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The Carleton Place Herald

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JAMES POOLE,

EDITOR AND PROPRIETOR

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DR. LIVINGSTON'S EXPEDITION.

Letter from Rev. Chas. Livingston to his brother John Livingston, Esq., Canada.

KONGONE, Mouth of Zambesi,
February 24th, 1861.

MY DEAR BROTHER,—We started for the interior on the 15th of May, 1860, taking as many of the Makololo as chose to go back to their own country in Tette, most of whom started with us, but deserted before we got to Kebrabassa.

They had acquired some useful ideas since they left Sekeletu,—as that the goods of white men were not to be got by simply begging for them, that they must work in order to obtain them, and that they ought to be paid for their labor,—that the chief has no right to their service without some decent remuneration, and that it is a great hardship to be obliged to give him both tusks of the elephants we kill.

They had been taught some religious truths, had often heard of the Redeemer of mankind and the way of salvation through Him; all could repeat the Lord's Prayer in their own language, and some knew the creed, &c.

Though Tette or any other Portuguese settlement is bad enough in point of morality, I don't think they learned any vice which they had not known and practiced long before they ever left their own land.

Our route lay on the left bank of the Zambesi, and shortly after passing through Kebrabasa we were on the Dr's old path. No particular change has occured since he came down, except at Zumba. Two Portuguese half-castes, from Tette, with 400 slaves armed with the old Sepoy flint-muskets, had treacherously assassinated the Chief and 20 of his men, and taken possession of an immense tract of splendid country on the Zambesi and Roangeva. We crossed the Kafue and its confluence, and kept up the Zambesi. The country was now thickly peopled by the fine old Batoka race; never saw people so hospitable. They brought us large presents of the finest white meal, with fat copens to give it a relish, pumpkins, beans, tobacco, &c., &c., also plenty of excellent beer.

When, as sometimes happened, we passed two or three villages in the course of a days march, in the evening deputations arrived from these villages with liberal presents of food.

We were often hailed from huts on the way asked to wait a minute and drink a little beer, which was soon brought.

They are fond of cultivating the soil. We passed through fields of native corn several miles in length, and about a mile in breadth.

They built many graneries, which gave an unusually large appearance to the villages. They also tie up a great deal of corn in bundles of grass, which are well plastered over with clay, and then laid on frames. When the river becomes low these bundles are placed on low, sandy islands, where they are secure from the attacks of wandering mice and men. Owing to the ravages of the weevil, the corn can barely be preserved until the following crop comes in. However extensively they may cultivate, and abundant the harvest, all must be consumed the same year in which it is raised. This may account for their making so much of it into beer. The beer they brew is not the intoxicating kind usually found among the tribes, but a sweet and highly nutritious sort. Though all drink largely of the beer, we never saw a single case of drunkeuness among them. All were plump and in good condition.

A peculiar Order exists among them, the Order of the Eudah Peze's, (Go-Nakeds). the badge of this Order, as their name indicates, consists in the entire absence of the slightest shred of clothing. They are in the condition in which Adam was before his sublime invention of the fig-leaf apparel. We began to see them two days above the Kafrie, two or three perhaps in a village. As we proceeded, the number steadily increased until in a short time every man and boy belonged to the Order.

The women were all well clothed and adorned; some have no fewer than nine tin ear-rings in each ear, hanging all round it. Both men and boys were very willing to work for the smalest wages. Our miserly and extra-dirty cook had an old pair of trowsers some of us had given him and which he had long worn. With one leg of the old trowsers he hired a man to carry his heavy load a whole day. The other leg hired a second man for the next day, and what remaind of the old trowsers, minus the buttons, procured the labor for another man for the third day. All our men got their burdens carried for the merest trifle, and we grew into a very large party. The men of the villages clapped their hands, and the women lilliooed us by the way of salution as we passed. A poet or wandering minstrel, attached himself to us for a number of days, and always when we halted sang our praises to the people in harmonious numbers of 4 and 5 feet respectively.

We left the Zambesi at the stream Zongroe, (Morney or Delos River in map). At first its sandy bed was perfectly dry; a few hours up, water was obtained by digging holes in the sand. Still farther up it became a fine flowing stream of clear and very cold water. We saw coal and limstone in its bed.

In a few days we had to climb the steep hills of Matabs. We passed near the base of the highest "Thabs Chew," or White Hill, having it on our right. On reaching an elevation of about 3,000 feet, the nights became extremely cold. The thermometer sank to 30°, and we found thin ice in the hollows. By day it rose to 65° and 68°. Six Endah Pezes who had accompanied us thus far, now turned back. They stood it one night at 30°, with a keen wind blowing, without a particle of clothing.

