

# TO THE MUNICIPAL ELECTORS OF THE United Counties of Peterboro and Victoria.

GENTLEMEN:—It is probable that ere now most of you have read or heard something of two long letters, on the subject of our railway interests and prospects in these counties, which John Langton Esq., M. P. has caused to be published in the Peterboro Dispatch. In each of these two letters you will have observed allusion to me, of such a nature as to make it no matter of surprise to you that I should feel called upon publicly to notice them, and to endeavor to neutralize the unfavorable impression they are intended to create. Mr. Langton is very liberal of his censures of the personalities which have given an unpleasant feature to the railway discussions, with which the public of these counties have been so much occupied of late; but his sense of the impropriety of allowing these discussions to assume such a feature, has not preserved him from falling into the same error, in a manner little less offensive than that of those writers who have preceded him. There are but two instances however, in which, so far as I am concerned, I shall consider it necessary to notice this particular defect in Mr. Langton's letters, and having pointed out the injustices and distinctions manifested in these two instances, I shall endeavor to show my disapprobation of his course, by carefully abstaining from any imitation of it. It will not be amiss here to enquire briefly what is that public man, one putting himself forward as the servant or counselor, or guide of the public—has a right to complain in the way of personal allusions to him. I believe it is universally admitted that not only the general conduct of such a man in relation to public questions, but also each particular public act of his—its origin, aim, direction and effect—is a fair subject for enquiry, censure or praise. Such a man has no right to complain if, on reasonable grounds shown, neglect, or mismanagement, or incapacity is imputed to him; and as little cause of complaint has he when the failure of any public enterprise committed to him, is attributed to his want of skill or even to his lack of that honesty which is always the best policy, if in the latter case sufficient reasons be given to justify the charge. But the private transactions, or motives, or intentions, or expectations of such a man, are not fair objects for public animadversion, when they can have no possible bearing on the public question involved. In dealing with the case before me, I shall carefully keep in view this plain and important distinction.

Mr. Langton's first letter, which was much applauded, and had great expectations centered in it by certain gentlemen, before it was published, contains a very striking illustration of the vast difference that exists between the skill that directs the choice of the most effective means to accomplish an object, and the wisdom which guides to the selection of none but useful and suitable objects to accomplish. His previous knowledge of me led Mr. Langton to conclude truly that I hold all sorts of measures in the greatest abhorrence, and he shews his skill in constructing a statement, and giving a turn to a very harmless and very proper question, which, if his quotation from Burns is intended to be appropriate, must be meant to convey a most insulting accusation against my private character; and yet it is an accusation which true or false, can have no important bearing on the public question at issue,—the baseness and treachery he covertly attributes to me do not seem to have aimed at the injury of the Grand Junction, but rather, if even his own version of the conversation be taken, they must have manifested themselves by putting him on his guard. But however much one may admire the dexterity with which the offensive paragraph (the sixth in his first letter) is constructed, the wisdom of gauding and irritating a quondam friend, by the most offensive "aimless personalities," may well be questioned. Some third persons may be startled at my temper, in writing to set my veracity in competition with that of a gentleman whose star just now so eminently in the ascendant, may have reached its culminating point; but I would not hesitate to do so, even if the decision were compelled to rest upon my own unsupported assertions. In this case however, the clearest evidence of the truth of the statement I am about to make will be found in Mr. Langton's own letter, and I do not fear but that the strong common sense of those I address, unaided by the subtleties of the logician, will readily detect the casuistry I complain of, and separate and reject it, keeping out in bold relief the naked unvarnished truth. The conversation to which Mr. Langton alludes, took place on Monday the 25th October, two days after Mr. Jackson had left Quebec for England. It was in no respect a private conversation; it occurred in the public streets of Quebec, while we were on our way from the Parliament House to Russell's Hotel, accompanied by three or four mutual friends who walked immediately behind us, and who if they had not been otherwise engaged, might have overheard almost every word that was said. Mr. Langton was very communicative, but not more so than before in our communications on public affairs; and the only thing which excited my surprise, and drew forth the question which he says "somewhat startled" him, was the freedom with which he spoke of the Hon. John Ross, who, he said, had since the elevation of Mr. John M. McDonald to the Speaker's chair, succeeded to the question-able dignity of "The Prince of Chislehurst," to which station he seems well entitled, according to Mr. Langton's own account of his conduct in reference to the Port Hope and Cobourg Bills in the Legislative Council. It was on this account solely that I said to him some time before parting, "Mr. Langton, if you wish any part of our conversation to be considered private or confidential, will you have the goodness to mention it, and I will so consider it?" To which he instantly replied, "Oh, no, you are at liberty to make any use you please of every word of it." If Burns'

