THE NORTH-WEST INDIANS.

Blackfeet Killing Cattle Belonging to Settlers.

Sioux Contented and Well-behaved.

WINNIPEG, Man., Jan. 27.—Captain Young, of the Customs Department, Winnipeg, who has been visiting officially the distant posts on the boundary, arrived here yesterday having left Wood Mountain on Dec. 12th. He experienced considerable hardships on the way owing to the late unusually low temperature. Four of his horses were frozen to death, their legs being cut by the crust of snow. He arrived at Q'Appelle on December 3rd. The following is a summary of Capt. Young's news:—The Blackfeet have been killing cattle belonging to the settlers and traders since last fall. They commenced this west of Fort McLeod, and gradually worked their way east to Fort Walsh, where they killed several cattle while Capt. Young was there. Though the lakes and ponds were teeming with fish and game, the Blackfeet were actually starving, because they are too proud to kill anything which they cannot hunt on horseback. At Fort McLeod about 7,000 are living at the expense of the Government. There are plenty of Buffalo at Fort Walsh. The Sioux are at Wood Mountain, and are behaving well. No depredations are reported. The Crees and Assiniboines in the vicinity of Fort Walsh have not received much Government provisions, and feel bitter because supplies supposed to be for their benefit have been distributed to the Blackfeet, who formerly dared not come so far East. The Blackfeet are all well armed with Winchester rifles and revolvers, and have an abundant supply of ammunition. Most of the Canadian Indians are now hunting south of the boundary line, and are doing well.

Mr. Molyneaux St. John, late Sheriff of the North-West Territories, and now Assistant Land Commissioner for the St. Paul, Minneapolis and Manitoba railway, has gone to England, for the purpose of promoting emigration to the lands of the company.

MANITOBA.

Opening of the Local Legislature.

WINNIPEG, Man., Jan. 22.—The first session of the fourth Parliament of Manitoba was opened to-day by Lieut.-Governor Cauchon, who was received by a guard of honour and salute. The Lieut.-Governor entered the Chamber, and the members then retired for a quarter of an hour to choose a Speaker, and, on returning, announced that Mr. Gilbert McMicken had been chosen. The Lieut.-Governor then delivered the Speech from the Throne, which congratulated the House on the general prosperity of the Province, and the abundant harvest. It alluded to the great success which had attended the exhibition of Manitoba products at Ottawa, and at other principal cities of Canada, last year, and expressed expectations that a large immigration of a desirable class of settlers would result from the reports of the Royal Commissioners and tenant farmer delegates who visited Manitoba last fall. It further congratulated the House on the success, resulting from the visit of the delegation of the Executive Council to Ottawa last year, in obtaining various concessions from the Dominion Government. The leading measures promised during the present session are the following:—An Act to complete municipal organization throughout the Province; an Act to effect drainage of certain low lands, and to provide for the cost of the same; an Act respecting interpleading, and an Act to provide for making electoral lists on a cheaper plan than at present. The House will also be invited to consider means by which the demands of certain localities in respect of herd law can be met.

THE GATINEAU MURDER.

Particulars of the Horrible Crime.

OTTAWA, Jan. 26.—Mr. Wm. Logue, of the Desert Village, furnishes the following additional information in connection with the recent murder on the Gatineau:—"I received this Wednesday evening, the following information from a reliable party, who has just returned from the scene of the murder. On the evening preceding the murder two Indians went to Hennessy & Brisbers' depot to buy goods, and Hennessy sold nearly all the goods in stock, which Brisbers then and there claimed, and an altercation followed between Hennessy and Brisbers in the presence of the Indians. After completing their purchases, Brisbers told them not to stop at Hennessy & Brisbers' depot that night, but to go to sleep at another shanty. The Indians did as directed by Brisbers, and on the following morning Brisbers went to the shanty where the two Indians had slept, and offered them the clothes which they had seen on the murdered man the previous evening. The Indians would not take them, whereupon Brisbers told them that Hennessy had died during the night and requested the Indians to bury him. Brisbers then departed and has not since been heard of. After the Indians had breakfasted, they went to the depot and there saw the mutilated body of Hennessy lying in bed, and the clothes covered with blood. The Indians would not take the murdered man's clothing for fear they might be saddled with the murder. They are afraid to move the body, awaiting the action of the authorities. It is surprising the authorities take no action in this matter. The body of the unfortunate man is still lying in his blood, and has been since the murder was committed, some four weeks ago. The party who gave me the above information, which is reliable, told me it was a horrible sight to look at a frozen mass of flesh and blood. The Indians will not inter the body, and as the authorities are silent, there is every probability of the body being eaten by dogs or wolves. The authorities at Aylmer should at once take the matter up."

