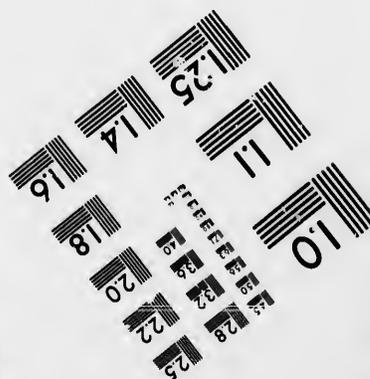
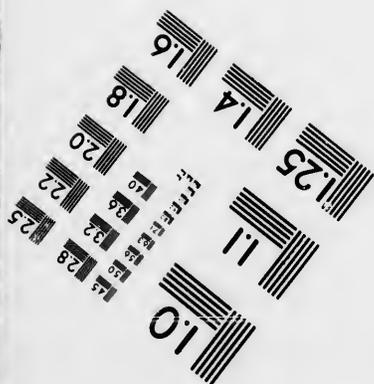
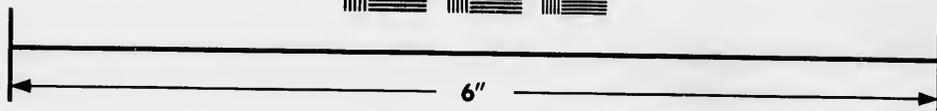
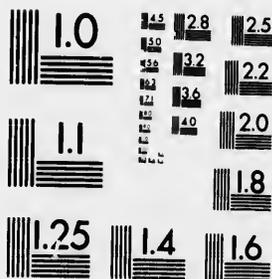


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1993

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur: (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

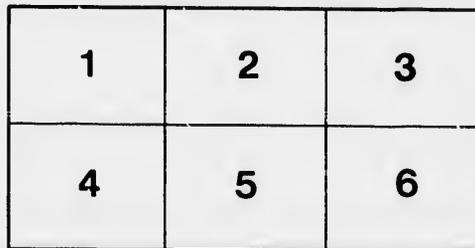
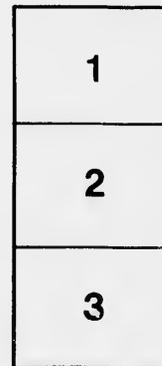
National Library of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Bibliothèque nationale du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

A SHORT HISTORY
—OF THE—
VICTORIA RAILWAY

—Onto—
—CONTAINING—

AN ABSTRACT OF THE SPEECHES OF THE
PROMOTERS, AND OF THE MEMBERS
OF THE ONTARIO GOVERN-
MENT AND OTHERS.

385.



1884 :

PUBLISHED BY ORDER OF THE MUNICIPAL CORPORATION OF THE
TOWN OF LINDSAY.

A SHORT HISTORY

—OF THE—

VICTORIA RAILWAY

—CONTAINING—

AN ABSTRACT OF THE SPEECHES OF THE
PROMOTERS, AND OF THE MEMBERS
OF THE ONTARIO GOVERN-
MENT AND OTHERS.



PUBLISHED BY ORDER OF THE MUNICIPAL CORPORATION OF THE
TOWN OF LINDSAY,
1884.

VI

Cour
ed b
affe
who
desig
comp
of the
on be
bonu
Victo
form
bonu
comp
quite
the o
tion
after
ties,
tion
from
respo
rest i
by en

VICTORIA RAILROAD SCHEME.

PREPARATORY.

As the ratepayers of the Town of Lindsay, in the County of Victoria, feel they have been grievously wronged by the projectors of the Victoria railroad as well as affected by the inaction of the Government of Ontario who were considered abettors and promoters of that designed railway; as they feel that they are entitled to compensation because they were induced by the promises of the said promoters, on behalf of themselves, as well as on behalf of the said Government, to give a very large bonus in order to secure the completion of the said Victoria railroad, and that after having faithfully performed their part of the contract by giving the said large bonus, the said projectors—that is the Victoria railway company—having only completed the said road not quite half the distance from the Town of Lindsay to the objective point of the Victoria railroad at the junction of the Mattawan and the Ottawa rivers, and then after having received bonuses from other municipalities, as well as aid from the English Land and Emigration Company, in the County of Haliburton, and also from the Government of Ontario, got rid of their responsibility to all concerned by selling out their interest in the said Victoria railroad to other parties, thereby entailing serious loss and embarrassment to the

Town of Lindsay, as well as to the townships and to the Land company, which reposed confidence in promises and pledges most lavishly made. The ratepayers of the Town of Lindsay also feel that the Government of Ontario have not carried out what was believed to be their virtual pledges made to complete the said road, but have instead actually aided and encouraged a rival road from the village of Gravenhurst to the Ottawa river, even though the latter road would have been seventeen miles longer from the Canada Pacific line of railroad then given to Toronto, and forty-five miles longer to Lake Ontario than the Victoria railroad would be, and therefore they claim to be fairly and justly entitled to redress for the loss sustained by them in consequence of the non-completion of the said Victoria railroad, according to the original intention.

ITS EARLY HISTORY

The following short history of the Victoria railroad, together with an abstract of the several speeches of some of the principal projectors of the Victoria railroad containing pledges and promises, and of the Provincial Premier and other Members of the Ontario Government, containing what was considered virtual guarantees that the said road would and should be completed to the Ottawa river, will prove that the ratepayers of Lindsay as well as other municipalities who gave bonuses to the said road, are not without just cause of complaint.

Early in the year 1872 a railroad company was formed in Toronto, composed of the following gentlemen:—George Laidlaw, John Turner, Geo. Stephen, Wm. Thompson, John Burns, H. P. Dwight, John Morrison, C. W. Bunting, R. W. Ramsay, R. W. Elliott, J. C. Fitch, Chas. J. Campbell and Alex. J. Cattenach. Mr. Laidlaw was president, Mr. Campbell vice-president, and Mr. A. McNabb, secretary. In the beginning of April, 1874, Mr. Laidlaw and two or three

other
while
Mr.
repre
lative
ratep
place
comp
Victo
from
further
to the
ward
road
Ottav
say.
the c
of ca
road
and a
\$85,0
ratep
requi
alrea
bonus
give t
the su
posal
at on
Lind
Upon
payer
the i
stated
oniza
be in
woul
Thou
more

other members of the company came to Lindsay, and while remaining at their hotel made an offer through Mr. S. C. Wood, then a resident of Lindsay and the representative of the County of Victoria in the Legislative Assembly of Ontario, to certain of the principal ratepayers of Lindsay who had assembled in another place for the purpose of hearing the proposition of the company. This proposition was as follows:—The Victoria railroad company would construct a railroad from Lindsay to the village of Fenelon Falls; thence further north to the village of Kimmount; thence north to the village of Haliburton; and from that place onward to the intended line of the Canadian Pacific railroad at or near the junction of the Mattawan and the Ottawa rivers. This road was to be called the Lindsay, Fenelon Falls and Ottawa River railroad, as in the charter granted in 1872, and that for the purpose of carrying out the project and completing the said road they would require bonuses from certain townships and a bonus from the town of Lindsay of not less than \$85,000, besides aid from other sources. Many of the ratepayers assembled were surprised at the large bonus required, and when they considered the rather large debt already on the town in consequence of having aided by bonuses other railway projects, they were disinclined to give the amount demanded, and after some discussion the sum of \$75,000 as a bonus was offered. This proposal was conveyed to the company, but Mr. Laidlaw at once refused to accept it and threatened to leave Lindsay without further negotiations on the subject. Upon this the matter was again discussed by the ratepayers. The project was thought to be a great one for the interest of Lindsay, particularly as it had been stated that the Victoria railroad would be made a colonization road—one in which the whole province would be interested—and that the Government of Ontario would undoubtedly see that the road was completed. Though several of the ratepayers still objected to give more than the amount at first offered, a majority de-

cided to give \$85,000, the bonus asked by the company.