lines had occurred to him, I cannot help saying he must have great command of himself, and a very pleasant impression must have produced just the opposite effects of those it would have called forth in other men. His manner during the remainder of that interview, and a subsequent one in the House of Assembly, continued just as frank and as kind as before; and after his return from Quebec, he did not scruple voluntarily to honor me with a visit, during which we spent two or three hours in an apparently unrestrained and agreeable conversation, on railroad and other public affairs, as we had ever formerly enjoyed together.

It would take too much time and space to recapitulate as much of this conversation, as would serve to shew that the impressions and opinions I entertain respecting the Grand Junction Railway scheme, to which I have heretofore given expression in public, and which prompted the questions Mr. Langton professes to have answered in the letter referred to, were justified and strengthened by the information he then gave me. No defects in these impressions are chargeable upon a "man of letters," by opposition to the Grand Junction; for while the impressions were quite recent I communicated the substance of our conversation to my companions, expressed my admiration of Mr. Langton's candour, and the satisfaction I derived from his prompt reply to my question respecting the light in which he wished me to consider the conversation. But I wish it to be particularly observed as essential to a correct understanding of what I have to state in reference to some of the questions which have drawn forth Mr. Langton's letter, that I introduced the part of our conversation relating to the Grand Junction, by asking him whether any new feature had arisen since he had last written to me; and that his reply was to the effect that nothing material had occurred to give any new complexion to the affair, excepting that the certainty of getting the charter had become evident, and the circumstances respecting the restoration of the Toronto section, as recounted in the article in the Dispatch of the 7th instant. How Mr. Langton's "memory" could have become so "warped," as to permit him to insert such words as the following, is indeed a mystery; he says, "I do not choose to place myself so much in any man's power, as to bind him to secrecy as to any of my acts or words." Surely he does not mean to utter such nonsense, as that he never says a word to any one which he would prefer should not be repeated. But he cannot have properly considered these weak, silly words as anything but an excuse, for he is exceedingly malapropos. He forgot for the moment that he has many times communicated matters to me, which he desired me to consider private, and that in a long letter which he wrote to me only a month before on the very same subject, he writes, "All the information and opinions upon Railways I have given you in this letter you may make what use of you like, but what I have said as to the way in which I have been kept in the dark about . . . is for your personal use only." Now when it is considered that, as Mr. Langton himself states, he had frequently corresponded with me and asked my advice on public matters; that he had often communicated to me what was intended for the public; [for that he had said as to the matter of general report that I sometimes wrote editorial articles for the Dispatch,—he knew it, and had felt and acknowledged the advantages derived from it;] that he had often before so far confided in my honor, as to speak and write to me what he wished to be considered "secret," surely it will surprise no one, and I do not think it could startle any one, that I should ask him whether he wished me to consider a part of any particular conversation as private and confidential. That it was neither from stupidity, or wilful error, that I conceived the impression, and believed Mr. Langton entertained the same, from all he had communicated to me, that a great deal of mysterious and suspicious maneuvering, well calculated to throw doubt and distrust over the whole of the movements of the parties prominently connected with the Grand Junction scheme, and which Mr. Langton himself characterized by the cant word "chiseling," will, I think be admitted by every one who carefully, and with due discrimination, reads Mr. Langton's own letters. If it is not so, what do, or what can such expressions as these in his letter of the 11th instant mean? "To this day I have never been able to penetrate their (the Belleville gentlemen's) design." "Neither did I make any attempt to out-manoeuvre them." "We both of us felt some surprise at the Belleville people taking so much interest in the Toronto Branch, and we both wondered why Mr. Jackson should prefer that Branch to the Georgian Bay one, as a speculation." "We canvassed the motives, local, party or personal, which might possibly be operating unknown to us." "We came to the conclusion that, if there was any thing concealed under the surface, it was too deep for us to fathom." "This probably is the origin of the last question." But we shall probably receive light on the whole subject as we proceed.