OTTAWA, Jan. 27.—The following despatch has been received in relation to the Gatineau murder:—"The forks of the Gatineau is about 100 miles above Desert village and about fifty miles above Messrs. Hamilton Bros., Sturgeon farm. At this point Brisbois and Hennessy were partners hunting for furs. Hennessy came from the River St. François, below Quebec, and is said to have been a Metis, or half-breed. They hunted together since September last, and had secured as far as can be learned about $150 worth of furs, when Brisbois brutally murdered his comrade, and started down with the furs. He arrived in the evening at Hamilton Bros'. Sturgeon farm, and when questioned about his partner, he stated that he remained at the camp to hunt, that he had plenty of provisions, and that he (Brisbois) was taking down the furs to sell, and would return immediately. Brisbois continued his journey downward next day, but during the night it was noticed that he was very restless, and walked about the house and slept but little. He arrived next night at one Dennis Sevenie's, who keeps a stopping place about twenty-five miles above this place, and promised Sevenie $7 to drive him to Pickanock, driving past this place in the night. When on the way during the night, he confessed to Sevenie that he killed his partner, that they had quarrelled about an otter skin, and that he struck him with his hatchet, that he was on his way to Ottawa to deliver himself up. Strange enough Sevenie kept this matter to himself, and only now tells of it, saying that he was afraid that Brisbois would kill him. It appears, however, from the statement of the Indians that Brisbois' story with regard to the method of killing him is not true, that he was killed by a blow on the head by a tomahawk while in bed, that the murdered man never moved from where he was struck, and no blood found other than where he lay, so that the poor fellow must have been murdered in cold blood. From latest accounts, the man still lies where he was murdered. Strange it is that a human being should be left in this way. The Indians are afraid to go near and bury him, and this seems natural enough. Should not the Attorney-General from Quebec at once look into this matter, and order an inquest? Something certainly should be done to arrest the murderer. Brisbois is a large man, with black beard and hair. I should say that he must be 5 feet 11 inches in height. He was formerly a foreman for Messrs. Stubbs, and is well acquainted with the Upper Gatineau."

Bitual Commissioners and Sharp Prisoners.

GREENCASTLE, Ind., Jan. 28.—All the prisoners of the county gaol, numbering sixteen, escaped early this morning through the same hole in the floor of the upper cells which was made by prisoners two weeks ago, and which the County Commissioners ordered to be stuffed with a mattress and hidden under a bed, so that the prisoners would not find it.

SUNK BY THE SARDINIAN.

A Barque Run Down by the Steamship and Two People Drowned.

HALIFAX, N.S., Jan.—The steamer Sardinian, Dutton, master, from Baltimore, just arrived, reports that on the 23rd inst., at four a.m., eight miles south of George's Shoal, she collided with the barque Sarah E. Fraser, Capt. Joseph Sheppard, of and from Portland, Me., with box shooks, bound to Matanzas. The captain's wife and one seaman were drowned. The captain was discovered half a mile from the scene of the accident, rescued and taken on board the steamer. At the time of the accident the captain and wife were in their berth saloon. The barque was struck on the port quarter and sunk immediately. She had no sails set except the jib and no light astern, and being very dark the accident was unavoidable. No blame is attached to the officers of the Sardinian.

THE RESCUED CAPTAIN'S STORY.

The Sarah Fraser left Portland at 12.30 on Monday, the 19th, with a crew of twelve hands, all told. Shortly after the tug left her, she met with head winds, and was in sight of Cape light till one o'clock on Tuesday morning. At ten o'clock the wind shifted to the east, and she hove to under close canvas until two o'clock on Wednesday morning, when the wind backed round north-east with a heavy sea running. The captain judges the vessel was close in under the Old Orchard Beach. At two o'clock the ship moved to southward. The fair wind continued till Thursday night, when the Fraser hove to eighty miles south of George's shoals, with the wind south-east, sails reefed, and heavy sea running. Towards morning there was heavy thunder and lightning from the northwest. About four o'clock in the morning it commenced to clear. After seeing the sails furled, the weather becoming calmer and everything apparently all right, and having had no sleep for three nights, the captain went to his cabin, and lay down beside his wife. The next thing he knew he was in the water. The ship had been out in two by the steamship Sardinian, which was going right on her way. The captain never saw his wife after he had fallen to sleep. She was probably struck and stunned, and sank as soon as she fell into the water. She was the only one lost.

NET OR GROSS INCOME.

A Question of Some Importance That Has Been Laid Before the Privy Council.

