

ARRIVAL OF THE CITY OF BALTIMORE.

New York, Feb. 16.
The City of Baltimore from Liverpool on the 20th, and Queenstown on the 31st, arrived last night, with £16,472 in specie.
The Cunard Company announce that the Jura from Liverpool on the 5th of February would be the last departure of their screw line for the present, owing to the falling off in shipments to the United States.

Consols on the 29th advanced $\frac{1}{2}$, closing firm at 91½ to 92 for money, and 91½ to 92 for account.

At a meeting of the Royal Geographical Society in London, on the 28th, it was proposed that the North Atlantic Telegraph be discussed. Capt. Sir Leopold McClintock read a paper giving an account of his recent voyage in the Bull Dog, and showing the practicability of the route.

Sir Chas. Bright also read a paper by Capt. Allan Young, who commanded the Fox, containing his recommendations as to several landing places of the cable.

The steamer Queen Victoria, which recently ran ashore at Plymouth while en route for India, with a large quantity of the Indian Telegraph Cable, has been floated and beached for repairs.

An important conference on the affairs of India, mainly, it is supposed, with reference to the culture of cotton in India, is to be held at Manchester on the 31st ult., under the auspices of the Manchester Chamber of Commerce.

FRANCE.—The *Moniteur* contains a decree ordering the creation of a medal in commemoration of the Expedition to China, which will be bestowed on all those who have taken part in that expedition.

The *Times* speaks of the friendly representations on the part of England as being likely to lead very shortly to important modifications in the French navigation laws.

Bourse on the 29th buoyant and animated; rentes 68.

ITALY.—A fresh circular had been addressed from Gaeta to the Ministers of Francis II., at the different Courts. It states that the King is resolved to meet to the end all the perils of his position.

Advices from Gaeta of the 26th say the bombardment still continued, with powerful effect from the land side. The fleet, however, retired, after having silenced nearly all the enemy's batteries.

AUSTRIA.—Roebuck and Lever, as representatives of an English Company, are said to have offered to supply Austria with ten steamers armed with rifled cannon; and Austria is said to have sent a Commissioner to England to enquire into the matter.

ARRIVAL OF THE AFRICA.

New York, Feb. 18.
The Africa arrived here at 9 o'clock yesterday morning, bringing fifty-eight passengers and £13,000 in specie.

Sir Edmund Head, lady and daughters, with Captain Retalick are passengers by the Africa.

GREAT BRITAIN.—An important conference on the financial and commercial position of India was held at Manchester on the 31st of January, on invitation of the Merchants' Chamber of Commerce. The conference lasted several hours, and there was considerable discussion.

Another adjourned general meeting of shareholders in the Galway line of steamers had been held in London, but it was merely *pro forma*. It was announced that important negotiations were in progress, and it was therefore desirable to still further adjourn the meeting which was agreed to.

The London *Times* states that subscriptions are afoot for a testimonial to Mr. Cobden.

Robert Fraser North, of the firm of Nichol & North, local brokers, &c., London, had absconded after having obtained by fraudulent means, warrants for the delivery of tallow valued at £10,000. The firm was subsequently declared bankrupt, but Mr. Nichol is in no way implicated in his partner's misdeeds.

Queen Victoria was expected to arrive in London on the 4th inst., preparatory to the opening of Parliament. On the following day Her Majesty would deliver a speech in person.

FRANCE.—The Emperor was to open the Session of Legislature on Monday, 4th inst. His speech was awaited with considerable interest.

The stock of Bullion in the Bank of France is understood to have materially increased since the date of the last return.

The Paris Bourse on the 1st was rather flat and a shade lower; rentes closed at 67½ 95c.

Admiral De Tinnan had arrived in Paris on a special mission, and is said to have demanded instructions before resuming the command of his fleet in the Mediterranean.

Nothing had been decided on the subject of Syria, but active negotiations were said to be on foot.

The *Debate* says that the Italian Parliament will proclaim Victor Emmanuel King of Italy immediately upon assembling.

ITALY.—The Paris correspondent of the London *Times* says a report was current in Paris that Garibaldi had quitted Caprera, for what point is not stated, but it was thought by some that Dalmatia was his destination.

TURKEY.—It is asserted that the Porte insists on the execution of the terms of the Paris Convention, on the occupation of Syria.

Naples, January 29.
A popular disturbance was taken place. The printing presses of the newspapers *Equatore* and *Europa*, have been broken.

London, February 8.
The address in the House of Lords, in answer to a speech from the throne will be moved by Earl Selton and seconded by Viscount Lismore.

London, February 3.
Funds firm, at the last improvement, Major General Sir B. Eyre, will probably be appointed commander of the forces in Canada.

The Paterson-Bonaparte case was again on yesterday. Judgment is expected in the course of next week.

The weekly returns of the Bank of England show an increase in bullion of £96,036. Liverpool Breadstuffs closed quiet but steady. Provisions dull.

NEWS BY THE JURA.

New York, Feb. 19.
A Calcutta telegram of Jan. 11th says, news have reached there that the American Ambassador was repulsed from landing at Japan.

The Bombay mails of Jan. 12th had arrived at England—news unimportant.

sending a fleet to Gaeta was to furnish a last refuge to the King. Erroneous interpretation and partial departure from neutrality at length necessitated its withdrawal. He points to the recognition of the annexation of Savoy and Nice as evidence of the maintenance of the right of France and to the proceedings in China as a way of the honor of France is avenged. He rejoices at the restoration of the Christian cross in China, and to the protection of the Syrian Christians against fanaticism. He considered it necessary to increase the garrison at Rome when the security of the Pope appeared threatened. He candidly admits that his apprehensions be dispelled and confidence be restored; his firm resolves being to enter into any conflict in which the cause of France should not be based on right and justice.

The London *Times* regards the speech unfavorably, and says there is nothing in it reassuring. It affected the English funds unfavorably. The case of Bonaparte against Paterson was argued on both sides and adjourned till February 8.

Marshal Bosquet is dead.
It is said that the principles of the conference at Paris, on the Syrian question are agreed to by the Powers.

The Bourse was heavy at 68½.
The seizure of Gaeta was announced. The Sardinian camp at Gaeta.

It is reported that negotiations had taken place previous to the surrender.

The Italian elections proved more and more favorable to Count Cavour's policy. It is said that Cavour proposed the following to parliament:—The proclamation of Victor Emmanuel as King of Italy, with full power, but for a limited period; a loan of 3 or 4 hundred million francs; and calling out all the military reserve. Intelligence continues warlike.

Naples, Feb. 4.
The fire of the besieged at Gaeta is very brisk, and is replied to by the Sardinian squadron.

Prince Caracac had visited the camp.
Rome, Feb. 3.
The Pope has ordered his soldiers to return to Rome, notwithstanding the orders of M. Demaree to the contrary.

Fifteen hundred Sardinian soldiers passed through Umbria on their march to the Kingdom of Naples.

The reactionary movement in Abruzzi was organized by Trapain and M. Demaree.

The Sardinians have evacuated the Papal territory in compliance with orders from the Emperor Napoleon.

The Spanish vessels which were dispatched to Gaeta, been repulsed by Admiral Persano.

Francis II. has issued an appeal to the Sicilians offering them the constitution of 1812, a Sicilian army and navy and an entirely separate administration. He asks of M. Demaree to the contrary.

The session of the Senate Committee of the Peace Conference on the question of adopting a plan of adjustment, continued until midnight, and was at times very stormy.

There was a great diversity of opinion as to the propriety of immediate action—Virginia pressing it with great force.

Guthrie's proposition which has been published, and is substantially that suggested by the Kentucky legislature, was finally carried at the late hour, with the proviso that no territory shall be heretofore acquired without the approval of three-fourths of the Senate. The decision creates much excitement in the city, and is the subject of general remark.

The Guthrie resolution provides that all the territory of the United States shall be divided by a line from east to west on the parallel of 36° 30' north latitude; and in all territory north of that line involuntary servitude, except as punishment of crime, is prohibited whilst it shall belong to the United States or be under a territorial government; and in all territory south of said line, involuntary servitude is recognized as it exists in the Southern States of the Union, whilst such territory shall belong to the United States or be under the territorial government; and neither Congress nor the territorial government shall have power to hinder or prevent emigrants to said territory from taking with them persons held to labor or involuntary servitude, according to the laws and usages of the state from which such persons may be taken, nor to impair the right arising out of such relation, and be subject to judicial cognizance.

It also provides that states formed from the territory either north or south of the proposed line shall be admitted into the Union on an equal footing with the original states, with or without involuntary servitude or labour, as their constitutions may provide.

Also, that Congress shall not have the power to abolish slavery in any states, or in the District of Columbia, without the consent of Maryland or Virginia.