SPEECHES BY THE PROMOTERS.

Nearly all present then repaired to the town hall. Mr. Laidlaw and his friends attended and he made the following remarks:—

† Mr. Laidlaw said, "They had not come to Lindsay in any huxtering spirit, but had very carefully considered their programme and had made their very best propositions." He then sketched the proceedings of the company up to the passing of the government grant and explained that they had not got a continuous grant from Lindsay to the Ottawa river because their scheme was too large to be dealt with at the last session. Public opinion was in its favor already to such a marked extent, however, that he was confident that the next session when the Government would have had time to give the full and careful consideration they desired, they would receive liberal aid to carry on the road from Haliburton to the Ottawa. They were in fact prepared, as soon as they got the section already aided under way, to proceed with the survey from Haliburton northward, so as to lose as little time as possible * * * * The company would *faithfully observe* all they agreed to do whether by *written or verbal promise*, and would do all that in them lay to deserve the confidence of the people of Lindsay after such a large bonus had been given. It was not to be supposed that such work could be carried on without being of very great advantage to Lindsay. They (the people of Lindsay) had marked their confidence in the company, and for that they had his most hearty gratitude, and he would assure them that the company would do their very best to deserve the confidence that had been placed in them." (Cheers.)

Mr. S.C. Wood, M.P.P., spoke of the advantages of the Victoria railroad, "by which it would become a great

† NOTE.—The speeches herein published are taken from reports of the same by the "Canadian Post."

colon
North
woul
the C
body
that t
the b
believ
pent
mark
ting
the c
gard
free g
had l
comp
them
belie
here
stead

Mr.
state
the C
burto
Mr.
said
aid t
taw
TION
SUBS
COM
SIVE
PET
but
all

colonization road for that extensive section between North Victoria, Peterboro and the Ottawa, a road that would develop and render attractive the lands which the Government had offered as a free grant and nobody took up. It afforded him great pleasure to see that the people of Lindsay had, by a large advance in the bonus, testified their confidence in the road *and he believed the time would never come when they would repent the resolution they had just carried* * * * It marked a new era in the history of Lindsay. In submitting the by-law the mayor, reeve and other members of the council would see that it contained the condition regarding the interests of the town, such as *workshops, free grain warehouses* and other privileges. The scheme had been entered into in the very best faith by the company, and any failure could not be charged upon them, for they had worked faithfully and sincerely. He believed that the fall of 1875 would see a railroad from here to Kinmount, with every prospect of being pushed steadily forward to the Ottawa river." (Cheers.)

FURTHER GUARANTEES.

In private conversations which Mr. Laidlaw and Mr. Wood had with certain leading ratepayers, they stated that they had had satisfactory assurances that the Government would complete the road from Haliburton. We find in the above report of his speech that Mr. Laidlaw repeated this assurance openly when he said "that he was confident they would receive liberal aid to carry on the road from Haliburton to the Ottawa," AND MR. WOOD EVIDENTLY KNEW THE INTENTIONS OF THE GOVERNMENT WHEN HE STATED AT A SUBSEQUENT MEETING THAT THE ROAD "WOULD BECOME A GREAT COLONIZATION ROAD FOR THE EXTENSIVE SECTION BETWEEN NORTH VICTORIA, NORTH PETERBORO, AND THE OTTAWA." There is no doubt but that at the time the company fully intended to do all they promised, and from the speeches of most

of the Members of the Ontario Government made at subsequent meetings and at certain celebrations, both Mr. Laidlaw and Mr. Wood were justified in saying that the road would be made a great colonization road, and be completed to the Ottawa from Haliburton by the Ontario Government.

As soon as possible after this, in the month of May, 1874, the ratepayers of Lindsay granted a bonus of \$85,000 to the Victoria railway company; and it may be remarked here that when certain conditions were to be mentioned in connection with the town debentures to be given to the said company, objections were made on the part of the company, it being asserted that any stringent conditions would so affect the sale of the bonds or debentures as to render them unsaleable in any market. The people of Lindsay having however confidence in the assurances given and in the promises made, on behalf of the Victoria railroad company and of the Ontario Government were induced to accept such bonds as the company were willing to give, which bonds as subsequently appeared were almost worthless, and totally so, so far as securing the completion of the road to Ottawa was concerned.

It was publicly announced that on the 5th of August, 1874, the commencement of the work for the construction of the Victoria railroad would be made at Lindsay. The Hon. C. F. Frazer, Commissioner of Public Works for Ontario, officially as it were, turned the first sod, and made the following remarks:—

Hon. C. Frazer said, "It was his individual opinion, and not speaking as a member of the Government, that no better method could be adopted for the advancement of a country than by building railways. If the Province of Ontario was to keep ahead in the Dominion they must project and carry on these leading railways. He heartily wished prosperity and success to the Victoria Railway."

Hon. Mr. Mowat said, "He did not think there was any way in which the Government could more

useful
coura
ment
adver
that
concl
com

said
to sa
their
He h
schen
their
railw
the G

I
feel v
necti
the g
prese
Vico
the to
(Chee

S
that
to the

T
P., sp
I
ernm
in pus
lieved
major
S

usefully employ any portion of the surplus than by encouraging useful railway enterprises. The Government had done something in that way already. After adverting in high terms to *Mr. Laidlaw*, and regretting that he was unable to attend, he (the Attorney-General) concluded by expressing his pleasure in seeing the commencement of this great enterprise." (Cheers.)

CONTINUED PLEDGES.

At the banquet in the evening Mr. Mowat further said on behalf of the Government, "He was not going to say that the Victoria Railroad scheme deserved their support, *for of that fact they were already aware.* He had heard a great deal about the benefit of the scheme, *which they were gathered there to further,* and their members had proved to a demonstration that the railway was wanted, *and ought to have the support of the Government*"

Hon. C. F. Frazer again said, "They might all feel very proud of what they saw around them in connection with the railway gathering, which was one of the greatest he had ever had the pleasure of being present at. He expressed the pleasure he felt at being present at their gathering, and said he trusted that the Victoria Railroad would prove not only a benefit to the town of Lindsay but to the whole of the country." (Cheers.)

