

as essential, and executed, it shall and may be lawful for the Lessee and their assigns to exercise all the rights, powers and franchises of the said company, in the name of the Company as may be necessary for the constructing, maintaining and working of such portion of the said Railway so to be leased as aforesaid.

3. This act shall be deemed a public act. On motion of Mr. A. McDougall, of Smith's Falls, Mr. Galt was requested to address the Council.

Mr. Galt thereupon proceeded to address the Council at considerable length, explaining and advocating the provisions of his Bill. He said the objects of the Bondholders were, first to secure control of the road, and second, to secure the money which they put into the road for the purpose of extending it. He argued strongly against the advisability of the Municipality putting the case into Chancery, and that if they did so and a Receiver was appointed they would find that it would not be a satisfactory arrangement, as the municipality would thereby secure no control of the road. He spoke of the prospect of the B. & O. R. Company declaring their capital to be \$500,000, while, in reality, he was of the opinion not \$200,000 other than borrowed money ever had been put into the road. (Mr. Douglas said "Not \$100,000.") He said Messrs. Ballow and Vaughan proposed to put an additional \$200,000 into the road for the purpose of finishing it to Roddy's Bay; but that they would not do so unless they were fully secured for that amount on the new portion of the road. He proceeded to show how he proposed doing this, and securing the material to be put in the road from being attached for the debts of the Company.

In answer to a question from Mr. Noonan, Mr. Galt said that by the proposed arrangement, the position of the Municipality would not be in the least altered in reference to the road from what it is at present.

After Mr. Galt had concluded, Mr. Douglas rose and made a very energetic appeal to the members of Council not to allow themselves to be humbugged by people who had come here for the express purpose. He reminded the Council of the fact that the Municipality had been asked to take the case into Chancery, and that he had brought them to take nothing more to do with these Railway people. We have had enough to do with them heretofore, and we have suffered for it. He predicted that, if we entered into any new arrangement with foreign companies the people would have to pay the Railway tax as long as they lived.

Mr. Hickey deprecated discussion at this stage. The matter should be handed over to the Railway Committee, who would bring up a report, and the matter would then come before the Council properly for discussion.

Mr. Noonan commented on the fact that just as soon as the Municipality hinted at going to Chancery to ascertain their rights the Railway people were forward with some scheme to prevent anything of the kind being done. One time it is 6,000 cords of wood that is to be sold to pay the interest due the government on our loan; another time a small sum of money is advanced, and yet again a new company is to be formed, &c. He looked on all these attempts to put off as so many pieces of humbug, and would go for being done with it at once.

Mr. Byrne spoke of the proposals now made as being different from those made by Mr. Richardson at the last meeting of the Council.

Mr. Richardson obtained leave to address the Council, which he did at considerable length. He spoke of his negotiations with the Railway Committee, and of his first propositions to them. He was no lawyer, however, and had went to Toronto to consult Mr. Galt, who had embodied his views in the bill now before them. He insisted that the interests of the municipalities and the Bondholders were identical in this matter, and they should work together so as to secure control of the road. He could not consent to Chancery proceedings, and if the Municipality did so, the Bondholders would have to take the case into Chancery to protect their own interests. He related a conversation he had had with Mr. Steele at Brockville. He wished Mr. Steele to give up control of the road to the Bondholders. Mr. Steele said for them to go on and extend the road, and he would give up the control. Mr. Richardson said that this proposition must be rejected. They must secure the control first, and then they would put in the money to extend the road. Mr. Richardson professed to be actuated by the most honorable motives, and wished nothing but fair play. The Bondholders he represented had furnished the Company with iron to the amount of \$500,000, and it would be extremely unfair to throw them aside and prevent them from getting any of their debt. Mr. Richardson said that if the arrangement now proposed was carried out, there could be no doubt it would have the effect of wiping out the stock.

After some further discussion, in which Messrs. Douglas, Galt, Richardson, Byrne, A. McDougall and other took part, Mr. Hickey said that there were deputations from the other Municipalities interested in this matter, and he moved that they be requested to address the Council.

