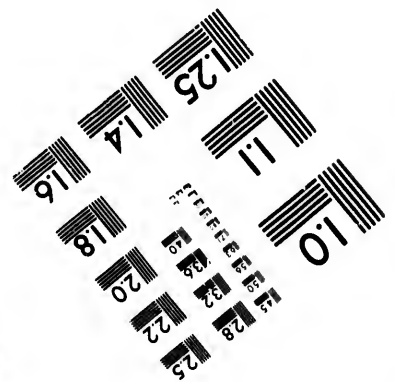
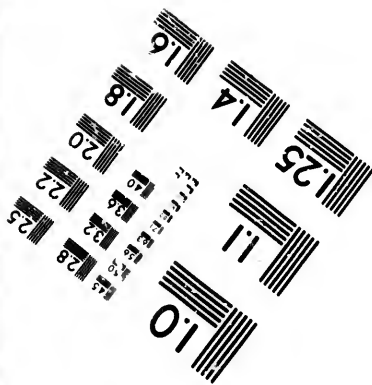
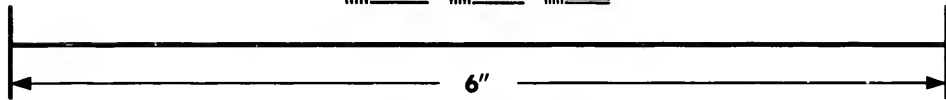
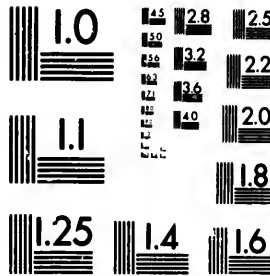


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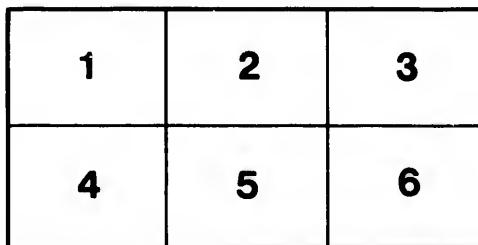
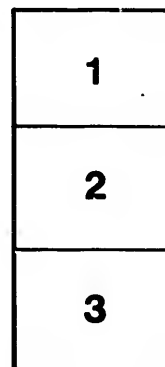
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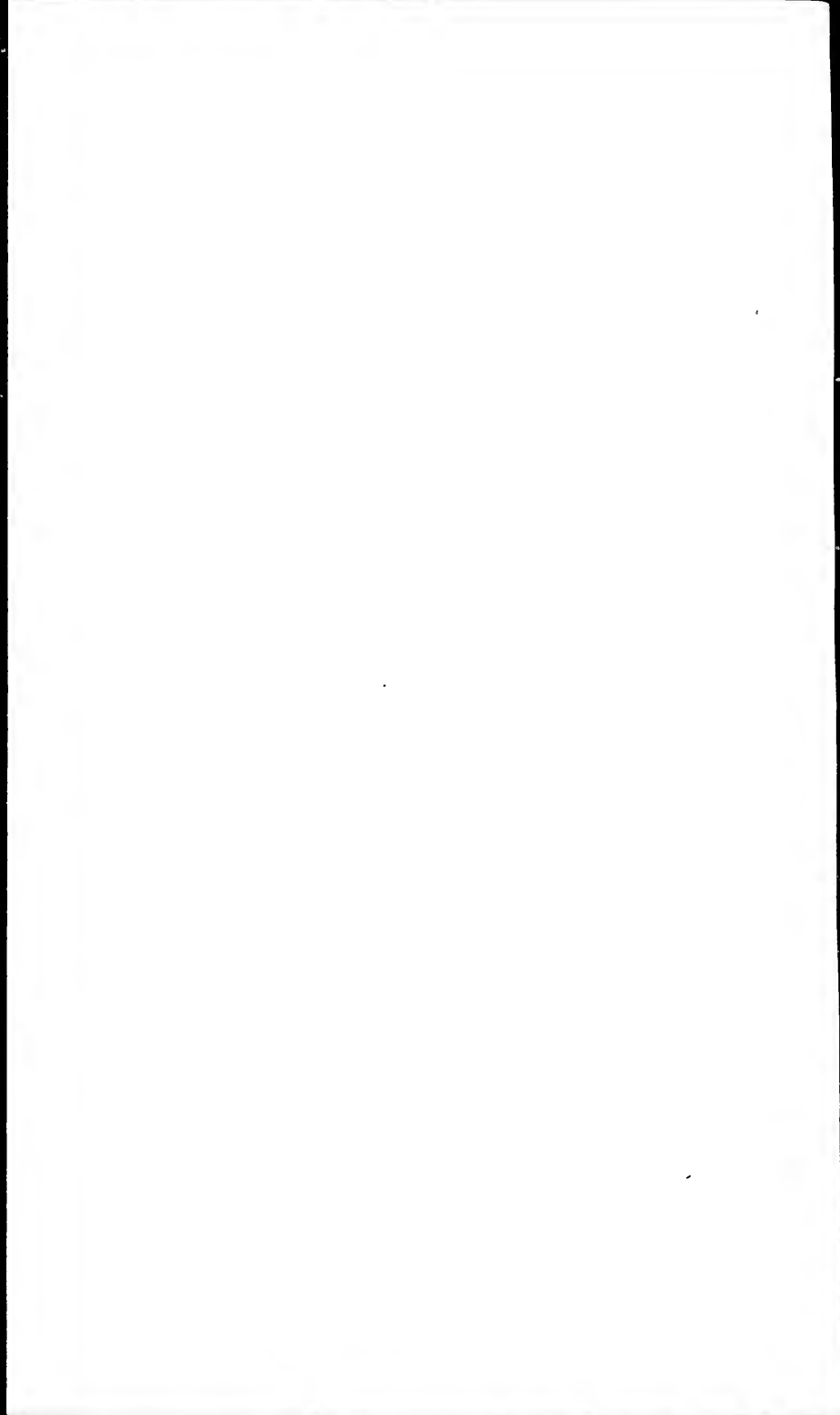
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A 3

STATEMENT OF FACTS,

AND CORRESPONDENCE,

CONNECTED WITH CERTAIN

PUBLIC IMPROVEMENTS IN THE HURON TRACT.

INCLUDING

A RAILROAD TO GODERICH;

TO WHICH IS ADDED

SOME INFORMATION UPON MATTERS RELATING TO THE
CANADA COMPANY.

By FRÉDÉRIC WIDDER, Esq.,

COMMISSIONER OF THE CANADA COMPANY.

TORONTO:

PRINTED BY HENRY ROWSELL,
8 WELLINGTON BUILDINGS, KING STREET.

1858.



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TORONTO:

PRINTED BY HENRY ROWSELL,
5 WELLINGTON BUILDINGS, KING STREET.

1853.

CIRCULAR.

The undersigned begs to submit to the Settlers of the Canada Company, and to the Public, the following statement of facts and correspondence connected with certain public improvements in the Huron Tract, including a Railroad to Goderich. He also begs to submit some authentic information relating to the management of the Canada Company's affairs in the Huron, which recent events may render interesting to the Settlers there, and to the Public generally.

Whilst regretting the necessity for giving publicity to an event alluded to in the following pages, he feels it due to the Canada Company and to himself—after the various representations which have recently been made in some of the Provincial journals, and in other quarters, on the subject—to lay the whole facts relating to it before the Public. He desires to offer no opinion. He simply wishes that those whose interests or inclinations may prompt them to form one, may have the means of arriving at a correct one; and that those who have been induced, through improper representations, unjustly to blame the Canada Company in the premises, may have an opportunity of correcting their error.

FREDERICK WIDDER.

Toronto, January 31st, 1853.

POSTSCRIPT.

After the foregoing circular and following statement was printed, Mr. Widder received, from the Court of Directors of the Canada Company in London the subjoined letters, in answer to the following, which he deemed it proper to address to the Court, in view of the representations made in this country in relation to the matters alluded to.

MR. WIDDER TO THE COURT OF DIRECTORS.

Toronto, 18th December 1852.

"It will, I hope, be now evident to the Court, that it will be extremely desirable to adopt some means to disabuse the public mind of the false statements which are put forth, implicating me in a course of proceeding unworthy of an honourable mind, or a gentleman; the Court are so well informed upon all my proceedings, that they will find no difficulty in placing me in that position to which I am fairly entitled.

"CANADA HOUSE,
"London, 7th January 1853.

"The Directors are most anxious to do everything in their power to meet the wish expressed by Mr. Widder in his letter of the 18th December, to 'disabuse the public mind upon the false statements which are put forth regarding him;' and they will take the earliest opportunity in their power for accomplishing what he so justly requests."

"CANADA HOUSE,
"London, 14th January, 1853.

"FREDERICK WIDDER, Esq.

"SIR—The Directors of the Canada Company having observed the statements put forth in the Province regarding the recent changes made in the management of the Company's affairs, and particularly the very unfounded observations as to your conduct on the occasion, have desired me to write to you for the purpose of explaining what has led to those changes, which have originated entirely with the Directors, in consequence of what, in their opinion, is required for the Company's interests in Canada, and which it was necessary that you, as the Commissioner remaining in office, should carry into effect.

"The Directors do not think themselves called upon to justify their conduct in making such appointments as they think best for the interests of the Company, as it is plainly their duty to make all such arrangements.

"They make this remark, however, as the assertion of a principle, and with no disposition to treat with disrespect public criticism, if conducted with fairness and impartiality; but they feel bound, when observations are made on your conduct which might leave a painful impression on your mind, or those of your friends, to state for your satisfaction what has led to the recent changes.

"From the experience the Directors have had of the Company's affairs since you have acted as a Commissioner, they are perfectly convinced that the present prosperous state of their affairs must chiefly be ascribed to your

able and judicious conduct, and they considered it of the greatest importance that you should be enabled to apply your unfettered exertions thereto. They have observed that on certain occasions, for years past, some of your most important measures seem to have been interfered with in a manner calculated to add to your difficulties in performing your duties, but never so obviously as in a case which recently occurred, and which convinced the Directors they were no longer justified in allowing the affairs of the Company to remain subject to the control of two Commissioners having equal authority, but that it was requisite you should have paramount control, and should be appointed First Commissioner.