A few hours, march from the Thabs Chew brought us on to a table land, 3,000 to 5,000 feet above the level of the sea with great grassy plains through which wind several perennial streams, at the Kalomo, &c. But a few years since these hills and table-land were full of cattle. The Batoka lived here. Sabitane robbed them of their country and cattle, but had scarcely settled down when small-pox had broke out, and after its ravages had ceased, the Matibele attacked him, compelled him to abandon the country and seek refuge in the fever swamps of Linyanti.

This would be a healthy country for Europeans, but the Portuguese won't yield the free navigation of the Zambesi, and the Kembrabasa is unnavigable. Now there is not a single human being to be found. We travelled all week, and daily passed sites of old villages, but no inhabitants appeared, —herds of elephants, buffalo, zebra, antelopes, now fatten on the rich pasture which formerly supported great herds of cattle. These Botako had evidently attained to a much higher degree of civilization than any [illegible] planted and cultivated fruit trees. We saw grand old fruit trees which had been planted in regular rows, and must have seen a hundred summers. No useless tree was allowed to grow near their villages; all the fruit trees of the country are beside the villages. They also had permanent burying-grounds,—erected monuments of the costliest ivory along their graves, and regarded the place as sacred to the memory of their departed ancestors.

We visited the Falls of Monoatunya. They throw Niagara into the shade, being upwards of 310 feet in depth, and the river is 1,860 yards wide. The breadth of the greatest fall is 600 feet; then a few yards of projecting rock, and a second fall of 325 feet in breadth. We saw a mass of vapor thrown up from one of the outlying Batoka villages some 24 miles off, and it seemed, at that distance, about 300 feet high.

Our reception is Sesheke was not of the most flattering nature. It was decidedly cool. We found Sekeletu, opposite Sesheke, ill of the leprosy; all his doctors had given him up; an old doctress had undertaken to cure him. No one was allowed to see him; he was lying in the waggon of of the late Mr. Helmore, which was surrounded by an enclosure of tall reeds. We were allowed to visit him; he was in a filthy state with dirt and scabs. Both doctors tried to cure him—helped his general health, but the disease was not removed. The Makololo, high and low, are the most inveterate beggars to be found anywhere. Sekeletu had put to death some of his principle men and their families, for bewitching him and causing his leprosy. Never saN so much skin diseases, or so many diseased and blind eyes. You will have heard of the death of all the London Society Missionary party, except two from fever at Linyanti. They arrived at Linyanti about three months before we got into the country, and in about six weeks five of them died, and five native assistants. The two, Mrs. Price and Miss. Helmore, who survived, had left a little before we reached Sesheke.

No place on the West Coast can show a mortality like that. Hope no other Europeans will ever be sent there. The real Makololo are nearly all dead or killed. Their power is fast breaking up. Soon the empire Sebate founded by conquest, will fall to pieces and be among the things which were, as the rule with these African Sovereignities. An able man rises up, conquers a great extent—his son succeeds, a man of no ability, and the empire crumbles to pieces.

In returning, we bought canoes at Swamen's and decended the river. Immense amount of gum on the right bank of Zambesi, which is uninhabited. Great herds of hippopotami in the river. We came down some dangerous rapids. At beginning of Hebrabasa, Dr. Kirk's canoe capsized, and £120 worth of Government and other property went to the bottom. We then left the canoe, and marched on foot to Tette. A new Governor has arrived with white soldiers; got our mail. We tried to bring down the old steam punt, but she sank with us 20 miles above Senna. As the water was not very deep, we got nearly all the things out of her. The river rose rapidly, and on the second day after she was all covered except masts and funnel.

We came down here in canoes and our whale-boat had 13 men we got from Sekeletu. Reached this on the 4th of January, and have been waiting ever since for the steamer. Our provisions are low—tea, coffee, biscuit and salt done.

Last Thursday, 31st of January, the new steamer and a man-of-war appeared; but it has been so rough since that, except to signalize, we have been unable to communicate, and she has been unable to come in.

Yours affectionately,
CHARLES LIVINGSTON.

WHEN A DRINK MAY BE TAKEN MEDICINALLY.

After goose, or duck, or pork, Irish stew, or any delicacy of the season into which onions may have seasoningly entered; invariably after salmon; when there is any washing being done at home; when painters are in the house; When a person feels faint, and doesn't know what is the matter with him; when a friend turns up after an absence of several years, or when you are parting with a friend whom you do not expect to see for several years; when a person has the toothache; when a person has lost or when a person has come into a large property; when a person has met with a misfortune, or made a tremendous bargain; when a person has quarrelled; when a reconciliation has taken place; when a person is on a sea voyage, or goes out between the acts of a five-act tragedy; or ascending in a balloon; or after coming off the jury of a coroner's inquest; or when you are sitting up for your wife; or when a friend drops in to smoke a cigar; and, in fact, upon all suitable occasions of sadness or merriment, when a person feels rather low, or feels in very high spirits

AFFAIR OF HONOUR.