Senator Alexander said, "He expressed a hope that the Victoria Railroad would soon be pushed on to the Ottawa river, etc."

Thomas Oliver, M. P., and Arther McQuade, M. P., spoke heartily in favor of the road.

D. McCrea, M. P. P., said, "He hoped the Government would be especially able to aid the company in pushing through the line to the Ottawa. He believed this course would be endorsed by the great majority of the House."

Speeches favoring the project were also made by

the Hon. J. B. Robinson (now Lieutenant-Governor), Judge Duggan, and others.

GOVERNMENT AID PROMISED.

Mr. S. C. Wood, M. P. P., the chairman of the meeting, said, after having alluded to the liberality displayed by the municipalities of Somerville, Verulam, Fenelon Falls and Lindsay, "The line to Kinmount would soon be constructed, and he had no doubt *it would be pushed as rapidly as possible to the Ottawa.* The Government had aided the road to carry out the first portion of its scheme, and the question was about *the further extension to the Ottawa, which would have to be made,* for it was never intended for a moment to stop at Kinmount. * * It was not, therefore, a scheme of a merely selfish character, *nor was it a purely local scheme.* * * *It must be understood that this line would exhaust municipal aid after it passed through Haliburton county, and that it would pass through an unsettled country. It would, therefore, be necessary to come to the Government for aid,* and he believed the good sense and enterprise of the people would approve of a liberal policy."

Here we find Mr. Mowat adverting in high terms to Mr. Laidlaw, the principal projector of the Victoria Railroad and the main organizer of the company formed to effect its construction. He knew all the resources of that company necessary for the completion of the road. He admitted that the enterprise which they had gathered to further was a great one, and that the members for the Local House had proved to a demonstration that the railway was wanted and ought to have the support of the Government. It is assumed, therefore, Mr. Mowat must have known that the main support required from the Government was that the road should be completed from Haliburton after the municipal resources had been exhausted in getting to that place. For on that occasion Mr. S. C. Wood

then
Mow
exha
ton,
and
Gove

cons
in N
say t
Pard
ment
and
tinct
mad

road
tion,
but a
it wa
It wa
great
tled
Bay.
terio
woul
oppo
woul
porti
thou
brigh
toria
railro
Ottaw

then plainly said in the presence and hearing of Mr. Mowat, Mr. Frazer and all present that the line would exhaust municipal aid after it passed through Haliburton, that it would pass through an unsettled country, and that, therefore, it would be necessary to come to the Government for aid.

COMPLETED TO KINMOUNT.

Near the end of 1876 the Victoria Railroad was constructed as far as the village of Kinmount. Early in November of that year there was a banquet in Lindsay to celebrate the event. Mr. S. C. Wood and Mr. Pardee, both then members of the Ontario Government, were present, besides members of the Dominion and the Local Houses, and many other persons of distinction. The following are some of the speeches made on that occasion:

The Hon. Mr. Pardee said, "The Victoria Railroad was one that had attracted a good deal of attention, not only from the people of the county of Victoria but also from the people of the Province of Ontario, as it was a road that had more than a local significance. It was a railway that was calculated to open up the great heart of this country. As they were aware, the greater portion of the land in the province still unsettled lay between the river Ottawa and the Georgian Bay. Without such a railway to penetrate into the interior of that wilderness it might be a century before it would be settled, but, with one, any man who had the opportunity of seeing this country ten years from now would hardly know it from a portion of the old settled portion of the Province of Ontario. * * * He thought he might say that the town of Lindsay had a bright future before it. It had not only got the Victoria Railroad, but he believed it was going to get a railroad from Port Perry also, the former leading to the Ottawa river, which he believed was its objective point."

OF PROVINCIAL IMPORTANCE.

The Hon. Mr. Woods, referring to the numerous guests present, said, "They did not come merely to see the town of Lindsay or the county; no, they came here to look at and examine the Victoria Railroad, and they did this BECAUSE THROUGHOUT THE LENGTH AND BREADTH OF ONTARIO THAT RAILWAY WAS CONSIDERED OF MORE THAN LOCAL IMPORTANCE. It was a road which had a PROVINCIAL IMPORTANCE, because it was the one that was most likely to TAP THE OTTAWA RIVER FIRST. * * * In the oldest and most eastern districts, in the most western, and also in the Northern, they found the feeling prevailing that the people who were to enjoy the benefits resulting from the construction of railroads should pay something towards their cost. In this respect the county of Victoria had not been behind, and considering it as a northern county, and considering, as it was, a comparatively new county, it would stand, when the Port Perry road was built, second to no other county in the northern portion of Canada as regards railway communication. When that fifteen miles of road was built (the railway from Port Perry) the county of Victoria would have one hundred and seven miles of railroad within it, which according to the best estimate he could get from practical and scientific men, had cost some \$2,400,000, and, without any reference to the Port Perry road, the county had only received of government aid \$200,000, the county had itself voted \$370,000 in bonuses. (Applause.) In other words they had not prayed to Jupiter without putting their own shoulders to the wheel. And why had they done this? It was because the people of Victoria had fast faith in the resources of the county itself. That would particularly apply to it in regard to the Midland railroad. But also it had faith in its future so far as the Nipissing railroad and the Port Perry road were concerned, and when they came to talk of the Victoria road he would ask them if

when the town of Lindsay voted \$85,000 to that enterprise it had not shown that it had faith in its own future, AND ALSO IN THE FAIR PLAY OF THE PARLIAMENT OF ONTARIO. He himself had been somewhat mixed up with that railway. He had held a few meetings along with his friends, and he would say this, that in the whole work from beginning to end, there had been nothing political in that railway. They had worked, Reformers and Conservatives, for the benefit of the country. THEY WERE AWARE THAT THE ROAD FROM THE VERY INCEPTION WAS INTENDED TO BE BUILT ACCORDING TO A SCHEME OF HIS FRIEND, MR. LAIDLAW, AND THE PEOPLE OF THE COUNTY OF VICTORIA, TO THE OTTAWA RIVER. NO SANE MAN IN THE TOWN OF LINDSAY WOULD HAVE VOTED TO GIVE A BONUS OF \$85,000 TO BUILD A ROAD TO KINMOUNT (OR HALIBURTON) ONLY. * * * * Believing it to be consistent with the past policy of the Victoria railway company he, in common with the Government, took the ground that until this road reached the village of Kinmount it could not be considered a colonization road. * * * * In Lindsay and throughout the county he had on many occasions had great pleasure in speaking of the character and ability of the gentlemen composing the Victoria railway company, and on no occasion had he so much pleasure as in doing so that night. But the railway had another difficulty to get over, that was the English Land company. But he asked them who knew George Laidlaw's persistency in asking for money, his having gone up from \$40,000 to \$85,000 in Lindsay, and the manner he had gone throughout the province on similar errands, was there any other man so persistent and urgent in getting money out of the people? * * * * He might state that he (Mr. Wood) had advocated the Victoria railroad because he believed it to be in the interests of the town of Lindsay, but outside of that he had supported the enterprise because it pointed to the northern country AND WAS LIKELY TO BE THE FIRST ROAD