OTTAWA, Jan. 26.—It is said that a very important question, and one involving serious consequences, is likely to arise out of the case of Lawless v. Sullivan, in which the English Privy Council has granted an appeal from the decision of the Supreme Court. The case arises out of the assessment of the income of the branch of the Bank of British North America in St. John, N.B., the question being whether the word "income" meant the net or gross income of the institution. The bank authorities considered that net income was meant, and held that although their receipts had amounted to $46,000, their expenditures had been greater, consequently that they had no income, and were not assessable. The Supreme Court, Mr. Justice Henry dissenting, held that the term income meant "gross" income. It is said that one reason why the English Privy Council have allowed an appeal is because at first sight they felt doubts as to whether municipal bodies have the power, under the British North America Act, to levy taxes of this kind, founding that doubt upon the clause in the Act in question which provides that local legislatures may raise money by direct taxation, and by imposing shop, tavern, saloon licenses, &c. The power of raising money for local purposes by direct taxation had not been conferred by the local Legislature upon the municipalities, for the simple reason that it was not capable of giving it. The law upon which the appeal was taken was passed before Confederation, and consequently could not come under that clause of the British North America Act, which provided that laws then in force should remain in force until repealed by proper authority. Should the English Privy Council take the view of the law suggested, it would be necessary either to secure an amendment of the British North America Act, or have the Local Legislatures collect the taxes for local purposes, and divide them on some equitable plan.

Proposed Canal from Lake St. Clair to Lake Erie

LEAMINGTON, Jan. 26.—Petitions are now being circulated in the counties of Essex and Kent, which are to be presented to the Dominion Parliament at its coming session, praying for the granting of a charter, and also for the procuring pecuniary aid in the construction of a canal from Lake St. Clair to Two Creeks, on Lake Erie. A petition will also be presented signed by masters and owners of vessels from nearly every port on both sides of lakes Erie, Huron, and Michigan, praying the Government to build a harbour of refuge in Pigeon Bay, Lake Erie, at Leamington.

Mining at Madoc.

MADOC, Jan. 26.—A deposit of free gold has been discovered on Mr. Henry Bull's property in this place. This gentleman is the owner of a bed of red hematite iron within the corporation, and only about thirty rods from the railway station. Mr. Hall, of Buffalo, has been stepping here since Saturday last. He has purchased ten car loads of refuse from the iron mines. This refuse is too full of sulphur for manufacturing purposes, and he wishes to test it with his new process.

North Lanark Election.

ALMONTE, Jan. 22.—Following is the result of the North Riding election:—Majority for Jamieson—Almonte, 111; Pakenham, 81; Ramsay, 7; total, 199.

Majorities for MacDonnell—Lanark Village, 36; Darling, 12; Lanark Township, 121; Elphin, 38; MacDonald's Corners, 44; Poland, 15; Watson's Corners, 31; total, 297.

Mr. MacDonnell is thus elected by 98 majority.

UNDER THE OBELISK.

Five Masonic Emblems Found Beneath New York's Monolith.

NEW YORK, Jan. 22.—A cablegram from Alexandria says with respect to the Masonic discoveries under the obelisk, it is a fact that in removing the pedestal of the Obelisk there were found:—First, a Mason's square of red cyenite granite, the long section being eight feet six inches long, seventeen inches broad, 25 inches thick, and the short section measuring from the outer angle four feet three inches; second, a pure white stone representing an apron; third, found under the apron, a perfect altar of red granite; fourth, a red granite rough Ashlar; fifth, a Mason's spoon shaped iron trowel of ordinary size, totally oxidized; in all five emblems, each in proper position. Surrounding the foundation on all sides and forming a part of it, are three steps all of stone. The foundation, together with the steps, were boundly firmly together with, and very well preserved in, antiron case, inlaid. Other stones in the foundation bear curious marks and cuttings, not hieroglyphics, which may be Masonic, but none are able to decide. All the stones in the foundation will be placed in New York exactly as they were discovered.

WEST HASTINGS.

The Nomination on Friday.

BELLEVILLE, Ont., Jan. 23.—At noon to-day the writ for the election of a member to represent West Hastings in the Ontario Legislature was read by the returning officer, W. H. Ponton, in the presence of a large gathering of voters and representative men from the city, Sidney and Trenton. Mr. Alex. Robertson, Conservative, and Mr. Tills, Reformer, were nominated to contest the riding.

Female Suffrage.

WASHINGTON, D.C., Jan. 23.—A large delegation of ladies attending the suffrage convention visited the Senate Committee on Judiciary to-day. Several delivered arguments in favour of the 16th amendment to enfranchise women. All were listened to with attention.

There is a curious diversity of taste among smokers as to the kind of pipe they prefer. Some like the clay pipe the best, others prefer the briar root, others again the meerschaum, some now have their pipe well seasoned before they can enjoy it, others again must have a new pipe and throw it away when it becomes a little old. But though this diversity of taste among them is curious, it is not at all curious that there is substantial unanimity among them about the kind of tobacco to be used; experience has proved to them that the "Myrtle Navy" brand of Messrs. Tuckett & Billings is the genuine article.

CANADIAN ITEMS.

It is proposed during the coming summer that a party, under the auspices of the Winnipeg Historical Society, should visit Fort Frances to open some Indian mounds there.

David Stirling and Andrew Dewar, Dominion architects for Nova Scotia, have been nominated by the Governor-General as associates of the new Canadian Academy of Arts.

Mr. George Bell, of Shelburne, N.S., was thrown from his waggon on the 5th inst., by one of the wheels coming off, and struck his head on the ice. His skull was fractured and he died on the Saturday following.