"The case was that of the Toronto and Guelph Railroad. The Directors were fully convinced of the great advantage of having railways in all parts of the Province, but they thought it of peculiar importance not only to the Company's interests but to those of the Province generally, that there should be a line of railway through the heart of the country, to connect by a short and direct route the waters of Lakes Huron and Ontario, and for this purpose desired their Commissioners to give all possible encouragement to the Toronto and Guelph line. Under these circumstances, neither of their Commissioners could be justified in taking upon themselves to pledge the Company to support other lines, particularly those of a competing character with that from Toronto to Guelph, thereby committing apparently a breach of faith on the part of the Canada Company to the Toronto and Guelph Company. On this subject the Directors refer to their letter of the 30th July, explaining their views, which had been clearly expressed before; and finding that Mr. Jones had thought fit either to act in opposition to those views, or was unable to understand them, they did not consider him any longer fit to hold their Commission, and determined to make the change which has since been effected.

"However painful to the Directors this explanation may be, regarding the conduct of a gentleman who has been so long in the Company's service, and who they believe to have been anxious zealously to exert his best faculties for the interest of the Company, it is a duty to you to state the facts as they are, and to enable you, if you think fit, to explain upon sufficient authority why the recent changes have been made.

"I am, Sir,

"Your most obedient servant,

"(Signed) JOHN PERRY, Sec."

STATEMENT.

From what has been represented to the public, it would appear as if the Canada Company and their Commissioner, Mr. Widder, had been doing all they could to prevent the introduction of public improvements into the Huron Tract, where they have so large a stake. Gross misrepresentations, on the one hand, and the absence of correct information in the Huron as to the Company's proceedings, on the other, have subjected the settlers to be greatly deceived in this matter.

First :—It has been asserted, that Mr. Widder, while in England, in 1845 and 1846, opposed, incidentally, the interests of the town of Goderich, by advocating the Toronto and Port Sarnia line of Railway.

The facts are these :—

In the year 1845 the Toronto and Lake Huron Railroad Company obtained a revival of their act, and were thereby authorised to construct a railroad from Toronto to any point on Lake Huron. In the same year the Great Western Railroad Company obtained a revival of their act. A struggle arose between these two companies as to which should first succeed in getting a sufficient capital secured in England to carry out their respective projects. Mr. Widder became a subscriber to the Toronto and Lake Huron Railroad Company of 1845—the line most favoured by the citizens of Toronto ; as that to be adopted by this Company was a line through Guelph and Stratford to Sarnia. The parties advocating this line entertained the belief, that, should they succeed, their line would form the best and most central trunk line west of Toronto, and that branches therefrom would necessarily follow to several points on

Lake Huron and the River Detroit. Mr. Widder participated in this belief; and as the Goderich terminus met with little favour at that time among the people of Toronto, Mr. Widder conceived that he should be forwarding the prospects of a railroad from Stratford to Goderich most effectually, by expediting the construction of the road through Stratford to Sarnia. He accordingly lent his aid to the furtherance of this project. In the same year the Governor and several of the Directors of the Canada Company embarked in the organization of a Railway Company in England, having a deed of settlement executed and a large sum of money subscribed, for the purpose of constructing a railway from Toronto through Guelph and Stratford to Goderich. Mr. Widder was sent to England by the Toronto and Lake Huron Railroad Company, for the purpose of effecting an union with the gentlemen associated together in England for the organization of the English Company. On his arrival in England he found that the Great Western Railroad Company had already met with great favour and success, and had made an impression there prejudicial to the success of the Toronto and Lake Huron Railroad Company. At the instance of the Canada Company, attempts were made to effect an union with the Great Western Railroad Company, upon the basis of a junction at Guelph, or at some point near to it, where from branches might diverge to Goderich, Sarnia and Windsor, opposite to Detroit. Mr. Widder laboured to effect such an union; and had it been effected, he entertained then, and still entertains, the opinion, that the result would have been most beneficial, as well to both the Companies as to the extensive country west of Toronto. The Great Western Railroad Company, however, would not listen to any such proposition, nor to any proposition of union, other than that of extending their line along the front to Toronto. This could not be acceded to, and eventually Mr. Widder, as agent of the Toronto and Lake Huron Railroad Company of Canada, entered into a provisional agreement with the Chairman of the Railway Company, then being organized in England, whereby both the lines through Stratford to Sarnia and to Goderich might

be secured, leaving it an open question, to be determined by the Companies when completely united, to which terminus, Sarnia or Goderich, the road should be *first* constructed. Mr. Widder did all in his power to ensure the accomplishment of this object. It is true that he failed; for subsequent to his return to Canada, circumstances over which he had no control prevented the consummation of the contemplated union between the English and the Canadian companies.

Notwithstanding the railway panic of 1845 and 1846, the English Company, under the auspices of the Governor and Directors of the Canada Company, managed to keep together, and by so doing, the parties who embarked therein have been enabled to advance the interests of the Toronto and Guelph road, and they still take an interest in promoting the success of all extensions of, and branches from, that line.

For his mission to England, it has been asserted that Mr. Widder received £1,500 sterling from the Railway Company. This is not the fact. He received £400 sterling to defray his expenses—as those who have indulged in such statements might have ascertained, by reference to any of the Directors, or to the Secretary of the Railway Company; and when it is considered that he remained ten months in England, wholly on account of this business, and labouring to promote the success of the project, the allowance will hardly be regarded as extravagant. In the year 1851 the Toronto and Goderich Railway Company found it necessary to apply for an amendment to their act, and they sought from the Legislature power to divide their capital, so as to construct one line from Toronto to Guelph, and another from Guelph to Goderich, either as one undertaking, or as separate ones. Mr. Widder lent all the aid in his power to effect this object, and to prevent the restriction, by the Legislature, of the powers of the Company to construct a Railroad to Guelph only. The Legislature, however, restricted the Company to the latter line. Whether such restriction would have been imposed, if the County Council and the people of the United Counties of Huron, Perth and Bruce had then taken the same interest, in a project to which they had previously been devoted, as they have since done in the

promotion of a rival line, is doubtful. Mr. Widder, still entertaining the idea of promoting the extension from Guelph, as originally designed, became a subscriber to, and has ever since endeavoured to promote the interests of, the Toronto and Guelph Railroad Company. The Directors of the Canada Company, with the same view, have likewise contributed to the success of this company. They embarked in a subscription set on foot to survey an extension from Guelph through Stratford to Goderich, and they were prepared to aid in raising the necessary capital, when the legislative powers should be obtained. Mr. Widder, and other gentlemen connected with the Toronto and Guelph road, contributed to the same survey. They thought, and had reason to think, that in this project they should meet with the cordial support of the Municipal Council and the people of the United Counties of Huron, Perth and Bruce. In their expectations they have been disappointed, notwithstanding frequent appeals made by Mr. Widder to the Municipal Council, and notwithstanding that a vote was passed by the Council favourable to the object, which vote was subsequently disregarded and abandoned. Under these circumstances, all candid persons, who are cognizant of the various transactions connected with the promotion of railroads in this Province during the last eight years, can easily determine whether the failure to procure the benefits of railroads to the Huron is fairly attributable to any want of exertion on the part of Mr. Widder, or to any absence of desire on the part of the Canada Company to promote them as much as it was in their power to do, under the circumstances; and, incidentally, to further the interests of Goderich and the Huron.

Another cause of complaint which has been urged, with much disingenuousness, against the Canada Company, is, that they would not assist the people of Huron to procure the requisite capital, in England, for the construction of gravel roads from Goderich to Galt and London.

The facts connected with this matter are these :

Mr. Brown, the Treasurer of the United Counties of Huron, Perth and Bruce, residing at Goderich, applied to the Canada

Company (see Appendix for the whole correspondence, beginning with letter No. 1, and ending No. 8), to assist these Counties in the negotiation of their debentures in England for £30,000, to construct these roads. The Court of Directors of the Company, on the 25th July 1851, in reply, expressed their utmost willingness to aid the Counties in the matter, and at once agreed to act as their agents in the sale of the debentures ; requesting, at the same time, more precise information, and making suggestions to the Council as to the best mode of proceeding. Mr. Brown, the Treasurer, on the 24th of November following—the Municipal Council of the Counties having in the meantime met—replied, direct to the Court of Directors, thanking them for their acquiescence in the wishes of the Counties, and transmitting various details of the scheme, with the by-law of the Council authorising the issue of the debentures.

But, in the meantime, public attention in England was directed towards the various railroads projected in Upper Canada ; and the confidence reposed in the resources and stability of the Province led the Canada Company to the belief, that the continuation of the railroad from Guelph to Goderich might be accomplished. Acting upon this impression, and regarding this railroad as of much greater importance to the Counties than the projected gravelled roads, the Court wrote, on the 2nd January 1852, to Mr. Brown, communicating these views, but expressing their readiness still to negotiate the debentures for the original purpose, if the Council continued to desire it. The Court also took occasion to point out what they regarded as an illegality in the by-law authorising the issue of the debentures.

To this communication the Treasurer, on the 28th February 1852, replied, saying that he had submitted it to the Council, who made the following report upon it :

“ That the Treasurer continue his correspondence with the Canada Company, in England, regarding the loan of £30,000, making known to them the steps taken by this Council to provide for the payment of interest and the redemption of the said loan, in order that some definite information may be laid before the Council at the meeting to be held at the passing of the by-law in the early part of May.”

A copy of a by-law to remedy the illegality pointed out by the Court was also enclosed by the Treasurer, who, at the same time, indulged in some remarks upon Mr. Widder, for advocating a railroad, in July 1851, to Goderich, to cost £250,000—this was the continuation of the road from Guelph.—(These strictures of the Treasurer are fully met in the course of this statement, where the road in question is more at large spoken of.) The Treasurer likewise spoke very highly of certain prospects held out by Sir Allan Mac-Nab, that the Great Western Railroad Company would extend a branch of their line from Woodstock to Goderich; but he further intimated, that though the people of Huron were fully sensible of the importance of the Court's suggestion with regard to the railroad, they, nevertheless, thought the time had not yet arrived to agitate the matter with success.