The other personal matter to which I think I have a right to take exception, is the allusion made in Mr. Langton's letter to the Publisher of the Dispatch, introductory to the long address to the inhabitants of these counties, in these words: "He (the gentleman who assists you in the editorial department) is known to be committed to another road, and always expected to be, and now is, the paid secretary of the Port Hope Company." Now this means either something or nothing. If it means any thing, it must be intended to convey a very serious imputation on my character,—no less than that, for the sake of the price of a secretary, which has never yet been a very lucrative berth to me, I have sacrificed

all convictions of public duty, and committed myself to the support of one road, and opposition to another, against the public interests, for the advancement of my own. I have in my possession abundant material to prove that if Mr. Langton intended to make such a charge, it is most unjust and unfounded. I prefer making use of only such as he has himself furnished, and thus shewing to what strange lengths a spirit of opposition will carry even men of integrity. In a letter which he wrote me on the 27th September, he refers to my first letter on the subject of railroads, published in the dispatch of the 24th August to which he says he "has not been able to give the attention it deserves." Now from that letter in which I freely condemn the project of a "loop line," and advocate a road direct to the Front in preference, as well as from what took place at the public meeting held here on the 20th August of the proceedings of which he was informed, and from private communications of my own, Mr. Langton was perfectly aware that on the failure of all reasonable expectation of having the Main Trunk located on the rear route, he had decided on promptly, and with all my might, "committing" myself to what appeared to me then, and ever since, as the only feasible project to ensure us a railroad to Peterboro—namely that we should join, hand and hand, with people of the Front, to construct the shortest, cheapest and best, railroad to a port on Lake Ontario. At that time neither Mr. Langton nor I had so much as heard of any intention to revive the Port Hope railway project; to use his own words, "Port Hope had not yet woken up," and the thought of being necessary to any railway company (excepting indeed the Georgian Bay & St. Lawrence), had never so much as crossed my mind. To be very candid, my "expectations" were just then occupied with a certain Bank Agency, which would have been more to my taste; so that in this particular, as well as the other, Mr. Langton's suspicions go for nothing. I dare say he will not charge it upon me as a crime, that having been very recently offered the situation without having ever asked for it, I accepted it, and for the first time in my life, have a prospect of being "paid" for a description of service I have often cheerfully rendered gratuitously. What would Mr. Langton, of any other sensible man think of me, if I were to set about condemning every project he has advocated, and every opinion he has uttered, because "the always expected to be, and now is, the paid" member of parliament for this county; the "always" in his case would be rather less nonsensical, than in mine. Or, if he were to charge it upon me, as a right minded man, if I were to begin awkwardly, and with no better grounds than I have myself been assailed on, to charge this or that gentleman among us with being a paid agent of the Grand Junction, and to insinuate that his opinions deserved no consideration, because I surmised that he expected in some of the paid directors of that company, to be authorized in his seconds, to submit the public on that point to find out one's assistants reduced to such pitiful shifts.

I now turn to the more important public questions in connection with the Grand Junction railway, as they are exhibited in Mr. Langton's letters. It is not a little remarkable, that these letters afford the first instance in which the members of the Grand Junction have deigned to make use of the press to explain or advocate their schemes. The Editor of the Dispatch has frequently invited explanations, and offered the free use of the columns of that paper to its readers, to submit the public on that doubtful or controverted points respecting it; he has repeatedly stated in his editorial articles that if the Grand Junction could be shewn to mean a road leading through these counties, from east to west, or even as far within them as from Crow River to Lindsay, he would give the project his best support; and now, at the eleventh hour, within a few days of the last meeting of the County Council for the year, Mr. Langton is drawn out, by some questions which the Editor recommended interested persons to address to him, reluctantly to make out a case in favor of the Grand Junction, which, if we are to judge of it by the length of the pleadings, ought to be considered a very laborious one, not a strong one. The only object which one can clearly comprehend, in the whole statement, is a not very dignified, though a very urgent appeal to you, Gentlemen, to redeem the pledge he conceived himself justified in offering to the people of Belleville, that you should assist, to the extent of £100,000 to build a road to that town to secure it the trade of the back country, and another from Peterboro south westerly to the nearest point on the Grand Trunk, both of which are intended solely to propitiate the favor, and secure the aid of Mr. Jackson, by having them so located and constructed as to make them exclusively feeders to the Main Trunk; or if they can possibly be viewed in any other light, or made to serve any other purpose, Mr. Langton distinctly informs us "the whole speculation is an end." Here is an easy key to all the unwillingness to make the Grand Junction a subject of newspaper discussion. It would not bear the light.