The African slave trade is forever prohibited, and the paragraph of the fourth article of the constitution is not to be construed to prevent any of the states from the enforcement of the Fugitive Slave law.

The French Government has ordered the author of an article in one of the Paris journals to leave France, because being an alien he had the impudence to write against French institutions. In Lower Canada, several editors of journals published in the French language are aliens, Frenchmen, and they are notorious for their virulent slander of the British Government and people, and their extravagant laudation of France and the government of the Emperor.

We laugh at their ravings and do not consider their banishment necessary to the safety of the country; and in return for our refusal to make martyrs of them, they become daily more furious against a rule which treats their sedition with contempt.—*Advertiser*.

TAKING HIM AT HIS WORD.—The people of Niagara have a very interesting little dispute about church matters just now. Dr. McMurtry is the Rector of St. Mark's (Episcopal) Church, in that town, the pew holders of which have neglected to pay the rent for the past year, and the worthy doctor, although well able to live without the money has been extremely sharp in his "dunning." All remonstrances, however, failed to bring the defaulters to the mark, and as at last resort, the worthy man sent for the Rev. Dr. F. F. Palmer, of Thorold, to assist him in bringing the graceless or moneyless ones "to law." Dr. F. preached a tremendous sermon against defaulting church members, telling the congregation that there was only one of two ways of settling the matter—either for them to pay, or close the church, and allow the glee to pay off the debt, which will take two or three years. The congregation were a little surprised at the tenor of the Rev. gentleman's remarks and on Monday following a vestry meeting was called, when it was voted unanimously to close the church, and allow the glee to do what the Rector required, viz: pay up the indebtedness of the church as they did not, they said, believe in keeping "a machine" open that would not pay running expenses.—*St. Catharines Journal*, Feb. 5.

The premises of Mr. H. Penny and Mr. McNevin of Dunnville, were destroyed by fire on Wednesday the 6th inst. Mr. Penny is insured.

NATURE'S ALPHABET.—Nature's alphabet is made up of only four letters—wood, water, rock and soil; yet with these four letters she forms such wondrous compositions such infinite combinations as no language of twenty-four letters can describe. Nature never grows old; she has no provincialism. The lark carols the same song in the same key as when Adam turned his delighted ear to listen to the strain; the owl still hoots a B flat, yet loves the note, and screams through no other octave; the stormy petrel is as much delighted to sport among the first waves of the Indian Ocean as in the earliest times; birds that lived on flies laid bluish eggs when Isaac went out into the fields at eventide, as they will two thousand years hence, if the world does not break her harness from the orb of day. The sun is as bright as when Lot entered the city of Sodom. The diamond and opal, and the topaz of Ethiopia are still as splendid, and the vulcan's eye is still as fierce as when Job took up his parable. In short, nature's pendulum has never altered its strokes.

The Herald.

CARLETON PLACE.
Wednesday, February 27, 1861.

FINISHING THE RAILWAY TO THE OTTAWA RIVER.

On this subject the people of the United Counties have been lately roused from the lethargic state in which they had been indulging for some time past, by the absolute necessity of initiating measures to finish the Brockville & Ottawa Railway as far as Roddy's Bay, on the Ottawa River, in order to secure a portion of the great trade of that great commercial artery from drifting altogether via the water communication and the Ottawa and Prescott Railway. For this purpose the County Council have submitted to the ratepayers a scheme of raising the necessary amount—£100,000, by the issue of Preferential Bonds at 8 per cent, as the only feasible mode of relieving the road from its present crippled state, and putting it in a condition to pay off the incumbrance for which the people of these counties are responsible. This action of the Council has brought into the argumentative arena spouters and scribblers of every calibre, and an unwonted degree of excitement is observable among the local leaders of the people on public questions. The intense anxiety and eager canvassing of the scheme among the ratepayers south of Almonte, strikes us forcibly as an emanation of innate selfishness and narrowness of public spirit, which betokens either an amusing want of financial knowledge in railroad affairs, or a morbid desire to obtain popularity by pandering to the prejudices of uninformed rate-payers; the bugbear of whose existence consists in the terrors of imaginary taxation.

The arguments of those opposed to the Preferential Bond scheme, are gathered in a nutshell—they are to be found totally south of Almonte and vicinity; they hug themselves in the idea that they are already receiving all the benefits which are likely to arise from the Railroad, and that any further extension would not bring business to their doors, and therefore they depreciate the Preferential Bond move as one calculated, according to their own contracted vision, to innumerate the counties with further burthens for the especial benefit of the company, and while doing this, echoing the cry of some more distinguished and politically prominent conferees. They blindly ignore the fact, that the \$200,000 already expended on the portion of the road between Almonte and Roddy's Bay on the Ottawa River, is going to waste in the interim, losing every day of delay towards finishing, and that instead of the Mortgage losing value by the issue of the £100,000 of Preferential Bonds, and the consequent opening of the great Ottawa valley trade, the road will be so much enhanced in value, as to render the road stock an investment to be sought after, and an early redemption of the incumbrance a certainty, leaving out of the question the moral obligation of the Lanark ratepayers to give the benefit of the extension of the road to the Renfrew people, who, in the early part of the struggle for the mere existence of the road, afforded the Lanark advocates of the railway scheme, a strong and unequivocal support. The course about to be pursued by the anti-preferential bond issuing ratepayers is nothing less than a gross repudiation of a moral obligation, under the guise of shielding the people from the mythical terrors of railroad taxation, which is expatiated on in bewildering figures by embryo politicians and unshelved legislators.

Let the ratepayers in the United Counties negative the proposed scheme, and they will fulfil the fable of killing the goose which is laying the golden eggs—extinguish the prospects of redeeming the mortgage—knock the Railway on the head at a time when the returns show that it will become a paying road and conclusively prove to the rest of Canada, notwithstanding our boasted general information, our total want of foresight, reciprocal obligation, and want of enterprise.

Those opposed to the scheme of finishing the Road to the Ottawa River by the issuing of Preferential Bonds, propose no other mode of raising the required funds—in other words, they have got the rails to their own doors, and beyond this consideration, the internal public progress of their next door neighbors is nothing to them, and true to their selfish policy of leaving the railway in the present half finished state, they propose no other method of obtaining the necessary amount for the object in view—that of finishing it to the waters of the Ottawa—they, assuming the role of destructionists, attempt to annihilate the present financial scheme, and exclaim, "other steps must be taken to raise means to finish the road to Roddy's Bay"—which said other steps, whatever they might be, would have to pass through the same unprincipled, selfish ordeal. Let them propose another scheme for obtaining the £100,000 and then let them appeal to the judgment of

the people as to the best mode, but as it is the opposition bears the aspect of having no desire to see the road advanced beyond the village of Almonte. In this view, the road has been finished, and is in operation to Perth and Almonte under false pretences:—had the people of Renfrew for an instant imagined that such an opposition would have had its birth in Lanark against the only feasible mode of being able to finish the road to the Ottawa waters, they certainly never would have supported the whole Railway scheme so unanimously at its inception, to oblige their radical Lanark friends.

In an economical sense, prospectively, the road must be finished to Roddy's Bay. Let £100,000 of new bonds be issued to finish the road to that spot, and the deduction forces itself on the mind of the most superficial reasoner, that £50,000, the half of the proposed issue, will have been saved to the people, and brought into use—which is the amount already expended on the unfinished portion between Almonte and Roddy's Bay, which by a few years frittered away by financial schemes, would become a dead loss. The prospective profits of tapping the Ottawa cannot be doubted. The present obstacle to the passenger traffic from the upper portions of the Ottawa River, to the East or West, is the dragging from Arnprior to Almonte—a very disagreeable part of the route, and which were it available, all direct passengers for Montreal and Quebec, would take the Brockville route, until there is a railway from Ottawa to Arnprior or Pembroke, and the increase of the freight traffic would be almost incalculable—the immense Port freight which annually drifts up the Ottawa river from below, would be shipped from the West direct to Arnprior, and other points, instead of taking a jaunt down the Grand Trunk and up the Ottawa, involving five or six transshipments, but as the road is situated at present, the heavy clay roads during the Autumn months deter lumbermen from waggons across the isthmus. In reference to the return traffic, the amount now obtained along the route already in operation would be a mere skeleton compared to what would be derived from the Ottawa and its tributaries, when the rails connect the two great arteries of Canadian commerce.