TO REACH IT. * * * He had but a few words more to say and he said them feeling all the responsibility of a representative who he believed WAS THE FIRST MAN WHO ASKED THEM TO SUPPORT THE VICTORIA RAILWAY, that he considered the town of Lindsay had contributed the last dollar it ought to be asked to contribute towards the road; that the village of Fenelon Falls had done the same, and that the townships of Verulam had done all they should be required to do, that the Victoria railway company had fairly and honestly, in completing their line to Kinmount, carried out every engagement they had made to the present moment, that the English Land company had given every dollar they ought to give, * * * and he admitted frankly and fairly that the RESPONSIBILITY FOR THE COMPLETION OF THE ROAD TO THE OTTAWA RIVER NOW RESTED WITH THE VICTORIA RAILWAY COMPANY, THE GOVERNMENT AND THE LEGISLATURE OF THE PROVINCE OF ONTARIO."

It may here be remarked that in placing the responsibility for the completion of the Victoria railroad on the company, THE GOVERNMENT AND THE LEGISLATURE OF ONTARIO, Mr. Wood spoke as a member of the Ontario Government, in presence of Mr. Pardee, another member of the same Government, who admitted that the road had attracted attention from the whole province, and in the presence of all then assembled at that celebration, it being fully understood that Mr. Wood knew what he was speaking about, and also knew from whom the completion of the road was expected, "when," as he had previously said, "municipal aid would be exhausted.

A COLONIZATION ROAD.

The Hon. Wm. McDougall said, "Having seen the success which had attended the operations of the Victoria railway company and heard the indications of the policy on the part of the Government, "a policy

with
little
to the
safe.t
in wh
erme
on th
carry
M
corre
taine
I
advoc
Gove
J
ances
Victo
Ottav
I
fore l
north
of the
woule
I
ties o
ther i
Onta
ernm
Ottav
pany
exhar
from
by M
I
the la
Jame
pany
the M
get t

with which he might say at once he heartily agreed, very little was required in the way of arguments with regard to the future. He regarded the future of the Victoria as safe, that it would now be regarded as a *colonization road* in which light he always regarded it, and that the Government would give it necessary aid after proper efforts on the part of the company had been made as would carry it to the Ottawa River."

Mr. D. D. Hay, M. P. P., said, "Mr. Wood was correct in saying that the Government would be sustained in assisting the Victoria to push forward."

Dr. Barr, M. P. P., and Duncan McRae, M. P. P., advocated the completion of the road on the part of the Government.

Judge Dean said, "They had now the best assurances of the Government and the Opposition that it (the Victoria railroad) would now be carried through to the Ottawa."

Mr. Hector Cameron, M. P., said, "He hoped before long to see the Victoria railroad pushed further north to Haliburton, and even beyond the head waters of the Ottawa, and he hoped a great era of prosperity would result from the project."

It is evident from the remarks made at the festivities on the opening of the road to Kinmount that further implied assurances were given by members of the Ontario Government, at that celebration, that that Government would substantially complete the road to the Ottawa river after the resources of the railway company as well as those of the ratepayers had been exhausted, and that all present fully expected this action from the Government as so "frankly and fairly" indicated by Mr. Wood.

As to the nature of the country and the quality of the land north of Kinmount to the Mattawan river, Mr. James Ross, the engineer of the Victoria railroad company said, "He had travelled through the country to the Mattawan and felt confident that they had only to get to the land of valuable timber, and the Province of

Ontario would get its money back. The further back they got the better, not only for the timber but for the fine track of land they would throw open for settlement."

HALIBURTON AT LAST.

In November, 1878, the Victoria railway was completed to the village of Haliburton. Another banquet was given to celebrate the event in that place. A large number of persons from Toronto, Lindsay, and other places were invited to be present. The Hon. Mr. Wood was chairman on the occasion, and the Hon. Mr. Hardy in reply to an address from the Provisional county council of the county of Haliburton to the members of the Ontario Government, said "when they had referred to the difficulties which they (the Victoria railroad company) had encountered and overcome in constructing the railway, to the enterprise manifested by the company in building the railway, and to the promises and pledges, made only to be fulfilled alike by the Government and the Railway Company, he felt sure that the directors of the company were in every way entitled to the congratulations offered them on this occasion."

A number of speeches of the kind usually made on such occasions followed the reply of Mr. Hardy. There were a great many toasts and congratulations, but to what avail? Though now (January, 1884) more than five years have already passed since this last celebration, the Victoria railroad has made no further progress towards the Ottawa river. The land of "valuable timber" and "fine tracts" to the north, as described in Mr. Ross' exploration report are still "virtually unpopulated," the Victoria railroad company which was so eulogized by members of the Ontario Government, by members of the Dominion Parliament and of the Legislative Assembly, has virtually collapsed, and though Mr. Wood distinctly stated that "after the road had

pass
haus
the C
rate
prise
play
Woo
bilty
river
the C
that
ward
of Li
who
the c
force
and p
and a
of the

Gove
to the
Pard
semb
dee s
railro
tion
moun
of the
gentle
road
moun
that l
was u
some
distr

passed Haliburton county municipal aid would be exhausted, that it would then be necessary to come to the Government for aid," though he said that when the ratepayers of Lindsay had voted \$85,000 to the enterprise they had shown that they "had faith in the fair play of the Parliament of Ontario"; and though Mr. Wood "admitted frankly and fairly that the responsibility for the completion of the road to the Ottawa river now rested with the Victoria railway company, the Government and the Legislature of Ontario," yet that road is still only at Haliburton, not one mile towards the Ottawa has since been added, and the people of Lindsay and of the other municipalities, and parties who confidingly voted aid and performed their part of the contract, have virtually been deceived, have been forced to learn by costly experience the value of pledges and promises made by railway companies and others, and are now left to meet the increased annual demands of the tax collector as best they can.

PAID FOR BY THE LAND.