The Warden requested any members of the deputations from Brockville or Elizabethtown who might choose to do so, to address the Council.

Mr. McCollough, a member of the Town Council of Brockville, rose and said that the members of the deputation present had come to hear the proceedings of this council, but were not prepared to make any remarks. They all felt interested in this matter, and heartily wished to see the road extended.

On motion of Mr. Steele, seconded by Mr. McArthur, the Bill was referred to the Railway Committee to report thereon, and the council adjourned until seven o'clock in the evening.

EVENING SESSION.

The members of Council met at seven o'clock, but in consequence of the Railway committee not being prepared with their report, it was some time before business was proceeded with. It was near nine o'clock when the Warden took the chair, and the council was called to order.

Mr. McDougall, from the railway committee, brought in their report which is as follows:—

TO THE WARDEN AND COUNCILLORS OF THE UNITED COUNTIES OF LANARK AND RENFREW.—Your Railway committee beg to report as follows:—

1st. That the proposed act, being "an act to amend the acts relating to the Brockville and Ottawa Railway Company, and for other purposes therein mentioned" submitted by Mr. Galt. Your committee find it defective in the following parts, and find some material interests overlooked, to which your committee would call your attention.

In the preamble to the bill submitted, it is not shown what the separate interests of the municipalities are; viz: Brockville \$100,000, Elizabethtown \$250,000, and Lanark and Renfrew \$200,000, making in all \$550,000.

2d. That the first clause of the proposed act, it is considered to be unfair that the municipalities should not have a greater representation than one for each municipal-

ity, if they are to be represented. (The result of expediency of which we very much doubt). The representation on the Board of Directors should be in proportion to the amounts invested by the several parties interested.

3rd. The seventh clause of said proposed act, would in the opinion of your committee be dangerous to the interests of the Municipality, in as much as the terms of Lease referred to, would not be submitted to the approval of the Municipality, but referred to the Governor General in Council, thus transferring our right to second hands, to which your committee decidedly object. The Bondholders and Stockholders, being equal to elect a majority of the directors on the Board, the influence of our directors would be rendered a nullity.

4th. Your committee would entirely condemn the eighth clause of said bill, inasmuch as it concedes powers to the lessee inconsistent with the great interests which the municipalities have in the Brockville and Ottawa Railway.

5th. Your committee would strongly advise that every effort should be made compatible with the safety of the interest of the ratepayers of the Municipality, towards meeting Mr. Richardson's views, as a strong necessity exists for the extension of the Road and they would recommend that a Solicitor on the part of this Corporation be appointed in conjunction with Mr. Richardson's Solicitor, for the purpose of drafting a form of bill, in which the interest of all parties would be duly protected, and that said draft of bill be submitted to the Railway committee for their consideration and approval, all of which are respectively submitted.

A. McDougall, Chairman.
THOMAS HICKEY.
ALBERT TESKEY.
ERIC HARRINGTON.
JOHN HARGART.
ROBERT B. SMITH.
YOUNG SCOTT.
FELIX DEVINE.

Perth, Feb. 25, 1863.

The adoption of the report was put to the Council and declared carried.

A motion was then carried that the Railway committee be instructed to have a bill drawn up by the solicitors of the Council, embodying the views of the Committee as set forth in the report just read, and that the same be submitted to the Council before its adjournment to-morrow.

THURSDAY'S SESSION.

The Council met on Thursday afternoon, the Warden in the chair, and most of the members present.

Mr. McDougall, from the Railway Committee submitted the Report as follows:

TO THE WARDEN AND COUNCILLORS OF THE UNITED COUNTIES OF LANARK AND RENFREW.

Your Railway Committee beg leave to report and make the following suggestions, that the bill to be introduced into Parliament should provide:—

1st. That the Municipality should continue themselves to their position as Creditors and Mortgagees.