Edward Labrosse, one of the proprietors of Labrosse & Bros., saw mill, of the village of St. Eugene, Ont., got his left arm cut off yesterday when cleaning the sawdust from the saw. Amputation was made by Dr. Mongenais, of Rigaud, and Dr. Valois.

At a recent meeting of the Ottawa Medico-Chirurgical Society the following officers were elected:—President, Dr. Carmichael; 1st Vice-President, Dr. L. C. Provost; 2nd Vice-President, Dr. E. C. Malloch; Secretary-Treasurer, Dr. Powell.

L'Echo d'Iberville is a new paper founded in the Conservative interest in St. John's, P.Q. It is remarkably got up, and full of news. An eight-page paper is somewhat a novelty in the sister Province, but *L'Echo* will beyond doubt prove successful, for it has all the elements of a thriving journal.

On Thursday last a serious accident happened about three miles above Sheffield, Ont., on the farm of William Bond. While engaged sawing wood James Bond, a son of William Bond, in oiling the jack of the sawing machine, got his arm caught in the gearing below the elbow, and so fearfully mangled as to make amputation above the elbow necessary.

An exploring party, consisting of a portion of Mr. Murdoch's staff, will leave Winnipeg for the country in the vicinity of the Souris coal fields. They will take teams as far as Marion's, near Rock lake, at which place their noble steeds will be exchanged for dogs. The objective point of the party is between 250 and 300 miles south-west of Winnipeg.

Here is an "old time" paragraph that is suggestive. It is taken from the Halifax *Christian Messenger* of October 4, 1844, and suggests at least that the business of our port is no better now than it was thirty-five years ago:—"Forty square-rigged vessels, from various ports of the United Kingdom, arrived at St. John during last week, and a great number are now on their passage thither."

On Saturday last, the largest casting ever made at the Canada Tool Works, of Dundas, was successfully accomplished. It was a planer bed, containing 10,000 pounds of iron, which was melted in about two hours and a half. Mr. Reid, the foreman of the moulding shop, feels justly proud of having executed this difficult job without a hitch.

A melancholy occurrence took place at Marie, P.E.I., on Wednesday, 7th inst. Capt. James Rattenbury, of that place, was chopping in the woods, two and one-half miles from his house, while in the act of felling a tree, a branch from it fell and struck him on the head breaking his skull, and causing immediate death. His youngest son, who was hauling the wood home, leaving his father well and hearty, on his return found him a corpse at the foot of the tree.—*Presbyterian.*

The coal area of the N. Y. and A. Co., on which Col. Bennett's mine is situated, is one of the most important in the coal series of Nova Scotia. It extends easterly from the Macoah river, its seams and metals running an easterly course, crossing on the east side the valuable area owned by Sir Albert Smith, and also the celebrated Styles mine. The seams and coal are, therefore identical on them all. Colonel Bennett has lately instituted a new system of mining, whereby he secures coal as perfectly clean as possible. Some of it tried at this office, has given every satisfaction. It is good lasting coal, and it is said to be the only seam in Nova Scotia (except the old Mines Sydney) that resembles anthracite in possessing latent heat enough to reignite after smouldering eight or ten hours. This is, of course, a valuable quality for any grate coal.—*Post.*

Railway meetings in the interest of an extension of a branch line from the Village of Waterloo, through the townships of Woolwich and Peel to the village of Drayton, are being held throughout that district. The "missing link" necessary to its construction is Peel Township, in which a by-law will be submitted at the next sitting of the Municipal Council. The Township of Woolwich has already voted sixty thousand dollars; and Drayton, ten thousand dollars. The amount required from Peel is thirty thousand dollars. The railway would pass through two of the best agricultural townships in Ontario, besides the villages of St. Jacobs, Elmira and Glenallan, all of which have heretofore been but ill-supplied with railway facilities. The road, if constructed, is expected to be a boon to the farmers and business men of of the whole district.

On Monday afternoon, says the Montreal *Gazette*, in the seclusion of quiet rooms, passed away the spirit of a political exile, who, during the last eighteen years, may accurately be set down as one of the notabilities of this city. There are few men in our legal, political and literary circles who were not acquainted with Governor James D. Westcott, and, now that he is gone, will not recall with appreciation the many qualities which, however, marred by a few eccentricities, raised him considerably above the average of public men. The "old Governor" was a native of Virginia, sprung from old revolutionary New Jersey stock. At an early age, the spirit of adventure led him to the everglades of Florida, where he took part in the Seminole wars, and attracted the attention of General Jackson, by whom he was entrusted with the arduous task of organizing the new territory of Florida. This mission brought out all the strongest traits of his character—pluck, perseverance and fidelity to his chief and party. As a reward for his undoubted services, he was successively elected to the chief offices of the territory, till he finally reached the summit of his ambition as the first Senator of his adopted State. He served in that capacity from 1840 till 1848. The rebellion broke up his career, as it did that of so many other gifted Southerners, and he found himself forced to ask the hospitality of Canada as a political refugee. But he bore his misfortunes, sorrows and privations bravely, being of that metal which may break, but never bends. For some years he lay under a special ban, but ultimately the Cabinet of Washington granted him a full amnesty, with permission to go back to the banks of the Swanee. But he steadily and solemnly persevered in his resolution never to return. Governor Westcott was born 31st May, 1801, as he has himself written, and was therefore in his 80th year at the time of his death.