A further evidence of the intention of the Ontario Government to have the Victoria railroad completed to the Ottawa river may be gathered from Hon. Mr. Pardee's speech on railway aid in the Legislative Assembly of Ontario on February 22nd, 1877. Mr. Pardee said, "The next road to aid would be the Victoria railroad. This road was considered to be a colonization road, and was completed from Lindsay to Kinmount, 33 miles. The objective point was the conflux of the Ottawa with the Mattawan river. * * If hon. gentlemen would look at the map they would find this road was proposed to run from Haliburton to the mouth of the Mattawan, through the very centre of that large portion of our territory, which at the present was unsettled and which was likely to remain so unless some such road as the Victoria was built through the district. In connection with the Victoria road it was

proposed by the Government to set aside a strip of land 20 miles wide, 10 on each side of the road, to form the source of a fund to recoup the Government for the grant to the road. * * * This tract would include 844,000 acres. * * * The Government considered the building of this road into a country virtually unpopulated would promote settlement. * * * *The Government was not in the dark as regarded the character of these lands. They had been examined at various times and there was a large quantity of good farming land between North Victoria and the river Mattawan.* * * * If the railway were completed and a reasonable amount of aid given for its extension to the Ottawa river, the cost of construction would not exceed \$1,225,000. The amount the Government expected to realize from the sale of lands *would more than recoup the Province*, and would allow a balance of \$375,000. * * * The Government scheme was not one that would deplete the treasury, and he pointed out that the cost of the Victoria railroad *would be more than covered by the amount the Government would realize from the sale of lands.*"

The Hon. M. C. Cameron in his comments on Mr. Pardee's speech, said, "The Victoria railroad was now, however, a *fixed fact*, and he would take no objection to its being aided."

LINDSAY'S VIEWS.

Ever since the completion of the road to Haliburton and the failure of the Victoria railroad company to fulfil their repeated pledges to do "all they agreed to do, whether by written or verbal promise"; ever since the Government of Ontario has apparently ceased from taking any more interest in seeing the road was made "a great colonization road" and completed to the Ottawa river; ever since the people of Lindsay have, contrary to Mr. Wood's prediction, "*repented*" of carrying a resolution to give "a large bonus to the Victoria rail-

way
Woo
comp
such
they
redre
almo
other
to th
kept
subm
the C
of th
while
barr
for t
were
say f
redre
for t
diffic
a doz
risks
and t
as th
the r
spect
But
other
same
were
the V
burto
is no
of the
amon
struc
and a
ly les

way company," several of those persons that even Mr. Wood himself induced to work for the interest of that company have long since "*repented*" for having placed such confidence in promises so soon forgotten, and they feel that the ratepayers of Lindsay are entitled to redress. And now while some of those ratepayers feel almost hopeless of having justice done them, there are others who have made it a political question, contrary to the express understanding that the matter should be kept outside of the political arena, and would prefer to submit to the wrong rather than as they say "embarrass the Government," or make an appeal to the "fair play of the Parliament of Ontario," as Mr. Wood suggested, while it is but too plain that the Government has embarrassed their town. It has been asserted as a plea for the inaction of the Government of Ontario that were they to recognize the claim of the town of Lindsay for redress, there would be applications for similar redress from all parts of the Province. This is doubted, for there are few, if any, who have been led into such difficulty as the people of Lindsay; even if there were a dozen cases of a similar wrong, they should at all risks receive compensation—this would only be justice, and that compensation should be as full and as ample as that last year given by the Dominion Government to the municipality of Pembroke, in a case in many respects identical with that of the town of Lindsay. But the ratepayers of Lindsay have by bonus aided other roads, and have made no complaint against the same, save that of amalgamation. These roads were fully completed according to agreement, but the Victoria road has only been constructed to Haliburton, not half the distance promised. If redress is not given under the circumstances to the ratepayers of the town of Lindsay, who have been known as being among the most liberal in Canada in aiding the construction of railroads, public enterprise will be checked, and all faith in the promises of public men will be greatly lessened, if not altogether lost. They still however

have hopes. Though an appeal was made to the Governor and Council of Ontario on behalf of Lindsay, and a deputation was sent by the municipal corporation of that town to place before Mr. Mowat the position of Lindsay respecting the Victoria railroad, the Premier could give no assurance of aid or redress, and this great wrong to the town still exists. The ratepayers of Lindsay have now only to act on the recommendation of Mr. Wood to have "faith in the fair play of the Parliament of Ontario," and to place the responsibility "for the completion of the road on the Government and the Legislature of the Province of Ontario." This they now intend to do, and to apply again and again, until the Victoria railroad is either completed, or just and fair redress be given them for the default.

the V
bound
the p
dollar
said t
certa
ment
succe
firmly

the y
seven

the s
ence
dollar
way,
bonu
perfo
out a

the s
lars i

APPENDIX.

BOND.

KNOW ALL MEN BY THESE PRESENTS, that we, the Victoria Railway Company are held and firmly bound unto the corporation of the town of Lindsay in the penal sum of one hundred and seventy thousand dollars of lawful money of Canada, to be paid to the said the corporation of the town of Lindsay or to its certain attorney, successors or assigns; for which payment well and truly to be made, we bind ourselves, our successors and assigns, and every of them for ever firmly by these presents.

Sealed with our seal this sixteenth day of May, in the year of our Lord one thousand, eight hundred and seventy-four.

Whereas, negotiations are pending between us and the said corporation of the town of Lindsay, in reference to the granting of a bonus of eighty-five thousand dollars by the said corporation to us in aid of our railway, and it has been agreed between us that if such bonus shall be granted and accepted, we shall do and perform the several matters and things hereinafter set out and contained, namely:

- I. To join in cancelling a certain by-law made by the said corporation for a bonus of sixty thousand dollars in aid of our predecessors, the Lindsay, Fenelon

Falls and Ottawa River Railway company, and to do and perform every act, matter and thing, that may be necessary on our part, in order, fully and completely to cancel the said by-law.

2. To erect and maintain at the town of Lindsay a good, substantial, and properly constructed warehouse, free to buyer and seller, for the reception of produce, to be carried on our line. The warehouse to be of not less dimensions than one hundred and fifty feet long, by thirty-six feet wide. And also in the event of our line being extended to Toronto, to make arrangements to ensure that the cost of elevating shall not exceed one cent per bushel.

3. To locate permanently in the said town of Lindsay our workshops, for the manufacturing and repairing of rolling stock, and not to manufacture any rolling stock elsewhere. Provided however, that we shall be at liberty to purchase rolling stock elsewhere. And provided also that nothing herein contained shall be construed as interfering with the work usually done at wrecking stations, or at points that may be established on our line for the purpose of carrying on temporary repairs of an emergent nature.

4. To permit the said town of Lindsay to have one Director on our Board of Direction, such Director being appointed by the council of the said town.

5. To make the same tariff for freight per mile from Lindsay to any point north on our said line as from any point south of Lindsay, to such point north of Lindsay, in the event of our line being extended south of the town of Lindsay. Provided however, that this section shall not apply to parcels or freight under two hundred pounds weight.

6. Not to build any branch from any point on the main line north of Lindsay until we shall have connection with Toronto or Port Perry by means of a line from Lindsay running wholly on the south of Lindsay until it touches some railway to Toronto or Port Perry, excepting however spur lines for the purpose of reach-

ing
and
railw

town
way
Aver
the s
to h
ware
point
and
stoo
Lind
pers
cons
of th
pers
in re
and
Vict
and
west
bour

our
unde
the
the s
the
pect
ship
villa
follo
acce
it is
and
year
thre

ing mines or water communication north of Lindsay, and which spur lines do not intersect the Nipissing railway as now built.

