

Trunk was unsettled, and said that Mr. Ross was in possession of his views. To Mr. Murray it seems Mr. Jackson said "you get your charter, and I'll build your road." Just the sort of language, meaningless, take-it-or-leave-it worth of answer one would expect from the blunt, plain Englishman. And it is on such slight grounds as these that you are asked to pass a By-law, authorizing the subscription of £100,000 of stock, the inevitable evil consequence of which step must be, that the Town of Peterborough will have imposed upon it, not only against its will, but in opposition to the unanimous voice of the people in their respective wards, and the unanimous vote of the Town Council, a burden which will paralyze all future exertion, and put a complete stop to the progress of other improvements. I have more confidence in your sense of justice than to believe you will do this, in a case where it cannot be shown that any general good will be accomplished to atone for the local evil.

To the last question respecting the arrangements under which the Grand Junction is to be undertaken, I find it impossible to furnish any answer, or to offer even a reasonable surmise. Indeed, Mr. Jackson having, as Mr. Langton says, "refused to enter into any negotiations, as long as the Grand Trunk was pending," and having left Quebec for England several days before the Grand Trunk question was decided, it is quite impossible for any one to conjecture, on what particular terms Mr. Jackson might have offered to build the road. Here all is an utter blank. But we may draw some useful conclusions from analogy. We all know that the Main Trunk, which Mr. Jackson is to build to cost a little over £10,000,000 currency per mile; and the firm of which he is a partner, undertake no works of this kind where their profits cannot be reckoned by hundreds of thousands. The rate at which the cost of the Junction is set down in the foregoing table, is the very lowest at which it may reasonably be estimated.

There are many points in Mr. Langton's letter, which afford fair subjects for criticism; but your own penetration will enable you to detect the fallacy of much of his reasoning, and the erroneous conclusions he draws from some of his premises. My intimate intercourse with many of you, has convinced me that you only require correct information, to enable you to judge rightly. This is, however, just the thing which Mr. Langton has entirely failed to furnish. Instead of giving you facts, he furnishes tedious, uninteresting narratives of moves on the political chess board, which possess no other merit than to strengthen the already almost universal conviction that the ideas of probability acquired in Legislative Halls, are not the right kind for the masses to approve and cherish. We simple people in the back woods have very imperfect conceptions of the wonders accomplished by a judicious distribution of the thousands of such wealthy firms as that of Messrs. Jackson & Co., thrown out as "bait to catch apples;" and we know just as little of how much the success of any railway schemes depends upon the chances of certain interested parties getting satisfactory sums as "land damages," and seeing a golden prospect ahead for extensive "speculation." I cannot but feel gratified to Mr. Langton for the insight he gave me of this deeply interesting subject, in his "long conversation" in Quebec. I have endeavored to supply a few of the facts which I cannot but think it would have pleased Mr. Langton's wisest course to have furnished, and then left you to draw your own conclusions. He has found new opinions, and new friends since his return from Quebec, and they may be able to serve him better than the old ones he has so readily discarded. But he may depend upon it the public—those who "have to pay the piper!" will look to have some good grounds afforded to them, even for his own opinions and advice. You, gentlemen, will very properly expect to have your minds enlightened by sound practical information, and your judgments convinced by fair reasoning, before you will allow yourself to be taxed at the rate of £20,000 a year, besides expenses of collection, for thirty years to come; and you will not fail to perceive that the correct way to accomplish this is not by abusing or ridiculing those who entertain different sentiments. No one can rise from the tomb of Mr. Langton's letters, without feeling that he has entirely failed to supply any rational grounds to enable people to decide any of the important questions respecting the Grand Junction, proposed in this letter, and in former appeals to him; and that, in his laboured efforts, he has fallen infinitely short of what was expected of him.

The Canadian Journal for December (excellent authority) in an elaborate article on "The Railroads of Canada," only notices the Grand Junction in the following words: "It would undoubtedly open a vast and valuable tract of country, but we are of opinion that part of the project at least is premature." Although this letter is already long, I must not conclude without a reference to one of the most plausible of Mr. Langton's reasons for wishing the Grand Junction to be built by Mr. Jackson—that he will be the principal owner of the Grand Trunk, and that our County would derive great benefit from his having a stake in it.