A valuable Van Dyck was lately burned during a fire at the Palazzo S'forsa-Cesarini at Rome.

EPPS' COCOA.—GRATEFUL AND COMFORTING.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame."—*Civil Service Gazette.* Sold only in packets labelled—"JAMES EPPS & CO., Homœopathic Chemists, London, Eng."

THE RAILWAY DISPUTE

The Probable Result of an Appeal.

OPINIONS OF LEADING COUNSEL.

Statements of the Grand Trunk and Northern Criticized.

REPLY OF THE CREDIT VALLEY CO.

A Spicy Letter from Mr. Laidlaw.

EXHAUSTIVE REVIEW OF THE WHOLE CASE.

New Evidence Relative to the Ordnance Property.

To the Editor of The Mail.

SIR,—Herewith you will find the opinion of Messrs. Dalton McCarthy, Q.C., and Thomas Ferguson, Q.C., also Mr. Wells' reply to the characteristic statements recently published by the Northern Railway Company.

Let me also draw your attention to the propositions made by the Northern and Grand Trunk Railway Companies, formerly published in your newspaper, and to the reply of the Credit Valley Railway Company thereto. This was the first publication of any matter relating to the dispute among the three railway companies as to this Esplanade difficulty.

Mr. Wells' letter explains how the Grank Trunk and Northern Railway Companies have succeeded in playing at battledore and shuttlecock with the Credit Valley.

The opinion of Messrs. McCarthy and Ferguson will satisfy all as to our legal rights in this dispute.

The Credit Valley Company are willing to pay the cost of the work, excavation, and filling (as may be shown by documentary evidence, cross sections, etc.) done upon the track, which may be adjudged to them down to their water lots; but as the Grand Trunk Company and the Northern Company have not themselves paid one cent for the property in question and have no title whatever, the Credit Valley cannot become parties to any private arrangement with them. The Credit Valley Railway Company believe that on a final settlement of the question they will get their right of way for the same price per acre that it may be decided the Grand Trunk and Northern should pay to the Government, or to whomsoever due.

We are willing to leave the settlement of the whole question to the Railway Committee of the Privy Council if they have the power to deal with it, or to Parliament; or we will gladly accept the decision of parties empowered to act on behalf of the Government to dispose of the whole matter, giving to the Crown and to the city what may be due to them and to the Grand Trunk, Northern, and Credit Valley what they are, under the circumstances, entitled to.

The Credit Valley cannot and will not make a private agreement for arbitration with these companies, who detain our railway at Parkdale, and are in a position to starve us out or force us into most onerous terms. We therefore appeal to the Government to pass such a Bill as will dispose of the difficulty.

It has been a grievous piece of mismanagement on the part of the city to have, for so many years, allowed the whole of the Esplanade, in value equivalent to the city debt, to be frittered away for nothing. It is the duty of the city to now assert and maintain its rights to what remains of this valuable property, and to bring its influence to bear upon a satisfactory settlement of the difficulty with the Government—in a manner worthy of the capital of this Province.

To make way for the Grand Trunk railway along the Esplanade, literally to enable that Company to crush the commerce of Toronto, the city devoted $800,000, and allowed the Grand Trunk railway rights over its property and streets for little or no compensation.

The Northern Railway Company were assisted with $200,000 in money, and were allowed the use of fifty or sixty acres of land and water.

Both Companies, by the Government and by the Municipality, have been nursed from a state of poverty and confusion, the result of extravagance and mismanagement in construction, until they are now so prosperous and strong that the revenue of the Grand Trunk approximates to two-thirds of that of the Dominion, and that of the Northern, I do not doubt, to the revenue of the city of Toronto.

Yet, notwithstanding all that Canada and this municipality have done for these railways, they resist the entrance into Toronto of a railway which the people of the city have subsidized so liberally for the purpose of curing evils brought upon the city's commerce mainly by the discriminating rates of the Grand Trunk.

When and by whom was the sixty acres of land (held by the city under a licence of occupation from the Crown) transferred to the Northern Railway Company? Was any citizen of Toronto ever made aware of the transference? Is it not well known by the members of Parliament acquainted with the circumstances, that no intention of transferring this property ever existed?

No Government of Canada would take from the city of Toronto without notice, and give to a railway company, sixty acres of land within the corporation. I maintain, therefore, that the Government of the day will set this matter right.