The Report of Mr. Brooks, Acting Superintendent of the road, and the Abstract of Traffic for the past year, to be found in our columns to-day, show satisfactorily, that no fears need be entertained as to the eventual success of the road, and the necessity, on behalf of the people of these Counties of completing the road to the Ottawa. Imagine the Ottawa and Prescott road stopping 20 miles short of either terminus, and its prospect of paying, or of the Great Western 20 miles short of Windsor, or of any other connecting bands of iron throughout the continent, and the absurdity of the present position of the road is apparent at once, where the pocket is supposed not to be interested, but the affair is in our midst, and the absurdity has ceased to be wondered at because familiar. But there are those in the County of Lanark who, from their social position, wealth and voice in public affairs, do not say boldly 'repudiate the company, your obligations to the duped ratepayers of Renfrew, laugh at the unpaid contractors, &c.' but with the same unprincipled sentiments rioting in their minds, publish their execrations of the company, and their denunciations of the Preferential Bond scheme under the amiable and popularly democratic guise of taking care of the people's interest. But while we calmly await the issue of the Township meetings, we may breathe the prayer that we may be kept from the exercise of the financial abilities of some of those self-constituted guardians of the public well. Let the ratepayers of the surrounding Townships bear in mind that the road at present is but an unfinished mutilated piece of manufacture, like a man with one arm—a *cad de sac*, and not a thoroughfare, which connects with no important avenue of trade, and as a sequence no steady traffic can be depended on, as long as it remains as it is; and certain we are, should a railway from Ottawa to Arnprior or Pembroke be immediately initiated, no puny financial calculations would deter the ratepayers of the Counties from finishing that portion of the road already well advanced, and securing the Ottawa traffic, for which the railway was commenced, and for which the charter was granted. We have ever been, in our career as public journalists, opposed to half measures, and in this matter we would believe our conscientious views on the question were to be enunciated any other opinions than those thoroughly in favor of issuing the bonds to finish the road to the Ottawa, as the only way of making the railroad pay sufficiently well to avoid future taxation. If there is any other method of raising the money, in the name of pounds, shillings and pence, let us hear it. Critics and grumblers are the croaking ravens of progress, hooting their dismal doubts over every scheme of enterprise. We have faith in the common sense of the ratepayers of this county, and trust that they will record their votes towards the issuing of the P. Bonds, and range themselves on the side of economy, enterprise and justice. The meeting of ratepayers for Brockville, takes place on the 5th of March, in the Town Hall, and in Ramsey, on the 4th.

AGRICULTURAL CHEMISTRY.

A few weeks ago we took the liberty of offering a few remarks on "barn yard economy." Whether they were well received or not, we know many farmers who might profit by the advice. But we are not yet done with our agricultural friends. During the long winter evenings the greater number of our farmers have ample time for study—for improving and storing their minds with useful and entertaining knowledge.

AGRICULTURAL CHEMISTRY.

Aggricultural Chemistry is a subject with which every tiller of the soil should be conversant. In former days, our agricultural progenitors when sowing the seed and reaping the harvest—when laying out their fields under manure or allowing them to lay fallow, knew nothing of the very operations they were performing, but by the results! Even in our own day the philosophy of tilling the soil is not properly understood by the generality of farmers in the country. If chemistry, as applied to agriculture, has not been openly derided & condemned as useless, it has been, too often, entirely neglected.

But we are happy to see that a change is gradually taking place in this respect. Some of the highest intellects in the world are engaged in experimenting on this question—solving the old problem, how most effectually, to "replenish the earth and subdue it?" It is one of the greatest arguments in favor of peace in the future, that, during the last fifty years, discoveries of greater magnitude and appliances of more useful adaptation, have taken place, than during any similar period of the world's history. The useful application of electricity and magnetism, machinery and chemistry, are so familiar to our every-day experience, that the wonder is, that their several qualities were not sooner discovered.

But after all, when we come to reflect how fully mankind has been occupied in upholding the horrors of war, in forming engines destructive to life and property, instead of prosecuting the blessings of peaceful industry, we cannot feel much surprised that gunpowder should have been discovered earlier than steam, and the application of steel to guns and swords previous to the manufacture of reaping and mowing machines. But thanks to the tendencies of the age in which we live, and the spread of general information in the country, the occupations of peace are superseding those of war; and commercial steamers are taking the place of the lazy hulking man-killing ships of former times. The wonders of science and the light of education, have now greater attractions for our youth, than the false glitter of battles, or the splendid evils of dear bought victories.

In the progressive age to which we have referred, no science has played a more important part, or risen more rapidly in public estimation, than chemistry. But a few years ago, all our agricultural knowledge consisted of loose traditional notions handed down from our fore-fathers for generations. In England and America large sums of money were expended in the mechanical improvement of the land; and draining and sub-soil plowing taught the farmer that the most barren hill-side or uncultivated moor was worth reclaiming. But there was still something wanting. Ground bones, lime and guano were found uncertain in their results and the farmer was obliged to call in a chemist for an explanation of the difficult problems which beset him; and from chemistry came the solution of many past riddles. Now, the farmer who would understand the true principles of modern farming has but to consult the right authorities to make his efforts be crowned with plenty. The scientific cultivator of the soil is far in advance of his less learned brethren; and this advance is often owing, not to superiority of land, better implements, or greater labor, but to a competent acquaintance with the chemistry of agriculture. No farmer should be content to remain stationary while a little knowledge of chemistry will conduct his operations to profit and satisfaction. Especially, since what is necessary for all practical purposes may be easily learnt by a careful attention to a few simple facts, principles and rules, which experimentalists have already ascertained, established and recorded. A little acquaintance with chemistry will also be beneficial to the farmer's interests, both as respects his mind, fortune and character. It will expand his ideas and enlarge his knowledge, it will teach him how to economize labor and money—it will, in short, teach him to reduce his system of husbandry to a similar standard of accuracy, to that attained by mechanics, and show him

"Tongues in trees, books in the running brooks, Sermons in stones, and good in everything."

NEWSPAPER POSTAGE.—Hume, the Historian, is reported to have said that the liberty of the press and that of the people of England must stand or fall at one and the same time. All who believe the truth of this proposition must regard with regret and alarm the action of our present rulers in fettering the Canadian press and curtailing its circulation, by imposing a postal rate upon newspapers. It is admitted on all hands that the re-imposition of the postage was the heaviest blow received by the Canadian press; and we are sorry to see so much supineness exist amongst our cotemporaries in reference to this matter. The entire press, from one end of the Province to the other, should take up the question and ring it in the deaf ears of the ministry until their voice is heard. Parliament will probably meet in a few weeks, at most, and no stone should be left unturned to secure prompt action in the matter.

As a general thing, the Canadian press displays few features of the yellow covered literature and sensation twaddle of our neighbors, on the other side of the line. On the contrary, a moral, patriotic, tone pervades the generality of Canadian newspapers.

For a young country, like Canada, the number of its periodicals, and their moral and literary character, reflects great credit upon the intelligence of its inhabitants. Almost every village has its newspaper, and much more commendable and profitable is it for its inhabitants to pursue its columns than to spend their time acting the loafer or the demagogue. The present is emphatically a progressive age, and every bar which exists to the spread of useful knowledge should be removed.

We publish, to-day, another letter from Mr. Chapman, which will be read with interest. Whilst in Canada he has been a close observer of men and things, and his exposures will help very much to open the eyes of the English people to the jobbery and corruption of the Grand Trunk. He has also brought to light facts not very creditable to our Canadian ministry.

We understand that the Governor General and family arrived out in the Steamer *Africa*, so that it is reasonable to hope Parliament will be called together about the middle of March.

Shall the Railway be Extended? CAN THE RAILWAY TAX BE AVOIDED.

To the Rate payers of Lanark & Renfrew.
A very important question is now before you and the magnitude of the interests involved renders unnecessary any apology for asking your earnest attention to the facts connected with its proper determination. The report of the County Council and its accompanying documents have been extensively circulated and Mr. Buell in a lengthy address has urged all that can be urged against its adoption. Like a skillful pleader he set up a number of suppositions arguments in favor of the report in order that he might refute them. It is hardly necessary to say that the reasoning he condemns has never been that of the supporters of the scheme and that there are arguments in its favour which he has not found it convenient to mention.

The matter to be decided by our vote is simply whether or not the Railway shall be extended to the Ottawa and whether for that purpose we will permit £100,000 of preferential bonds to be issued to take priority over our present Mortgage. We are not asked to reduce a penny of our claim or even to pledge our credit but merely to permit the Company to borrow money to that amount and give security for it on the additional road so built and the past which is now in operation. The Council have adopted the report, shall we ratify it or reject it?

It is not a matter of party politics or personal or local feeling, but a plain matter of business, such as occurs every day on a similar scale in the experience of individuals. How often do creditors whose debtors are in want of money with which to complete some contemplated work, step forward and assist in finishing and thereby save themselves from loss. We have not the money to advance, shall we suffer it to be advanced by others? The past history of the road, the blunders, mistakes and misfortunes connected with it, as with all other great public undertakings have created unpleasant and hostile feelings but with these things we have nothing to do. We must deal with the actual and present position of the road and its affairs, and act not for the purpose of annoying or pleasing the Company but for our own individual interests. If the present proposal be for our own advantage let it not be rejected because we disapprove of what has been done in the past and for which there is now no remedy.