In answer to this letter, on the 7th of April 1852, the Court expressed their readiness to do everything in their power to negotiate the sale of the debentures; and that the by-law, correcting the illegality they had pointed out, would very materially facilitate their movements. They also suggested, as a matter of convenience and official usage, that any future correspondence upon the subject might be carried on with their office in Toronto.

To the great surprise of Mr. Widder—after the foregoing very distinct understanding—the first intimation that he had of the further intentions of the Treasurer in the premises, was a visit from him in Toronto, in the early part of June following, to inform him that *Mr. William Cayley had been employed to negotiate these debentures in London.* Mr. Brown also took the opportunity—intending at one time to go to England upon the subject himself—of saying, that he had taken counsel's opinion upon the by-laws adopted by the County Council, in consequence of the Court's intimation as to the illegality of those first passed, and was astonished to find that these *new* by-laws were pronounced worthless by his Counsel. The end of the matter was, that Mr. Cayley found some monied parties in London who were willing to negotiate the debentures, if

the Canada Company would guarantee the principal and the interest. That body, of course, was not in a position to be asked, or to grant, such a thing.

Now these are the simple facts—as will be seen by the correspondence—of this gravel road debenture affair; and why the Canada Company—who, from the first, did every thing in their power, both in setting the Municipal Council right with regard to their by-laws, and in making every suggestion which they thought could benefit them—should now be made the subject of attack, because of the failure of the negotiation of these debentures in other hands, is indeed difficult to conceive.

To proceed now to the railroad matters.

It will be seen by Mr. Brown's letter of the 28th February 1852, (see Appendix, letter No. 7), that he was perfectly aware that in July 1851 Mr. Widder was zealously engaged in promoting a railroad from Toronto to Guelph and Goderich at the session of the Legislature for the latter year. Mr. Widder, as far as it was proper for him, in his position, to interfere, took, with others, every possible step to obtain a charter for this road. But the Legislature, influenced by considerations which it is not necessary to go into here, limited the road to Guelph, with the understanding however, that it should, the next year, be extended to Goderich. But the proceedings at Goderich since, in connection with the Buffalo and Brantford line, prevented the contemplated extension of the Toronto and Guelph road to Goderich, and it was instead, at the recent session of Parliament, extended to Port Sarnia.

That Mr. Widder was unremitting in his exertions to secure to Goderich the benefit of railway communication; and that, in connection with the Canada Company, he did everything in his power to attain this object, both by personal efforts, by influencing and aiding others, and by advising a liberal expenditure of money on the part of the Canada Company—whenever this was thought desirable to attain the common end—he begs to refer to the following letters and documents, as distinct and unequivocal proof.

Before, however, quoting these, it may be well to observe,

that Mr. Widder desires them to answer the double purpose—first, of showing his own personal exertions, and the Canada Company's desire to secure a railroad to Goderich; and second, of the particular line of road to which they became bound, by acting with, and by their promises and undertakings to, others, to promote.

In February 1852, the Toronto and Guelph Railroad Company were using every exertion to push the interests of their undertaking, and to enlist the support of those whose position or circumstances might enable them to aid them. Mr. Widder, from his previously understood views in favour of extending a branch of this road from Guelph to Goderich, and from his position as Commissioner of the Canada Company, was sought to lend his assistance. And, on the 26th of the month last mentioned, he addressed a letter to the Canada Company in London on the subject, of which the following is a copy :

TORONTO, 26th Feby., 1852.

"I need not, I am sure, at this epoch in the position of Canada and the Company's affairs, enter upon the importance of the advantages to arise to their interests through the construction of Railways passing near or through their territories, and I only have therefore to inform the Court, that by the additional subscriptions, obtained within a few days, to the extent of £10,000, to the Toronto and Guelph Railway Company, the £150,000 required under their Charter to enable them to proceed with their operations, has been secured. The election of Directors will shortly be made, and the needful done to carry into effect their project. Considering the great importance of the work, as leading to a continuation of a line to Goderich, I have bestowed some attention to it, and the mode by which the capital required could be procured upon the Municipal Debentures granted to the Railway Company. I have consequently deemed it well to address the Provisional Directors (of which I am one) the letters of which the enclosed are copies, dated the 18th instant and this day. I shall be anxious to have the Court's sentiments upon this subject, as soon as convenient, for my future guidance."

To this the Directors of the Company made the following reply :

LONDON, 19th March, 1852.

"I have to acknowledge the receipt of your letter of the 26th February.
 "The Directors observe the letters addressed by Mr. Widder, on the 18th and 26th February, to the Directors of the Toronto and Guelph Railway Company, and shall be anxious to hear their reply, and to know what course has been pursued for raising the capital necessary for the completion of this work, in the success of which they feel great interest."

MR. WIDDER TO THE COURT OF DIRECTORS.

TORONTO, 4th March, 1852.

"I consider that if the work in question (the Toronto and Guelph Railroad) is commenced under favourable auspices, giving a moral assurance that it will be accomplished, that the immediate result will be a continuation on to a terminus on Lake Huron, in fact, I have reason to believe, that upon this assumed success, a party is now engaged in forming a Company for the purpose—whether that terminus will be at Goderich, Saugceen, or Sarnia, will, I imagine, depend upon circumstances—but more especially the directing influence that may be brought to bear through its monetary demands. The Great Western Company, whose directing control centres in the city of Hamilton, will no doubt, as they have already done, exercise all their influence to frustrate any extension of the Toronto and Goderich line, which, if alone limited to Goderich, would be of serious consequences to their interests; but if it were also to take a south-westerly course to London, or Woodstock, the inevitable result would be, to make it supplant the present line from the latter points to Hamilton, in favour of the direct and natural line from Toronto to those two towns. If the Great Western Company were enabled to get the line from Hamilton to Guelph, the day would be remote before any continuation of it would be permitted, or be made to Goderich, Sarnia, or Saugceen. These considerations have induced me to enter into the project now in hand here, and to see if it could not be carried out in a manner that would benefit the Canada Company to a very important extent in popularity, and resulting in great pecuniary advantage, ensuring a continuation to Goderich."

Here follows details of a plan for raising the capital for the Railroad.

"LONDON, 26th March, 1852.

"The Directors desire me to say that they concur in the opinions expressed in Mr. Widder's letter of the 4th March, as to the advantages to the Canada Company of the Toronto and Guelph Railway, and in the expediency of giving any assistance they can, as agents for the Directors of the Toronto and Guelph Railway, in disposing of the debentures of that Company: and that they are willing to act as such agents on the terms and in the manner recommended to the directors of the Toronto and Guelph Railway in Mr. Widder's letter to them of the 26th February."

The Canada Company having thus acquiesced in Mr. Widder's views, and having become fully identified with the interests of this road, the following correspondence took place between Mr. Widder and them in connection therewith:—

TORONTO, 1st April, 1852.

"I am extremely anxious that no time should be lost in the commencement of the survey from Guelph to Goderich, that we may prevent influences carrying the line to other points. This object might be accomplished by the Canada Company finding the funds in part, or for the whole cost, according to the necessity of the case. The Railway Company cannot, of course, under their present Act, proceed in the matter; but the various Township Municipalities may, conjointly with the Canada Company, enter upon the project, and should contribute, in some shape or other, towards the expense. I shall be glad to have the Court's sentiments upon this interesting matter."

LONDON, 23rd April, 1852.

"I am also instructed to say that the Court authorise you to contribute to the extent of £500 towards the fund to be raised for making the survey of the proposed line of Railway from Guelph to Goderich."

“LONDON, 7th May, 1852.

“The Directors have now to acknowledge the receipt of the Resolutions of the Finance Committee of the Toronto and Guelph Railway Company, of the 18th of April last, and to state that they will use their best exertions to sell the £200,000 debentures, proposed to be issued, on the most favourable terms which can be obtained in this market. It is not possible to say what the price may be, or whether they can be sold at all, as this must depend upon the state of the money market here, when the debentures reach the hands of the Directors; but they hope 100 per cent. may be obtained for them, although securities of a somewhat similar nature have been selling at a considerable discount.

“In acting as agents for the Toronto and Guelph Railway Company on this occasion, the Directors of the Canada Company will make no charge for commission on the sale of debentures, the only expense will be the usual charge of the broker they must employ—namely, one-fourth, or five shillings per cent. upon the amount paid. In order to give confidence in the safety and validity of the £200,000 debentures intending to be sold, it is important that the Directors of the Canada Company should be informed by what means the remaining capital required for the completion of the Railway is to be raised, and also that they should be informed, and be able to shew, under what authority—whether by Act of Parliament, or otherwise—the Directors of the Toronto and Guelph Railway are at liberty to issue the bonds in question, and to charge them upon the undertaking itself.”

MR. WIDDER TO COURT OF DIRECTORS.

TORONTO, 3rd June, 1852.

“I now forward to the Court a copy of my letter of the 27th ultimo, communicating to the Toronto and Guelph Railway Company the Court's offer to negotiate the debentures for the completion of that work. The accompanying reports of the Finance Committee, and resolutions unanimously passed by the Board at their last meeting, which was attended by all its members but one, will shew that the Canada Company have been appointed the Agents for the Railway Company, and that the requisite steps have been taken for the issue of the Debentures. People have been extremely desirous that no time should be lost in raising the capital. I thought it advisable to suggest the bond of hypothecation, and the issue of debentures under it, in the forms of the enclosed copies of the recommended instruments, which I hope the Court will consider available for all purposes desired. The final report of the Engineer, and the map shewing the line of route, are also enclosed. The plans, sections and specifications will likewise be sent by next mail. With the debentures I shall transmit to the Court attested copies of all the documents herein referred to, with all other certificates that may appear requisite for the satisfaction of the Court and parties desirous of purchasing the debentures. The special mortgage bond refers to the power under which the Railway Company is authorised to issue debentures and pledge their works and revenues.