The principal topic of conversation in Quebec yesterday was an affair of honour between Hon. Mr. Dessaulles, of the Council, and Solicitor General Morin. The quarrel originated in a discusion conducted in the *Minerve* and the *Pays*. Mr. Morin learned that Mr. Dessaulles had spoken of him in contemptuous terms, and sent Mr. Dessaulles a letter as insulting as he could possible frame it.

Mr. Dessaulles challenged Morin, and on Saturday the parties left for Island Pond, with their seconds, Messrs. Kierzkowski and Ramsay, Secretary to the Seigniorial Commission. They met yesterday morning, but "nobody was hurt." It is reported that they could not agree about the weapons, and no shot was fired. The parties have not yet returned to Quebec.—*Globe.*

CARDINAL WISEMAN TO BE ELECTED TO THE PAPACY.

From the European Times.

A considerable sensation has been caused by a statement in Independance Belge, to the effect that the future seat of the Papacy is to be London, and that the reigning Pope, in anticipation of his decease, has appointed Cardinal Wiseman as his successor, who is to assume the title of Pius X. The Independance has a staff of letter writers in Paris, and this statement is made on their authority. Although very little credit is attached to it, notwithstanding its being given with great circumstantiality, there is one important fact which appears to have escaped the notice of the letter writer in the Brussels journal—viz., that Pius IX. is as likely to live, bad as his health is said to be, as Cardinal Wiseman. It is well known that the latter is laboring under a fatal disease for which medical skill can afford no remedy.—He repaired to Rome a year back, from [illegible] year 1860, and when in the Eternal City every day was expected to be his last. The serious state of his health has been more than once alluded to by Cardinal Wiseman in the pastoral and other documents which he has addressed to his co-religionists in this country, and if there were no other improbabilities about the statement, the one we have mentioned is conclusive as to its untruth. The Independance says—"The Pope has frequently been tempted to abdicate in order to retire to a monastery; but this project is still vague, whilst the deed of the transmission of the Papal powers to the first prelate of England has been actually signed." Those who are familiar with the routine of discipline in the Church of Rome declare that there is no power known to the church by which the reigning Pope could thus transfer his authority, even if all other circumstances were favorable to it. "No bishop, patriarch, or archbishop of any rank can dispose of his mitre as chattel property," says a writer on this subject, "for a *congé d'dire* must be gone through to save canon law, not to save appearances." Another equally improbable statement has sprung out of this alleged transfer of the Papal power to Cardinal Wiseman. When the Emperor Napoleon heard that the Archbishop of Paris, Cardinal Morlot, had been a consenting party to the new arrangement, he sent for him and demanded explanations. "The Cardinal," we are assured, "replied that in matters which concerned his spiritual relations with Christ's Vicar upon earth, he would not be justified in a breach of confidence. Not all the King's horses nor all the King's men could draw any confession out of him." The bearing of the Cardinal, as thus reported, is quite in keeping with the original story which it attempts to bolster up.

FAMINE PRICES IN VIRGINIA.

The New York *Herald* says:—

We learn from a reliable gentleman, who has just arrived in this city from Richmond, that the people have begun to comprehend what is meant by the war prices of provisions. The imminent probability of early hostilities has sent up the prices of every article of food. Everything is very scarce, and consequently prices range exceedingly high. Potatoes cannot be obtained under $2 per bushel; butter brings 50 to 60 cents per pound; sugar, which used to be sold at from 8 to 10 cents per pound, now readily brings from 20 to 25 cents per pound, and half water at that; sides of bacon are worth from 22 to 23 cents per pound; and hams readily sell at from 26 to 27 cents. All these articles are in very small supply. Wheat Flour is sold from $8 to $10 per barrel; but as a good deal of this article is manufactured on the spot, is not so very scarce. Business is altogether suspended. An ordinary spool of cotton, usually worth one or two cents, cannot now be had under from ten to twelve cents.—Most of the stores only keep open from nine till three o'clock. Everybody is enlisting and going to drill. Fodder is very scarce, and the authorities are making every effort to obtain it. Hay is worth two dollars per hundred. Shell corn sells at one dollar per bushel, and corn meal at one dollar and a half. Chickens and half grown hens readily command a dollar a piece. Prices of horses and cattle are very high.

THE UNNATURAL STRIFE.