7. And in the event of the corporation of the said town of Lindsay giving us and our accepting right of way on the street in the said town known as Victoria Avenue, from the point of intersection of our line from the south to the point of leaving said street north, then to have our passenger and freight stations and free warehouse situate on said Victoria Avenue at some point within the limits of Melbourne street on the south and Wellington street on the north. But it is understood and agreed that the corporation of the town of Lindsay shall not be called upon to indemnify any person or persons for damage done to property by the construction of our railway within the corporate limits of the said town. And that we shall indemnify such person or persons as may have any claim for damages in respect of the same. And it is further understood and agreed that if we do not locate our line on Victoria Avenue we shall not locate our line or freight and passenger stations or free grain warehouse further west than Essex street, or further south than Melbourne or north Wellington streets.

8. To have the work on our line in operation under our own control and superintendence; or to have it under a *bona fide* contract within twelve months from the date of the delivery of the debentures representing the said bonus to the trustees in that behalf, provided the other municipalities from which bonuses are expected, namely: the township of Somerville, the township of Verulam, the township of Fenelon, and the village of Fenelon Falls, shall grant aid to the amounts following, or any less sums which the company may accept from the said municipalities respectively. And it is also agreed that we shall have our said line graded and fit for the reception of rolling stock within two years from the said date to Fenelon Falls, and within three years from the same date to the Bobcaygeon road.

9. To release said corporation of the said town of Lindsay in due form of law from the payment of the said bonus of eighty-five thousand dollars, and to deliver up, or cause to be delivered up, for cancellation, the debentures which may be issued in our favor, if the municipal aid referred to in the next preceding section shall not have been granted within twelve months from the date of this instrument.

10. To join the corporation of Lindsay in applying from time to time, or otherwise for any legislation which may be necessary or useful to give effect to each and every part of the present agreement, according to the time, intent and meaning thereof.

Now, the condition of this obligation is such that in the event of the granting and acceptance of such bonus, if the said, the Victoria railway company, shall and will well and truly abide by, perform and fulfil all the foregoing terms, stipulations and conditions, then this obligation shall be void and of no effect, otherwise it shall remain in full force and virtue.

Signed, sealed and delivered
in presence of
A. M. McNABB,
Sec. V. R. Co. }

G. LAIDLAW, [L.S.]
President
V. R. Co.

I have read the within draft bond, and am of opinion that if executed as it now stands it will be a valid bond, and will be binding on the company in substance and effect according to its purport.

16th May, 1874.

O. MOWAT.

£5.

Rep

To t

Your
will
you

Nov
and
quen

1879
earn
and

the p
the a
an ac
asser
on th
gener

First E
Second
Third

Increa

REPORT.

Report of the Special Committee appointed under resolution of Council under date 17th August, 1883, copy of which is hereto attached.

To the Mayor and Council of the Town of Lindsay :

GENTLEMEN,—With reference to freight charges Your Committee have to report that they consider they will make this matter more explicit by laying before you a statement of the rates existing.

1. During the period between April, 1878, and November, 1879, at which time the Whitby, Port Perry and Lindsay railway was an independent and consequently a competing line.

2. The period between the month of November, 1879, and April, 1882, or during the pooling of the earnings between the Whitby, Port Perry, and Lindsay and Midland railway companies, and

3. The period commencing 1st April, 1882, and the present date, the former being the date upon which the amended tariff of the several roads amalgamated by an act of the Legislative Assembly of the Province, and assented to by His Honor the Lieutenant-Governor, on the 10th of March of that year, appears to have been generally adopted by the Midland railway of Canada.

CLASS OF GOODS PER 100 LBS.

	1st.	2nd.	3rd.	4th.	sm ^l 's	
First Period.....	30	25	20	15	50	Between Toronto and Lindsay
Second Period....	35	29	24	18	50	" "
Third Period.....	32	27	23	16	50	" "
Increase per cent..	62/3	8	15	7		On reduced rate adopted by amalgamated group.

By this it will be seen that an increase as follows took place during the period of pooling of 5, 4, 4, 3 cts. per 100 lbs. on first, second, third and fourth class goods respectively between Lindsay and Toronto, which rates were reduced by 3, 2, 1, 2 cts. per 100 lbs. on the same classes of goods from and after the 1st of April, 1882, by the amalgamated roads, but which still exhibit an increase of 2, 2, 3, 1 cts. per 100 lbs. on first, second, third and fourth classes of goods between the city of Toronto and the town of Lindsay.

Your committee have to report that the tariff as published by the Victoria Railway was incorporated in the tariff of the amalgamated roads without alteration.

Your committee, with a great amount of labor and at the expense of much time have personally examined some thousands of the advice notes placed at their disposal by the merchants of the town, and have to report that they have found the tariff adopted on the 1st of April, 1882, by the Midland Railway Company carried out and acted upon with the exception of a few items of a trifling character, and which appeared to your committee to be the result of carelessness on the part of the parties who prepared such advice notes. This refers to the published tariff rates, but your committee have to report that *certain rates less than tariff rates* hitherto allowed to some of our merchants and business men have been withdrawn, thereby exhibiting a marked increase. For instance, car loads of lumber appear to have been carried from Fenelon Falls to Lindsay at from \$3.84 and \$4 per car load of 24,000 lbs., or at \$4.16 and \$4 per car load less than the printed tariff on the Victoria railroad, are now charged at \$7.20 per car load of 24,000 lbs.

The printed tariff of the Midland railway is 3½ cts. per 100 lbs., or \$8.40 per car load of 24,000 lbs., between Fenelon Falls and Lindsay.

Your committee have no printed or other data as to the rates per car load between the city of Toronto and the town of Lindsay during the first and second periods

abo
auth
20,c
cha
bein

the
to e
bon
thei
cery
pany
year
ried
solic
ques
Rail

com
resid
from
parti
brou
facili
the p
that
had
they
of bo
and

satis
ment
facto
serve
facili
viz.:

petit

above referred to, but have been informed on good authority that a class of goods rated at \$24.00 per 20,000 lbs., or 12 cts. per 100 lbs., is now rated at and charged at \$32.00, or 16 cts. per 100 lbs., the latter being the published fourth-class rate as shown above.

Your committee have to remind you that owing to the neglect of the directorate of the Victoria Railway to erect a free grain warehouse stipulated for in their bond to the town of Lindsay the corporation, through their solicitor, obtained a decree of the Court of Chancery, dated 30th March, 1880, ordering the said company to have the said warehouse erected within two years from that date, but which has not yet been carried out. The matter is now in the hands of the town solicitor, with a view of an immediate settlement of this question by the new proprietors of the said Victoria Railway.