The first consideration is the position of the Counties; we stand indebted to the government in £200,000 and arrears of interest. For the present the full interest of \$64,000 yearly is not demanded but only the sum of \$13,000 although we are not yet liable to be called for the full amount. In our turn we hold the Railway and its appendages for exactly the same sum that the government demands from us and year by year we can require payment from the Company of the sum which we ourselves may have to pay. By way of security we have a mortgage on the road and its earnings. The road itself extends from the St. Lawrence river to Almonte with the branch from Smith's Falls to Perth in all 64 miles in length. So far it has been worked tolerably well and without any accident, but it has never been fully ballasted, the rolling stock is not sufficient for the trade to be done and requires to be increased, every day the wear and tear of the material is going on, ties require to be replaced and rails renewed and cars repaired and every year the necessary repairs and renewals will be increased to say nothing of accidents which may at any time happen and cause a large outlay. For this year alone it is estimated that \$16,000 will have to be expended for indispensable repairs and rolling stock. Assuming that for the present year the trade will be as great and the running expenses as moderate as during the past, we have no prospect of there being a surplus applicable to the payment of our interest. The traffic has hitherto been very encouraging and will doubtless increase, but as the roadway, engines and cars become older, the repairs will increase in proportion as fast as will the traffic, and if the Company do not acquire further facilities for the transmission of lumber, &c., they will not even keep up to the amount of their receipts last year. Beyond local trade there is nothing to depend on. The great Ottawa trade, to secure which the road was designed, is yet beyond its reach and will continue so until it should be extended. The mortgage upon the road is perfectly legal and binding, but the next question is of what practical value is it. Suppose the Company to be unable (as they are) or unwilling to pay what they owe us, what steps can we take to enforce payment and what can we realize. Ordinary when a mortgage becomes due, the holder or uses upon it or sells the property mortgaged, if a purchaser can be found. A railway—a narrow strip of land is a peculiar description of property. Its value depends upon its earnings and were we able to sell and did not the Brockville and Ottawa into the market where would we find a purchaser and what price would be obtained. But the

actual fact is that we can only foreclose and sell year by year for the annual interest to the government, that is every year a portion equal to the total interest, say \$27,000 might be sold. Who would purchase a mile, or two or three of railway, and of what value would the remaining portion be, obviously the power of foreclosing and selling is of no practical value?

But a receiver may be appointed, that is a treasurer who will collect the dues, pay the expenses and repairs, pocket a salary of two or three thousand dollars and pay the balance if any upon the interest. The stockholders would elect the Directors, who would appoint the Superintendent Manager, affairs and men, fix their salaries, order what repairs they thought proper, fix the rates for freight, &c., and conduct the general business as usual. If the Company were making money out of the road and putting it in their pockets instead of paying their honest debts, a receiver would be of use, but it is absurd to suppose he would be the means of making a poor road productive. It is omitted that the Company are trying to make the road pay as well as possible, and were a receiver appointed economy would no longer be an object and his salary would certainly not add anything to the surplus earnings.

I am not aware of any further or more effectual means of enforcing payment. If there were any perhaps Mr. Buell can enlighten us.

It therefore is evident that our security, although legal, cannot produce for us the government interest. Incomplete, unfinished, poorly equipped as the Road is, the money cannot be made out of it. Make it what it was intended to be, a channel for the through trade of the great Ottawa valley, and the result will be different. Look at it as we may, our interests are inseparably bound up with the prosperity of the Railway, and our true security lies in the largeness of its earnings. Should it be extended, and prove successful, it will pay us in full; we will be no worse than we now are, with our unpaid interest staring us in the face and no way to meet it but by taxation. Under these circumstances, what shall be done to extend the Road and relieve us from the rate? The opponents of the road propose no plan, devise no remedy, suggest no way of escape. Shut our eyes, fold our arms, and do nothing, and by and by somebody or other not yet known, (or by the way we would like to see him,) will by some unexplained means get us entirely relieved. To reject the Report of the Council, snub Steele and the Company, and relieve our indignant feelings, looks very well on paper, and might be very agreeable, but it will never pay our taxes. Some positive action must be taken, and taken at once, for without our sanction nothing can be done, unless the government step in, relieve us, and assume control—and that has not yet been done, and may never be done. Let us see what is required. The incomplete portion from Almonte to the nearest point on the Ottawa is 27 miles. Upon this there has been expended \$200,000, now lying useless, and fast deteriorating in value, and upon which interest is accumulating. The right of way has been bought and paid for—the grading, except at one or two points, is completed—the masonry of the bridges well advanced, and the timbers for one of the bridges are lying framed ready for erection whilst there is iron enough on hand to complete all but ten miles. To this expenditure add £70,000 in finishing, and we will have a road 91 miles long, fully equipped, able to compete with any in Canada, and upon which we will have security subject only to the first payment of about £7,500 per annum. No one looking at the matter dispassionately but will say such a position is preferable to that we now occupy.

Again, we in Perth and vicinity, whatever dislike we might have had, were satisfied to go on with the present Company and have the Road completed in our own neighborhood, and we obtained it. The Municipalities in the rear assisted us, and it is but common honesty on our part to discharge the obligation we lie under; and we should not turn round and say, and so many do, "we have all we want—help yourselves as you best can."

Further—if the road be extended it will add largely to the value of the lands along thirty miles in the middle of the Counties. It will secure for this neighborhood a large portion of the trade which now goes elsewhere, and place Perth and Brockville in direct and favorable competition with Ottawa City, and give the road the carrying trade in addition. The latter is known to be large and increasing. The County of Renfrew has nearly doubled her population and trebled her wealth since the last census. Well informed persons believe the gross earnings of the road would be quadrupled were the road extended, and the least sanguine admit they would be doubled. See how this would affect us. The additional cost of working the 27 miles in connexion with our present road would not be much. Three station masters and switchmen—three gangs of trackmen, and three or four extra drivers and firemen would be all. It would not add one third to the present cost of operating. Then double the receipts of last year will be \$106,000.

Running expenses last year, \$34,010

Add one-third, say 12,000

average of price is \$6 to \$6.40; sale of a lot averaging from 160 to 180 lbs. Spring Pigs, \$2.25 per 100, brought \$6.25; and a lot averaging over 300 lbs. \$5.75.

Poultry.—There were sales of Turkeys in quantities yesterday and this morning, for U. S. Markets,—about 9 cwt. at a shade over 8c. per lb., and 7 cwt. at 7½c. On Saturday last a quantity of Turkeys and Geese which had been shawed and frozen again, good former and 40c. for the latter.

Fish.—Herrings, are \$4.90 to \$5 for No. 1. Whitefish, \$7 to \$7.50. Trout, \$6 to \$6.50.

Groceries.—Quiet, and without change.

Seeds.—Timothy is saleable in quantity at \$5.50 per bushel of 45 lbs. Clover Seed is in demand at \$5 per bushel of 60 lbs. for Western. Flax Seed is \$1.40 for U. C. per 6 lbs.; L. C. is \$1.30 to \$1.38.

JOHN DOUGALL
Commission Merchant.

MARRIED.

On the 8th inst., by the Rev. W. Mc Gill, of Wm. Groves to Miss Eliza Ellison, both of Fitzroy.

On the 22d inst., by the Rev. W. McGill, of Robert Scott to Miss Matilda Scott, both of Pakenham.

On the 20th instants, by Rev. W. Bryers, of the Minister, at the residence of the bride's father, Mr. J. Robertson, of Lanark to Miss Jane, only daughter of Mr. Freerice Price, of Ramsay.

Ottawa Market Prices.
February 21, 1861.

Wheat—Fall, white.....	\$1 05	@	1 10
red	1 00	@	1 05
Spring No. 1.....	1 00	@	1 05
No. 2.....	0 95	@	0 95
Flour—Fall Wheat X.....	5 50	@	5 75
Spring X, No. 1.....	5 25	@	5 50
No. 2.....	5 75	@	6 00
Falls.....	5 00	@	4 00
Oatmeal # 1 bl. 15 lb.	3 00	@	3 75
Rye # bush. 56 lbs.	0 50	@	0 55
Barley # bush. 48lbs.	0 60	@	0 65
# bush. 34lbs.	0 22	@	0 25
Cass # bush. 60lbs.	0 50	@	0 55
Peas # bush.	1 00	@	1 25
Beans # bush.	0 80	@	0 85
Potatoes # bush.	0 25	@	0 27
Lard # ton Hay # ton Straw # ton Corn # 100 lbs. Beet # 100 lbs.	8 00 6 00 8 00 5 00 5 00	@ @ @ @ @	11 00 7 00 7 00 6 00 6 00

fatton	per lb by the quarter	0 05	@ 06
fatton	.....	0 00	@ 10
allow	per lb.	0 10	@ 11
ard	per lb.	0 10	@ 00
lives—slaughtered, per 100 lb	.....	0 50	@ 50
Fowls	.....	0 25	@ 00
Chickens each	.....	0 15	@ 20
wool—fleece washed	.....	0 25	@ 30
Apples	per bushel	0 60	@ 00
wood—hemlock, &c., cord	.....	0 60	@ 125
“hardwood	.....	0 75	@ 3 00
fleece each	.....	0 25	@ 00
ucks	per pair	0 30	@ 00
urkeys each	.....	0 75	@ 1 00
butter—fresh	per lb.	0 14	@ 018
“tub	.....	0 17	@ 015
eggs	per dozen	0 20	@ 022

Brookville Market Prices.
February 21, 1881.