Permit me to remind you that the frightful waste and gross mismanagement connected with the finance and construction of these railways destroyed the credit of railway enterprise here, and disgraced this country for years, so that the name of Canada was a byword in every counting-house in Britain. Railway enterprise was paralyzed for twenty years in consequence of the people of England having been induced to shoulder the stock and bonds of these railways to the extent of three times the actual cash required for construction and equipment.

For the money given by Canada to the Grand Trunk, that railway could be built to-day, yet its policy is to discriminate against Canadian freight in favour of that of the United States.

When my first Railway By-laws were proposed in Toronto the city was assessed for only $22,000,000; when the last, the Credit Valley, was submitted, the city's assessment was $50,000,000.

The country has been opened up and cleared; the population has rapidly increased; the farmers have thriven; the people have been saved their waggon drives of 100 miles with crops; thriving towns and villages now exist on those railways where before was nothing but wilderness or little hamlets; and the movement in railway construction having spread to other districts, in fact, throughout Canada, vast improvement in the wealth, comfort and general prosperity of the people has resulted.

The Grand Trunk received thereby an additional traffic which I dare say approximates in volume to their total business when these railways were first suggested, yet the Grand Trunk, the Great Western, the Northern, and the Midland Railways devoted a large proportion of their means and energies to the task of arresting that railway movement.

The pride and arrogance of the management of these great railways combined with discriminations against persons and places and against the whole country in favour of a foreign country, has resulted in the construction of the Canada Southern Railway, the Toronto, Grey and Bruce Railway, the Loop Line (the greatest folly ever perpetrated in Canada with the money of English shareholders), and a number of other local lines.

The management and attitude of the Northern Railway Company brought into what should have been a district tributary to that country alone (which might easily have been kept undisturbed by judicious management) the Midland of Canada and the Hamilton and North-Western.

This pretentious and inviting opposition to the general interests of the Canadian people culminated when the then President of the Grand Trunk (Mr. Potter) asked Lord Carnarvon, Secretary of State for the Colonies, to use his influence towards coercing Canada to desist from constructing further railways, notably the North Shore and the Montreal and Ottawa.

Their opposition in the first stages of the newer railways and down to the minor points of crossings and interchange of traffic, passengers, and goods, even to the laying by night of a track in Toronto for the purpose of excluding the Credit Valley, all evinces the same spirit of stubborn and reckless disregard of the Canadian people.

I do not think the English Companies understand the feelings and processes by which they have lost so much money in Canada, and have irritated and alienated its people to such an extent as to have greatly assisted in inducing them to submit to taxation that has built thousands of miles of railway in this country in the last few years.

If this demeanour were held towards the people of England it would speedily lead the English magnates there to Mr. Potter's fate—oblivion.

For my part I have determined to seek the first favourable opportunity of asking the support of a constituency to return me to Parliament, that I may speak with the authority of one of its members on the carrying trade of the country, &c., although I have already upon four occasions declined to become a candidate. I defy now the whole of the aforementioned corporations to keep me out.

I will never rest—if I have to go back to first principles (porridge and milk, herring and potatoes)—until the country has adopted some means of securing equitable treatment of the people by these railway corporations, nor until the Grand Trunk Company (or any other through road then existing) shall carry the produce of Canada to its own seaport at the same rate per ton per mile as the produce of the United States is carried.

The Credit Valley is threatened with all sorts of suits, with receivers, etc., but if there were a receiver in every office of the Company, the present directorate will never yield what they feel to be their rights and the rights of the people until the Government or Parliament refuse to act. Then the Company *must* yield, unable to stand the pressure of legal oppression at the instance of companies with large revenues to back them.

With regard to the opinions paraded as to the proposed tracks of the Credit Valley railway, it must not be overlooked that these are the opinions, without exception, I think, of ex-officers of the Grand Trunk, Great Western or Northern, or of gentlemen who have at one time been associated therewith as contractors or otherwise. As a change of venue is allowed in this country where local passions or sympathy may affect opinion, I decline, on behalf of the Credit Valley, to be tried by such a jury, because whatever of railway construction has been done in the last ten years has practically been carried out against their wishes, with the exception of the Messrs. Shanly.

There is more business done within the confines of some of the London station grounds in a week by the greatest railway corporations of London than is done by the Northern Railway Company upon its sixty acrestate half a year. The latter Company has about three dozen locomotives; and to one who has seen the net-works of tracks at London stations, and the number of trains occupying them, the claim, that there is danger or difficulty in laying another track upon the Northern sixty acres, is strikingly absurd.

If tae Railway Committee of the Privy Council choose to get a neutral expert to come up and re-arrange the tracks laid down so hurriedly by the Northern and Grand Trunk Companies last summer, it will be found that there would be little difficulty indeed in giving the Credit Valley the tracks they require to reach their water lots and some sidings to shunt trains upon for the purpose of loading and unloading at the wharves.

The independence and competing power of the Credit Valley, together with its connections, are the salient points of its usefulness to Toronto and to the municipalities.

