

IMPORTANT MEETING.

THE OTTAWA NAVIGATION.

A meeting of Members of the House of Commons and Senate, convened by Alonzo Wright, Esq., M. P. for Ottawa County, was held in the "Immigration and Colonization" Committee Room, Parliament Building, on Wednesday the 20th ult. at four o'clock, P. M., for the purpose of taking measures to direct public attention to the construction of the Canals required to connect the St. Lawrence at Montreal with Lake Huron by way of the Ottawa, Matawan and French Rivers.

The following are the names of the gentlemen present:—

Hon. James Skead, Senate; Messrs. Currier, Wright, Chamberlain, Burton, Heath and Hagar, M. P's, and G. H. Perry, Esq.

Alonzo Wright, Esq., M. P., was called to the chair, and Mr. Perry requested to act as Secretary.

Mr. Wright stated the objects of the meeting to be the organization of measures for placing before the public the necessity which existed for constructing the canals required to open the navigation of the Ottawa from Montreal to Lake Huron. It appeared that the time had arrived when this measure need no longer be delayed. Indeed the exigencies of the commercial interests of Canada demanded that this route should be opened at once, while the sum of money just voted for the purposes of defence would prove a bad investment without the Ottawa navigation. The Government had hitherto been so engaged with the questions of the Intercolonial Railway, Militia organization and defence that it was impossible to attract attention to this matter; but its time had undoubtedly come, and it remained for those representatives whose constituencies were directly interested, to place a subject of its great national importance fairly before the people of the Dominion. The plan probably best adapted to that end would be to proceed by petition to the three branches of the Legislature from the various municipalities interested.

It was moved by the Hon. Jas. Skead, seconded by Mr. Hagar, M. P., and resolved, That Messrs. Wright, Chamberlain, Heath and Perry be a Committee to draft a general form of petition to His Excellency the Governor General and both Houses of Parliament, praying for the construction of the canals necessary to open the navigation between the St. Lawrence and Lake Huron by way of the Ottawa, Matawan and French Rivers.

Moved by Mr. Chamberlain, M. P., seconded by Mr. Heath, M. P., and Resolved, That Hon. James Skead and John Hamilton, Senators; Hon. J. J. C. Abbott and Messrs. Wright, Shanly, Grant, Burton, Heath, Currier, Hagar, Holmes, Rankin, McLachlin, McMillan, F. Jones, Chamberlain, Morris, and Crawford, M. P's, His Worship the Mayor of Ottawa and G. H. Perry, Esq., be a Committee, with power to add to their number, to carry out the objects of the meeting and that any three, with the Chairman be a quorum for the transaction of business.

Moved by Mr. Currier, M. P., seconded by Mr. Burton, M. P., and Resolved, That copies of the petition and a prospectus, detailing the object, commercial value and all

other useful information on the subject of the Ottawa navigation, be forwarded to all members of both Houses of Parliament favorable to the measure, for the purpose of procuring the signatures of the various municipal bodies and the inhabitants of the counties interested to the petition; and that copies of the prospectus be sent to all members of the Senate, House of Commons, the members of the Legislative Assemblies of the various Provinces, and to all the municipal authorities of the Dominion, and such others as the committee may decide on.

The meeting then adjourned till Friday, the 22nd.

At noon, on Friday, 22nd, the following members of the committee met in the Immigration and Colonization Committee Room:

A. Wright, Esq., M. P. (Chairman,) Messrs. Currier, Shanly, Chamberlain, Holmes, Dr. Grant, and Heath, M. P's., and G. H. Perry, Esq.