Call Flour, per 100 lb.	\$2 80	@ 3 00
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Spring Flour	2 25	@ 2 50
Fall Wheat	1 00	@ 1 10
Spring Wheat	1 00	@ 1 00
Winter Wheat	1 25	@ 1 30
Indian	1 50	@ 1 50
Barley @ 45 lbs.	0 50	@ 0 00
Oatmeal @ 100 lbs.	2 50	@ 0 00
Rye	0 50	@ 0 50
Peas	0 50	@ 0 00
Potatoes	0 25	@ 0 30
Oats	0 23	@ 0 25
Beans	1 50	@ 1 50
Beef @ 100 lbs.	4 00	@ 5 00
Butter	1 12	@ 0 15
Eggs	0 50	@ 0 14
Turkeys	0 50	@ 0 60
Hardwood	2 25	@ 2 50
Powls by pair.	2 25	@ 0 00
Pork, Prime Mess.	15 00	@ 12 50
Wool @ lb.	0 25	@ 0 30

Perth Market Prices.		
February 21, 1861.		
Port Ashes, per cwt.	\$5 00	@ 5 25
Pork, Prime Mess, per 100lbs.	5 00	@ 6 00
do Prime	do	5 50
do	do	5 50
Wheat, per bushel.	1 55	@ 1 00
Oats	do	0 20 @ 0 25
Peas	do	0 50 @ 0 55
Barley	do	0 50 @ 0 55
Potatoes do	do	0 20 @ 0 25

Four, per barrel.....	5 00 a 6 00
Oatmeal do.....	5 00 a 5 13
Butter, per lb.....	0 12 a 0 13
Eggs, per doz.....	0 00 a 0 00
Hay per ton.....	12 00 a 14 00

NEW ADVERTISEMENTS

RAILROAD NOTICE.

A MEETING of the Ratepayers of the Township of Ramsey, will take place in the Town Hall, on Monday the 4th day of March, at 11 O'clock, forenoon. A general attendance of all parties concerned is requested, as Railroad matters of importance will be submitted for consideration. A vote will also be taken upon the Railway Report, in accordance with the Act, 22 Vic. Cap. 83.

By order of the Reeve,
DAVID CAMPBELL, Town Clerk.
 Ramsey, 21st Feb. 1861. 35-c

NOTICE.

NORTH LANKARK COUNTY AGRICULTURAL SOCIETY.

THE Directors of the North Lankark County Agricultural Society are requested to assemble in the Town Hall, Ramsey, on Monday, the 11th day of March, at 11 O'clock, forenoon.

DAVID CAMPBELL,
 Sec. & Treas. N. L. A. S.
 Ramsey, 21st Feb. 1861. 35-g

FOR SALE.

THAT Large Stone Building on the 8th Line of Ramsey, known as MANSELL'S TANNERY.

—ALSO—

The Dwelling House on the opposite side of the road with the Garden and about four or five acres of land.

For particulars enquire at this office.

APPRENTICE WANTED.
WANTED an Apprentice to the Print-
ing Business. Apply at the "Carle-
ton Place Herald" Office.
February 20th, 1861.

PRINTER'S NOTICE.
NOTICE is hereby given, that all parties in-
debted to this office, either by note account, or
expected to pay the same forthwith; collection and
proceedings will be instituted to enforce payment;
those who have to pay costs, after seeing this notice
will have themselves to blame.
"Carlton-Place Herald" office, Jan. 28th, 1861.

SUNBAMS.

How can a sunbeam be so
It can make the darkness fly.
The glorious sun in yonder sky
Alone can make the darkness fly.

"The true, one solitary ray
To all parts can be sent;
But all the rays that bless our sight,
Come from the sun, the source of light.

Leave a forest, dense and green,
Where foliage clustering thick was seen,
And scattered sunbeams tamed their lay,
Rejoicing in the light of day.

The sunbeams, darting to and fro,
Shine through the foliage deep below,
Where flowers rejoicing seemed to say,
"These pleasant sunbeams make our day."

The modest violet raised its head
Above its soft and mossy bed,
Seemed pleased to bring a smile to see,
And said, "A sunbeam shines for me."

A thousand flowers to life awoke,
And many buds their foliage broke,
And bright sunbeams broke the spell
That hung o'er forest, brook and dell.

Among the icebergs of the north,
The powerful sunbeams burning forth,
Cause the little ice to flow,
And hearts rejoice to see them go.

There's not a sunbeam we can see
But does some good where'er it be;
Whether in forest, dell, or grove,
It shines for us and all we love.

Kind acts are like the sunbeam's ray—
They bring to all a happy day;
Make sorrow fly and pain depart,
And unto all bring joy of heart.

Kind words, like sunbeams, have a power,
And useful are in every hour;
They turn the wrath of man away,
And kindly words are all we say.

"The powerful as the sun above,
They thought, and words, and acts of love;
They move the soul and melt the heart,
And cause all sorrow to depart.

O let me be a sunbeam free,
In some sweet spot where I love;
I never can unhappy be,
When those I love are near to me.

THE GIRLS AND THE WIVES.
God bless the girls,
Whom golden curls
Blend with their evening dress;
They haunt our lives
Like spirits of the air,
Or—like the angels of the stars.

They soothe our pains,
They fill our brains
With dreams of summer hours;
God bless the girls,
God bless their curls,
God bless our little flowers.

The wives, we think, are quite as deserving of
a blessing as the girls; therefore we submit the fol-
lowing:
God bless the wives,
They fill our lives
With little love and honey;
They are the life of our day;
They mend our socks,
But don't they spend the money?

Of roguish girls,
With sunny curls,
We may in fancy dream;
But wives—true wives—
Throughout our lives,
Are every thing they seem.

The Royal Geographical Society intend
sending an expedition as soon as possible,
up the River Nile, to explore its sources.
It will be under the direction of Mr. Peter-
rick, Her Majesty's Consul at Kartum.
The sum of £2,000 is required to meet ex-
penses, of which upwards of £500 have been
already received. Mr. Peterick intends to
reach Gondokoro by November next, and to
remain in Africa until the beginning of 1891.
He is an enterprising man, and in every
sense, well adapted to the undertaking.

A number of distinguished anti-slavery
gentlemen in the city of Boston have in-
vited Lord Brougham to their city to attend a
public convention for the purpose of answer-
ing the knotty question—"How can Ameri-
can Slavery be abolished?" The distin-
guishing of slavery, says—"that desire can
only be gratified by lawful means—a strict
regard to the rights of property, and a con-
stant repugnance to the shedding of blood."

Tom, during his last tour to Niagara,
company with himself, saw an Indian howling
a small piece of timber, with a view to mak-
ing canoes. "Fray, sir," said Brougham, "the
Chippewa tribe," replied the Indian without look-
ing up to give his interrogator an smile.

"Mother," said a little boy the other day
"I know what I would do if I was at sea,
and all the men were starving, and they
should draw lots to see who should be killed
and eaten, and it should come to me—I'd
jump into the water." "But," said the
mother, "they would soon fish you up."
"Ah," said he, "but I wouldn't bite!"

A man asked another, whom he was about
to help to catch a chicken, whether he wished
a leg or wing—"It is a matter of indiffer-
ence to me," said the other—"and infinitely
more so to me," replied the carrier, laying
down the knife and fork, and resuming
his own dinner.

REPORT OF RAILWAY
COMMITTEE.
To the Warden and Council of the United
Counties of Lanark and Renfrew in Ses-
sion assembled.

Your Railway Committee to whom was refer-
red the proposition of the Brookville and Ot-
tawa Railway Company, that they be allowed
to issue preferential bonds of that Company
to the extent of £100,000, beg leave to re-
port as follows:

That they would recommend that the pro-
position be agreed to on the following condi-
tions:

1st. That the Company place in the hands
of the Treasurer £5,000 of present Com-
pany's bonds, as collateral security, for the
payment of the interest of last year due the
Government by these Counties on the Mun-
icipal Loan Fund, to be surrendered on the
payment thereof.