During the period from the appointment of your committee up to the present date very many of the residents of the country in the vicinity of Lindsay and from remote districts served by the Midland Railway, particularly between Whitby and Haliburton, have brought to the notice of your committee that sufficient facilities have not been provided for the conveyance of the produce of their fields and forests to the front, and that the accommodation extended to them generally had not been that which they were promised and which they were prepared to expect when voting aid by way of bonus to the Victoria and the Whitby, Port Perry and Lindsay Railways.

Your committee have here to express their entire satisfaction and thanks to the directorate and management of the Midland system for the improved and satisfactory manner in which the town of Lindsay is now served with train accommodation and commercial facilities since the publication of the last time table, viz.: 26th of November.

Your committee have had under consideration a petition placed in the hands of the Premier of this

Province, in January, 1881, and are of opinion that the said petition to some extent covers the ground and matter of enquiry of this committee, and beg to suggest that said petition with certain additions be adopted by the council and placed in the hands of our parliamentary representatives for submission to the Commons of Canada or Legislative Assembly of the Province of Ontario as may be required to meet the merits of the case.

The original petition with draft of the amended memorial is herewith submitted for your consideration and approval.

Your committee regret that they had no means of ascertaining with accuracy the rates existing from eastern points, and consequently confined their labors to such routes as the people of Lindsay aided by bonus for the purpose of creating a healthy and necessary competition in the carrying trade for the town and country tributary to it for trading relations.

Respectfully submitted,

J. W. WALLACE,
J. DEACON,
JOHN MCLENNAN,
GEORGE CRANDELL,
W. McDONNELL,
S. IRWIN.

To L

of L

say
Can
then
the
and
from
assu

debt
tatic
palit
your
railw
ship
struc

capit
and
ers v
issue
\$20,

bonu
order
lands
Bobo

PETITIONS.

To His Honor the Lieut.-Governor-in-Council, Province of Ontario :

The petition of the municipal council of the Town of Lindsay respectfully sheweth :

That on the construction of the Port Hope, Lindsay and Beaverton, now the Midland Railway of Canada, the town of Lindsay and the township of Ops; then forming one municipality, aided the extension of the said road by taking stock to the extent of \$80,000, and that on the separation of the town of Lindsay from the said township of Ops your petitioners had to assume one half of the said amount, viz.: \$40,000.

That on the adjustment of the municipal loan indebtedness your petitioners were deprived of the capitulation allowance granted to the surrounding municipalities, the residents of which shared equally with your petitioners all advantages derived from the said railway without having, except in the case of the township of Ops, contributed one cent towards the construction, extension, or equipment of the said road.

That in addition to the deprivation of the capitulation allowance of \$2.00 for every man, woman and child resident in the town of Lindsay your petitioners were, under the act of adjustment, compelled to issue debentures in favor of the Government for about \$20,000.

That in 1874 the town of Lindsay aided by way of bonus the Victoria Railway by the sum of \$85,000 in order to complete the road to the entrance of the crown lands lying north of the village of Kinmount on the Bobcaygeon road.

That two years subsequently your petitioners were

"grouped" with certain surrounding municipalities in order to grant the sum of \$85,000 towards extending the Whitby, Port Perry and Lindsay Railway to Lindsay, the proportion of which borne by your petitioners amounted to about \$15,000.

Your petitioners beg leave most respectfully to call attention to the comparatively small sum contributed by the thickly populated and wealthy municipalities, the residents of which share equally with your petitioners all the advantages afforded by the construction of these lines of railway.

And as the public spirit shown by the people of the town of Lindsay has been mainly instrumental in connecting the waters of lake Ontario at Whitby with the domain of the Crown at and near the village of Haliburton, in the township of Dysart, and have contributed largely towards connecting the waters of the Georgian Bay with the lake at Port Hope, and public spirit and enterprise has very materially promoted the prosperity of the Province generally by affording vast facilities to the lumber trade, the promotion of agricultural settlement, sale of crown lands, and the recent development of an infant but important branch of industry in bringing to the markets of Canada and the United States the vast mineral wealth to be found north of the village of Kinmount, on the Bobcaygeon road, this industry cannot in the opinion of your petitioners possibly fail to be a source of great provincial and national importance.

Your petitioners in thus bringing to the notice of Your Honor in Council the material advantages accruing to the Province by the construction and extension of this "*colonization road*" beg leave most respectfully to point out that the advantages, although of vast importance to the Province, are by no means commensurate with the outlay and increased taxation borne by your petitioners; that the payment of the interest alone has very largely retarded the progress of local improvements so much needed in

a yo
pow

befo
urge

gam
the
sanc
Mid
railw
the
and
petit
whic
disb

Rail
nort
tawa
tion
town
the C
of T

ways
sche
Ottar
your
ing t
enter
of th
whic
ance
the c
subse

again
decis

a young town like Lindsay, as well as suspended the power of encouraging deserving enterprises.

Your petitioners having already laid this matter before the Government beg leave most respectfully to urge further—

That recent legislation on the subject of the amalgamation of the Whitby, Port Perry and Lindsay and the Victoria Railways has practically given legislative sanction to a system of pooling of the earnings of the Midland and the Whitby, Port Perry and Lindsay railways to the material injury of your petitioners and the residents of the line between the city of Toronto and the town of Lindsay by depriving them of the competition for which they voted the bonuses, and for which the funds of the Province have been so liberally disbursed.

That it was expressly understood that the Victoria Railway would, as provided for in its charter, have its northern terminal point in the neighborhood of Mattawa, the valley of the Ottawa, or point of its intersection of the Canadian Pacific road, thereby placing the town of Lindsay on the shortest possible route between the Canadian Pacific line (some 205 miles) and the city of Toronto.

That the act of 1871, known as the Aid to Railways Act, was quoted largely by the promoters of the scheme of constructing the *Lindsay, Fenelon Falls and Ottawa River Railway*, and to a great extent induced your petitioners to grant the aid required from a feeling that they were co-operating with and seconding an enterprise apparently approved of by the Government of the day in the promotion of provincial interests, and which was fully endorsed and confirmed by the assurances of the members of the Government who attended the ceremony of turning the first sod at Lindsay and subsequent celebrations at Kinmount and Haliburton.

Your petitioners having thus brought the subject again under your notice for favorable consideration and decision, respectfully pray—

First. That Your Honor in Council will take such steps as you may deem expedient towards having the said Victoria Railway extended to the terminal point originally intended, thereby forming a junction with the Canadian Pacific road, failing which your petitioners venture to say that the amount of their bonus should be refunded by the Province, in a manner similar to that in which the bonus voted by the town of Pembroke to the "Canada Central Railway" was recently refunded to that municipality by the Dominion Government.