A Baltimore paper narrates the following interesting incident:—

At one of the Baltimore armories a band of four or five young men, members of one of the military companies, were engaged in conversation, when one of them expressed the desire that some event might occur which would release the troops from the unnatural position in which they were placed in the antagonism of one portion against another of the same country. As he appeared to be much affected by his situation at the close of the conversation, when the party separated, one of them followed him into the hall connected with the armory, and asked him if he did not fear that his comrades would accuse him of cowardice, if he continued so to express his views and feelings in their presence. The reply was that it did not matter much of what he was accused, provided he was possessed of the consciousness that such was not the case.

At the close of the remark he invited his companion into a private room connected with the armory, and closing the door, he threw himself upon a chair, and burrying his face in his hands and placing them between his knees for five minutes, he wept like a child, and his tears fell like rain-drops upon the floor. Relieved by the act he sprang upon his feet, and turning to his astonished and deeply affected friend, he said, "I have invited you here to examine my body, and to test, the terrible reality of my position," as he spoke he divested himself of his clothing, continuing, 'I am a Pennsylvanian by birth, but have been a number of years a resident of Maryland, and I am now in arms, perhaps, against my fellow-citizens of my own native State. Now look here and tell me if you have ever seen a human body scarred as mine is. I am marked from head to foot which shows you that I have been almost cut to pieces by the sabres of a foreign enemy, and have received gun-shot wounds in my limbs. I was cut in this manner in the war with Mexico, and I assure you that I never flinched nor experienced a moment's fear.—I was fighting a foreign foe under the flag of my country, and I fell literally mangled upon the field, from which I was born in an insensible condition to the hospital, and was the only survivor of a number of my companions who were treated in like manner. My flesh was raw with wounds until they were healed. From contract with the enemies of my country I have never desired to be withdrawn, but when I think of raising my arm against my own countrymen I confess to you that I am a coward. I have not the courage to do it, and had rather die than meet the trial."

STRANGE APPEARANCE OF WASHINGTON.

The Richmond *Whig*, of the 27th ult., has the following in a dispatch from Washington:—

The departments at Washington wear the aspect of armed citadels. The lower stories of the different buildings are closed, the doors are barricaded, and loop-holes and port holes for firearms made in the walls. At the doors of the chief officials are stationed armed sentinels, whose regular tread reminds one of the deck of a man-of-war, or the exterior of a fortress. The post office building looks like a huge warehouse used for stowing flour and bacon, and fish and pork. At the windows are seen lounging men in military half-dress—some with striped pants, others with glazed caps, and others with belts, bayonets and cartridge boxes.

The New York *Courier and Enquirer* is endeavouring to prove that the people of the United States will be all the richer for the expenditure of a few hundred millions upon the present war, and instances in support of this view the simultaneous rise of the commercial power of England with the creation of the national debt. Our contemporary ignores the fact that the English wars gave her people a monopoly of the commerce of the world, and that the debt which they caused was drawn from their enlarged profits. Had their trade been diminished, or had they been driven to borrow abroad the result would have been ruin.

The war in the United States will destroy the most valuable portion of her trade, and in a few months will so exhaust the resources of her people as to compel her to seek loans in foreign markets. With diminished resources, an impoverished and dissatisfied people, an increased loan of taxation will have to be borne, a taxation not like that of England which is but a re-distribution among the people of the national wealth, but which will exhaust their annual means to liquidate in gold or gold's worth the interest and principal of a debt owned by foreigners.—*Advertiser.*

The following is from the New York *Tribune* of the 9th inst.:—The total amount due at this hour from the Seceded States to Northern merchants and capitalists cannot be so little as two Hundred Millions of Dollars, whereof probably three-fourths are owing to this City. Most of the creditors have for years done everything possible to commend themselves to the good will of the South.

Washington, May 10.

One of the members of the 7th Regiment, named Keyes of New York, stooped to pick something up near a place where a number of guns had been stacked, and when in the act of rising the stack was accidentally, struck, and one gun exploded, killing him instantly. His remains were placed in a metallic case and despatched with an officer to his relations in New York.

Harrisburg (Pa.), May 10

A letter has been received by an officer of the United States army from a friend, formerly an officer of our army, but now an officer in the army of the Confederate States, saying that most of the troops at Harper's Ferry are provided with inferior arms, badly provisioned Commissariat, and flour $25 per barrel. The letter is dated the 5th.

The New York *Herald* says that the public are satisfied that the bulk of the great mercantile houses which here grow rich by trade with the South must fail, in consequence of the wholesale repudiation by the Southern merchants of the debts they owe to the North. It is also believed that the derangement in the Western currency, brought about by the border Slave State stocks, on which much of that currency is based, must lead to grave embarrassment in the Western trade.