2nd. That the total surplus earnings of the
Road, over and above the actual running
expenses and necessary repairs, be used for
the purpose of paying said interest, and that
the amount of such surplus earnings be paid
monthly to the Treasurer of these Counties,
to be applied for that purpose.

3rd. To be inserted in the amended Act
that the proceeds of £70,000, of the prefer-
ential bonds to be issued as prayed for, be
set apart for the extension and comple-
tion of the Road to Roddy's Bay, and the
purchase of the necessary rolling stock for
the proper working of the Road, and that
the Company shall have no right to expend
such proceeds for any other purpose what-
soever; and that in addition to such provision
it is to be understood that estimates shall
be made monthly of the work done, by Mr.
Brooks, the present Company's Engineer,
or some other Engineer to be approved of
by this Council, and that upon such estimates
the proceeds of the aforesaid bonds shall be
paid out for the purpose specified.

4th. That the balance now due the various
Contractors, the payment of whose contracts
was guaranteed by the members of the
Board of Direction who represented this
Council, shall be paid out of the proceeds
of the remaining bonds, not to exceed £15,
000.

amount of bonds equal to the interest so paid
be refunded to the said Company.

6th. That the consent of the Municipal-
ities of Brookville and Elizabethtown shall
likewise be obtained to the issue of said
bonds, and that the individuals of the
Company for the amount of interest due by
the several Municipalities interested, or to
become due, to the Government, on account
of the Municipal Loan Fund, shall be an-
nually the next charge on the Road after
the interest of the said preferential bonds,
until the maturity thereof, and then next
after the full payment thereof.

7th. That it shall be provided in the
amended Act that it shall be lawful for members
of this Council to hold seats on the Board of
Direction of the said Company.

8th. That the Company give their pledge
to this Council that they will pay to this
Municipality the amount of Clergy Reserve
moneys now retained, or that may hereafter
be retained, by the Government in conse-
quence of any default of the Company; and
that the Company pay annually to the
Treasurer of these Counties interest at the
rate of six per cent per annum on the sum
so retained, and lodge with the Treasurer
aforesaid bonds of the Company as collateral
security until the amount of principal and
interest be paid.

9th. And your Committee would further
recommend that a Memorial to the Legisla-
ture, praying for the issue of the said £100,
000, of preferential bonds, be adopted
upon the foregoing conditions being complied
with.

All of which are respectfully submitted.
Jas C Foster, Chairman.
Jas C Foster, Chairman.
Jas C Foster, Chairman.

Adopted, subject to the approval of the rate-
payers.
D. G.
To the President and Directors of the Brook-
ville and Ottawa Railway Company.

ROADWAY DEPARTMENT.
During the year the Tunnel and Wharfage
at Brookville have been completed, and the
permanent Track or Sidings put down, but
not fully ballasted.

The widening of the embankment at Back
Pond and Mud Creek has been partially
done, and that at the Rideau River nearly
completed.

The ballasting of the track has also been
proceeded with, and with the exception of a
few miles near Brookville and Almonte it
is now ready for the present.

The side track leading to the Rideau
Canal at Smith's Falls has been taken up
and removed from the premises of the parties
across whose land it passed.

One and one-half acres additional ground
near has been provided at Perth for a lumber
yard, the former one not having afforded suf-
ficient accommodation.

About 475 tons of Railway Iron have been
delivered on the Company's Wharf at
Brookville.

The masonry for the Almonte bridge,
also not completed, has been built up to a
height considerably above high water mark,
and in such a position that the work can be
proceeded with at any stage of the water.

BUILDINGS, DEPOT, &c.
The Terminal Buildings at Brookville,
comprising one Station House, one Engine
House, one Freight House, and two Wood
Sheds, have been erected and completed,
with the exception of the Engine House,
which requires cowls, painting, &c.

The Engine House is provided with pits
for accommodation of ten engines, and suf-
ficient room for workshops for repairing the
engines and cars. There is also within the
building a Turntable and Water Tank.

Track Laying..... 150
Ballasting and Widening..... 900
Plank and Timber..... 100
Rebuilding two Outcrops..... 300
Completing Bridge at Smith's Falls
and Carleton Place..... 1000
Tank Houses and fixtures at Smith's
Falls and Franktown..... 1000
One Locomotive required..... 12000

(Signed) A. BROOKS,
Engineer and Acting Supt.
Amount expended for Interest and Con-
struction Account during the year 1890, viz:
Ties and Rails..... \$1421.02
Extension of Line; Ballasting and
"Bridging at Almonte..... 5726.62
Right of Way..... 548.00
Platform Scales, Trucks & Furniture
Chancery Costs..... 189.62
Engineering for 1890..... 2867.83
Iron Rails, Chairs, Spikes, and
Switches..... 1322.20
Expenses preparing and engraving
Bonds, including expenses to
England..... 1147.03
Amount paid Contractors, Engi-
neers, and others, for balances
due to them for 1889..... 2540.39
Paid Receiver General, on account
of Interest for Lanark & Ren-
frew, and Elizabethtown..... 4000.00

\$20,249.00
ROBT. HERVEY, Secy. and Treas.
The estimate to complete the Road to
Roddy's Bay, including the necessary Roll-
ing Stock, will not exceed seventy thousand
pounds.

To the Warden and Council of the United
Counties of Lanark and Renfrew.
Your Committee appointed to report upon
the most feasible means of ascertaining the
views of the Ratepayers of the several Mun-
icipalities of the United Counties of Lanark
and Renfrew, concerning the contemplated
issue of Preferential Bonds, submit this their
Report.

1st. Your Committee recommend that the
vote of the Ratepayers be taken in ac-
cordance with the Act 22 Vic. cap. 83, and
that the mode of deciding shall be by a
majority of the Municipalities interested in
accordance with the 2nd and 23rd and suc-
ceeding clauses of said Act.

2nd. Your Committee would further re-
commend that 600 copies of the Report of
the Railway Committee, and the Report of
the Engineer of the Brookville and Ottawa
Railway Company of the receipts and expendi-
ture on the Road be published for distribu-
tion among the different Municipalities in
the Counties, and that the Receiver in the
several Municipalities call the Meetings
for taking the votes in the first week in
March, and that eight days notice be given
previous to said meetings, and that the
Clerks in the different Municipalities make
their returns to the Clerk of this Council on
or before the sixteenth day of the said month
of March.

3rd. And your Committee further recom-
mend that the Clerk of the Council trans-
mit immediately to the Clerk of the several
municipalities Notice of the time and man-
ner of the holding said meetings, as recom-
mended in this Report, and that he also
transmit to the Reeves of said municipalities
not less than two copies of the printed
Reports recommended in this Report.

All of which is respectfully submitted.
A. McARTHUR, Wm. DORAN, Chairman,
YOUNG SCOTT, J. G. LYNN,
N. BURWASH, J. MCG. CHAMBERS,
who disclaim having the 1st clause in-
serted, but that the words "majority of the
ratepayers" be inserted. Adopted. D. G.

The Committee appointed by the Brook-
ville and Ottawa Railway Company at its
Annual General Meetings to confer with the
Council of Lanark and Renfrew as to the
terms upon which Preferential Bonds might
be issued by the company, hereby under-
take on behalf of the said Company, that
in the event of the Report of the Rail-
way Committee, adopted by the said Coun-
cil, being approved by the vote of the
municipalities, and carried into effect, the
said company will carry out the several con-
ditions embodied in said Report, according
to the true spirit and meaning thereof. And
further that provision shall be made by the
Legislature assenting in the Act authoriz-
ing of said Bonds, that until the Rail-
way be completed to Pembroke, the Head
of each Municipality shall be ex-officio a
Director of the said company.

ROBT. HERVEY, Secy.
J. L. SCHOFFIELD,
Members of the Committee.
Countersigned by ROBT. HERVEY, Secy.
Moved by Mr. Jolly, seconded by Mr. Whit-
marsh—

That in compliance with the request of
the Counties Council of Lanark and Ren-
frew, Messrs Steele, Ford, and Schofield,
are hereby appointed to proceed to Perth,
with full power to the said Council, and
Council of Lanark and Renfrew, and to
the terms upon which an Act of Parliament
may be passed authorizing an issue of Pre-
ferential Bonds of the Brookville and Otta-
wa Railway Company to the extent of
£100,000, &c.

I certify that the above is a true copy
of a Resolution passed this day at the An-
nual General Meeting of the Shareholders of the
B. & O. R. Co.
ROBT. HERVEY, Secy.
Brookville, Feb. 4, 1891.