“I have, by the last steamer, forwarded a copy of the General Railway Act, and I hope by this one the Court will receive copies of the Acts passed during the last Session of the Legislature. The line having been determined upon, it is expected, by the Railway Company, that, in addition to the Municipal Debentures already granted for the work, they will obtain the following grants, viz. :—

From Esqueving	£10,000
“ Cainquacousy.....	10,000
“ Garafraxa.....	5,000
“ Pilkington.....	5,000

“In order to render available the Court's permission that we should contribute £500 towards the expense of a complete locating survey of a line of Railway from Guelph to Goderich I have caused a subscription book to be opened, headed by the Company, in the form of the enclosed copy. I have but little doubt that we shall be enabled to obtain the requisite sum; so the

Engineer will commence his work about the 15th instant, and I shall from time to time report his progress. I thought it well to provide for circumstances that, I trust, will arise, to give the notice in the *Gazette*, of which the enclosed is a copy. I send the copy of a letter which I induced Mr. Jones to address, on the 4th ultimo, to the Warden of the Counties of Huron, Perth and Bruce, for a contribution towards the survey referred to. The reply follows, agreeing to the grant of £300. Since these measures were adopted, a proposition has been made to the people at Goderich, by parties concerned in the Brantford and Buffalo Railroad, to continue it on to that port. A public meeting has been held at Goderich, and the enclosed slips from the *Loyalist* and *Signal* will shew the results, which are not much in accordance with the answer given by the County Council to Mr. Jones' application. The enclosed slip, from the *Hamilton Spectator*, shews that people there view with great anxiety the steps of the Toronto, Guelph and Brantford projects. We shall soon see the effects of the survey from Guelph, when people are assured that it will really proceed."

TORONTO, 17th June, 1852.

"The Court will have observed in the Goderich papers, that a strong excitement has been produced in that town in favour of a continuation of the Buffalo and Brantford Railroad on to Goderich. Whether the projectors are men possessed of sufficient influence or means to carry out their avowed object, I am not informed, but in the face of the movement which prevails, I have deemed it advisable to suspend taking any steps to obtain a proper survey of the line from Guelph to Goderich. The requisite money for the cost had been provided, and the Engineer would now have been on the work, but for the movement got up adversely at Goderich. I shall in my next place the Court in possession of all information connected with this unexpected position of existing affairs."

TORONTO, 24th June, 1852.

"In my last letter to the Court, I intimated that I would place them in possession of all information connected with recent movements in Goderich upon Railway affairs. I believe I cannot more completely accomplish this than by sending the accompanying copies of correspondence which has passed between Mr. Jones and myself, dated 6th April to 23rd instant. In these letters the subject is amply entered upon."

From the above correspondence it will be seen that Mr. Widder was at once most desirous of promoting a railroad to Goderich, and unremitting in his exertions to attain that object; whilst the Canada Company, by fully acquiescing in his views, and by liberally subscribing to the preliminary expenses of a survey, gave the best proof they could of their good wishes towards the undertaking, and of their complete identity of interest with its promoters. And, had it not been for the unexpected and extraordinary proceedings at Goderich, the survey which Mr. Widder had projected, by an engineer of high character and ability—Mr. Walter Shanley—at a cost of £2,000 (and which has since been completed), would have gone on as originally designed, and the beneficial effects of it would be now, in all probability, in process of realization.

Whilst any statements, in the face of these facts, to the effect that Mr. Widder and the Canada Company were indifferent or hostile to a railroad to Goderich, must appear alike unworthy and unfounded, it is particularly desirable that this position of the Canada Company towards the Toronto and Guelph Railroad should be distinctly borne in mind, in order that the following correspondence, connected with, and in relation to, a rival railroad to Goderich, and the proceedings of the Canada Company, and Mr. Widder in connection with it, may be fully apprehended.

As the correspondence—the position of the Canada Company with the Toronto and Guelph Railroad being borne in mind—fully explains itself, it is here subjoined, *in extenso*, with all the incidental correspondence relating to the monster meeting at Goderich, on the 29th June 1852, in relation to the Buffalo and Paris extension road.

It will also be borne in mind that copies of the foregoing correspondence between Mr. Widder, the Toronto and Guelph Railway Company, and the Court of Directors, were duly sent to Mr. Jones for his information.

MR. WIDDER TO MR. JONES, ON TORONTO AND GUELPH
EXTENSION RAILROAD.

"MY DEAR SIR—

TORONTO, 6th April, 1852.

"Enclosed you have copies of my last letters to the Court, No. 68, 69, 70. I likewise send copies of correspondence and of report of Mr. Shanley upon Railway matters, for your own information. When you have read these papers please return them, as I have no other copies. You will note what I write to the Court about the survey on to Goderich. To what extent could the County Councils, or Township Councils, along the projected line, be moved to contribute to the cost of survey? I take it, it would cost about £2,000 to do it completely. I have written, privately, to such influential individuals as I am acquainted with, to ascertain what they believe could be done in their Townships in money or debentures, &c.

"I am, &c.,

(Signed)

"FRED. WIDDER."

"T. M. JONES, Esq."

MR. JONES TO MR. WIDDER, IN REPLY.

"MY DEAR SIR—

GODERICH, 12th April, 1852.

"I am in receipt of your letter of the 6th instant, and feel much obliged to you for the perusal you have afforded me of the correspondence regarding the projected Railway to Guelph. With regard to the question you put to me, as to what amount the Township and County Councils would contribute towards the expense of the survey of the line from Guelph to Goderich—the gross amount of which you estimate at £2,000—at present I feel some difficulty in offering you an opinion on the subject. The Council feel, as you will observe by their minutes of 29th January last, that the Company have not

come forward in the manner that was expected of them by the County, towards enabling them to gravel the two great lines of road extending to Galt and London; and until they see a prospect of obtaining the amount necessary for that purpose upon their debentures, it will, I think, be difficult to induce them to incur any responsibility in connection with the Railroad project. The amount required to gravel the roads is only £30,000, and the receipts on the road would, of themselves, discharge the whole cost of construction in seven years. The security they offer is an annual rate upon the ratable property of the District, which will produce £1,800 a-year, as interest, and £1,500 a-year as a sinking fund towards the discharge of the debt—the latter sum being exactly double the amount necessary for a sinking fund, which in twenty years should be equal to £30,000. If this were accomplished, then, I doubt not, the Councils would cheerfully take up the question of a Railroad: otherwise I much doubt their taking any active part in it.

The rate levied last year for the Interest has, of			
course, realised.....	£1,800	0	0
The rate this year will raise £1,800 and £1,500	3,300	0	0
	£5,100	0	0
And next year there will be the same.....	3,300	0	0
Which will make a total of.....	£8,400	0	0

And, from present appearances, I am very doubtful whether anything can be done before the fall in the work; so that before any money would be required on our debentures, there would be a fund in hand of between £8000 and £9000. But I have already advanced all these arguments without making an advocate of you to our project, and which I am very sorry for.*

“We all feel, of course, deeply interested in securing a railroad, which, passing through our Counties, shall have its terminus at Goderich, and will use every exertion, in co-operation with you and the Railway Company of Guelph, to secure it; but we also want our gravelled roads, and do not despair of securing them. But our difficulties would be much lightened if the Canada Company could be induced to aid us in the negotiation of our debentures, and take the same interest in a work of so much importance to their own interests, as our gravelled roads would be, as they appear to do in the Guelph Railroad; and without intending to say anything offensive, I cannot avoid remarking, that I look upon the Railroad as a work of secondary importance to good gravelled roads throughout the District: and I must also observe, that although the Railway were placed under contract to-morrow, the gravelled roads would be only rendered the more necessary in consequence. We have the means, too, within ourselves, of accomplishing them, all we want is a temporary advance upon a security undeniable in value.—We are, as I have already observed, anxious for a Railroad if we can get it; and before I had seen the correspondence which you sent me, I had had a conversation with our Treasurer on the subject, from whom I learned that he had received a communication from the Directors of the Great Western Company, giving him every reason to expect from them a line through from Woodstock to Goderich. I may also add, that he appears to me rather more in favour of that line than the Guelph one, and, if he takes the trouble, he can easily carry the feelings of the Council with him, for they have great confidence in his opinions on all subjects of importance to the interests of the District. Let me also add, that the Woodstock line, as it appears to very many up here, would be more beneficial to the general interests of these settlements, as well as those of the Company, than the Guelph one. It would pass through the centre of the tract, and not along one side of it, as the

* See letter from Mr. Wildder to Mr. Jones, Toronto, 27th June, 1851, in Appendix, which sufficiently explains the position of this business at that date.

Guelph one would do, and it would accommodate the London Road Townships as well as the Galt ones, whilst the Guelph line would only meet the requirements of the Townships on one of our great leading roads.

"The meeting of our Council will be on the 3rd May, and I should take the opportunity of addressing them on the subject of the Railway, provided I could give them any satisfactory opinion regarding the gravelled road debenture negotiations, and that they were likely to obtain the money through the medium of the Canada Company. Had I the power to do that, I am certain the other question would pass without difficulty; otherwise I fear my suggestions would be indifferently received.

"I return to you the correspondence between the Railway Directors and yourself, which to me is extremely interesting.

"Believe me, &c.,

(Signed) "THOS. MERCER JONES."

"FRED. WIDDER, ESQ."

MR. WIDDER TO MR. JONES, ON TORONTO AND GUELPH
EXTENSION RAILROAD.

"MY DEAR SIR—

TORONTO, 20th April, 1852.