The expenditure of the Federal Government of the United States is stated to amount at the present time to two millions dollars a day; this independant of the war expenditure of the several States, all of which will have to be ultimately borne by the general government.

THE DISSOLUTION.

We learn from Quebec that a Ministerial caucus has been held to discuss the propriety of holding the new elections at once. The meeting was divided in opinion, but the general impression in Quebec is that the contest will come off immediately. This may not be the ultimate decision, but our friends had better make all needful preparations promptly. They are better fitted now for the contest than the Ministry and have no reason to dread a speedy dissolution.

The organs are endeavoring to create an impression that the Opposition in Lower Canada are likely to be reduced in numbers by the appeal to the people. Their object is to raise the spirits of their Western supporters who are appalled by the universal condemnation which they encounter from the people. We have the very best grounds for stating that the various sections of the Lower Canadian Opposition are going to the polls with entire unanimity of feeling and action, and do not doubt that they will receive large accessions to their numbers, not only in the townships where the change in public sentiment in last election is very marked, but also in the French Canadian constituencies. Whatever may be the views of the Lower Canadians as to the settlement which ought to be made of the differences between Upper Canada and Lower Canada they are convinced that Mr. Cartier's policy is not that which the exigency demands. No one thoroughly conversant with the position of the two Provinces doubts that the Opposition will command a considerable majority of the next House of Assembly.—*Globe.*

DUELLING ON AN IMPROVED PRINCIPLE.—It was reported in town yesterday that the Hon. Solicitor General Morin, and M. Dessaules, M. P. P., having a dispute to settle, went to Island Pond to fight a duel, and on arriving there when all had been made ready for the fatal encounter, it was found that there were no balls in nor caps on the pistols! The gentlemen should obtain a patent for their invention of bloodless duelling.

DROWNED.—On Sunday last, Mr. Chas. Bruneau, Mr. Thomas Coffin and Mr. Boudreau, of Montreal, took a canoe at Lachine for a sail, and when only a few yards from land were precipitated into the water by its upsetting. Mr. Bruneau was drowned, and his comrades saved themselves by swimming.

The Palmer *Journal* announces the marriage of Mr. John Strange to Miss Mary Strange. Strange indeed; and the next thing may be a *little stranger*.

Canada Central Railway Bill.

An Act to incorporate the Canada Central Railway Company, and to amend the Act, intituled: "An Act to provide for and encourage the construction of a Railway "from Lake Huron to Quebec."

WHEREAS it has been found that the construction of the Railway authorized by the Act passed in the nineteenth and twentieth years of her Majesty's Reign, intituled: "An Act to provide for and encourage the construction of a Railway from Lake Huron to Quebec, has been attended with difficulty in consequence of the want of a concentrated interest therein; And whereas it is expedient to extend and amend the said Act and to change the name of the Company; and whereas certain persons have by their petition, represented that the vast country extending through the interior of this Province is wholly without railway communication, and would be greatly benefitted if opened up thereby; and whereas the said persons have, in their said petition, prayed to be incorporated for the said purposes, and for the purposes of the said recited Act, under the name of the Canada Central Railway Company: Therefore, Her Majesty, by and with the advice and consent of the Legislative Council and Assembly of Canada, enacts as follows:

1. Nicholas Sparks, John Supple, Alexander McIntosh, Christopher Armstrong, William O'Meara, P. Pearson Harris, Thomas Langrell, Peter A. Eglison, William Jno. Wills, J. B. Mongenais, Joseph Hinton, Robert Craig, James Deyke, James Goodwin, Francis Clemow, James Leamy, John Forgie, James Skead, Alexander Scott, J. M. Currier, John W. Loux, Richard W. Scott, and William Frederick Powell, Esq., with all such other persons, Corporations and Municipalities as shall become Shareholders in the Company hereby constituted shall be, and they are hereby ordained, constituted and declared a body Corporate and Politic, by the name of the "Canada Central Railway Company."

2 The first, second, third and eleventh sections of the said Act cited in the Preamble of this Act, in so far as they are inconsistent with the provisions of this Act, and so much of any other section thereof or of any other Act as is inconsistent with this Act are hereby repealed, and the said Canada Central Railway Company is hereby declared to be in the place and stead of the Companies therein named; except as regards the Brockville & Ottawa Railway Company, and the North Shore Railway Company therein named, which last mentioned Companies, together with the Canada Central Railway Company, shall hereafter be entitled to all the benefits, franchises and privileges granted by the above cited Act, except in so far as they are by this Act altered, and all the remaining clauses and provisions of the said recited Act not inconsistent with this Act shall be the same as if incorporated herewith; provided, always, that in conformity with the Act twenty-thirty Victoria, chapter one hundred and eight, whenever the Montreal and Bytown Railway Company is mentioned in the said Act, the provisions referring thereto shall be held to apply to the Carrillon and Grenville Railway Company; provided, also that the North Shore Railway and St. Maurice Navigation and Land Company.

