to the rear. About a mile up the Bonaventure from the mouth is the first "Chute" whose deep rumbling may be heard from the deck of the steamer on the lake; it is called "Castleford," and was the first place of business in the Township, grist and saw mills, and a store having been started there in connection with lumbering, by a Capt. Bell, whose descendants are now resident in Perth. It has long lain almost dormant, but a new saw mill has been lately erected by Mr. Bladell from Ottawa, and probably a few years more will witness a further progress in manufacturing, for which its water power capacity and facilities for transit eminently fit it.

FALCON.

McNab, Feb. 21, 1861

FEARFUL CASUALTY.—SKILLFUL SURGICAL OPERATION.

DEAR SIR—I have seen various surgical operations reported by the press, and I think none more worthy of publicity than the following:—On Tuesday, the 19th inst. while Donald Muirhead was engaged in felling a tree on the farm of Mr. Wm. McVicar, a limb from another tree fell and struck him on the right parietal bone. Dr. Sweetland of Pakenham, who was immediately sent for, was soon in attendance. He found the skull very badly fractured and driven into the brain, and consequently there was great pressure upon the brain, from the depressed portion of bone. The operation of trepanning was found necessary to remove the depressed portion of skull. This operation was most successfully performed by Dr. Sweetland, assisted by Dr. Church of Annapolis. About one inch in diameter of the skull was removed, and then the depressed portions elevated. A considerable quantity of detached portions of the brain was taken away. The operation unquestionably was a very skillful one, and thus far quite successful. The patient is to-day—I understand—doing well, being perfectly sensible, and comparatively free from pain.

VESPER.

Pakenham, Feb. 22, 1861.

To the Editor of the C.P. Herald.

MR. EDITOR—In reference to "Anti-Humbag" remarks in the latter part of his article in your last issue, we would, in justice to Mr. Baker and in defence of ourselves, beg leave to correct the views he takes with regard to the addresses accompanying the Buggey and Harness recently presented to the Rev. Mr. Baker, Rector of Carleton Place. The address dated 5th July, with reference to the Buggey, was at that date prepared with a view of having it then published, but in consequence of Mr. Baker's congregation at Innisville having expressed a desire to present a Set of Harness in addition to the Buggey, we delayed the publishing until about the time they got the Harness prepared, which was some three or four months after, in order that their Address might be published about the same time. Hence the delay in publishing the Address. In the next issue your correspondent seems inclined to think that the Address were presented either for duty in "political teachings" or "white washing" for besmeared garments in politics. We would have "Anti-Humbag" or any other "Humbag" understood that so far as the Address with reference to the presentation of the Buggey is concerned, we did not lend our names for any such motives—it was a higher sense of feeling that actuated the people of his congregation here to present him with the token of esteem and respect in which he, Mr. Baker, is held by them; and we think we are justified in saying that it was from similar feelings that the congregation at Innisville were actuated; but they can answer for themselves if required. In conclusion, we would beg leave to give "Anti-Humbag" a piece of advice that may be useful hereafter, and that is—"Not to dabble in things he knows nothing about."

JAMES BOWMAN, Church Warden
THOMAS COULTER, St. George's.
Clayton, 18th Feb. 1861.

TO THE RATEPAYERS OF THE COUNTIES OF LANARK & RENFREW.

You will be called on at an early day to decide by your vote, either for or against the new measure proposed and carried by the County Council for raising £100,000 to complete the B. & O. Railroad to Roddy's Bay.

There is a great effort being made to persuade ratepayers to vote down this measure, and allow a railroad tax to be imposed.

Now, we humbly think there are abundant reasons already for the advantages they confer; let us then, as one man, vote for the County Council's Report—raise this needful amount—get the road extended, so as to be self-supporting—that we may not be saddled with additional taxes, at least for years to come.

If the Road is not completed it cannot pay its expenses, it must and will—and instead of being a burden on the country, it will confer on it untold benefits.

Yours,
A RATE-PAYER.

Drummond, Feb. 20, 1861.

The ignorance and apparent indifference of officials at home, to the wants, interests, and capabilities of the British American Colonies, in general, and of Canada in particular, has frequently formed good grounds for complaint on this side of the water. Even in trivial matters the most unparagoned ignorance has frequently been discovered in parties who should have been thoroughly posted up with respect to Canada and things Canadian. We are happy to observe a change in this respect. The times to which we have referred are passed away, and Canada, instead of lying in a dark dusty corner, as in former times, is now brought to the light of day, and stands out in bold relief in the Colonial office. She is beginning to be known, understood and admired, as "the brightest jewel in the British Crown." The great quarterly Reviews and other home publications are beginning to devote space in their columns to Canadian affairs, and the London Canadian News has been instrumental in directing a goodly share of imperial attention to this portion of Her Majesty's dominions. We extract the following:

London, Jan. 30.

It may appear at first sight somewhat ill-timed to speak at the present moment of the value of the River St. Lawrence as a means of internal navigation. That magnificent outlet to the Atlantic has for the last few weeks presented a vast surface of rugged ice, heaped up into the wildest of forms, and until the bright sunshine and warm rains of April shall have loosened the bonds of winter and the lake waters have set the fields of ice in motion and drifted it to the Atlantic, the navigation of the river will remain closed. For five months in the year the great river is ice-bound, and for the remainder the navigation must be carried on amid the whirl of rapids and exciting scenery of the Thousand Islands. And yet the value of the river to Canada and northern and western portions of the United States is incalculable. The rapids have no dangers for the vessels that pass down the current, and the energy and enterprise of the Canadians have established by their splendid system of canals a course by which vessels may avoid the rapids and easily reach the lakes on their return voyage. If the St. Lawrence is ice-bound, so too is the Erie Canal; and in the competition which exists between Canada and the United States for the carrying trade of the north-west both countries are nearly on a footing of equality during the winter months. There is, however, a slight advantage in favour of the St. Lawrence, even in that the navigation, owing to its greater body of water, is not closed so early in the year and sometimes three days in the week the river is open, a cargo of a point of very great importance, for although it may allow time for vessels to leave a day or two later, still as a general rule the business of shippers would hardly, if prudently conducted, be cut so fine as to be left to the chance of being locked up for months in the ice.