But even this reason is unsound. Of all the millions of pounds worth of railways which this extensive firm have built on the Continent of Europe, they probably at this moment do not own one. Nor will they long remain proprietors in Canada. They take the stock of railways into the great market of London, and sell it as fast as they can do so without depressing its value. In ten, or perhaps five years, they would have just about as much interest in Canada, as the American contractors who build the Welland Canal. I will venture to assert that when Mr. Jackson returns from England, and finds the railway from Peterboro to Port Hope begun, he will not entertain another thought of building the Grand Junction.

I have no wish to say one word upon the way in which our railroad interests in this country have been managed. I dare say, I feel sure, that most of the gentlemen entrusted with them did what they believed to be for the best; but every one but themselves now sees that the work must be begun de novo. We shall yet, and soon I hope, get a road direct from Georgian Bay to Kingston, and one at least from Peterborough to the front. You will probably have a tangible project for effecting the first object, presented to you in a very short time, and it will be so explained, and exposed to your strictest scrutiny, as to make it much more likely to succeed, than if recommended merely by the opinion of

others, without the grounds of that opinion being given. I remain, gentlemen, Your obedient servant, T. H. BENSON. Peterboro, 27th Dec., 1852.

TO THE MUNICIPAL ELECTORS OF THE UNITED COUNTIES OF PETERBORO AND VICTORIA.

GENTLEMEN.—There are times in the history of all communities, when matters of great importance to their existence, are destined to exercise a vast influence upon their destiny, and the public mind is occupied with the consideration of subjects of high moment, and speculation is about to assume the place of reality, when it more especially becomes the duty of every man to interpose his good offices to strive by every fair means to give a right direction to public sentiment. It is therefore as one of yourselves, with feelings of deep interest in whatever concerns our common prospects, that I now venture to address you, in doing so, I venture to congratulate myself upon the fact that the occasion of it is one of a purely local and business character, and that it is divested of all coloring, either from religion or politics. I trust therefore that we stand upon peaceful grounds, and that all discussion upon the subject now before us will be conducted with candor and good feeling.

Until recently, Canada was remarkable for its standstill condition, and for the apparent absence of all enterprise among its people. Of late years, however, a change for the better has overtaken us, and the signs of a progressive tendency are now so evident, that we are fast becoming a retrogressive nation. The country has at length clearly entered upon the second epoch of its existence. With vast resources at our command, possessing as we do the power of self government, and acknowledged to be the worthy descendants of a mighty race, which is destined ultimately to rule and to enlighten the world, all we require in the prosecution of our successes is prudence in planning and a thorough carelessness in carrying out our enterprises. Without the concurrent exercise of these useful and necessary qualities we may, by oversteering the bounds of our capabilities, deprive ourselves of the means to accomplish our desires. It is often the case that men, when they really do wish to do a thing, are not only negligent, rash, heading into every project which may be started, and inconsiderately subscribe to every thing which may be offered to their acceptance, that it has long become a proverb that "one extreme begets another." Among a thinking people, however, like ours, there is less fear of indulgence in such dangerous practices; though an occasion may arise when either from lack of judgment or from some other cause, individuals, in whose ability public confidence may be placed, may seek to influence public opinion, and to lead popular action in a wrong direction.

With the people of Canada just now, the question of railroads forms the absorbing subject of public interest. It is the grand staple of legislation, and is the Alpha and the Omega of popular desire. No powerful influence over us, and so strong is our sympathy in its behalf that we may well stop and ask ourselves whether all our plans are real and practicable, and profitable, or whether they do not contain much that is purely visionary, and therefore of no worth. This is the question which I now propose to discuss, in so far as it more directly affects our interests, and to this point will I now proceed to direct your attention. I hope therefore that you will give me your remarks your serious consideration.