"I have perused your remarks upon my inquiry as to whether the County Council or Township Municipalities would contribute, in debentures or otherwise, towards the cost of survey of the Railway from Guelph to Goderich, by which I perceive that you are all of opinion that the gravelled roads are of primary importance, the Railway secondary, and that therefore, until the former are secured, you will not assist towards the construction of the latter. I regret much this indifference towards the Railway, because there is a great risk that it will result in taking the line in a different course to that which I have been endeavouring to secure. There are difficulties enough to overcome in securing the terminus at Goderich, without the apathy, and, in my mind, mistaken views upon the vastly superior benefits to be attained by Railways over gravelled roads (which are well as adjuncts to, and must follow, the former), that prevail in Goderich and adjacent Townships. In this position of matters, would it not be advisable and far more advantageous to the Company's interests, to endeavour to secure the terminus at the Sables? The line from Guelph to Stratford, direct to that River, would pass through Townships wherein the Company's stake is considerable, and especially in those surrounding the Sables, in which their undisposed land is larger than elsewhere. An excellent port might, I believe, be easily and cheaply formed. I throw these ideas out for your consideration; for if we cannot, through a combination of difficulties, some of them not to have been anticipated, secure for Goderich the benefits it has been desired to confer upon it, we must, at all events, use every effort to prevent the terminus being made out of the Company's tract, which I see great obstacles in preventing. You, the Treasurer, Mr. Brown, and the good people of Goderich, labour under a very great misapprehension, in reference to the Canada Company, in supposing that they have evinced less interest in the promotion of your favourite scheme, than towards the Railway. A re-perusal of the Court's letters of the 2nd January will shew you that they stated they were *desirous* to afford all reasonable assistance as *Agents* in the transaction of raising the required Capital for the *Gravelled Roads* by the sale of the debentures; and their letter to Mr. Brown assured him of the same in as clear terms as it is possible to express it.—The Court pointed out the worthlessness of the bye-law under which it was proposed to raise the loan; suggested a new one should be made, and various alterations in the form of debentures, which were to be redeemed in London, and the interest payable there also; and they further stated, what must be apparent to every one, that it was impossible to foresee whether such securities, even if perfectly legal in their form, would be saleable or not in the English market. This can only be tested by a trial. Since this correspondence took place, I am uninformed of any new question having arisen which should, by possibility, induce the Treasurer, the people at Goderich,

or even yourself, to believe that the Court had (*without any further communication on the subject*) altered their good feelings and desire towards assisting in raising the required capital—that they are doing more for the Railroad. Such, however, is not the case: they have offered to act as *Agents* in the raising of capital for your 'Gravelled Roads,' and they have done *no more* for the Railway, that I am aware of.

"I remain, &c.,
(Signed)

"FRED. WIDDER."

"THOS. MERCER JONES, Esq."

MR. JONES TO MR. WIDDER, IN REPLY.

"MY DEAR SIR—

GODERICH, 24th April, 1852.

"I am in receipt of your letter of the 20th instant. I did not say in my letter of the 12th instant, to which yours is a reply, that 'until the gravelled roads were secured, these Counties would do nothing towards the construction of a Railroad, provided they saw any probability of obtaining the latter.' Nor did I say that any apathy existed on the subject. What I said was, 'that until they saw a prospect of obtaining the amount necessary for the gravelling of our two great lending roads, I thought it would be difficult to induce them to incur any responsibility in connection with the Railroad project,' and I also said 'we all feel, of course, deeply interested in securing a Railroad, which, passing through our Counties, shall have its terminus at Goderich, and will use every exertion, in co-operation with you and the Railway Company of Guelph, to secure it; but we also want our gravelled roads.' I have read over my letter, and I can find nothing in it from which the inference can fairly be drawn that any apathy exists here in regard to a Railroad; our past conduct fully, I think, proves directly the contrary.—When Mr. Gwynne was fighting our battle for us in London, and the Toronto people doing all they could to defeat the project of making Goderich the Western terminus, we sent Mr. Lizars home to support him at a considerable expense to ourselves. We also had a line of survey run, and made such exertions as, considering the extent of our means, fully proved the warm interest we took in the project. We feel the *same interest still*; and it is most gratifying to us now to find that self-interest has at length removed from the eyes of the Toronto people those scales which formerly blinded them to the merits of Goderich as a terminus, for had not the Great Western and the Northern Railroads taken from them the Lake termini they had been previously contending for, they would never have admitted that Goderich possessed any merits at all. Let me assure you that if you think any apathy exists here in regard to the project you are now advocating, you were never more mistaken in your life. The Great Western terminus is already, as we all know, determined on—being Sandwich. That of the Northern has to be determined upon. What point are they likely to give preference to? Had I a voice in the matter, assuming that there was no possibility of carrying the adoption of Goderich, I should say the Fishing Islands, and for the following reasons:—Barrie is a point already determined upon, and the road so far, I believe, is under contract. From Barrie to the Fishing Islands a Railroad would touch the head of the following Bays:—Nottawasaga, Owen's Sound and Colpoy's Bay—important points, but objectionable as a terminus, each of them as compared with the Fishing Islands, and Penetanguishine is also a point objectionable.

At the Fishing Islands the spring usually opens between the	
latter part of March and.....	1st April.
Owen's Sound, Colpoy's Bay and Nottawasaga Bay	28th "
Penetanguishine	1st May.

The Saugeen or Shanty Bay has been talked of; but that is objectionable. About a mile out from the mouth of the river there is an island (under the shelter of which Dr. Dunlop and myself rode out a very severe gale some years ago), but from each end of this island there is a shoal extending to the river, and even though the shoal could be removed, of which I have strong

doubts, still when the mouth of the river would be reached the space for the accommodation of shipping would be found very limited, as about 150 feet up from the entrance is a high ledge of rocks and rapids which would effectually prevent shipping ascending higher.

"The head of Nottawasaga Bay presents the worst position of all for a harbour. It is land-locked on each side, so that vessels during gales of wind would be completely exposed to them from the North West; and if wishing to work out, would be unable to do so, having to contend against the entire sweep of the Georgian Bay, and completely exposed to the North Westerly Gales—the prevailing winds on these waters.

"At the Fishing Islands the navigation is open nearly two months longer than at Penetanguishine, Owen's Sound, or any part of the Georgian Bay; and at the Fishing Islands good harbours abound, completely sheltered, with three fathoms water. At Goderich, were the piers carried out 100 feet further, we should have, on the shallowest part of the bar, thirteen to fourteen feet, and the harbour would be available to vessels, no matter from what point of the compass the wind might be blowing.

"For the reasons I have here given, I think it extremely probable that the Barrie Railroad will be continued on to the Fishing Islands, in preference to the other points mentioned.

"The Western Railroad terminus is Sandwich.

"What points are there left for the Toronto and Guelph line, if continued to Lake Huron? To take only three—Goderich, the Sables and Port Sarnia. The Sables is about thirty miles from Port Sarnia. A Railroad from Guelph to the former place would only benefit the southern Townships of this tract, and I cannot imagine that the proprietors of the Railroad would hesitate, for a moment, in *excluding* the Sables altogether, thus reducing the question to Port Sarnia and Goderich; and I am well satisfied that, looking to the position of the Great Western line, with its terminus at Sandwich, the proprietors of the Guelph line will never be so blind to their own interests as to select Sarnia; and so far as the Canada Company are concerned, the Sarnia line would be of little or no benefit. I can see no terminus open to the Guelph line but GODERICH; and I shall be but too happy to do all that lies in my power to obtain the active co-operation of these counties towards carrying forward the work, and if you will give me your ideas as to the amount which the Canada Company are likely to contribute towards defraying the expense of the survey, as well as that which, in your opinion, looking to the whole cost, these United Counties ought to contribute, I shall bring the subject under the notice of the Council, at its session on the 3rd of next month.

"Believe me, &c.,

(Signed)

"THOS. MERCER JONES."

"FRED. WIDDER, ESQ."

"P. S.—In speaking of Goderich Harbour, I omitted stating that it is open, generally speaking, from about the 28th March till the 1st December, and it has been open till the 28th December."

MR. WIDDER TO MR. JONES, ON TORONTO AND GUELPH
EXTENSION RAILROAD.

"MY DEAR SIR—

TORONTO, 28th April, 1852.

"I have this morning received your letter of the 24th instant. Upon referring to yours of the 12th instant, and my reply of the 20th instant, disabusing your, and the minds of other parties, as to the position of the Court with your Council upon the required loan, I think I was tolerably well borne out in my apprehension, that with all parties in Goderich, an indifference or apathy existed towards the Railway from Guelph to that town, since you considered the gravelled roads of primary importance, and 'until they saw that there was a prospect of obtaining the money for these works, it would be difficult to induce them to incur any responsibility in connection with a

Railway project,' and you conclude by saying, 'the meeting of the Council will be on the 3rd May, and I shall take the opportunity of addressing them on the subject of the Railway, *provided* I could give them any satisfactory opinion regarding the Gravelled Road Debenture negotiations, and that they were likely to obtain the money through the medium of the Canada Company—had I the power to do that, I am certain the other question would pass without difficulty: otherwise, I fear my suggestions would be indifferently received.'

"However, I am glad I misunderstood your meaning, and that you will do all in your power to obtain the active co-operation of the Council towards carrying forward the works of the Railway. You are apprized of what I have written to the Court and yourself touching the survey, and until we hear from the former, I do not see that we can venture upon dealing with the subject in precise terms.

"I fear your conclusions are premature as to the terminus of the Northern Railroad. Great efforts will be made, probably with success, to have it at Penetanguishine, Mundy's Bay, or Hog's Bay, all reported by the Engineers as good harbours, with many islands for safe shelter. The people of Goderich labour under a very *dangerous* mistake in supposing that those of Toronto are now thinking of Goderich as a terminus. I have not been lucky enough to hear any one advocate it, but I have heard of Sarnia and Saugeen as the proper places, and from circumstances which have come to my knowledge, I fancy Government influence may be brought to bear in making Sarnia the terminus of the Trunk Line, and to secure to it the Government guarantee. The difficulties westward are stated to be provided for. I have also reason for supposing that Guelph, and the various Municipalities which have subscribed for the line to that town, would oppose any extension to Goderich—they will endeavour, as far as their interests are concerned, to be content with Guelph. They think that line is certain of paying well, and that the further outlay of capital would render that result extremely doubtful or postpone it. Guelph, independently, is not in favour of a line to Goderich. As far as I can ascertain, people there will not like any *communication* through their town, being well aware of the consequences, and will do all they can to have a *transhipment* into their line from any other, but no fusion.

"As to the expectations raised in your town, by the Great Western Company, of having a line by-and-bye from Woodstock, I attach little importance to them. The Reeve of Wilnot writes me, that he has it on the best authority, that a branch from the Great Western will be made through Wilnot to Goderich, and that this is the reason why the Galt and Waterloo people are backing out of the gravelling and planking the road to the Huron.