The subject upon which we are anxious to direct attention is the greater value of the St. Lawrence as an outlet for the produce of the north-western and lake districts as compared with the route by the Erie Canal and the Hudson River between the lakes and New York. Some months since our readers are aware, a cargo of wheat shipped at Chicago was conveyed without transshipment direct from Chicago, on Lake Michigan, through Lakes Huron, Erie, and Ontario, and by way of the St. Lawrence to Liverpool. The Dean Richmond made the voyage in 32 days, and delivered his cargo in excellent condition. The voyage was made through an ice sailing ship, and various delays took place on the canals, which had arrangements been previously made, might have been avoided. The Canadians are not people who are disposed to rest satisfied with one success, and their complete system of railways and canals attest their restless and enterprising energy. No sooner had the Dean Richmond crossed and recrossed the Atlantic, and proved the possibility of the 4,000 miles of direct river and ocean navigation, than it was suggested that steam might be profitably employed to shorten the time of the voyage. The idea of a few months since has become a reality. On the 5th of October the steamer Jura, from Quebec, with 10,000 bushels of wheat on board. On the 13th of September, or 26 days previously, the wheat was in the stores at Chicago, or 4,025 miles distant from Liverpool. The whole of the distance was not performed by water carriage, the Welland railway being employed for a short extent of the line. The first section of the voyage from Chicago to Fort Colborne and thence over Welland Railway, occupied five days. At Port Dalhousie the grain was reshipped—a delay of one day occurring by waiting for the steamer, and arrived at Montreal on the third day. At Montreal the grain was again transhipped on board the Jura, which sailed from Quebec on the 29th of September and arrived, as already stated, at Liverpool on the 8th of October. There was a loss of seven days between Montreal and Quebec and one at Port Colborne, the actual time of movement being only 18 days. There is no reason why, with a proper system of transport arranged, the time occupied between Chicago and Liverpool by way of the St. Lawrence should be more than from 15 to 18 days. It happened at the same time when this consignment of wheat was shipped for Liverpool by way of the St. Lawrence, that a similar consignment was shipped for this country by way of Buffalo and New York. Both cargoes were started on the same day—viz., 13th of September; the grain by way of Buffalo did not leave New York until the 7th of October, or one day before the cargo from Quebec had reached Liverpool. At Montreal, Quebec, and New York, and Liverpool was from Oct. 7 to Dec. 3, making the whole time occupied between Chicago and Liverpool, via New York, 82 days, as compared with 26 days, via Quebec and the St. Lawrence. In addition to this greater delay, the consignees report that the cargo from New York was very much heated and damaged. The extraordinary difference in the voyages from New York and Liverpool and Quebec and Liverpool is, of course, to be accounted for by the fact that the Jura, from Quebec, was a sailing ship, while the Hanover, from New York, was a sailing ship. After, however, making every allowance for the advantages of the sailing ship, the Jura was again transhipped for it was not until the day before the Canadian steamer had actually arrived at Liverpool that the second cargo was shipped at New

York. The time occupied between Chicago and New York is much longer than between Port Dalhousie and Quebec. By the slow and tedious process of the Erie Canal and New York, and it is also true that the money has been expended, and the inhabitants of Montreal, Smith's Falls and Perth, have reaped rich harvests therefrom, it is also a fact that the county of Renfrew has to pay annually \$3818 interest for this benefit conferred upon the county of Lanark, and it is equally true that that security upon the road in its present unfinished state is only nominal and that if we allow the road to remain in statu quo our interest and security will be most beautifully less, what then are we to do?

I shall very briefly state my views of the case and then allow the bright and intelligent ratepayers to judge for themselves. In the first place we are bound to pay annually the railroad tax, whether the road be finished or not, but the Directors can forward and bind themselves by Act of Parliament to deposit with our treasurer fifteen thousand pounds sterling, thereby securing the payment of three years interest to the government. In the next place the Directors bind themselves also to pay to our treasurer, monthly, all the surplus earnings of the road not only at present but ever afterwards, so long as any portion of interest is due by us, and when I tell you that the small portion of finished road realized for the past year \$19,000 what do you suppose will be the profit when we come to the Ottawa at Roddy's Bay? Once completed to this point its ultimate extension to Pembroke is certain, and when this desirable object is attained, it is a well known fact that with the large amount of traffic, now carried by the Ottawa route and which is annually increasing, there will not be such a good paying road in Canada, as the route from Ottawa to Pembroke, and when this desirable object is attained, it is a well known fact that with the large amount of traffic, now carried by the Ottawa route and which is annually increasing, there will not be such a good paying road in Canada, as the route from Ottawa to Pembroke, and when this desirable object is attained, it is a well known fact that with the large amount of traffic, now carried by the Ottawa route and which is annually increasing, there will not be such a good paying road in Canada, as the route from Ottawa to Pembroke, and when this desirable object is attained, it is a well known fact that with the large amount of traffic, now carried by the Ottawa 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