NOTICE.
THE UNDERSIGNED beg to call the
attention of their friends and that of
the Public to their Stock of
DRY GOODS, HARDWARE,
GROCERIES, CROCKERY,
& GLASSWARE, READY
MADE CLOTHING, OILS
& PAINTS, DEER AND
MEDICINES, BOOTS AND SHOES
And other articles in their line, all of which
they will sell low for money or merchantable
produce.

All accounts due at 31st December last,
will be paid by the first of March, to be
closed by a Note at short date, with interest,
if not otherwise arranged.
ANDREW RUSSELL & SON.
Amprior, 1st Feb., 1891.

NOTICE.
I HEREBY call a Public Meeting of the
Ratepayers of the Municipality of the
Township of Beckwith, to be held in the
Town Hall of said Municipality, on Tuesday
the 5th day of March next, at the hour of
10 o'clock of the forenoon, for the purpose
of taking into consideration a Report, adopted
by the County Council of the United
Counties of Lanark and Renfrew, on the 8th
instant, granting further aid for the exten-
sion of the Brookville & Ottawa Railroad;
subject to the approval of the Ratepayers.—
See Report as published.

A. McARTHUR, Reeve.
Beckwith, 18th day of Feb.
1891.

MARRIAGE LICENSES.
ISSUED BY THE SUBSCRIBER,
ALEXANDER STEWART,
White Lake, Ontab.
FOR SALE OR TO RENT.
THE SUBSCRIBER offers for Sale or
to Rent, upon reasonable terms, that
well known Tavern Stand at Clayton, so long
and favorably known as "Conlons." Ap-
plicants for purchase will please make im-
mediate application previous to its being rented.
For further particulars apply to the Sub-
scriber.
JAMES COULTER.
Clayton, Feb. 13, 1891.

TWO VILLAGE LOTS
FOR SALE.
THE SUBSCRIBER offers for sale two Vil-
lage Lots, in Carleton Place, being Lot
Number three, on Bridge Street, situated be-
tween the Nelson's and Michael Murphy's,
and containing fifty-two feet in front and
running back two hundred and eighteen feet
to Victoria Street.

Also—
Lot No. Eleven on St. Paul Street, being a
Corner Lot with a good cedar log house on
it, nearly finished.
Terms reasonable. Apply to
JOSEPH BOND.
Carleton Place, Feb. 9th 1891. 23c

AUCTION SALE.
TO BE SOLD, at the Subscribers on the
5th day of March, by Public Sale—
One Span of Horses, Five Cows, Two year-
ling Heifers, One Wagon, One Cutter, One
Double buggy, one Set Fanfurs, Two Plovers,
One Set Harrow, One man Saddle and Side
Saddle, and sundry other articles.
Sale to commence at 11 o'clock, A. M.
Terms made known on the day of Sale.
JOHN BRUCE,
Ramsay, 9th Concession.
February 12th, 1891. 23c

LANDS FOR SALE!
In the Township of McNab, County of
Renfrew.
EAST half of Lot No. 4 in the 6th Con-
cession, 100 Acres.
East half of Lot No. 6, in the 6th concession,
100 Acres.
West half of Lot No. 19, in the 6th concession,
100 Acres.

West half of Lot No. 20, in the 6th concession,
200 Acres.
West half of Lot No. 8, in the 7th concession,
100 Acres.
East half of Lot No. 19, in the 7th concession,
100 Acres.
East half of Lot No. 5, in the 9th concession,
100 Acres.
West half of Lot No. 20, in the 8th concession,
100 Acres.

West half of Lot No. 8, in the 10th concession,
200 Acres.
East half of Lot No. 19, in the 8th concession,
100 Acres.
For particulars, apply to
ANDREW HAMILTON,
6th Con. of the Township of McNab. If by
letter, (post-paid), and addressed to Burns-
town Post Office.
Dec. 3, 1890. 13-cg

FALL AND WINTER
GOODS.
THE SUBSCRIBER is now receiving
a Large and Varied Assortment of
Staple and Fancy Goods, suitable for the
season, amongst which will be found:
DRY GOODS, in great variety,
MANTILLAS,
CAPES,
GALA PLAIDS,
PRINTS,
GREY COTTON,
STRIPE SHIRTING,
CASSIMERES,
Fancy Trimmings, &c.
Also, a Large Stock of
GROCERIES,
HARDWARE,
CROCKERY,
SALT,
LEATHER,
BOOTS & SHOES,
with various other Articles too numerous to
mention. The whole will be sold Cheap for
Cash, or approved Credit.

A. McARTHUR.
Carleton Place, Oct. 15, 1890.

TEAS! TEAS!
DIRECT FROM SHANGHAI,
PART OF THE CARGO OF THE SHIP
"AGUSTA MAX."
HAVING Purchased a lot of
CHOICE NEW TEAS
At the Great Tea Sale in Montreal, I can
now offer a better article at
LOWER PRICES
MY STOCK
Comprises 50 BOXES and 20 CADDIES,
of the finest samples in
HYSON.

HYSON TWANKAY,
IMPERIAL
GUNPOWDER.
YOUNG HYSON,
SOUCHONG
These TEAS have been selected with care,
and I am satisfied they will please.
A full assortment of
GROCERIES,
and all other GOODS for Sale low.
JAMES H. WILIE.
Almonte, June 18, 1890. 41

TIN SHOP IN ALMONTE.
THE Subscribers has opened Tin Shop,
in Mr. Bruce's building, Almonte, where
he will keep constantly on hand all articles
in the line. All orders will be punctually
attended to.
Terms ready pay.
DAVID WARD.
Almonte, Jan. 22nd, 1891. 20c

STOP AND READ!
To the Inhabitants of Almonte
and Surrounding Country.
GEORGE B. LONG'S
New Tailoring Establishment,
ALMONTE, C. W.

THE Subscribers
having just opened a Tailoring Estab-
lishment in Almonte, almost opposite
the Almonte House, where he is
prepared to execute all orders with neat-
ness and dispatch.
He has devoted the term
of nineteen years to his
profession in some of the most fashion-
able Establishments
at the West and of London, England, where
he has learned his Trade in all its various
departments. He has also had some years
experience in the United States and Canada.
He is confident that all orders entrusted to
him shall be executed to suit the Prince or
the Peasant.
All Garments Warranted to Fit and give
thorough Satisfaction.

The London and New York Fashions re-
ceived quarterly. Call and have your
Clothing made to suit you.
P.S.—Cutting done for those who may
wish it. Also, Cutting taught in the latest
and most improved style.
GEORGE B. LONG.
Near the Almonte House.
Almonte, December, 1890.

W. McCANN,
STATION AGENT, FOR B. & O. RAILWAY CO.,
SMITH'S FALLS.
Agent for the British & American Express Co.
AGENT FOR THE
Provincial Insurance Company
of Canada.
Bills taken and losses promptly settled.
Smith's Falls Station,
Jan. 24th, 1891. 21c

IMPORTANT NOTICE.
THE public are requested to take notice,
that all business transacted at the Victo-
ria Woolen Mills, must in future be con-
ducted on the ready pay principle, as after
this date no credit will in any case be given.
Those indebted to the Subscriber are de-
sired to pay up, as all notes and accounts
undepaid in the 1st February next will be
handed over for collection.
Victoria Woolen Mills [JAS. ROSAMOND,
Almonte, 7th Jan. 1891.] 18-c

JACKSON & MENSIES,
CABINET-MAKERS & SIGN PAINT-
ERS, ANTPRIOR, C. W. Respectfully
announce that they have commenced business
in the above place, and hope by strict atten-
tion to work entrusted to them, by moderate
prices, and good workmanship, to merit the
public support.
Amprior, Sept. 1, 1890. 52-aa

New Arrivals
AT
ALMONTE.
THE SUBSCRIBER begs to return his
sincere thanks to his customers for the
liberal patronage he has received during the
past two years, and at the same time would
inform them that he is now receiving his
SPRING AND SUMMER STOCK of
Staple and Fancy
DRY GOODS,
GROCERIES,
HARDWARE,
CROCKERY,
BOOTS & SHOES,
DRUGS, &c.
—ALSO—
BEST SPANISH SOLE LEATHER.
An early inspection of the whole Stock is
pootly solicited.
May 9, 1890. 35-ct

RIDEAU FOUNDRY
MACHINE WORKS.
SMITH'S FALLS, C. W.,
G. M. COSSITT & BRO.
Manufacturers of the celebrated
BUCKEY MOVER AND REAPER,
and Wheeler & Miller's
DOUBLE HORSE POWER,
and
Improved Combined Thresher &
Winnow.
The most perfect Thresher and Cleaner ever
offered to the public. Ploughs, Cultivators,
Horse Hoes, Straw Cutters, Fanning Mills,
and all kinds of Agricultural Implements.
Parlor, Box and Cook Stoves, of the best
and most improved patterns, always on hand.
Also, Buggy, Wagon and Cart Boxes,
Coolers, Sugar Kettles, Circular Sawing
Machines and Mill Castings of every descrip-
tion made to order.
Job Work of all kinds executed with neat-
ness and dispatch.
Cash paid for OLD IRON.
August 20, 1890. 50-ct

