

and to those statements the attention of the reader is directed. They show a steady progress in each of the Townships, as well as in the District as a whole, that is exceedingly gratifying.

In 1846 a charter was obtained to construct a Railroad from Port Hope to Peterboro'. Stock Books were opened, and a considerable amount, £10,000, was subscribed. Public meetings were held both in Peterboro' and Port Hope, and for a time considerable enthusiasm existed. But the days of Railway construction in Canada had not yet commenced; that most ingenious contrivance, the Municipal Loan Fund Act, had not been even dreamt of, and owing to the difficulty of raising money, the project, unfortunately for the interests of both Towns, dropped.

Until 1852 but little occurred in the history of the Counties to interest the general reader. The Town continued to progress, slowly but steadily; but it was not until that year, when Peterboro' shared largely in the Railway interest that about that time seized the public mind, that any marked advance was made. It was the peculiarity of the Railway Legislation of 1852-3 that the large proportion of charters granted, had Peterboro' either for a terminal point, or an important station. The interest then excited resulted in a large influx of population, and an important impetus was given to every branch of industry.

In that year the question of connecting the Bay of Quinte with the Georgian Bay by means of a Railroad excited very considerable interest, not only among the people of these and the adjoining Counties, but among those of Oswego. Judge Hall, of New York, visited the country through which the road was to pass, and addressed public meetings on behalf of the enterprise. A company was formed, under the name of the Grand Junction Railway Company, stock books were opened and a large amount subscribed, among the rest £100,000 sterling, by the United Counties of Peterboro' & Victoria. In 1853, after the charter had been granted to the Grand Trunk Company, and the contract given to Messrs. Jackson, Peto, Brassey & Betts, the importance of the Grand Junction as a feeder to the Grand Trunk, forced itself upon the attention of the Company controlling the latter, and after some time spent in negotiation, an amalgamation of the two lines was effected, the Municipalities being released from the stock they had subscribed, and the Grand Trunk Company promising to refund the outlay made upon preliminary surveys. This amalgamation—made in good faith, and with a reasonable assurance that the work would be promoted by it, was a most unfortunate circumstance for the Counties. The breaking out of the Russian War, and the extreme stringency of the money market in consequence, together with the sudden rise in the cost of all articles of food and of labour, so embarrassed the Grand Trunk Company, that they found great difficulty in completing the lines included within their original charter, and indeed could not have done so, had not the Parliament of Canada, rightly appreciating the importance of the work and the advantage to the Country of