"Upon referring to your letter of the 12th instant, I see that the Council will have in hand £8,000 to £9,000 before you will require any money for your purposes, and yearly afterwards £3,300. Would it not be, under all the circumstances, a more prudent financial operation to make the works with your own direct means, than to encumber yourselves with an onerous loan abroad? Surely with the resources at your command, it is scarcely wise to borrow £30,000, and incur the incidental costs of the loan.

(Signed) "F. WIDDER."

"T. M. JONES, Esq., *Goderich*."

MR. JONES TO MR. WIDDER, IN REPLY.

"MY DEAR SIR—

GODERICH, 5th May, 1852.

"I am in receipt of your letter of the 28th ultims. Agreeably with your request I now return you the copy you sent me of the correspondence between the Treasurer and the Company.

"Your long quotations from my letters regarding the rail and gravelled roads are no doubt perfectly correct, but the conclusions you have drawn from them are *most erroneous*. No apathy exists in regard to the Railroad project; but the settlement most wisely, as I conceive, look upon the gravelled roads as demanding their first attention, and they *will* secure them.

As regards the opinion existing in Guelph against their line being continued farther west, and the confidence they feel that a line from Toronto extending no farther will pay well, I shall only say that their infatuation is most incomprehensible to me; but that, fortunately, now, is *their* business, not *mine*, or that of these settlements; for if the Great Western give us a branch from Woodstock, or, far better still, as you assure me they propose doing, from Galt, *our* purpose will be much better served than by one from the Guelph line. In every point of view, according to my judgment, either Woodstock or Galt will be a better line for these settlements than Guelph, and if the Great Western propose making one or other, we shall be rendered independent of the hostile feelings of the Guelph and Toronto people, which you have called my attention to.

"The information which I gave you, as to the funds which our Council will be in possession of, was perfectly correct; but I cannot arrive at the conclusion, from that data, which you appear to have done, as to the expediency of giving up the idea of negotiating our debentures, and thus of deferring, for many years, the completion of our roads, when by a contrary course we shall accomplish the all-important work in less than eighteen months.

"I note your opinions as to the probable terminus of the Northern Railroad. Mine is different, as I have already stated, and for the reasons given.

"I have addressed a letter to the Council, on the subject of contributing towards the expense of the survey of the line from Guelph here, and to-morrow I expect to be able to communicate to you the result.

"FRED. WIDDER, Esq." (Signed) "THOS. MERCER JONES."

Extract of a Letter from F. WIDDER, Esq., Toronto, to T. M. JONES, Esq., Goderich, dated 11th May, 1852.

"Your remarks upon mine of the 28th ultimo, as to Railway matters, are, I find, so amply and well disposed of in my letter, as to leave me nothing further to add. I note your application to the Warden, and the Council's reply. I am not aware, however, that any parties in Toronto propose to apply for a Charter for the extension of the Guelph and Toronto line to Goderich. A notice has been long since given for the extension of that line, but whether it will be to Sarnia, Saugeen, or Goderich, or other parts, will depend upon influences which may be brought to bear.

Extract of a Letter from THOMAS MERCER JONES, Esq., Dated Goderich, 6th May, 1852, to F. WIDDER, Esq., Toronto.

"I now enclose you the copy of a letter which I addressed to the Warden of the County Council, on the subject of a contribution towards defraying the expense of the survey of the projected Railroad from Guelph to Goderich: also of the Report of the Committee to whom it was referred."

MR. JONES TO THE WARDEN OF THE UNITED COUNTIES OF
HURON, PERTH AND BRUCE.

"DEAR SIR—

GODERICH, May 4th, 1852.

"The correspondence which has passed between your Treasurer and the Canada Company will have shewn you that the Company feel deep interest in securing, if possible, a Railway communication through this tract, with its terminus at Goderich; and it is proposed, as I am informed, by certain parties in Toronto, to apply for a Charter for the extension of the Toronto and Guelph line to this place. It is therefore of importance to be prepared with a survey of the line, as early as it can be conveniently made. I have little doubt that the Canada Company will contribute liberally towards that object, and the expenses of the survey, which my colleague, Mr. Widder, writes me, would be about £2,000.

"I am unable, of course, to offer any opinion on the amount which the Company may contribute, but, in the absence of that information, I would respectfully submit, that the Council might enter upon the consideration of the portion of the whole amount which they should contribute, provided the Canada Company, or private individuals, should make up the balance.

"The active exertions which the inhabitants of these United Counties have, on several occasions, made for the establishment of Railway communications through them, and the warm interest which they are well known to feel at the present time, in common with the rest of Canada, in the construction of these important works throughout the Province, renders it unnecessary for me to point out the important advantages which the Huron Tract would secure, by the construction of a line through it, in completion of a Railway communication between Goderich and Lake Ontario. As an investment, it would, I firmly believe, be the best paying line in Canada, and at the same time be of the most extensive benefit to the Province; and I need not here advert to the benefit which it would be of to our own immediate interests, as it is sufficiently obvious to any one giving the subject a moment's consideration.

"I am, Dear Sir,

"Your's very faithfully,

(Signed)

"THOS. MERCER JONES."

"WM. CHALK, Esq.,

"Warden of the United Counties of

"Huron, Perth and Bruce."

Extract from the Report of the Committee on Finance, of the Municipal Council of the United Counties of Huron, Perth and Bruce, on the preceding Letter.

"Letter from Thomas Mercer Jones, Esq., calling attention to the importance of making provision for the survey of a route for the extension of the Toronto and Guelph Railway to Goderich. Having already imposed a heavy tax for the construction of a Gravel Road and the Maitland Bridge—which is to be proceeded with forthwith—your Committee consider that this Council will be unable, at present, to enter very extensively into any arrangement for the survey or promotion of a Railroad. They would, however, recommend that the sum of £300 be allowed, to assist in making a survey, in the event of such a survey being made by the Canada Company or any other party."

MR. WIDDER TO MR. JONES, ON TORONTO AND GUELPH
EXTENSION RAILROAD.

"MY DEAR SIR—

TORONTO, 31st May, 1852.

"I now enclose such extracts from the Court's last letters—23rd ultimo and 7th instant—which will interest you. The Toronto and Guelph Railroad Company have appointed the Canada Company their agents for the negotiation of the required capital, and have made the proper arrangements for sending home their debentures in what, I hope, will be an acceptable form.

"In order to render the grant of £500 of the Court available as soon as practicable, I have procured Mr. Gwynne to open subscriptions for obtaining the required amount for the complete survey from Guelph to Goderich, and I hope a considerable sum will be raised here for the purpose, and I trust that your County Council will lose no time in giving their promised £300 towards the work, as Mr. Walter Shanley will be prepared to commence it by the 14th proximo. My own impression is, at present, that it will be expedient to have a separate company for the proposed line, and, to effect this, I have caused the requisite notice to be given in the *Gazette* and other papers: but this may be a matter for subsequent consideration. I trust that when the various Municipal Councils, whose localities will be benefitted by the Railroad, see that we are really in earnest, and that there is every reason for believing that the capital for its completion will be forthcoming, that they will take stock in the proposed Company, by the issue of their debentures,

and thus facilitate the obtaining of the requisite money in England. Mr. Shanley will start from Goderich on his survey, so you will have an opportunity of offering any suggestions which you may deem useful to him and the project.

"Believe me to remain, &c.."

(Signed)

"FRED. WIDDER."

"T. M. JONES, Esq., *Goderich.*"

MR. JONES TO MR. WIDDER, IN REPLY.

"MY DEAR SIR—

GODERICH, *2nd June, 1852.*

"I am this morning in receipt of your letter of the 31st ultimo, informing me of the position in which the Toronto and Guelph Railroad Company stand, and that the Canada Company had made a grant of £500 towards defraying the expense of the survey of a continuation of that line on to this place, and that Mr. Shanley would be here to commence the survey on the 14th instant.

"After the correspondence which has passed between us on the subject of the proposed extension, I was not at all prepared for this communication, and still less for the receipt of the assurance you give me, that the necessary capital would be forthcoming. I regret very much, however, that you should not have confided to me the grounds upon which you feel so confident that that satisfactory result, for I should then be in a better position for acting in co-operation. I have already informed you that the feeling of these Counties is strongly in favour of what, in my own opinion, is unquestionably the better route for their interests, that of a junction with the Buffalo and Brantford line, at, or near Paris—for that would accommodate the whole of the Counties and connect them at once with every line of Railroad in the Province, and afford them the most expeditious communication with the Railroads in the United States.

"In my opinion, that line would be most unquestionably more for the interest of the Canada Company to promote, than a line from Guelph, connecting with that to Toronto. If, however, the capital necessary for the work is secured, or the prospects bright for obtaining it, the line may succeed in opposition to the Brantford one, but we have strong assurances that the latter one will be carried through. You have no doubt seen, in a late Brantford paper, an article on the subject, and in the Goderich papers an account of a meeting held in this place for the promotion of that object; and on the 29th June, or this month, a large meeting will be held here, at which the attendance is expected of a deputation from Buffalo and Brantford; and about the end of the present week we expect Mr. Wallace up to make a preliminary survey of the line, and he is, I am told, a Railroad surveyor of some celebrity.

"Mr. Christie, from Paris, was up here lately, with whom I had a good deal of conversation on the subject, and he has taken a very warm interest in it: will attend the meeting which is to be held here on the 29th instant; and I have been assured that the Buffalo people will take one-third of the stock; the Brantford people will take a large amount also, and if it were to be carried through Woodstock, I am assured the Woodstock people would do the same. Whilst I was down at Sandwich, a deputation proceeded to Brantford from this place, to attend a meeting there, and they returned yesterday with such satisfactory reports, that the town is quite excited, and all feel confident that we are at last really to have a Railroad; and if judicious proceedings be adopted, I do not apprehend the least difficulty in inducing the different Municipalities to take the requisite amount of stock for affecting the object. The only difficulty will be the negotiation of the debentures: but that would at once be obviated, if the Company were to co-operate with them.

"I am, &c,

(Signed)

"THOS. MERCER JONES."

"FRED. WIDDER, Esq."

MR. WIDDER TO MR. JONES, ON TORONTO AND GUELPH
EXTENSION RAILROAD.

"MY DEAR SIR—

TORONTO, 8th June, 1852.