2d. That the Legislature should declare the powers and remedies, under existing mortgages, reverting all rights which may have been impaired or taken away by any previous legislation, giving full powers of sale, &c., and providing, that in case of default by the company, and after due notice, the whole liabilities of the municipalities shall become due to them by the Company.

3rd. In the event of a Receiver being appointed, he should at the same time be invested with the powers and authority of a Manager.

4th. That the Road from Almonte to the Ottawa or Roddy's Bay be leased by the Municipality subject to the approval of the municipalities, and when approved, to be deposited with the government; which lease shall provide for the due payment of the interest which attaches to said portion of road, in just proportion to the whole amount of road in running order. Also, to provide for uniform rates of interest, and in the case of extension of the road, for the termination of the lease for a fixed sum to lessees as may be agreed upon or decided by arbitration.

The contract price of extension of Road to the Ottawa or Roddy's Bay to be fixed, as well as the rate of interest to be paid to the parties who may furnish the money for such extension, and any surplus earnings of said portion of road, after meeting the above interests to be employed towards the company's indebtedness for interest to the municipalities. Also, to fix the time for the completion of said road from Almonte to the Ottawa or Roddy's Bay.

5th. That the company shall furnish semi-annually a statement verified by oath, to the Auditor-General, and published in the Canada Gazette, of the earnings of the road and expenditures therefor.

6th. That the Bill to be drafted by the Solicitors should, as nearly as possible, embrace the foregoing suggestions, as well as any other matters that may be necessary to fully meet the important interests involved. Your committee are of opinion, that it would be judicious for the interested municipalities to render every assistance to the Bondholders who may be willing to furnish the means for the extension of the road, to get the control of it. And they would suggest that your council would, by resolution, instruct the members of Parliament, representing this section of country, to render their assistance and influence to pass such a bill as will tend to extend the Road and duly protect the interests of the municipalities.

A. McDougall, Chairman.
ROBERT B. SMITH.
ALBERT TESKEY.
ERIC HARRINGTON.
FELIX DEVINE.
THOMAS HICKEY.
YOUNG SCOTT.

Mr. McDougall, Smith's Falls, moved the adoption of the report, seconded by Mr. McAdam.

On motion of Mr. Lees it was carried that the Report be read clause by clause.

On the first clause being put, Mr. Douglas leased the council at considerable length in opposition to the Report. He disapproved of going into any such arrangement as proposed in the Report. The Bondholders of the company had no right to be placed on a par with the municipalities in the matter. The Bondholders had, no doubt, sold iron to the company for which they had not got paid; but it was not the municipalities that had bought the iron, but the company—Steele & Co. He warned the members of the council against entering into any such arrangement as the one proposed. Let us apply at once to the Court of Chancery and find out our real position; and if it is found that we had no promise against the company—that our mortgage was useless—why we could only throw the whole thing up. Mr. Douglas complained that the committee had employed, as their adviser in this matter, Mr. Donald Fraser who had been, or was now, Solicitor for the Railway Company. Mr. Douglas was very warm in his denunciations of the Railway Company, and the Railway men in general, and occasionally used language not strictly parliamentary; and Mr. French intimated that he thought Mr. Douglas ought to be called on to apologise for the

manner in which he had spoken of members of the council.

Mr. Hickey supported the report, and defended its recommendations. So far from the Railway committee working into the hands of the company, or the Bondholders, the Report actually condemned many of the provisions of the bill which Mr. Richardson had submitted for their approval.

Mr. D. McDougall, of Dalhousie, condemned the Report, and considered it dishonorable to the council to accept Mr. Richardson's proposals. His (Mr. D.'s) first proposition was very fair; but now the case before the council with entirely new ones, and a bill had been drafted and submitted on the part of the Bondholders, to the council for their approval which in effect said, "Give us as all the power, place the control in our hands, and in return we will allow you to send one director to sit at our board." He (Mr. D.) thought we should spur the (Mr. Richardson's) proposals.