The great questions respecting this Railway, which it was desirable on your account that Mr. Langton should have solved, I take to be the following:—First.—What does the Grand Junction railway mean, what points are to be its termini, and over what part of these United Counties is it intended to build it? Secondly.—What benefits will it confer upon the counties, if it should be built upon the route indicated, and how far would these benefits compensate for the inevitable burdens it would lay upon you? Thirdly.—Are the probabilities of its being built immediately such as to justify your representatives in the County Council, at this particular juncture, to impose

such a tax upon the whole counties, including the town of Peterborough, as must have the effect of deterring the town from taking stock in any other railway, and thus jeopardize an undertaking which is known to be otherwise attainable, and which would confer unquestioned advantages upon a large part of these Counties? Fourthly.—Are the arrangements under which the Main Trunk will be undertaken, (undertaken by the party to whom your expectations are directed, such as to ensure the economical construction of the road?)

I will endeavor to supply brief answers to these questions and it shall be my aim to do so in a spirit of candour and fairness; but to answer them fully, would require more time and space than I can allow myself. I will not consult "a map upon which is traced on imaginary lines of railroad," but I will take Mr. Langton's letter, and the Act of Incorporation, as the best available authorities, although I must confess neither of them is very satisfactory. I take it for granted, that for an eastern terminus, we must be content with Belleville, notwithstanding that Mr. Langton informs us that he "would prefer Kingston." Any departure from this point would not be a modification of the present scheme, but an entirely new one, not sanctioned by the Act; and besides, to go further east for a terminus, as to Kingston, would destroy Mr. Jackson's project, to make the Grand Junction a mere feeder to the Main Trunk. This will satisfactorily account for the failure of the advocates of this line to attempt any answer to the serious objections urged against Belleville as a port of shipment; because it is now evident that no port of shipment is wanted at either end of the junction with the Main Trunk, the object being merely to take produce to the latter to supply it with business. This will also fully explain why the people of Toronto are so utterly indifferent to the scheme; they know it is not intended that a single ton of freight shall be taken to their port for shipment. Mr. Jackson's cars carrying freight on the western limb of the loop, would, on reaching the Trunk, turn south to take it to Montreal, for the benefit of the Trunk, without consulting the advantage of the owners. It may be said the owners could direct it to any point they pleased; I will answer this objection by and by, when I come to shew the probability of Mr. Jackson's refusing to have any thing to do with the Junction, unless he can enjoy a monopoly of the two feeders it would create. From Belleville, then, as the eastern terminus, the physical features of the country make it easy to trace the line; for the Engineer employed to explore and survey the route has reported that but one line is practicable. The thickest thereof, which the Hon. Mr. Ross made to me in Quebec, and which I perceive he has put into execution—to strike out the words "crossing the Crow River," from the original draft of the bill, to coerce the counties of Peterborough and Victoria into compliance with his views, amounts to nothing. This railway must follow the valley of the Morris river, in a direction a little east of north, to a point two miles north of the Town Hall in Huntington, at which point, after having gone fifteen miles from Belleville, one finds himself a little nearer Kingston than when he left the former place. From this angle the road would follow the surveyed line of the Georgian Bay & St. Lawrence road, to Peterboro, and thus run through the entire eastern division of the County. If I am asked why I refuse to advocate this section which comes up to all I desire so far as passing through the eastern part of the county is concerned, I answer—because the port of Belleville cannot afford these counties the advantages they require, and also because I have reason to believe that more favorable offers—to build a road direct from Peterboro to Kingston—will shortly be made to you. And now having reached Peterboro, it is necessary that we should look about us very carefully to discover where we are to go next. Two points are clearly settled in Mr. Langton's letters,—that the Georgian Bay section is not to be undertaken at present, and that what is called, oddly enough, the Toronto section, is to intersect the Main Trunk at a point east of Toronto. How that point shall be reached the act itself is perfectly explicit upon. The 3rd section of the act expressly provides that the road shall be made from the said town of Peterboro south westerly to the City of Toronto, or to some point east of the said City of Toronto, to intersect the Main Trunk Line of Railway. The difficulty of reaching even Metcalfe, in a south-westerly direction from Peterboro, will strike the most casual observer, and confirm Mr. Langton's own statement, that "The Toronto Branch will probably never reach the western townships." Here then are centered the most insuperable objections to the Grand Junction—that its western section will pass through but a small corner of these counties, while Mr. Jackson has positively refused to build any part of the Georgian Bay section.

