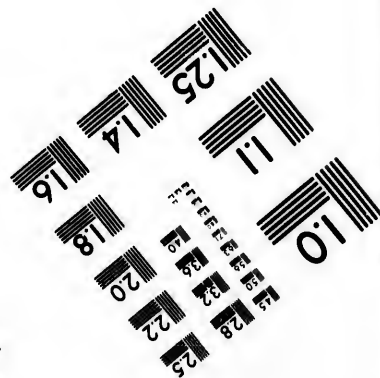
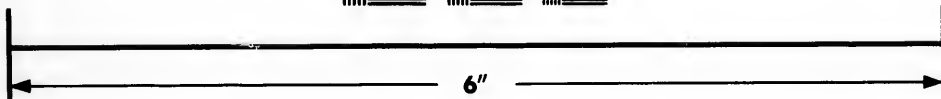
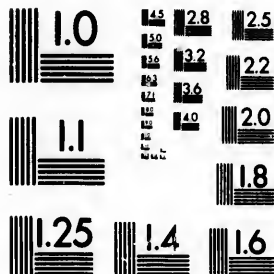


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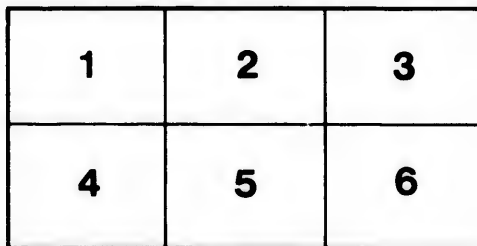
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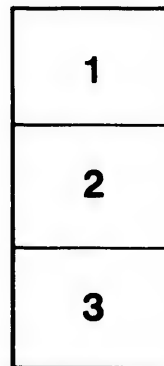
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4th Session, 6th Parliament, 24 Victoria, 1861.

PETITION

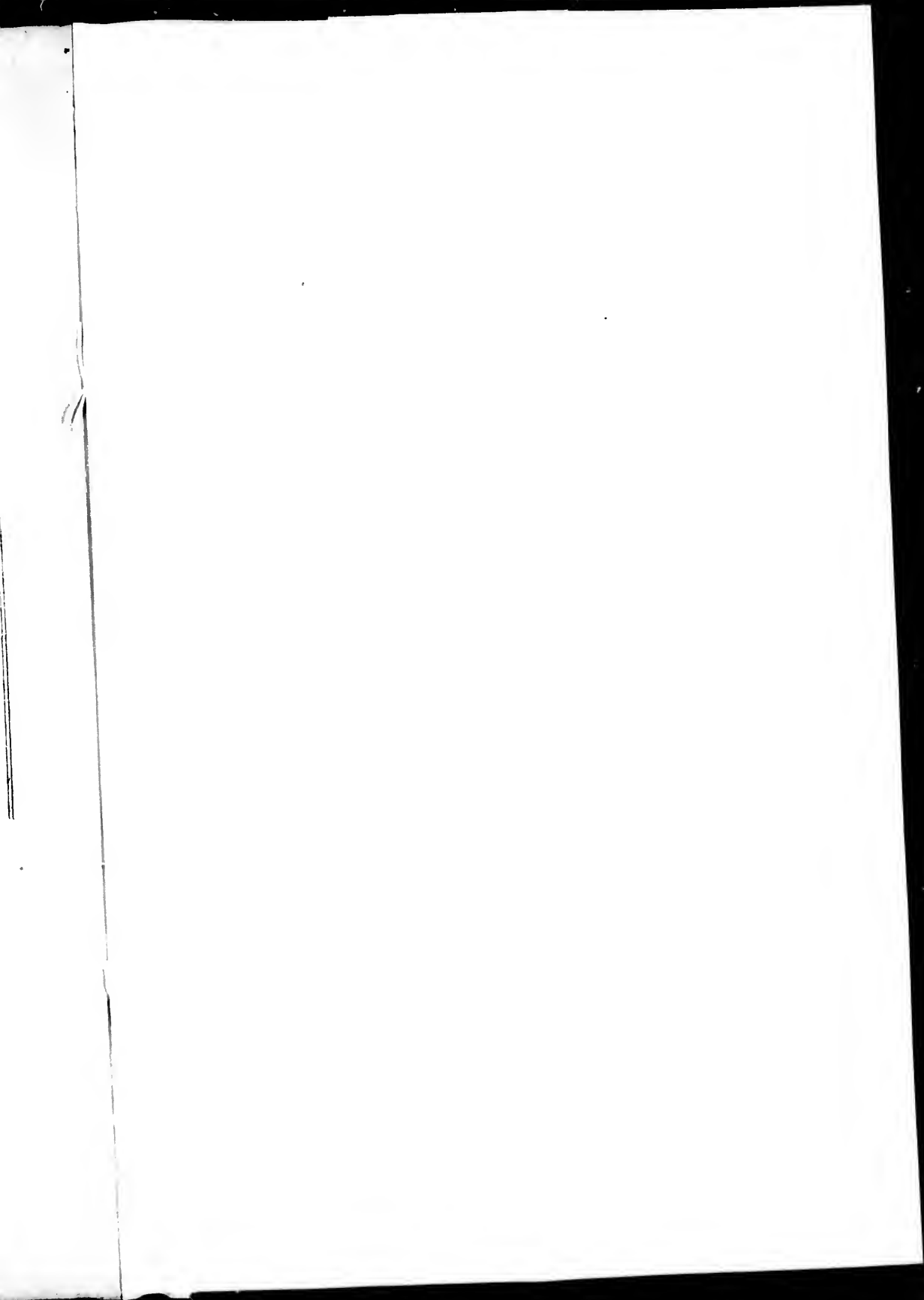
Of the Buffalo and Lake Huron Railway Com-
pany.