As the debate proceeded it became apparent that many of the councillors were impatient to get away, as the time for the cars to go out, was close at hand. These wished the debate to end so as to finish up the business before they left. Others, amongst whom Mr. Douglas was foremost, seem determined that the matter should be fully discussed. All this caused a great deal of confusion, and the Warden had the utmost difficulty in keeping order. Often there were three or four councillors on the floor at once, endeavoring to "define their position."

Mr. Hickey and Mr. McDougall informed the council that it was the intention of the committee to take advice from one of the best lawyers they could find in Toronto. They had every confidence in the ability of the legal gentleman they had employed; but it was acknowledged that those gentlemen had not taken any notice of the matter of this kind which some of the lawyers in Toronto had. Mr. A. McDougall opposed the idea of the Municipality taking part in a suit in chancery. He would be willing to do so if Mr. Douglas would become responsible for the costs, in case the Municipality lost the case.

Mr. Douglas offered to be responsible for half.

Mr. Byrne also opposed the idea of going into chancery. Would a suit in chancery save the people from taxation?—would it extend the road? &c.

The two first clauses of the Report, having been put to the council and carried, a motion was made that the whole of the remainder of the report be put for adoption at once. The motion received some opposition but was carried, and the remaining parts of the Report were adopted.

Mr. Douglas called for the yeas and nays. The noise and disorder now reached their height. Some of the councillors were preparing to leave, and opposed the taking of the yeas and nays, and Mr. Hickey put to two motions. In the meantime Mr. Douglas reiterated his demand for the yeas and nays, in which he was joined by some other councillors, and they were at last ordered to be taken. A number of the councillors who were absent from the room were introduced to come back, and the yeas and nays taken as follows:

YEAS.—Messrs. A. McDougall, of Smith's Falls, Guthrie, Robertson, McArthur, MacInnes, Stewart, McAdam, Scott, Harrington, French, Byrne, McSorley, Whalen, Dickson, McCull, Ait, Hickey, Devine, Hamilton, Burdon, Brown, Teskey—22.

NAYS.—Messrs. McDougall, of Dalhousie, Deacon, Noonan, Code, Lees, Maitland, Douglas, McLean, Ryan—9.

Mr. Spalding, of North Elmsley, was present, but would not vote. A number of the councillors insisted upon Mr. Spalding voting, while others wished to have him excluded. Mr. Spalding himself said he did not understand the matter sufficiently to vote upon it, as business was put through in too great a hurry. Mr. Spalding eventually got off without voting.

Mr. Hickey introduced a By-law to amend the By-law appointing a Railway committee, giving the power to appoint an Executive committee from their own number, &c.; but the confusion in council became worse and worse, and a number running off to catch the train, left the council without a quorum. And so ended the proceedings.—*Expositor.*

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In order to reduce the expenditure in this branch of the service, the Inspector allotted to the money order business has been discontinued, and the duties of Inspector in connection with money order offices are now as heretofore discharged by the ordinary inspectors. In the latter part of his Report, the Post-master General states that for the current year there is every reason to expect that whilst the revenue to be derived from money orders will amount to at least \$12,500, the expenditure will, in consequence of the reductions initiated, be restricted to a sum not exceeding that amount. He also says that he has caused inquiries to be made into the state of the Inspectors' and City Postoffice branches of the Department, which have resulted in a considerable reduction of the expenditure, and that similar investigations into other branches are in progress, with a view of effecting such further reductions as may be consistent with efficiency.

Quite an excitement was caused in the usually quiet village of Arnprior on Wednesday last, by a man attempting to commit suicide. The unfortunate, for the last five or six years, has been living at the Union Hotel of said village, and devoting as large a portion of his time as circumstances would allow to the consumption of intoxicating drinks. But as the mind cannot always be kept by such potations in a state of blissful indifference to the cares and trials of this mundane existence, he fell into a desponding mood, fancying himself without friends and alone in a cold and heartless world, and hence determined to bid adieu to these boreal regions, to sojourn elsewhere—probably in a clime more austral in its nature. Accordingly on the day mentioned he procured a weapon, in the shape of an old horse pistol, loaded it with powder and shot, fired at his heart, missed his aim, as the charge took effect a little below the collar bone and close to the shoulder joint, causing a large and frightful laceration.