In reply to the second question, respecting the benefits you are to derive from the Grand Junction, its advocates have hitherto contented themselves with asserting that it will open up the country more completely than any other of the proposed roads can do. I think it is admitted that a railroad merely passing through a country only benefits it to a very limited extent. The greatest advantages spring from the road from the ready access it gives to a good market, and the nearer this market can be brought to any particular district of country, the more it will be benefited. Now if a market can be created in the heart of these counties, quite as good, that is to say—one in which you can buy as cheap and sell as dear as in the towns and cities at the extreme ends of the railway, certainly you must derive much greater advantages; and such a market I contend the town of Peterboro may be made by a road extending from it to the Front, then another north-west to Mari-

etta, and a third eastward as far as Kingston. The latter road would take from us our light valuable goods and passengers, moving eastward, and bring back the more costly articles of merchandise, to which speedy transit is essential at even increased cost; the first would carry all our lumber, flour, grain and wooden manufactures, destined for the American market, and bring back our salt, plaster, coal, pig iron, and other raw material for manufactures, as well as heavy merchandise; while the second would make thriving towns as depots for the collection of the produce of the surrounding country, at Norwood, Warsaw, Metcalfe, Lindsay and Mariposa; the prosperous traders of which places, would find in Peterboro sufficient inducements to send their produce through and draw from it their supplies of heavy goods. Thus the benefits would be mutual, and act and react from the centre to the circumference of a large circle, embraced by common interests, and reciprocal calls of demand and supply. On the other hand I believe the Grand Junction, constructed on the route indicated, under the auspices of Mr. Jackson, and intended to serve solely as a feeder to the Main Trunk, would produce very few if any of these effects; it would create no extensive home market within the counties; and would afford no commensurate interest and effort to bind us to one another; it would be Mr. Jackson's railway with Belleville for its great centralizing point,

and Montreal for its sole terminus. I leave the important village of Kawartha out of the account, because at present its expectations are turned towards Cobourg, and it will be sure to make an outlet for itself in that or some other direction.

Now let us glance at the burdens such a road as the Grand Junction would entail upon you. You are required to take stock for these counties to the amount of £100,000. The annual interest upon this sum at 8 per cent would be £8,000, requiring a perpetual rent of about two pence half-penny in the pound off all the rateable property in the county at its present valuation of £254,430. The quota of his rate for the town of Peterboro, in which the value of the rateable property is rather more than one sixth of that of the whole of the two united counties, would amount to two shillings and ten pence, in the pound, on the yearly value. I say a perpetual rate, because if the Port Hope and Cobourg roads are both built, or even either one of them, I consider that it is impossible in the nature of things, that the Grand Junction can do more than pay its working expenses, and the interest on Mr. Jackson's stock, which I take it for granted, is to be a first lien upon the road.

I have taken some pains to make the following estimate as correct as circumstances would permit.

ESTIMATE OF THE VALUE AND TONNAGE OF THE EXPORTS FROM THE COUNTIES OF PETERBOROUGH AND VICTORIA FOR THE YEAR 1852.

Quantity.	ARTICLES.	Tonnage.	Rate of Valuation.	Value.
519,500	Bush. Total produce per Census Returns.			
172,900	Bush. Deducted for seed and consumption.			
345,700	Bush. Wheat = 76,820 Brls Flour,	7,682 @ 20s per Brl.		76,820
2,700,000	Feet Square Timber,	67,500 @ 4s per foot.		48,000
12,000,000	Feet Sawn Lumber,	30,000 @ 30s per M.		18,000
527,700	lbs. Butter,	263 @ 8d per lb.		17,500
43,800	lbs. Cheese,	21 @ 4d per lb.		728
300	Brls Potatoes,	75 @ £25 per ton.		1,875
657	Bush. Timothy and Clover Seeds,	20 @ 5s. per bush.		164
1,000	Barrels Oatmeal,	100 @ 20s per Brl.		1,000
100,000	lbs. Wool,	50 @ 1s 3d. per lb.		6,168
5,000	Bundles M. Shingles,	638 @ 7s 6d per M.		1,375
16,500	Sheep Skins,	8 @ 2s. ea.		1,685
2,000	Brls. Bacon and Pork,	250 @ £3 per Brl.		6,000
1,300	Head of Cattle,	420 @ 25s. ea.		6,600
2,000	Hogs,	200 @ 20s. ea.		2,000
3,000	Sheep,	325 @ 20s. ea.		3,000
250	Horses,	100 @ £17.10 ea.		4,375
	Furs,	10		3,000
	Leather,	20		2,500
	Horns, Glue makers cuttings,	50		200
	Rags,	25		375
	Miscellaneous, including Furniture, Agricultural Implements, &c.	250		5,000
1,000,000	Staves,	1000		10,000
100,000	Railway Ties,	1500 @ £6 per 100.		6,000
	Total	100,724		£219,331