Ordered, by the LEGISLATIVE ASSEMBLY, to be printed
30th April, 1861.

Printed, 3rd May, 1861.

(Mr. DALY.)

QUEBEC.
PRINTED BY THOMPSON, HUNTER & CO.,
ST. URSULE STREET.



TO THE
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TO THE HONORABLE THE LEGISLATIVE ASSEMBLY OF THE
PROVINCE OF CANADA IN PARLIAMENT ASSEMBLED.

The humble petition of the Buffalo and Lake Huron Railway Company,

SH EWETH :

I. That prior to the incorporation of your petitioners, the Railway of your petitioners was owned by the Buffalo, Brantford and Goderich Railway Company, which had in a very imperfect manner constructed that part of the said Railway extending from Fort Erie to Paris, a distance of eighty-two miles, so that the same had been opened and used for traffic for about two years, and which had also partly graded the rest of the said Railway, extending from Paris to Goderich, a distance of seventy-six miles, but which, in 1854, became so embarrassed and involved that all works on the said Railway were stopped, and the Railway was, in the Autumn of 1855, entirely closed; the Railway and property being encumbered by judgments and executions to upwards of eighty thousand pounds (exclusive of the Bonded Mortgage debt of upwards of five hundred thousand pounds sterling) and the Company being hopelessly bankrupt.

II. That in this state of the affairs of the said Company, through the influence and by the persuasion of certain gentlemen residing in the Huron tract, and therefore on public as well as private grounds, deeply interested in the final completion and successful working of the said Railway, and certain others who, as it has since turned out, were creditors of the old Company, and therefore, on personal grounds, extremely desirous that a new Company should be formed which would purchase the said Railway and pay off the liabilities hanging over it. A provisional Company was inaugurated in the City of London, England, and a provisional agreement entered into between them and the said first mentioned Company, for the purchase of the said Railway and property on the terms set forth in said agreement, (which is now appended to and forms part of the Act incorporating your petitioners hereinafter mentioned, to which your Petitioners beg leave to refer) and the capital stock, amounting to five hundred thousand pounds sterling, estimated to be amply sufficient to pay the purchase money of the said Railway, (exclusive of the said bonded mortgage debt of five hundred thousand pounds) and to complete the said line of Railway from the City of Buffalo to the waters of Lake Huron, was subscribed and taken up.

III. That afterwards, on the sixteenth day of May, 1856, by an Act of the Parliament of this Province, 19th Victoria, chapter 21, your petitioners (the Provisional Company aforesaid) became an incorporated Company, under the name of the Buffalo and Lake Huron Railway Company, and after many difficulties in the arrangement and settlement of the numerous and heavy debts of the old Company, forming charges and liens on the said Railway and property, your petitioners did, on the twenty-eighth day of June, 1856, under the said Act and agreement, take possession of the said Railway and property, and at once set about repairing the said Railway from Fort Erie to Paris, (it being then in such a state as to require to be almost made anew) and opened it for traffic and business in the month of November following. The construction and completion of that section of the Railway from Paris to Stratford was pushed forward with such vigor that it was opened for traffic and business in the month of December of the same year, and the construction of that section thereof from Stratford to Goderich was in like manner so accelerated that it was opened for traffic and business on the twenty-eighth day of June, 1858, and the entire length of the said Railway has, ever since the same was opened, been successfully worked and kept in operation.