Long within the period of my recollection, and indeed well within the last ten years, all that vast section of country lying within the limits of the Counties of Peterboro and Victoria was considered by those whose means of observation and acquaintance with its resources were small, to be of so little importance, as they do not contain much that is really desirable to be worthy of a thought whether the district might not come when its aspect would change, and when from its prosperity and wealth inducements might not be presented for competition in its trade. Yet, notwithstanding the unfavorable estimate which was then entertained concerning us, we continued to grow and prosper until at length the fact became known that we were a rising people, and that it was worth while to cultivate terms of friendship with us. Since that time however, we have gone on prospering, until now we are so far advanced in all the material elements of wealth, that our society is extensively courted, and we have so many offers of intimacy and close relationship, that we are really becoming self-important and conceited, and the danger now is, that instead of confining ourselves to some reasonable and practicable scheme, and one which presents to us the greatest amount of benefit with the least outlay, we shall suffer our understanding to become dazzled by the magnitude and brilliancy of the many offers that make us, and thus so far forget ourselves, as to throw away those advantages which alone are within our reach.

If I recollect rightly, there are some scores or more plans for building railroads to places within or through our Counties. The most prominent of these are the Port Hope and Peterboro, the Cobourg and Peterboro, the Kingston and Peterboro, the "Loop Line" or Grand Junction, and Lake Huron Railways. All of these have their friends, who are assiduously laboring to impress our minds with the conviction of the benefits to be derived from the success of their favorite scheme. Among those however, which appear to require the greatest exertion of their respective advocates and which are viewed with the greatest disfavor by the people, are the Cobourg and Peterboro and the Loop Line roads, or Grand Junction roads. To these, therefore, I shall now first address myself.

You are of course aware that what is called the "Loop Line," or "Grand Junction" road, for a certain extent they are the same, will appear hereafter, begins at the town of Belleville, and runs northward for some distance east of the Township of Asphodel, through an unsettled and hazy tract of country, thence through Asphodel and Donaboe to the town of Peterboro, to the south of the Town of Peterboro, to the townships of Manvers and Cartwright, until it intersects the main Trunk Line somewhere in the township of Whitley. I have been thus particular about the direction of this road because it is the important to your understanding and appreciation of its merits and of its value to be built by some means. The impassable ruggedness of the Counties of the proposed line of route, the difficulties of nature must be overcome. The hundred thousand pounds asked for its construction will help remove out of the way some mighty obstruction or to cover some deep morass or bridge, some broad river, and then when all this money is gone more must be given so as not to lose what has gone before. And then when all is done and the road placed in running order, what better will it be? If we go to Belleville in the cars we shall still be as far from Lake Ontario as when we started, and we may then spend one entire day in reaching Kingston before we can see Lake Ontario. A most beautiful project this truly and one which I should scarcely think it possible for its advocates to make popular with the people of these Counties, at all events.

Counties that you should rightly know its situation and calmly weigh the benefits which it is likely to be possible for it to confer upon us in comparison with the proposed wondrous advantages attributed to its existence by its advocates.

Now do you look at the map of these Counties and trace the line of this road as it is thus marked out and then ask yourselves what possible benefit can it confer upon nine-tenths of the people of these Counties and say if it were in being to-morrow whether beyond two or three Townships on the extreme east of Peterboro, it would be of the least use to the west of these Counties. It is true it might benefit Belleville and Toronto, and it might likewise serve as a feeder to the Main Trunk Line, but for the sake of others are the people of these Counties prepared to plunge themselves, and their children after them, ruinously, hopelessly into debt. Is the magnitude of a sum of one hundred thousand pounds of no moment to us that we should so justly expend it upon a worse than doubtful project, and do you imagine that the annual appropriation of your taxes to meet the interest of, some \$25,000 every year out of your poverty and hard earnings would be nothing to bear. Would it not be better, on the other hand, for you to abstain from a visionary scheme of this kind altogether, and reserve your credit and your means for some other improvement, and more extended benefits to yourselves than thus madly to exhaust your means and impoverish your credit for no earthly good whatever? Undoubtedly it would.

Aye, but then say the friends of this line, you are wrong in opposing it, because by so doing you are preventing the accomplishment of the grand (but it is what is meant by the term "Grand Junction") to Lake Huron. But ask you to consider whether it is necessary first to throw away over a million of pounds sterling in building a "loop line," which has no necessary connection whatever with the Georgian Bay road, and which is of so comparatively small advantage, as a retrogressive step, with your resources impoverished and your credit gone, you may have nothing left you but to curse your folly for having so hastily given way to a scheme which has robbed you of your means and left you no alternative but to sit discontentedly down and mourn the loss of an undertaking which, if carried out, would have made you rich and happy. Let these disinterested friends of the "loop line" abstain from this absurd scheme and then pledge themselves to all in carrying out the Port Hope and Lake Huron road, and I for one will join them in their work; but it must be totally unconnected with the "loop line."