The following Petition was adopted and ordered to be printed;—

The Honorable the Commons House of Parliament of the Dominion of Canada, in Parliament assembled

The petition of—Humbly Sheweth:

That the navigation of the Ottawa River is obstructed by shoals and rapids above the city of Montreal—that its tributary the Matawan approaches within three miles of Lake Nipissing that the "height of land" between is nowhere over thirty feet above the level of the Lake—that the construction of a navigable channel connecting the waters of Trout Lake, the head of the Matawan and Nipissing, is perfectly practicable and easily effected—that the French River flowing out of the latter Lake into Lake Huron is admirably adapted to form a channel for a first class navigation—that it reaches Lake Huron four hundred and thirty miles West of Montreal and five hundred East of Chicago on Lake Michigan, making the distance between those ports nine hundred and thirty miles; while by way of the St. Lawrence and Lakes the distance would be thirteen hundred and forty eight miles—that the whole length of Artificial Canals necessary to overcome the obstructions in the Ottawa and Matawan Rivers, connect them with Lake Nipissing, and adapt French River to the full capacity of the navigation throughout, would not exceed thirty miles—that the completion of this channel would open a large tract for settlement now almost inaccessible, facilitate access to the North-West Territory and British Columbia, induce capitalists to construct a Railway connecting the Atlantic and Pacific Oceans, (which must pass at or about the height of land before mentioned,) through British Territory, open a new market for the lumber trade, and largely increase the industrial pursuits of the country by facilitating the production of manufacturing establishments on the various falls on the Rivers.

That the commercial interests of the Dominion and Great Britain demands a more direct route between those ports on the Lakes which are the centres of the grain trade of the Western and North Western districts of the United States and the Seaboard than those furnished by way of the St. Lawrence and Erie Canal.

And lastly, that all measures of defence for the Dominion of Canada are imperfect without direct communication between the St. Lawrence and Lake Huron, by way of the Ottawa, Matawan, Lake Nipissing and French River.

Therefore your petitioners humbly request, that your Honorable House will take

such measures as will cause the obstructions to this navigation to be removed, and an uninterrupted line to the full capacity of the leading channel and the supply of water from the summit level opened through out.

And as in duty bound, Your Petitioners will ever pray.

The meeting then adjourned till further notice.—*Ottawa Citizen.*

VOLUNTEERS INSPECTED, AND WARNED TO BE READY FOR DUTY.—The artillery and infantry companies of St. Catharines were inspected at the Drill Shed on Tuesday evening, the 19th ult., by Col. Durie, D. A. G., and Col. Villiers, B. M., in the presence of a large concourse of spectators. The muster was very creditable to all concerned and comprised 48 artillerymen, 57 men of No. 2 company, and 26 men of No. 3, and 3 officers to each. The infantry were put through a variety of evolutions to test their efficiency, by Colonel Currie, Major Macdonald and Capt. Thompson; whilst the artillerymen were ably manoeuvred by Captain Wilson, and acquitted themselves at gun and infantry exercise in a manner to elicit general praise. The inspection lasted two hours, and involved a minute examination of the drill, arms, accoutrements, and clothing. At its close, the officers and men were drawn up in columns of companies, and addressed by Colonel Durie in complimentary terms on their cleanliness, discipline, and other good qualities as citizen soldiers. He said that the signs of the times might justify them being called out for frontier service at an early day, of which there was much probability; and if so, he had every confidence that they would respond to the call with the same alacrity as in 1866. He knew the pecuniary sacrifices they then endured through being kept so long at the front, and hoped in the meantime that they would so arrange their business affairs as to suffer as little injury as possible, should their services be again required. He closed his remarks by congratulating them on possessing so fine a Drill Shed, which should be used on every convenient occasion to keep up drill and increase efficiency. Cheers were then given for the Queen and Inspecting officers, when the latter retired, and the men were dismissed—with the warning, however, to be ready at an hour's notice to assemble when needed. The Beamsville, Niagara, Virgil and Queenston companies were also inspected during the week, each being found in good condition and ready for a brush when necessary. Captain Gregory's Troop of Cavalry were inspected on Wednesday morning in rear of the Drill Shed, by the same officers. The men appeared well up in their drill, and were thanked for devoting so much attention to acquire proficiency. Instructor Spiller also received kind notice for his labors and painstaking. We may also add in this connection, that Troop Sergt. Philip Grobb has recently returned from the Toronto Military School with a second class certificate and extra marks, making the fourth member of the Troop who has thus graduated with similar or higher honors.—*St. Catharines Const. National.*

The Montreal Gazette, as a sign of the times says:—"We understand that all leaves to officers of the regular troops stationed here have been stopped, and field pennants have been served out to the Hospitals. These preparations seem to corroborate the accuracy of our statements concerning anticipated Fenian raids."