Second. That the injury sustained by this section of the country owing to the loss of competition in railway freights caused by an act of the Provincial Legislature, gives your petitioners a further claim on your favorable consideration, as although the act of amalgamation of the present Midland system may be one of great provincial and national advantage, it has been seriously detrimental to the interests of the town of Lindsay and that portion of the country identified with it for commercial relations. You have only to refer to the existing Midland tariff to see that your petitioners have sustained a loss by an increase of railway freights between the city of Toronto and the town of Lindsay $6\frac{1}{2}$, 8, 15 and 7 per cent. on the actual carriage of first, second, third and fourth classes of freight respectively, and that on specialties, or special rates hitherto granted on certain classes of goods, an increase of some 50 per cent., while at the same time an increase of nearly 100 per cent. has been made on one line of industry between the village of Fenelon Falls and the town of Lindsay, the latter comparison being solely confined to special and not the tariff rates existing prior and subsequent to the act of amalgamation of the Midland system.

Third. That the prayer of the petition above set forth may at an early date receive your kind, earnest and favorable consideration, and your petitioners will ever pray.

To E

pora

cons
prom
aban
chart
Railw
point
ronto
point
betw
to pa
point
the c

Toro
chart
the s
enact
const
Toro
Uxbr
land,
Lind
Falls,
water
lake,
point
railwa
pass,

*To His Honor the Honorable John Beverly Robinson,
Lieutenant-Governor of the Province of Ontario
in Council :*

The petition of the municipal council of the corporation of the county of Victoria humbly sheweth :

That in the year 1870, during the period of the construction of the Toronto and Nipissing Railway, the promoters and directorate of that company practically abandoned it as a colonization road by applying for a charter for a new line known as the Fenelon Falls Railway, which line was to be constructed from any point in the township of Eldon on the line of the Toronto and Nipissing Railway to Fenelon Falls or any point in the vicinity thereof on the waters of Gull river between said Falls and Sturgeon lake, with full power to pass over any portion of the country between the points aforesaid, and to carry the said railway through the crown lands lying between the points aforesaid.

That on the petition of the directorate of the said Toronto and Nipissing Railway Company the said charter was amended as follows:—The third section of the said act is hereby repealed, and in lieu thereof it is enacted that the said company shall have full power to construct a railway from a point on the line of the Toronto and Nipissing Railway between the village of Uxbridge and the unincorporated village of Sunderland, both in the county of Ontario, to the town of Lindsay, in the county of Victoria, thence to Fenelon Falls, or to any point in the vicinity thereof, on the waters of Gull river between said Falls and Sturgeon lake, and thence in a north-easterly direction to a point on the Ottawa river, with power to carry their railway through any crown lands through which it may pass, and to construct a branch connecting with the

Port Whitby and Port Perry railway, thereby obtaining direct communication with and into the domain of the Crown.

That on the promulgation of the scheme authorized by the enactment above recited, several of the municipalities in the County of Victoria were appealed to for aid by way of bonus, and about the time herein referred to the name was changed to that of the Victoria railway. In response to the appeal—

The town of Lindsay in the month of April, 1872, voted a bonus of \$60,000 in aid of the enterprise.

The village of Fenelon Falls being desirous to grant aid which the township of Fenelon refused, asked for and obtained separation from the township, and granted a bonus of \$15,000 in aid of the same enterprise.

The township of Verulam also granted a bonus of \$7,000 to be levied upon parts of the municipality which would be benefited by the said railway.

The township of Somerville granted a bonus of \$15,000, and

Certain parts of the county of Peterborough being desirous to obtain railway accommodation, and having applied repeatedly to the council of the said county for the right to aid the Victoria railway by way of bonus, but having been peremptorily refused that right in an arbitrary manner, applied for and obtained separation from that county and formed a new municipality known as the Provisional County of Haliburton, which new municipality granted to said Victoria railway aid by way of bonus in the sum of \$55,000, and

A private corporation known as the Canadian Land and Emigration company also aided the enterprise by a bonus of some \$40,000.

That the Directors of the said Victoria railway company having failed to obtain sufficient municipal aid were compelled to delay the construction of their line until 1874, in the spring of which year the Directors of said company informed the people of Lindsay that owing to failure to secure aid from the townships of

Mari
satis
\$25,
tiona

Victo
comp
iburt
visio
north

by th
way
by co
with
burto
a gro
iposa
lam,
was g

histo
tion
publi
corpo
for t
adde
the P

ports
betw
there
the M
Bonn
chere
to Yc
the c
distr
ment

Mariposa, Ops and Fenelon, they could not establish a satisfactory financial basis without a further sum of \$25,000 from the said town of Lindsay, which additional sum was at once granted.

That the work of construction on the line of the Victoria Railway was commenced in 1874, and was completed in the winter of 1878-9 to the village of Haliburton, in the township of Dysart, in the said provisional county of Haliburton, which is at present the northern terminal point of the said line.

That in the year 1876 it was considered expedient by the directorate of the Whitby and Port Perry Railway to extend their line to the town of Lindsay, thereby connecting the waters of lake Ontario at Whitby with the domain of the crown in the vicinity of Haliburton, and to aid in the construction of said extension a group was formed composed of the townships of Mariposa, Ops and Fenelon, and parts of Emily and Verulam, and the town of Lindsay, and the sum of \$85,000 was granted for that purpose.

Your petitioners having thus traced the financial history of this purely colonization road from its inception beg leave most respectfully to point out that the public spirit and liberality of the municipal and other corporations which have thus granted such material aid for the promotion of the enterprise in question have added vastly to the value of the domain of the crown in the Province of Ontario generally.

That your petitioners have learned from the reports of an exploratory party sent to examine the line between Haliburton and the waters of the Ottawa that there exists a vast fertile belt of land extending from the Maganatawan in an easterly direction towards the Bonnechere and along the valley known as the Bonnechere valley, and that the report of D. D. Hay, Esq., to Your Honor in Council represented the section of the country referred to as being a splendid lumbering district and eminently suited for agricultural settlement.

That the said railway has given an impetus to lumbering operations, thereby adding to the provincial revenue.

That very large quantities of square timber, lumber, railway ties, telegraph poles, fence posts, tan bark and other products of the forest, and also iron ore and other minerals have been carried out on the line of the said railway, thereby creating a demand for crown lands bearing such marketable and remunerative articles of trade.

Your petitioners on careful review of the entire subject respectfully urge that the advantages accruing to the Province of Ontario and Dominion of Canada generally are of greater magnitude and importance than those afforded to your petitioners, and they venture most respectfully to beg that Your Honor in Council may at an early date devise a scheme somewhat similar to the municipal loan fund, by which your petitioners may obtain a reasonable amount of relief from the heavy burden of taxation under which for railway purposes they are now suffering.

And your petitioners as in duty bound will ever pray.

(Signed,)

THOMAS SMITHSON,
Warden.

Passed at Lindsay this Twenty-fifth day of January, A. D. 1884.

(Signed,)

T. MATCHETT,
Clerk.

impetus to
provincial

ber, lum-
tan bark
n ore and
ne of the
own lands
rticles of

ne entire
accruing
Canada
portance
hey ven-
in Coun-
omewhat
ich your
of relief
n for rail-

will ever

ON,
Warden.
of Janu-