3 All the provisions of the Railway Act shall be incorporated with this Act, save in so far as they may be inconsistent with any express enactment herein contained.

4. The Company may lay out, construct and finish a double or single track of Railway from such point on Lake Huron as may be found best adapted for the purpose to the City of Ottawa by way of Pembroke and Arnprior, and from the City of Ottawa to the City of Montreal; Provided, always, that without the consent of the Directors of the said Canada Central Railway Company the Carrillon and Grenville Railway Company shall not have power to construct the section of the said Railway between Hawkesbury and Ottawa until the expiration of three years from the passing of this Act nor afterwards if the Canada Central Railway Company shall have commenced, and shall proceed with the construction thereof.

5 The Company hereby incorporated, the said North Shore Railway Company, the Carrillon and Grenville Railway Company, by that name or under the corporate name of the Ottawa Valley Railway Company, or any two of them, lying contiguous to each other, may, if they deem it advisable, unite together as one Company; and such union may be made by a deed of agreement between the Companies so amalgamating, first approved by resolutions passing respectively at meetings of the Stockholders of such Companies specially called for the purpose; And such deed shall specify the name to be used as the corporate name of such amalgamated Company, which shall be the name of one of the Companies so amalgamating, and shall be valid and binding upon all persons and parties concerned—and upon such amalgamation, the new Company thereby formed shall forthwith cause the fact of such amalgamation and the corporate name thereby assumed to be advertized in *The Company Gazette*; and thereupon the new Company shall have all the rights, powers, claims and privileges, and shall be subject to all the duties and obligations conferred upon or held by the Companies so amalgating or to which such Companies were subjected by their Act of incorporation.

6. And for the better adjustment of the proportions of the said several Companies in the lands appropriated and set apart in aid of the said line of Railway by the Act cited in the preamble of this Act, it is hereby enacted that they shall be regulated as follows, to wit: setting apart in aid of the said North Shore Railway Company three tenths thereof, and dividing the remainder thereof into as many parts as there are miles in distance between Montreal and the extreme North Western terminus, which could be reached by the main line of any of the third section of the said Act under their respective Acts of incorporation, namely the Village of Pembroke, and appropriating one such parts thereof to each and every mile of such distance in aid of the construction thereof; Provided, always, that the powers of the said North Shore Railway Company, the Brockville and Ottawa Railway Company, and of the Carillon and Grenville Railway Company, in respect of the portions of said line of Railway which they are empowered to construct by their respective Acts of incorporation and by the Acts in amendment thereof, shall not be abridged by the provisions of the fourth clause of this Act; and provided, also, that in the computation of the said distance the line of Railway contemplated by the Act, cited in the preamble to this Act, shall be followed as nearly as may be in conformity with the third clause thereof but without reference to the parts therein established; except that the distance between Vaudreuil and Hawkesbury shall also be computed as part of the said distance, and that no portion of the Grand Trunk Railway, of which any of the said Companies shall avail themselves to reach Montreal, shall be held to form a portion of the distance for which said Company shall be entitled to aid under this Act; Provided, always, that if within five years from the passing thereof, the Brockville and Ottawa Railway Company shall proceed with and complete the construction of the portion of the said Railway lying between Arnprior and Pembroke, they shall be entitled to all the privileges in respect of the said appropriation, to which the said Canada Central Railway Company would be entitled under the provisions of this Act on constructing the said portion of the said Railway; and provided, also, that in the event of the Canada Central Railway Company failing to construct the said portion of the said Railway, between the City of Ottawa and Vaudreuil or any part thereof, within five years from the passing thereof, the Vaudreuil Railway Company under its Act of incorporation, which shall continue to be in force, shall have the right to construct the same, and thereupon shall have all the privileges hereby conferred upon the Canada Central Railway Company in respect of the said portion thereof.

7 Deeds and Conveyances, under this Act, for the lands to be conveyed to the said Company for the purposes of this Act, shall and may, as far as the title to the said lands or the circumstances of the parties making such conveyance will admit, be made in the form given in the Schedule annexed to this Act, marked A; and all registrars are hereby required to register such Deeds in their Registry Books on the production thereof and proof of execution, without any memorial, and to minute every such entry on the Deed; the said Company are to pay the Registrar for so doing the sum of two shillings and six pence and no more.