FOUNDRY & MACHINE SHOP.
THE Subscribers return their sincere
thanks to the Public for the liberal
patronage extended to them for the last
Twenty years, and beg leave to notify them
that they will keep constantly on hand, 2, 4,
6, and 8 Horse Power THRESHING
MACHINES, with or without SEPARA-
TORS, SHINGLE MACHINES, CIR-
CULAR SAWING MACHINES, capable
of sawing 8 to 10,000 feet of Lumber per
day; WOOD SAWING MACHINES,
CULTIVATORS, WOOD AND IRON
BEAM PLOWS, Cooking, Fancy, Box
and Parlor STOVES; Wagon, Buggy,
and Cart BOXES, COOLERS, Sugar
and Cauldron KETTLES, &c., &c.
Also make to order all kinds of GRIST
and SAW MILL CASTINGS.
JOB WORK done with Neatness and
Despatch.
Also, Agents for the BOSTON BELT-
ING COMPANY, and Campbell, Jones &
Hint's SAWS, &c.
Cash paid for old Cast Iron.
Smith's Falls, July 2, 1890. 43-ct

NOTICE.
NOTICE is hereby given, that applica-
tion will be made at the Next Session
of Provincial Parliament, to amend the Act
incorporating the BROOKVILLE & OTTAWA
RAILWAY COMPANY, by granting leave to
issue preferential Bonds, at eight per cent in-
terest, to an amount not exceeding One Hun-
dred Thousand Pounds Sterling.
ROBT. HERVEY,
Secretary.
Brookville, January 12th, 1891. 20c

REAL ESTATE FOR SALE.
THE Subscribers has been instructed to
offer for sale, the VILLAGE LOT with
BLACKSMITH'S SHOP and other BUILDINGS,
in the Village of Carleton Place, now
owned by Mr. Duncan McGREGOR.
The site is not excelled by any in the Vil-
lage, and as the terms are LIBERAL—a good
opportunity is afforded to any one desirous
of investing. For terms, &c., apply to
D. FRASER,
Solicitor &c., Perth.
Perth, January 18, 1891. 30c

For Sale or to Lease for a term
of Years.
THAT Valuable Property, in the Town-
ship of Ramsay, known as "Woodside
Mills," consisting of a FLOUR MILL with
two runs of BURR STONES, a Superior
SMUT MACHINE, an OATMEAL
MILL, with two runs of Stones, one of
which is a Run.
The Mill is three and a half stories high,
and most substantially built. There are also
on the premises a KILN, capable of drying
from 120 to 200 Bushels Oats at a time,
a Frame House, for a Miller, a Blacksmith's
Shop, with tools complete, two Stone Houses
and Out buildings, with Stabling for eleven
horses, Haystacks, Sheds, Coach Houses, &c.
There are 200 acres of Land, about 80 of
which are under cultivation. As there are
other water privileges on the premises, fur-
nishing an abundance of water power, a large
amount of machinery could be erected in ad-
dition to that in operation.
For further particulars, apply to the Sub-
scribers on the premises.
WILLIAM BAIRD,
JOHN BAIRD.
Ramsay, 20th April, 1890. 33-ct

100,000 Bricks—First Quality!
FOR SALE AT ANTPRIOR!!
Require at
CAMPBELL'S HOTEL.

MORTGAGE SALE.
WHEREAS default has been made in the pay-
ment of the moneys secured to be paid by a
certain Indenture of MORTGAGE, dated the twen-
ty-fourth day of August, in the year of our Lord one
thousand, eight hundred and fifty-nine, made between
Archibald Gilles of the Town of Perth, in the County
of Lanark and Province of Canada, Wagon man-
of the one part, and Isabelle Spalding, of the
Township of Balfour, in the County and Province
aforesaid, widow of the other part, upon all and sin-
gular that certain parcel or tract of land and premises
situate in the Township of Beckwith, in the County
of Lanark, in the Province of Canada, containing
more or less, and Isabelle Spalding, of the one part,
and thirty six square feet, and being composed of a
part of the West Half of Lot number Fourteen in the
Twelfth Concession of the said Township of Beck-
with, and which said eleven thousand three hundred
and thirty-six square feet is known as building Lot
Number nineteen, South of the River Mississippi, in
the said Village of Carleton Place, and is bounded
as follows: that is to say, commencing at the
South West side of Bridge street, fifty-two feet
from Elgin street, then South fifty four degrees west
two hundred and eighteen feet to Victoria street,
then South thirty-six degrees East, fifty-two feet, then
North fifty-four degrees East, two hundred and eight-
een feet to Bridge street, then North thirty-six de-
grees West, fifty-two feet to the place of beginning.
PUBLIC NOTICE is hereby given, that pursuant
to a power of Sale in the said Indenture of Mortgage
contained, the above described parcel or tract of land
and premises will be sold by Public Auction, "at the
Carleton House" at the Village of Carleton Place,
on Thursday, the Twenty-ninth day of February,
instant, at 12 o'clock of the Clock noon, unless the said
mortgage be sooner paid.
Terms of Sale—Cash down. Conveyance shall
be the power contained in the Mortgage enables the
Seller to give.
The Mortgage may be inspected at the Office of
W. M. Shaw, Esq., at Perth.
Dated at Perth, this fifth day of February in
the year of our Lord one thousand, eight hundred and
ninety-one.
WILLIAM M. SHAW,
Attorney for Isabelle Spalding.
21a

Pakenham Agricultural Society
A MEETING of the Members, and all friendly
to the interests of the above Society, will be
held at the Town Hall, at 3 o'clock in the afternoon,
on the 9th day of March next, at 3 o'clock in the afternoon.
A full meeting is requested, as the By-laws and
Premium List will be brought up for consideration
and amendment.
Pakenham, Feb. 15th, 1891. 24c

FARM FOR SALE.
To be sold immediately.
A FARM of land, being the West half of Lot
number Twelve, on the Eighth Concession of the
Township of Ramsay, Alont, about Eight Acres cleared
and well fenced. Application can be made to the
proprietor, on the premises, or to William Gil-
mour of Ramsay.
Ramsay, January 22nd, 1891. 20-aa

Mill Site and Water Privilege
FOR SALE.
THE SUBSCRIBER offers for Sale the Mill Site
and entire Water Privilege, on lots Numbers
Sixteen and Seventeen, in the 12th Concession of the
Township of Beckwith, with six acres of Land.
The Water Privilege can be made available for driving
any kind of machinery. The property is situated
on the River Mississippi, within the limits of the De-
pot of the B. & O. Railway, at Carleton Place. A
good and sufficient title will be given, and terms re-
asonable to suit the purchaser. Apply on the Premises
to
ELIZABETH BAILEY.
Carleton Place, Oct. 1st, 1889.

GEORGE HAY,
Importer, and Wholesale and Retail Dealer
IN BRITISH AND AMERICAN HARDWARE.
KEEPS on hand a General Assortment of Shell
and Heavy Goods, among which may be
enumerated Cast Iron, Sinter Casts, Refracting Kops,
and small Castings, Axes, Stoves of all kinds, Agri-
cultural Implements, Builders' Hardware, Paints &
Oils, House Furnishings, Mechanics Tools, Galvan-
ized Iron, &c., &c., to be disposed of at reasonable
prices for Cash or first class credit only.
ALSO
ON SALE LOW FOR CASH, Rock and Coal
Oils and Lamps, which yield the best and most
economical Light yet produced.
Purchasers are respectfully requested to call and
judge for themselves.
Sparks Street, Ottawa, 1st Feb., 1891. 22c

DANIEL KELLOCK,
BOOKSELLER, STATIONER, AND GENERAL
NEWS AGENT.
PERTH, C. W.
HAS constantly on hand the following publica-
tions:—Hart's Weekly and Monthly, Geo-
graphy's Library, Ballou's Monthly, Frank Les-
lie's, Yankee Notions, New York Clipper, Mercury,
Lodge, and other New York Publications. 21ps

M. MACNAMARA,
WATCHMAKER, JEWELLER, &
ENGRAVER.
(Opposite Allan's Commercial Hotel.)
LOCKS, Watches and Jewellery of every de-
scription, repaired in the best manner, and on
most reasonable terms.
Clocks, Watches and Jewellery engraved for \$2 each
Perth, Jan. 28th, 1891. 21aa

LAND FOR SALE.
THE SUBSCRIBER offers for Sale the West
Half of Lot Number Ten, in the Seventh Con-
cession of the Township of Beckwith, contain-
ing One