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CARLETON PLACE.
Wednesday, March 11, 1863.

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number of officials, and the operation of the Civil Service Act, which every year increases the expenditure. The net revenue of the year reached \$723,052, and the total expenditure, \$688,514; showing on the year's transaction a net surplus of \$34,538. Proportionately, the surplus is considerably larger than that realized in 1861. It is \$27,538 against \$13,678. In this statement of revenue the receipt for foreign mail is not included; the amount accruing from this source being payable direct to the provincial treasury without entering into the ordinary accounts of the department. One fact may be stated in connection with correspondence between Canada and Europe; namely, that the number of letters carried was not less than 800,000—an increase over the previous year of nearly twenty per cent. The total amount of dead letters is nearly the same as last year, notwithstanding the large increase in the number of letters passing by post. The amount of local money order transactions has been less in 1862 than in 1861, but on the other hand the interchange of money orders with the United Kingdom has continued to increase. A number of additional money order offices will shortly be appointed at points likely to be suitable for public convenience. Steps have also been taken to invite arrangements with Australia and Nova Scotia for the interchange of money orders with Canada. No loss has occurred in the money transactions of last year.

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number of officials, and the operation of the Civil Service Act, which every year increases the expenditure. The net revenue of the year reached \$723,052, and the total expenditure, \$688,514; showing on the year's transaction a net surplus of \$34,538. Proportionately, the surplus is considerably larger than that realized in 1861. It is \$27,538 against \$13,678. In this statement of revenue the receipt for foreign mail is not included; the amount accruing from this source being payable direct to the provincial treasury without entering into the ordinary accounts of the department. One fact may be stated in connection with correspondence between Canada and Europe; namely, that the number of letters carried was not less than 800,000—an increase over the previous year of nearly twenty per cent. The total amount of dead letters is nearly the same as last year, notwithstanding the large increase in the number of letters passing by post. The amount of local money order transactions has been less in 1862 than in 1861, but on the other hand the interchange of money orders with the United Kingdom has continued to increase. A number of additional money order offices will shortly be appointed at points likely to be suitable for public convenience. Steps have also been taken to invite arrangements with Australia and Nova Scotia for the interchange of money orders with Canada. No loss has occurred in the money transactions of last year.

The expenditure for a superintendence, printing and all contingencies was \$13,674.73. Commissions to Post-masters \$2,056.26 \$15,730.99

In order to reduce the expenditure in this branch of the service, the Inspector allotted to the money order business has been discontinued, and the duties of Inspector in connection with money order offices are now as heretofore discharged by the ordinary inspectors. In the latter part of his Report, the Post-master General states that for the current year there is every reason to expect that whilst the revenue to be derived from money orders will amount to at least \$12,500, the expenditure will, in consequence of the reductions initiated, be restricted to a sum not exceeding that amount. He also says that he has caused inquiries to be made into the state of the Inspectors' and City Postoffice branches of the Department, which have resulted in a considerable reduction of the expenditure, and that similar investigations into other branches are in progress, with a view of effecting such further reductions as may be consistent with efficiency.

Quite an excitement was caused in the usually quiet village of Arnprior on Wednesday last, by a man attempting to commit suicide. The unfortunate, for the last five or six years, has been living at the Union Hotel of said village, and devoting as large a portion of his time as circumstances would allow to the consumption of intoxicating drinks. But as the mind cannot always be kept by such potations in a state of blissful indifference to the cares and trials of this mundane existence, he fell into a desponding mood, fancying himself without friends and alone in a cold and heartless world, and hence determined to bid adieu to these boreal regions, to sojourn elsewhere—probably in a clime more austral in its nature. Accordingly on the day mentioned he procured a weapon, in the shape of an old horse pistol, loaded it with powder and shot, fired at his heart, missed his aim, as the charge took effect a little below the collar bone and close to the shoulder joint, causing a large and frightful laceration.