Again, look at the situation of Belleville, its inland position, entirely of the great line of navigable water, and say what benefit would it be to you to build a railroad terminating there, and how much nearer would we then be to Lake Ontario than we are now without any road at all. Now if we do have a rail road all let it be such which shall terminate directly upon the shore of Lake Ontario and then we shall derive a real benefit from the work.

A few words now with reference to this "loop line" and I have done with it for the present. Are you aware that the Act granting its charter, contrary to all other Acts of this nature, has entirely made the power out of your hands to curtail any grant which the County Council may, perhaps, be persuaded to make in favour of it. And do you know that great efforts are being made to induce your Council to take stock in this "loop line" before its members go out of office and before you can have an opportunity to express an opinion upon it? Yet such it is the case. Whether the gentlemen who framed and got through the House the Act in question, knowing that it would be unpopular and therefore intentionally omitted the provision, which in all other Acts of this kind, viz.—that your sanction to any grant of money to this "loop line," should be first obtained before it finally becomes a law, is here to be done; but it certainly is strange that this exception should have been made in this particular case, and this fact it is might well warrant you in the belief that it was intentional. Is this just towards you and was it done with any good motive? I should say not. Time is due to you all therefore, is to lose no time in directing your Reeves and Deputy Reeves, who are to meet in Council on the fifth of January next, a day which is near at hand, to take no step in this matter. Eject, without such positive instructions they may then be prevailed upon to take this large amount of stock, and afterwards justify themselves for so doing by the fact that their constituents had expressed no objection to the contrary. *Look therefore to this matter at once, while yet there is time.*

The Cobourg and Peterboro road being one of a local character, and making no claim upon these Counties for support, requires no extended notice from me in this article. I shall therefore pass it by, merely stating my belief that, for many reasons, it will never be built, and that it is better to let it remain in Peterboro, if it were possible to accomplish its construction, would, in my opinion, be a desirable road. But, owing to its great length and its consequent large cost, it is hardly likely that for the present, at all events, it will be realized. The time, however, may come, and that too at no distant day, when this road may be built.

Besides presenting to us a terminus at a central business point upon Lake Ontario, this road to Kingston is a practicable one. It runs through a section of country which offers no insuperable obstacles to its success. The road from Belleville however possesses none of these recommendations and it is an admitted fact, I believe, that it is utterly impossible to construct it in any direct line to Peterboro or to construct it at all without such long turnings and windings as to render its existence almost impracticable. But as money can do almost anything, it is possible, of course, to make it, but at such an outlay as to render its utility altogether more than doubtful. I think its "friends in Peterboro" when they united in this "loop line" scheme, that they must have had some desire to show how easy it was for them to overcome difficulties, or they would never have subscribed to the idea of it at all. I believe, however, that whatever obstacles may at one time have stood in their way in reference to this road they have now, at all events, succeeded in persuading themselves that they no longer had any obstacles in their way, and they have thought by some means, they may be built by some means. The impassable ruggedness of the Counties of the proposed line of route, the difficulties of nature must be overcome. The hundred thousand pounds asked for its construction will help remove out of the way some mighty obstruction or to cover some deep morass or bridge, some broad river, and then when all this money is gone more must be given so as not to lose what has gone before. And then when all is done and the road placed in running order, what better will it be? If we go to Belleville in the cars we shall still be as far from Lake Ontario as when we started, and we may then spend one entire day in reaching Kingston before we can see Lake Ontario. A most beautiful project this truly and one which I should scarcely think it possible for its advocates to make popular with the people of these Counties, at all events.

not asked to subscribe any stock for it but all you are asked to do is not to take any stock in the "loop line." Since writing the above, I have seen a lengthy and communicative address to you by Mr. Langton, upon the subject of our proposed railroads. I have carefully read it over and will tell his object in thus addressing you. Indeed it is somewhat doubtful to me if Mr. Langton knows himself. In their turn he speaks approvingly of all the proposed roads, only to be afterwards condemned, and to such an extent has he indulged in this practice, that one is almost inclined to think that he does so simply for the amusement of setting up schemes only to knock them down again. He reluctantly admits however that the Port Hope road would pay the best, but whether he intended to admit the only conclusion necessarily resulting from this, viz.: that it would be the most advantageous, is more than doubtful. I don't think though that his partiality for the "loop line" would allow him to be so generous. But you will draw your own conclusions.