"I yesterday received your letter of the 2nd instant, in reply to mine of the 31st ultimo, in which you state, after the correspondence which has passed between us on the subject of the proposed extension from Guelph to Goderich, you were not prepared for my communication, and still less for the assurance, you say, I give you that the necessary capital would be forthcoming; and you regret very much that I should not have confided to you the grounds upon which I feel so confident of that satisfactory result, as you would then be in a better position for acting in co-operation.

"If you will take the trouble to refer to my letters to the Court, copies of which have been long since in your hands, you will perceive the reasons why I have taken an active part in promoting the Toronto and Guelph road; and why I have successively urged the Canada Company to lend their aid in obtaining the requisite capital for the project, was solely with a view to its extension to Goderich. Seeing the chances of success were increasing for the accomplishment of the line to Guelph, I urged upon the Court, in my letter of the 1st April, the necessity of losing no time in making a survey to Goderich, and that the Company should, if needful, bear the entire cost of it, although the Municipalities to be benefitted might contribute towards the cost. Upon sending you, on the 6th April, a copy of that letter, I inquired of you to what extent your County Council and Township Councils along the proposed line, from Guelph to Goderich, could be moved to contribute to the cost of survey, which I estimated at about £2,000. I mentioned, also, that I was agitating the matter with influential parties whom I knew, to ascertain what could be done. You made application, in consequence of my urgency, to your County Council on the 4th May for a contribution for the survey, and that body agreed to grant £300 for that object, in the event of its being effected by the Canada Company, or any other party: the Council excused themselves from granting a larger sum, on the grounds that they have imposed a heavy tax for a gravel road and Maitland bridge, and therefore consider they are unable, at present, to enter very extensively on a survey or promotion of a railroad. Subsequently the Court's authority is received to contribute £500 towards the survey, as recommended in my letter of the 1st of April; and I take steps to render this authority effective, and advise you accordingly, and expressing a belief that if the Councils see we are in earnest and will take stock by subscribing in debentures in the proposed Company, that the requisite capital would be found. I think it requires no very quick apprehension to arrive at the sequence of the correspondence and proceedings of the Company, which you are informed upon; that, if they anxiously promote the Toronto and Guelph Railway by consenting to sell their debentures, find a large sum for the survey on to Goderich, the Company will at least render a like service for the project on to Goderich. I had not, nor have any other information than what you possess, to arrive at the conclusion I have. The subscription list for the survey is being proceeded with actively, upon the terms of the endorsed heading, and we of course have full confidence that your treasurer will pay us the £300 pursuant to the order of your Council, although you refrain from any allusion to my last remark on this point. I did not write that Mr. Shanly would be in Goderich on the 1st instant, but that he would be prepared to commence the survey at that period.

"I do not think it necessary to touch upon the project of the Brantford railway to Goderich, further than to say that I believe you will find, upon reference, that you have upon no previous occasion mentioned the question of any junction with the Brantford company, and until the receipt of the Goderich papers I had never heard that any such view had been dreamt of. I believe, if my informant be well advised—and I think, from his influential position towards the Buffalo and Brantford company, that he knows—that nothing will be done for any extension of their line until they have completed their present work,

which is quite sufficient for their means and powers; that even then the line will in all probability go to Guelph direct, and no further; that the movement to Goderich is not on the part of the Brantford and Buffalo stockholders, but originated at Goderich, through the instrumentality of some parties whose interests might be found to centre at the Bayfield, where a port might be formed; and that a survey of some twelve miles might be saved in distance and expense, in stopping there rather than making Goderich the terminus. The Brantford company have no power to extend their line, neither have they given the required parliamentary notice to obtain it. As at present informed, I cannot help thinking but that the excitement got up will end to the advantage of the Guelph route, and do nothing else.

I remain, &c.,

FRED. WIDDER."

(Signed)

"T. M. JONES, Esq., Goderich."

MR. JONES TO MR. BROWN, TREASURER, &c.

"SIR:

"GODERICH, 11th June, 1852.

"I have the honour to inform you that the Canada Company have subscribed £500 towards defraying the expense of the survey of a line of railroad in extension of that from Toronto to Guelph; and therefore the Directors of the Railroad Company look with confidence to the receipt of the amount granted by the Municipal Council for these United Counties by their by-law of the 15th ult., viz., £300; and I beg you will do me the favour to inform me whether I may give them that assurance, as I have now a letter from Toronto asking me the question. If you can conveniently answer this letter in the course of the morning, you will confer a particular favour upon me.

"I am, Sir, your very obt' servt,

(Signed)

"THOS. MERCER JONES,
"Commissioner."

"GEORGE BROWN, Esq.,

"Treasurer United Counties of Huron, Perth & Bruce."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR—

GODERICH, 11th June, 1852.

"I am in receipt of your letter of the 8th inst. My reasons for expressing surprise at the assurance you gave me that the necessary capital would be forthcoming for the extension of the Guelph line of Railroad on to this place, were founded on the previous assurances which you had given me, that in Toronto you had not been lucky enough to hear any one advocate Goderich as a terminus, but that you had heard the Saugeen and Sarnia mentioned. You also told me that the Guelph and the other Municipalities who had subscribed to the line to Guelph would oppose any extension to Goderich, and that they would endeavour, as far as they were concerned, to be content with Guelph; and I have not until now had any reason for believing that those serious difficulties, as I judged them, had been overcome. From your present communication however, I find that they either have been overcome, or else that you did not mean by your remarks to convey to me the unfavorable conclusions I have drawn from them; and I am most heartily glad of it, and much gratified at finding you so sanguine as to a certainty of having a Railroad from Toronto to this place. I do not think you need entertain any fears as to the object of the promoters of the Brantford and Goderich line having any intention of making Bayfield their terminus. I am too well acquainted with the vastly superior advantages which the one port has over the other, to entertain any such apprehension—in no single point of view has Bayfield any advantage over Goderich, nor is it in any point of view on an equality with it. I think, however, I know the reason of your

taking that view of the subject—at least, my supposition is, that you have heard that overtures have been made to me by certain parties for the purchase of the Bayfield property.

“As I have already said, I most heartily wish that your favorable anticipations may be realized; but I must say at the same time that a line from Paris would be vastly more beneficial to the interests of these United Counties, and, as it would at the same time be so advantageous to the Great Western line, and the Brantford and Buffalo one, to possess the advantages which would be secured to them by the Goderich, Paris and Brantford one, their entire co-operation, assistance and support might be confidently relied upon.

“At Paris the Great Western and the Buffalo line would be struck, and thence the traveller would be placed in direct communication with every Railroad in the province of Canada, and in the United States; and from this place to New York would reach his destination in about thirteen hours less than by the way of Guelph and Toronto, and the length of Railroad to be constructed through these United Counties would be seven miles less than by the way of Guelph, whilst at the same time the distance to Hamilton via Paris would be only 108 miles, and that to Toronto 140 miles; and, were it necessary, I could enumerate many other important advantages which these counties would derive from a Railroad to Paris, in comparison with one to Guelph; and even though a line were now in existence from Toronto to this place via Guelph, I am satisfied it would not prevent the establishment of one from Paris to Stratford. The projectors of the Paris line contemplate running it to Stratford, and thence to this place.

“Toronto has, I think, lost the western trade for ever, and the rivalry which has so long existed between her and Hamilton is at length nearly terminated, and in favor of the latter.

“I am sorry I should have neglected to notice the remark in your former letter relative to your expectations that the subscription of the County Council towards defraying the expenses of the survey of the line from Guelph here, would be forthcoming—in fact, it did not occur to me that any notice was required, for I considered, myself, that under their By-law, the Council was pledged to issue their debentures for it, on the fulfilment of the conditions under which contribution was made; and that the treasurer was bound to pay it when in funds; and it struck me that you looked upon the matter in the same light. I have however, in consequence of your present observations, written a note to the treasurer on the subject this morning, and I now enclose you his reply, together with the letter which I received from the county treasurer communicating the decision of the Council upon my application originally.

“Since writing the foregoing, I have again looked at your letter of the 8th instant, and I perceive I have omitted noticing your remark as to the excitement having been got up at Goderich by parties there who were interested in Bayfield, and that the movement was not made by parties interested in the Brantford and Buffalo Railroad. Whoever has told you this has greatly deceived you, for to my own certain knowledge, the Brantford and Buffalo line in connection with one to Goderich, was never spoken of, nor did the movement originate in Goderich. Woodstock was certainly spoken of, but never Paris or Brantford—but this is of little moment—I only hope that the agitation of either one or the other line may not end in our *having neither*, for the interest of the Canada Company, and for the interest and advantage of the settlement generally. For the convenience of the inhabitants, *I should much rather see the Paris line adopted*; but, rather than have none, I should jump at one by the round about way of Guelph and Toronto; but you may rely upon this fact, that the interests of the Canada Company would be more benefitted by the Paris line than any other, and the returns to the stockholders be *vastly larger* on it than any other. To tap the Great Western, is in my opinion, the *true* policy of these Counties.

“Take a map, draw a line from Goderich to Stratford, thence to Paris, thence to Blackrock, or rather Fort Erie; again from Paris to Hamilton and to Detroit.

"Having done this, draw a line from Stratford to Guelph, and from Guelph to Toronto.

"Then reflect upon the lines of Railroad, which, starting from Buffalo and Detroit—being at Paris—are open to you, and to which from Paris Railroads conduct you.

"Then contrast your position at Toronto with it. *Your* conclusions, however, you have already communicated to me, and so have I *mine*—but give us a Railroad either way, and I shall rejoice.

"Before closing the subject I must have one last word more upon it:

"*Seventy-eight* miles of Railroad will take us to the Great Western Railroad, which I look upon as a road *secured*, and we should then be thirty miles from Hamilton.

"*Ninety* miles of Railroad would take us to Guelph, and then we should be fifty miles from Toronto—the Toronto and Guelph line, I believe, not yet under contract.

"I quite agree with you, that the Brantford and Buffalo Company have no power to extend their line to Goderich. I am *myself* quite satisfied on that head; but there are many who think differently.

"No power exists yet, however, for the extension of the line from Guelph, so that in this respect, each are on a par.