Dr. Cranston was soon in attendance, and after due examination gave a favorable opinion of his recovery, and under his treatment, we understand, he is steadily improving, and says it will be long before he will pull a trickier again.

Drinkers! ponder well when you read the above and from it draw an important lesson.

On Saturday a son of Widow Perry, of Pakenham, about 14 years of age, was drawing a large piece of pine timber to the river, at Pakenham Mills. He got thrown down so that the stick passed over his leg, breaking the thigh and dislocating the hip joint. Being in an isolated place where the accident occurred, he lay some time before his cries brought people to his relief. He has been attended by Dr. Sweetland and is now doing well.

The Herald.

CARLETON PLACE.
Wednesday, March 11, 1863.

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Mr. Brown has been elected to represent the constituency of South Oxford by a majority of 275 votes over his opponent—Mr. Bodwell.

The following are given as the final returns from the different polling places:—

| | Brown. | Bodwell. |
|-------------------|--------|----------|
| Ingersoll..... | 224 | 123 |
| North Oxford..... | 157</ | |

AMERICAN NEWS!

Reported Change of Policy to be made by Mr. Lincoln. RUMORS FROM VICINITY OF VIOKSBURG.

TROUBLE IN THE INDIANA LEGISLATURE. New York, March 1.—The Mercury's Washington despatch says it is universal...

A special to the Mercury dated Cairo, 28th Feb., says the city is full of circulating rumors. It is said that on the 26th the famous cut-off was completed...

The Herald says rumors were rife in Washington yesterday, that Gen. Hunter was about to be relieved from the command of the Department of the South...

The Times special says that Gen. Hooker and McClellan were examined at great length before the Committee for the conduct of the war...

Porter Monroe, Feb. 28.—The British frigate "Petrel" arrived in Hampton Roads last night from Charleston. The officers report that the Confederates have a strong network across the channel...

San Francisco, Feb. 28.—A schooner from the Mexican coast, brings Mexican dates of the 4th inst. and Guaymas of the 27th ultimo. No attack had been made on Guaymas by the French up to that date...

New York, March 4.—The President has received a despatch announcing the capture of Fort McAllister at the mouth of Ogeechee River, near Savannah...

Washington, March 3.—The following is an extract from a naval officer's letter on board the U. S. steam gunboat Chippewa, of Algiers, 11th January.—"An English officer who is married to a relative of the late Commodore Shaw of the U. S. Navy, and who is of the North heart and soul in this struggle, informs me that a project is on foot in England, supported by many of the rebel navy, to capture the U. S. Squadron on the Mediterranean station, with iron-clad vessels, now said to be nearly ready for sea...

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PROVINCIAL PARLIAMENT.

LEGISLATIVE COUNCIL. Quebec, March 6th. The Speaker took the chair at three o'clock. Hon. Mr. Ferguson Blair introduced a bill to amend the Act for consolidating the debt of the town of Cobourg.

On Mr. Aikins' motion a bill to amend an Act separating the city of Toronto from the united counties of York and Peel for judicial purposes.

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LEGISLATIVE ASSEMBLY.

Quebec, March 5. The Speaker took the chair at three o'clock. To-day Hon. Mr. Sherwood introduced a bill for the devices of the late Hon. Charles Jones.

Mr. Coakburn introduced a bill to explain Section 28 Chap. 26 of the Consolidated Statutes of Upper Canada.

Mr. Street—bill further to amend the Act relating to the Niagara District Bank.

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LEGISLATIVE ASSEMBLY.

Quebec, March 6. After our report left last night the debate was continued on Mr. Scott's motion, for the second reading of the bill to amend an Act respecting Separate Schools in Upper Canada.

Mr. J. H. Cameron—bill to incorporate the Peel General Manufacturing Company.

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