The public will forgive me any warmth of expression herein. It is well known from end to end of the country to what an extent of persecution myself and the Companies with which I have been concerned have been subjected at the hands of these older Companies.

I am, Sir,

Yours faithfully,

(Signed) G. LAIDLAW,

President C. V. R. Co.

Toronto, 23rd January.

A GENERAL REVIEW.

STATEMENT BY MR. WELLS, Q.C.

There are three distinct points involved in the statement of the Esplanade difficulty published in *The Mail* of Friday and Saturday last, on behalf of the Grand Trunk and Northern Railway Companies.

First—Sir John Macdonald was misled by counsel for the Credit Valley Company, and would not have granted the license of occupation had he not been informed that there was no other entrance into Toronto except over the 100 feet strip.

Second—The Grand Trunk and Northern Companies expended over $50,000 in making this strip available for their railways, and the Credit Valley Company hope to avail themselves of this expenditure by merely paying the Government a rental of $100 per annum.

Third—The increase of traffic is so great that the Grand Trunk and Northern Companies require the whole width of 100 feet for their tracks.

As to the first of these statements:—

The 100 feet strip runs along the northern boundary of the Central Prison grounds, a considerable portion of which grounds adjacent to the strip—that is to say, from Strachan avenue to the Central Prison—has been planted with ornamental trees. There is, of course, no power to take away any portion of this land except with the consent of the Government, and it is not difficult to understand that where land has been specially appropriated by the Government for an asylum or other public institution, they would not consent to give it up until it should be made clear that there is no other available entrance to the city.

When Mr. Shanly was examined, counsel for the Grand Trunk endeavoured over and over again to make him say that there was no reason why the C.V.R. line should not be laid down upon this Central Prison ground, but Mr. Shanly's reply was invariable, namely, that there was no difficulty *provided the Company got the land.*

There would indeed be no difficulty in constructing a road through the heart of the city *if the Company got the land*, and that was all that Mr. Shanly intended to, or did say. Granted that the Government of Ontario should give a right of way along the northern boundary of the Central Prison grounds; granted that they should permit the Credit Valley railway to remove the emigrant sheds, and that the track of the Credit Valley railway should be brought as far east as the small Great Western station, about 800 feet east of Bathurst street, what advantage would be gained? Are the Credit Valley Company to build their terminal station at that point, or, having reached that point, are the Northern willing to give a right of way through their ample grounds between Bathurst and Brock streets, or are the Grand Trunk willing to give a right of way across their depot grounds east of the roundhouses to the Esplanade?

It is well known that each of these companies strongly opposes any such interference with their ground. The Northern Company say:—"Take as much of the Grand Trunk property as you please, but leave *us* alone." The Grand Trunk say:—"Take as much of the Northern property as you please, but leave *us* alone." They agree, however, on fighting the Credit Valley railway as their common enemy. No doubt, the Grand Trunk are willing to allow the Credit Valley railway to run upon one of their tracks to the Union Station, and to use that station, for a rental. Indeed, under their agreement with the city, they can be compelled to do so. But that will neither suit the Credit Valley railway nor the citizens of Toronto, nor the general public. The Credit Valley railway have extensive water lots, extending from a point near the Union Station to the water works, upon which they propose to build their wharves and elevator. They are desirous of reaching these lots, and the Grand Trunk are apparently as determined that they shall not, except under unreasonable conditions. That is really the whole difficulty between the Credit Valley Company and that company. The Grand Trunk are bound to keep the Credit Valley railway from the water, if they can. They are bound to compel the Credit Valley railway to give them their eastern bound freight at the Union Station, if they can. In this contention, the Northern are not interested; the sole object of that Company is to keep the Credit Valley railway from encroaching on their 50 acres of so-called depot grounds.

The statement, therefore, that there is space for a track south of the 100 feet strip available to the Credit Valley railway as an entrance to the city is delusive and misleading. We challenge the Northern and Grand Trunk Companies to answer these questions:—If the Credit Valley railway should obtain such a track from the Government of Ontario, will the Northern grant a right of way through their depot grounds from Bathurst street to Brock; or will the Grand Trunk grant a right of way east of the round houses to the Esplanade? When the public have waited a reasonable time for an answer to these questions, they will have no difficulty in estimating at its true value that portion of the published statement which relates to the Central Prison grounds.

Second—It is asserted that the Grand Trunk and Northern have expended $50,000 in making the strip from Queen to Bathurst street available for their railways. If they did spend that sum of money upon this strip they spent too much. There are only, I am informed, a few thousand yards of excavation in the whole distance, for that ground was and is, for the most part, a dead plain. The evidence of Mr. Shanly as quoted in the statement is itself decisive of this. Mr. Shanly was asked whether with fair engineering talent there would be difficulty in constructing a railway on Government lands south of and adjoining the strip." He replied: "*It would hardly require an engineer to put a railway there if you had the land. All you would have to do is to widen out the rest of the tracks. It is all the same level.*"

How was it possible to spend $50,000 in grading a line for a distance of a mile and a half over an almost level country?