8 John W. Loux, Robert Craig, James Skead, Richard W. Scott, Henry W. McCann, John McKay, John Supple, Joseph Hinton, William Frederick Powell, Coll. McDonell, John Forgie, Peter A. Eglison, William F. Lewis, William Dean and J. B. Mongenais, are hereby constituted and appointed the first Directors of the Company, and, until others shall be named as hereinafter provided, shall constitute the Board of Directors of the Company, with power to fill vacancies occurring thereon, and to associate with themselves thereon not more than three other persons, who, on being so named, shall become and be Directors of the Company equally with themselves, to open Stock Books, to make a call upon the shares subscribed therein, to call a meeting of the Subscribers thereto, for the election of other Directors as hereinafter provided, and with all such other powers as under the Railway Act are vested in such Board.

9 So soon as one-tenth of the capital stock shall have been subscribed, and not less than five per cent of the amount subscribed shall have been paid in and deposited in some Chartered Bank to the credit of the Company, it shall be lawful for the said Directors or a majority of them, by public notice, to be given at least thirty days previous in the *Canada Gazette*, and in one or more newspapers published in the Cities of Montreal and Ottawa, to call a first General Meeting of the Shareholders, at such time and place as they shall think proper; and at such Meeting, and at every Annual General Meeting of the Company thereafter, there shall be elected not less than seven nor more than ten Directors, to serve until the next Annual General Meeting, and until their successors are appointed; and at every such Meeting, each Municipal or other Corporation, holding Stock to the amount of twenty thousand dollars or more, and not being in arrear for any call thereon, may either take part in such election as an ordinary Shareholder, or may abstain from so doing; and each such Corporation, as shall so abstain, may, either then or at any time thereafter, by By-law in that behalf, name one other Director, who need not himself be a Shareholder, to serve for the like term—the thirty-fourth and seventy-eighth sections of the Railway Act being in this behalf hereby superseded.

10 The Directors may require, should they deem it desirable, all parties subscribing for stock in the said Company to pay a deposit of not more than ten per cent thereon; the amount of such deposit shall be decided by the Board of Directors, and future calls for instalments shall at no one time exceed five per cent, nor shall more than one call be made within thirty days.

11 No person shall be qualified to be elected such Director by the Shareholders, unless he be a shareholder holding at least ten shares of stock in the Company, and has paid all calls thereon.

12 The Annual General Meetings of the Company shall be held thereafter on the first Wednesday in the month of June yearly, or on such other day as shall be appointed by any By-law of the Company, and, at such place and hour as by such By-law shall be appointed; and public notice thereof shall be given at least thirty days, previously, in the *Canada Gazette* and in one or more newspapers published in the Cities of Montreal and Ottawa.

13 Every proprietor of shares in the said Company shall be entitled on every occasion, when the votes of the members of the said Canada Central Railway Company are given, to one vote for every share held by him.

14 At all meetings of the Company, the Stock held by Municipal and other Corporations may be represented by such person as they shall have respectively appointed in that behalf by By-law, and such person shall, at such meeting, be entitled equally with other Shareholders, to vote by proxy; and no Shareholders shall be entitled to vote on any matter whatever, unless all calls due on the stock held by such Shareholder shall have been paid up at least one week before the day appointed for such meeting.

15 From and after the first General meeting of the Company, the Directors so chosen as aforesaid by the Shareholders as aforesaid, and the Directors representing Corporations as aforesaid, shall form the Board of Directors of the Company; and if any vacancy shall occur by death, resignation or otherwise, among the Directors of the former class, a majority of the remaining members of the Board may elect any qualified Shareholder to fill the same; and if any vacancy shall occur among the Directors of the latter class, the Corporation interested may, by By-law name another person to fill the same.

16 Five members of the Board of Directors of the Company shall be a quorum thereof for the transaction of business; and the Board may employ one or more of their number as paid Director or Directors.

17 The Capital Stock of the Company shall be the sum of seven millions of dollars, to be divided into seventy thousand shares of one hundred dollars each, and shall be raised by the persons and Corporations who may become Shareholders in such Stock; and the money so raised shall be applied, in the first place to the payment and discharge of all fees, expenses and disbursements for procuring the passage of this Act, and for making the Surveys, Plans and Estimates connected with the works hereby authorized; and all the remainder of such money shall be applied to the making, maintaining and working thereof, and the other purposes of this Act, and to no other purpose whatever; and until such preliminary expenses shall be paid out of the said Capital Stock, the Municipality of any County, Town, Township, Parish or Village, on the line of such works, may pay out of the general funds of such Municipality its fair proportion of such preliminary expenses, which shall thereafter be refunded to such Municipality from the Capital Stock of the Company, or be allowed to it in payment of Stock.