You will not fail to observe that Mr. Langton does not pretend that this wonderfully beneficial "loop line" can pay the interest of the money expended upon its construction, but he nevertheless labours hard to convince you that it might pay for itself as a paying road, still that it may be a profitable one. It may possibly be that I can't see straight, but this is a kind of logic that I do not understand. He is something like the man who undertook to convince another that six and four made nine. But really, to treat this matter seriously as it deserves, it is no joke to ask you to pay for a road which may every year cost \$100,000, just for the sake of having it to say that you have a railroad. Mr. Langton however says that if you had to do this, you might esteem yourselves very fortunate into the bargain. It may be easy for Mr. Langton to take out of his pocket every year and throw away some pounds on a mere pipe of this kind, but I very much doubt if our farmers and mechanics and labouring population generally would be very well pleased to do so out of their hard earnings, and thus deprive their families of education and many other comforts besides. People can't live and grow fat by looking at a railroad, even though it be the celebrated "loop line," nor would the mere idea of its existence make them rich or put bread into the mouths of their children. Mr. Langton may try to make them believe that it would, but the matter would be something like that of the man who tried to make his cow live without eating—just as he succeeded in doing so the cow died.

The secret, however, of all Mr. Langton's zeal for the "loop line" comes out at last, he is a Director of it. In his treatment of Mr. Benson Mr. Langton is not just, for he complains of the former gentleman's advocacy of the Port Hope line on the ground of interest, and yet a his own exertions in favour of the "loop line" he himself is in the same position. Perhaps however, he means that what is wrong of Mr. Benson is right in Mr. Langton to do, at least this appears to be the only inference.

Mr. Langton's hopes of the construction of the "grand junction" part of this road, that is the road leading from Peterboro to Georgian Bay, are small. He nevertheless appears to think, or at least he would have you think, that it would be better for you to throw away your money in building the "loop line," that is, the road leading from Belleville in a curve round by Peterboro and out again at Whitley, of which he is a director, than to reserve your means until the time does come when you can apply them in aid of the only road running west of Peterboro, from the whole extent of the County of Victoria to Georgian Bay.

Mr. Langton is very kind and very liberal with his advice to you respecting what you ought to do in this matter of the "loop line." He tells you that he would recommend you to give \$300,000 to the "loop line," although he had before told you that it would in effect be just so much money thrown away, and that instead of getting any pecuniary benefit from it, you must expect to tax yourselves to pay the interest, and then he says by and by, you can raise a third of that sum to help on the road to Georgian Bay. If his object really was what it ought to be to have you do nothing but what was for your own advantage, to keep you out of debt, and your securities can only injure you, he would have advised you quite differently, viz.: to keep safe your money until he saw you could employ it to your profit. Does Mr. Langton suppose that because he was so foolish as to promise that you would throw away some three or four hundred thousand dollars that you are such fools as to do it. I rather think not. As Mr. Langton is so free with his advice, I will give you some too. Take no stock in the "loop line," but keep your money to help on the road to Georgian Bay, whenever it may be built. As soon as the road from Port Hope to Peterboro is completed it will at once be positioned on an equal footing, and thence to its final place of destination as fast as possible. When this is being done, then is the time for you to take stock and make use of your money, but not before. You will then reap some substantial benefit from your outlay. What good would the "loop line," running south of the limits of the County of Victoria, together, except where it barely touches upon the South part of Emily do any of the inhabitants of this County? and why should they be asked to aid in its construction. If they are a wise people and study their own interests they will not do it, and they would view the advice of any man to the contrary with suspicion and disfavour.

Your O's serv't, A.

NOTICE. THE Peterborough and Port Hope Railway Company will make application to the Legislature, during its present session, to have the Act incorporating the said Company so amended as to authorize the Company to extend their railway westward from the Head Chequamegon to the Township of Manvers, and to increase the capital stock of the Company accordingly. By order, THOS. BENSON, Secy Peterboro and Port Hope Railway Co., Peterborough, 26th Dec., 1852.