IV. That Your Petitioners constructed a first class Railway unsurpassed in permanency and completeness of execution by any Railway on this continent, with the necessary Stations and Buildings, extending from the City of Buffalo to the Town of Goderich, on the Waters of Lake Huron, a distance of one hundred and sixty-three miles, stretching directly across the Peninsula of Canada, and running through the most important part of the western portion of this Province, and opening up a highway to trade and commerce from the East and South-East to the North-West and the British possessions on the shores of Lake Superior, forming in fact, an integral portion of the Grand Trunk Railway system of Canada.

V. That, in order to facilitate the trade and commerce at Goderich, and to and with the north-west, and with the view of diverting from American waters and territory, through Canada, the trade of the west and north-west, Your Petitioners purchased from the Canada Company, the Goderich Harbor at a cost of thirteen thousand pounds, and became obligated thereby to expend within five years then next ensuing, in constructing the said Harbor, and in building wharves and piers, at least twenty-thousand pounds.

VI. That, in the constructing and completing of the said Railway in the manner aforesaid, and furnishing the same with rolling Stock and other the premises, Your Petitioners exceeded in expenditure their original capital by three hundred and fifteen thousand pounds sterling, having increased their Share Capital to upwards of eight hundred thousand pounds sterling, and having made a temporary loan, on the credit of their Bonds, of fifty thousand pounds sterling.

VII. That the western terminus of the Railway of Your Petitioners was, at this time, at the Huron Road, two miles easterly from the Goderich Harbor, and Your Petitioners saw, that cost what it might, they must extend and continue it down to the waters of the Harbor, and that the Harbor must be made a good and safe Port of entrance for vessels of all classes before the undertaking in which Your Petitioners had embarked, could be fairly tested or any hope entertained, that it would prove either self-sustaining or remunerative to its proprietors; therefore, additional capital was raised, and the first section of the said extension reaching from the Huron Road to East Street, a distance of one mile, was put under contract and completed and opened for traffic early in the spring of 1860, the remaining portion of work to the Harbor was most difficult and expensive, yet Your Petitioners nothing daunted, put it under contract, and the same will be so far completed by the middle of the coming month of May, as to permit the trains to run down to and along the side of the waters of the Harbor. Your Petitioners have expended and are now under contract to expend upwards of one hundred thousand dollars on the Harbor,—an expenditure absolutely necessary before any vessels, even of the most shallow draught, can safely enter that port; but to make the Harbor what it ought to be and must be, before the ordinary vessels navigating the waters of Lake Huron can be attracted to that port, a large additional expenditure will have to be made, and as may easily be seen, much additional expense in perfecting and completing the said Railway and Harbor Works, and other the indispensable appurtenances thereto will necessarily have to be incurred by Your Petitioners, in order to give their Railway a fair trial and this Province the full benefit of its construction; and having the same end in view, Your Petitioners have entered into contracts with four Propellers to run during the approaching season of navigation in connection with their Railway between Goderich and the Western and North Western Ports on Lake Michigan, and by arrangements made with the Grand Trunk and other Companies, the Railway of Your Petitioners will form a link in one unbroken chain of communication between the Atlantic cities and the boundless regions of the West, whereby Your Petitioners hope to attract through Canada a vast amount of the carrying business which hitherto has been unnaturally diverted to the Lake Shore and other American routes.

VIII. That in their efforts your petitioners have exhausted every resource and expedient possible, and yet they find that they must have a temporary loan of £100,000 to carry out the objects and designs aforesaid, or all their exertions will prove abortive, and their Railway undertaking a lamentable failure.

IX. That while all other Railways in Canada have, to a greater or less extent, received assistance and encouragement from the Legislature, your petitioners have never received, either directly or indirectly, any aid from the Government of this Province, but alone and single-handed, with their own money have constructed and completed the said Railway, which your petitioners submit is, of very great advantage to Canada as a Province, and entitled to the favorable consideration of Your Honorable House.

X. And your petitioners submit that for the reasons aforesaid, that it is but just and right that the Legislature should to a limited extent, lend its aid to Your Petitioners in this their hour of trial and need, believing, as they do, that the security offered is a full equivalent for the aid asked, and that no loss whatever will be sustained by the Government in acceding to the prayer of Your Petitioners.

Your Petitioners therefore pray that Your Honorable House will be pleased to pass an Act authorizing the Governor in Council to loan to Your Petitioners One Hundred Thousand Pounds, Sterling, in the Bonds of this Province, to run from twenty to thirty years, bearing interest at six per cent. per annum, payable half yearly, the Government taking in exchange therefor, and to secure the repayment thereof an equal or greater amount of the Bonds of Your Petitioners upon such terms, and under such limitations as to the Governor in Council may seem necessary for fully securing the Province against any loss, or that in some other way the aid asked for by Your Petitioners may be granted.

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

(Signed,) W. MACLEAN, Secretary.

BRANTFORD, April 12, 1861.