18 It shall and may be lawful for the Directors of the said Company, for the time being, to make, execute and deliver all such scrip and share certificates, and all such Bonds, Debentures, Mortgages or other Securities, as to the said Directors for the time being shall, from time to time, seem most expedient for raising the necessary capital for the time being authorized to be raised by the said Company, or for raising any part thereof.

19 The Company may raise, by way of loan upon their Bonds or Debentures, in addition to their authorized Share Capital, any sum not exceeding one half of their capital and such Bonds or Debentures may be for such amount respectively as the said Company may deem expedient, and all Bonds and debentures, to be executed by the said Company, may be payable to bearer; and all such Bonds, Debentures, or other Securities of the said Company, and all dividends and interest warrants thereon respectively, which shall purport to be payable to bearer, shall be assignable at law by delivery, and may be sued on and enforced by the respective bearers and owners thereof, for the time being, in their own names.

20 It shall be lawful for the Board of Directors, out of the Capital of the Company, to provide and pay such sum as may, from time to time, with the earnings of the Company available for dividend, be sufficient to pay interest upon the Loan and Stock and Share Capital of the Company, until the completion of the authorized works of the undertaking of the Company; Provided, always, that such payments shall not continue to be made upon the Stock and Share Capital, except out of the earnings of the Company, after the first day of May, one thousand eight hundred and sixty-six.

21 The Company, for any of their Stations or Depots, at any place where such station or Depot may be required for any of their works hereby authorized, may take land to the extent of twenty acres, without the consent of the proprietor thereof, but subject otherwise to the provisions of the Railway Act in that behalf.

22 The Company may enter into any agreement with the said North Shore Railway Company, the Grand Trunk Railway Company, or any other Railway Company, whose line of operations may, in any wise, connect with the line of route of the Company, for the leasing of their Railway or any part thereof, to such other Company, or for the leasing or hiring out to such other Company, of any Locomotives, Cars, Carriages, Tenders, or other moveable property of the Company, either altogether, for any time or times, occasion or occasions, or for the leasing from such other Company, of any Railway or part thereof, or for the leasing or hiring from such other Company, of any Locomotives, Cars, Carriages, Tenders, or other moveable property, either altogether, or for any time or times, occasion or occasions or for the using of the whole or any part of the Railway, or moveable property of the Company, or of the Railway or moveable property of such other Company, in common by the two Companies, or generally may make any agreement or agreements with such other Company touching the use by one or other, or both of such Companies, of the Railway or moveable property of either or both, or of any part thereof, or touching any service to be rendered by the one Company to the other, and the compensation thereof; But no such agreement as aforesaid shall be valid or binding for more than one year from the date thereof, unless in the course of such year, it be ratified by the Shareholders of the Company, duly assembled at a general meeting thereof.

23 The Directors of the Company may, subject to the rules and regulations, from time to time, of the Board, appoint an Agent in the City of London, in England, with power to pay dividends, to open and keep books of transfer for the shares of the Company, and for the issue of Scrip and Stock Certificates, and thereupon shares may be transferred from the Canada Office to the London Office in the names of the transferees, in the same manner as shares may be transferred in the former office, and *vice versa*; and shares originally taken and subscribed for in Great Britain may be entered upon the books at the London Office, and Scrip Certificates be issued for them, and the Agent or other officer shall transmit an accurate list of all such transfers and Scrip Certificates so issued, to the Secretary or other officer of the Company in this Province, who shall thereupon make the requisite entries respecting such transfer and Scrip Certificates in the Register kept in the Province, and thereupon the same shall be binding on the Company as to all the rights and privileges of Stockholders as though the Scrip Certificates had been issued by the Secretary of the Company in this Province.

24 It shall not be necessary, previous to the Railway Companies, having a right to a share in the said land appropriation in virtue of this Act, or any one or more of them, and being entitled to have their respective proportions of the said lands, that any other Railway or portion of Railway should be made by any other Company, but on the contrary, as soon as any portion of any of the said Railways, not less than twenty miles in length, shall be actually completed in a good and permanent manner, with stations, rolling stock and other appurtenances, sufficient for the proper working of such portion of such Railway, then and thereafter, from time to time, upon the completion of similar portions thereof or of any other of the said Railways, upon the report of the Inspector of Railways for the time being, the Company which shall have constructed the same shall be entitled to a corresponding proportion of such grant of lands as they would be entitled to under the said Act nineteenth and twenty Victoria, Chapter one hundred and twelve, as amended by this Act, in the event of each of the Companies forming the Lake Huron