The statement that the Credit Valley Company desire to get the benefit of the expenditure of the Grand Trunk and Northern without paying their fair share is very unfair. The Credit Valley railway has repeatedly offered to pay their share. Their answer to the bill in the very suit which is referred to in the statement, contains the following submission:—"*We are informed, and believe that the sum expended upon the land and premises now in question, was very trifling, but whatever it is we have always been, and are now, willing to account and pay for any advantage that we may derive from the work done therein by the plaintiffs and the said Northern Railway Company.*" In the face of this, and in the face of the provisional arrangement made in the office of the Northern Railway Company, and in the presence of their President, Directors, Solicitor, &c., the author of this statement thinks it right to say that the motive of the Credit Valley railway is to escape with only paying the sum of $100 a year.

Third—It is said that the increase of traffic upon the Grand Trunk and Northern is so great that they require the whole width of 100 feet for their tracks. For twenty years the Grand Trunk and Northern were content with one track each along this strip. As soon as the Credit Valley railway ask for a track upon it, they find that they require it all. There is room upon this strip for seven tracks, with a space between passing trains of five or six feet. Allowing a space a of say, three feet, there is room for eight or nine tracks. Does any one believe that with over fifty acres of terminal grounds, two main entering tracks are not enough for the Northern Railway Company? Does any one believe that with thirty or forty acres of depot ground, three main entering tracks are not enough for the Grand Trunk Company? But after allowing the Northern two, and Grand Trunk four tracks, surely the Credit Valley railway is entitled to space for one or two tracks. It is a bold thing to say that the business of the Northern is so great that two main entering tracks, from Queen street to Bathurst, are insufficient for it. The public know better. It is a bolder thing to say that three or four main entering tracks are not enough, or are required, for the Grand Trunk. The public know better. And when they understand that this sudden anxiety for more space dates from the time when the Credit Valley railway rails appeared upon the ground, they will be better able to estimate the value of this published statement, and of the true character of the hostility with which the Credit Valley Company are met.

The selfishness of both the Grand Trunk and the Northern in this matter is very remarkable. The Court of Chancery has indeed held that they have acquired a title to the land in question, but that Court did not hold that they had paid value for it. They did not, as a matter of fact, pay one farthing for this land, either to the Government or to the Ordnance Department. Each Company grabbed a right of way. The Ordnance Department, to whom the land belonged, ordered them off, and treated them as trespassers. But that Department was advised by their Solicitor that, with respect to the Northern Company, there was no way of ejecting them, and that it was only a matter for compensation. It is perfectly clear, however, from the following letters, which were not found until after judgment had been given in the recent suit, that, with respect to the Grand Trunk at all events, the Ordnance Department did not cease to treat them as trespassers down to the year 1856, and did not agree that it was a mere matter for compensation:—

WAR DEPARTMENT,
MONTREAL, 8th October, 1876.

SIR,—The authorities at home having had under consideration the subject of unauthorized encroachments by the Grand Trunk Railway Company on the Garrison reserve at Toronto, we have the honour to transmit herewith for the information of the Lieutenant-General commanding, a copy of the communication we have received from the War Department at Pall Mall on the subject, and request that he may be pleased to notify the same to the Colonial Government.

We have, etc.,
(Signed,) W. DOD,
Col. Commanding Royal Engineers.
A. GUN,
Storekeeper.
W. H. BLENKORNE,
Deputy Storekeeper.

To the Military Secretary, etc., Montreal.

WAR DEPARTMENT,
PALL MALL, 10th Sept., 1856.

GENTLEMEN,—I am directed by the Secretary of State for War to acquaint you that the explanation given in your letter dated the 6th ultime, relative to encroachments by the Grand Trunk Railway Company of Toronto, is satisfactory.

I am further desired to request that you will inform the Colonial Government that the occupation of this ground by the Railway Company is wholly unauthorized.

I have, etc.,
H. R. DRURY.

The Respective Officers, War Department, Montreal.

These letters also throw strong light upon what was undoubtedly the final opinion of the Ordnance Department as to the right of the railway companies to take their land without consent.

The Northern Railway Company have from first to last been paid by the Government—that is to say, by the people—more than enough to build and equip their road. In addition to this, they have grabbed over fifty acres of land and water lots in this city, for which they have never paid one farthing. The Grand Trunk Company have also received an enormous sum from the Government—that is, from the people—more than enough to build their road, and yet these are the companies who say to the city of Toronto, and to the counties, townships, and towns which have been compelled, by their discriminations and conduct, to build the Credit Valley railway: "We will keep the Credit Valley out of Toronto, and for that purpose will fight them from court to court until the last forum is reached."

The author of the published statement has given one extract from the speech of Sir John Macdonald on this subject. I will give another from the same speech:—

"*I think it would be impossible, and very unwise, for the other railways to attempt to keep the Credit Valley railway out of Toronto, because