If the whole of this tonnage after deducting the timber none of which would pass over the Junction road, were carried on this line at the usual rates, and allowing a corresponding amount of return freights, with one hundred passengers per day, and £500 for carriage of the mails, it would not all pay one half the interest and the working expenses of such a road. You may therefore safely conclude that for thirty years to come, this tax would rest like an incubus upon you.

We are to enquire in the third place as to the probabilities of this Grand Junction being built immediately. To enable you to judge fairly of the railway projects at present engaging prominent attention, I have constructed the following table of

Lines of Railway, in course of construction, contracted for or projected in Canada, 1852.

Under contract, or in immediate prospect of being so.	Length Miles.	Cost per mile.	Cost.
1 Great Western and Grand Trunk to Quebec,	731	£9,000	£6,579,000
2 Toronto, Simcoe and Huron,	90	4,000	
3 Toronto, Guelph and Sarnia,	191		1,408,000
4 Hamilton and Niagara Falls,	49	7,000	336,000
5 Bradford and Buffalo,	72	5,000	360,000
6 Bytown and Prescott,	54	5,000	270,000
7 Quebec and Richmond,	100	5,500	550,000
PROJECTED:—	1286		£9,800,000
1 Quebec and Trois Pistoles,	270	9,000	2,430,000
2 Peterborough and Port Hope,	27	5,000	135,000
3 Cobourg and Peterboro,	29	6,500	189,500
4 Grand Junction (Belleville to Toronto via Peterborough),	116		
5 Kingston to Grand Junction Line, Huntington	40	9,000	1,044,000
6 Port Windsor and Huron,	75	5,000	260,000
7 Branford, Simcoe and Dover,	43		
8 Port Dover and Port Burwell,	35		
9 Port Burwell and Ingersoll,	27		
10 Port Stanley and London,	27	4,000	560,000
Total	1983		£14,792,000

The Montreal, Perth and Lake Huron, and the Quebec, Bytown and Lake Huron, are left out.

It must be borne in mind that the admirers of every one of the lines of railway above enumerated, are every whit as sanguine of the success of each of the roads, and of the certainty of its being built, as the friends of the Grand Junction are. Consider too that five years ago there were not 15 miles of railway, with locomotives, in operation in all Canada; that the whole system is here yet but an experiment; that the contractor who is relied upon to build the Grand Junction has already contracted in Canada to the extent of upwards of £4,000,000; that our whole Municipal Loan Fund system is yet an untried novelty; and then ask yourselves if it is probable that Mr. Jackson will be induced to build two nearly parallel lines, the two sides about two hundred miles long, and not more than 26 miles apart, to do the business that must find its way to a sole one, if sufficient advantages to induce it there are only held out! And again enquire on what grounds is this delusive expectation offered to you. It is tacitly admitted by Mr. Langton that no "proposal" has been made by Mr. Jackson. He is said to have made a verbal "promise" to the Hon. Mr. Ross to build the road on condition that he get the contract for the Main Trunk, and that the Municipalities interested took stock to the amount of £200,000 or £250,000 sterling, which latter condition, Toronto at least is not at all likely to perform, and Mr. Jackson will be thus readily relieved of his "promise."

In a letter which Mr. Langton wrote me, dated Quebec, 10th Sep., he says: "Mr. Ross of Belleville, the originator of this compromise, and who alone has had any conversation with Mr. Jackson, says that a charter must be prepared, and provisional Directors appointed, in order that Jackson may have somebody to negotiate with." I do not wish it to be inferred from my giving this quotation, that I in the least doubt Mr. Langton's assertion that both he and Mr. Murray had spoken to Mr. Jackson. I merely offer it to show the ground on which the second question referred to in his letter of the 11th instant rested. Those conversations of course occurred after the date of the letter quoted above; but I think under all the circumstances Mr. Langton ought to have mentioned them, when he was giving me intelligence a month later, in answer to the question whether anything new respecting the Grand Junction had taken place in the interim. It is quite probable however that he then attached as little importance to them as any other person would now. Mr. Jackson, it appears, in his interview with Mr. Langton, "declined to enter into any negotiation so long as the question of the Main