THE undersigned residents of the Townships of Mariposa, in the County of Victoria, one of the United Counties of Peterboro and Victoria, humbly pray your Honourable Body, that you would be pleased to amend the Grand Junction Railway Act, passed in the first session of the fourth parliament of this Province by repealing the 18th Section of the said Act, so that no stock may be subscribed by Municipal Councils, without an appeal first having been made to the people, and your petitioners as in duty bound will ever pray.—carried.

M. V. McNEAL, Chairman. J. R. LITTLE, Secretary.

PUBLIC MEETING.

At a meeting of the inhabitants of the Township of Mariposa, convened by Notice of the Town Clerk, at the Town Hall, on the 23rd December, 1852, for the purpose of taking into consideration the Railroad Questions, as affecting these United Counties.

Mr. Henry V. McNeal was called to the chair, and J. R. Little, appointed Secretary.

The following Resolutions were unanimously carried.

Moved by Mr. Henry Lapp, seconded by Mr. William Phillips.

3rd. Resolved.—That the inhabitants of this Township have been informed and were led to believe, that the gentlemen who were appointed Delegates by the Municipal Council, to wait on the Government, were instructed to advocate a Railroad from Crow River to Georgian Bay.—carried unanimously.

Moved by Mr. Sidney McKenzie, seconded by Mr. Joseph Ferris.

2nd. Resolved.—That this meeting wishes to record its opinion that the Loop Line as contemplated, will never pay five per cent. of the capital required to build the same.—carried.

Moved by Mr. James Hodgson, seconded by Mr. Nicholas Lake.

3rd. Resolved.—That the Reeve and Deputy Reeve of this Township, are hereby requested to use their influence with the members of the County Council, and vote against any stock being subscribed for, to the Belleville and Peterborough, and Peterborough and Toronto Railroad, by the Municipal Council of the United Counties of Peterboro and Victoria.—carried.

Moved by Mr. Thomas Mark, seconded by Mr. George Wallis.

4th. Resolved.—That this meeting learns with deep indignation, that the clause of the general Railway consolidation Act, requiring Corporations and Councils, to submit any By-Law for the purpose of taking stock in any Railroad, to the people for their approval, is found not to apply to the Grand Junction Railroad Act.—carried.

Moved by Mr. Robert Irwin, seconded by Mr. Elisha Burchard.

5th. Resolved.—That a petition be got up and circulated in this Township, and copies sent to the different Townships in these United Counties, to be presented for signatures at the annual meeting for the purpose of having the 18th Section of the Grand Junction Railroad Act repealed, and that the different Townships in these Counties be requested to call meetings to cooperate with this Township.—carried.

Moved by Mr. John Anderson, seconded by Mr. Herbert Gager.

6th. Resolved.—That the following be the form of petition.

To the Honourable the Legislative Assembly, of the Province of Canada.

THE PETITION OF UNDERSIGNED HUMBERT SHEWETH:

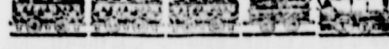
We the undersigned residents of the Townships of Mariposa, in the County of Victoria, one of the United Counties of Peterboro and Victoria, humbly pray your Honourable Body, that you would be pleased to amend the Grand Junction Railway Act, passed in the first session of the fourth parliament of this Province by repealing the 18th Section of the said Act, so that no stock may be subscribed by Municipal Councils, without an appeal first having been made to the people, and your petitioners as in duty bound will ever pray.—carried.

Moved by James Thorndike, seconded by G. Bainman.

Resolved.—That the members of the Municipal Council of the United Counties of Peterboro and Victoria, are hereby requested to take stock in the Georgian Bay and Peterboro Railroad.

M. V. McNEAL, Chairman. J. R. LITTLE, Secretary.

We are happy to have it in our power to announce that the Commercial Bank of Montreal Deser, have concluded arrangements for the immediate opening of an Agency of the Bank in this town, William Chisnot, Esquire, has received the appointment of Agent. This is a most gratifying symptom of the approaching era of progress for this town; and the surrounding country.



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