"I have been told that it was the influence of the Great Western that *prevented* the passage of the bill extending the line to Goderich, at the last session of Parliament.

"The influence of that Company will, no doubt, be exercised in a similar manner next session, whilst they would support one to Galt from Guelph.

"And I know that they would give their hearty support to a line from Goderich to Woodstock, and I think they would do so to Paris.

"Always, my dear Sir,

"Yours, faithfully,

THOS. MERCER JONES.

"FRED. WIDDER, ESQ."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR—

TORONTO, 15th June, 1852.

"I have received your letter of the 11th instant. As far as I am informed, you are much mistaken in believing that there is any alteration in the position of Railway affairs, or in the conclusions I derived from them, as given fully in my previous communications. I believe my authority was good for saying that the excitement to obtain a continuation from Brantford to Goderich did not proceed from the Brantford and Buffalo Company. You write, 'to my certain knowledge the Brantford and Buffalo line, in connection with the one to Goderich, was never spoken of, nor did the movement originate in Goderich; Woodstock was certainly spoken of, but never Paris or Brantford'—but if you will refer to your letter of the 2nd instant, you will find that the following paragraph, viz.—'I have already informed you that the feeling in these counties is strongly in favor of what in my opinion is unquestionably the better route for their interests, that of a junction with the Buffalo and Brantford line, at or near Paris,' &c., &c.

"It is too late for the Canada Company or their Commissioners, after what they have been doing for some months past to promote a line of Railway from Toronto to Guelph and Goderich, upon which measure their labor and money has been freely bestowed, and your County Council have also voted £300 towards it—it is too late, I repeat, to abandon that project and advocate another which was never dreamt of until within these last two weeks, when certain parties became alarmed at the Canada Company's move to secure the line the Company have long advocated. If the people and County Council of your United Counties are determined to take up the Brantford line, the Canada Company's labors and anxieties cease, and we must only hope that the Huron interests are not being sacrificed by projectors, who, if they really have a desire, lack the means to accomplish their promises.

As it is, I am glad I have urged you to ascertain how the matter stood as to the £300 recommended by the Finance Committee, to be given upon your strong advocacy of the superior advantages of the *Toronto, Guelph and Goderich over any other line, for the purpose of surveying it.* Do the people at Goderich think that any individual will advance the money out of his own pocket, to be reimbursed when it suits the pleasure or convenience of the councils' officers? With those £300 we should have sufficient for obtaining a complete survey, not a preliminary useless one, obtained solely to mislead; but as matters stand now, I do not feel justified in spending monies confided to my trusteeship, under the belief that no difficulties could possibly be opposed to their conferring a positive benefit upon the settlers in the Huron.

"I am, &c.

(Signed)

"FRED. WIDDER."

"T. M. JONES, Esq., Goderich."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR:

"GODERICH, 18th June, 1852.

"I am in receipt of your letter of the 15th inst., in regard to railway matters. I have already stated that I know well the movement in favour of the Buffalo and Brantford route did not originate in Goderich; while you, on the other hand, still consider that it did. I feel satisfied that I am correct; and if I were informed of the grounds upon which you entertain a contrary opinion, I think I could satisfy you as to the fact of my being so.

"You give me quotations from my letters of the 2nd and 11th instant—the latter to the effect, as above stated, and the former stating that the feeling in these counties was strongly in favour of the Brantford and Buffalo route. All I can say is, that my thorough conviction is, that the two statements are perfectly correct.

"You express your satisfaction at having urged me to ascertain how the matter stood as to the £300 recommended by the Finance Committee to be given, upon my very strong advocacy of the superior advantages of the *Toronto, Guelph and Goderich, over any other line, for the purpose of surveying it.*

"If by the underlining you mean to intimate that I so described the Guelph line, I can only say that such expressions are not in the copy of my application to the Council, which is now before me. You no doubt saw the report of a meeting held here on Tuesday the 25th May, with a view to establishing or promoting the project of a railroad from this to Buffalo; and no doubt you read the opinions there expressed by the speakers. I was myself then at Sandwich.

"I am not well, so I must now conclude, but I shall write you further next post.

"Always, my dear Sir, yours faithfully,

"THOS. MERCER JONES.

"FRED. WIDDER, Esq."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR;

"GODERICH, 20th June, 1852.

"I wrote you by last post. You are aware that there will be a Railroad meeting here on the 29th instant; that whilst I was down at Sandwich a preliminary meeting had been held here in consequence of overtures which had been received from Brantford; and that the result was, that the dispatch of delegates to attend a meeting of the Directors had been determined on. The delegates went down, and, as I have already informed you, their reception is reported by them as having been most satisfactory. And a body of surveyors are now on the line, sent on by Buffalo, who are to have their report ready for submission on the 29th. The head surveyor (a Mr. Wallace) has been here, and I am told that he is most favourably impressed as to the great advantages which the proposed line offers in every respect. I shall attend the meeting, as then the merits of the two lines will be discussed, and I shall take the opportunity of stating to it the forward position which the Guelph

Company are in, the contribution made by the Company towards defraying the expense of the survey of the continuation of the line to this place, and their offer to negotiate the debentures which may be issued by the different municipalities for the construction of the work; and that thus, if the United Counties only act in co-operation with the Toronto Directors in the furtherance of that line of continuation, it will be completed without any doubt. I have hitherto been of opinion that the chances of getting that line established were very small, and I was led to think that it had *no friends in Toronto*, and strong enemies in Guelph itself; and I therefore felt great pleasure when I learned that the Buffalo and Brantford people had proposed extending their line, provided these United Counties would give their support to it. If I have the opportunity afforded me of speaking on the 29th instant, I shall endeavour to place the advantages which the Guelph route possesses in being organized and in being supported as it is, and urge upon their serious attention that their co-operation is alone wanted to secure the extension, and shall do all I can to give due weight to the consideration of those advantages.

"I have written a letter to the Warden, requesting him to issue a debenture for the £300 promised towards the expense of the survey by the Council; and as soon as I receive it from him, I will send it you.

"In accordance with the decision of the meeting held here on the 25th ult., Mr. Brown in the chair, and reported on the 27th in the 'Signal,'—the proceedings of which, when reported to me on my return from Sandwich, took me completely by surprise—letters were written to each of the Reeves, requesting them to consult with their respective constituencies as to the propriety of taking stock in the projected railroad from Brantford line; and I suppose they will all attend the meeting, and communicate the decision which their constituencies may arrive at. They tell me the Brantford people are satisfied that no charter will be necessary for the extension of their line to this port.

"I suppose you will have seen our Treasurer, Mr. Brown. It is generally believed here that Mr. Cayley has so far arranged regarding the negotiation of the debentures, that it will not be necessary for him to go to England, and we are looking anxiously to hear whether such is the case or not.

"Always, &c.,

"THOS. MERCER JONES.

"FREDERICK WIDDER, Esq."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR:

"TORONTO, 23rd June, 1852.

"I have received your letters of the 18th and 20th instant. As to my interpretation of your letter of the 4th of May last to the Warden, asking for a grant towards the expense of surveying the line from Guelph to Goderich, I certainly could not have fancied, until the receipt of your letter of the 18th instant, that whilst you were only seeking that assistance, your arguments and opinions were not designed to apply to the line in question, but to another. I observe the course you purpose pursuing with reference to the meeting on the 29th instant. I would suggest that you do not state 'that the Canada Company will negotiate the municipal debentures issued for the construction of the works,' but that you should in lieu thereof state, that *there is every reason for believing that the Canada Company will in every respect render the same assistance and facilities for obtaining the requisite capital which they have so readily and generously afforded to the Toronto and Guelph Company, and through which it is confidently believed the money will be obtained upon the most favorable terms.* I would again impress upon you, for your government, that the position of railway affairs remains substantially as I have already set forth in my previous communications, and that the Toronto and Guelph Railway Company have neither the power to enter into an engagement to proceed to Goderich or elsewhere, or to spend any money for the purpose of a survey.

"Mr. Brown, your Treasurer, will have communicated, what might have been anticipated by any party conversant with money transactions in England, that Mr. Cayley has been completely unsuccessful in negotiating the loan of £80,000 sterling for the gravelled-road scheme. The Royal Exchange Society, to whom he applied, as a preliminary, made it an absolute condition that the regular payment of interest and principal should be guaranteed by some responsible party. Of course such guarantee is not obtainable: if it were, there would be no occasion to send to England for the money, which could be easily obtained in Toronto itself at par. However, it appears the whole question has been summarily disposed of by the opinion your Treasurer has procured from Mr. J. H. Cameron, that the by-laws for procuring the money are unquestionably worthless.

"I send enclosed a copy of my last letter, No. —, dated — instant, to the Court, and remain, &c.,

(Signed)

"FRED. WIDDER.

"THOS. MERCER JONES, Esq."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR:

"GODERICH, 1st July, 1852.

"I am in receipt of your letter of the 23rd ult. You remark, that until you had received my letter, you could not have imagined that my arguments, when applying to the Warden for a grant towards defraying the expense of the survey of a railway line, were not designed to apply to the Guelph line, but to another.

"I have read over my letter referred to, and I cannot conceive how you have construed any remark in it as applicable to the Brantford line. Throughout the whole letter, the Guelph, it appears to me, is the only one that can be considered as applicable to, and that line is specially and most distinctly mentioned as the one for which the contribution was requested; and I think it was a letter written in a style calculated to induce the Council to grant the request, and which they readily did.

"You will have heard before this, of the result of the great railroad meeting in this place on the 29th ult., from Dr. Clarke and Mr. Duggan. I now send you the 'Signal,' which contains a report of it. The question was brought before the Council yesterday, and they have authorized the Warden to take stock in the Buffalo and Brantford extension line to the amount of £125,000, on certain conditions. The vote was nearly a unanimous one. I was, as you will perceive from the report, called to the chair.

"I never did or could contemplate telling either the Council or any parties whatever, that the Canada Company would negotiate the municipal debentures. All that I intended doing was to state what the Company had promised and done for the Guelph line, and I was much gratified at receiving from you the suggestions contained in your letter of the 23rd on that head; and you will observe that I gave the meeting my individual opinion on that subject as nearly as possible in your own language. The feeling throughout the whole counties is most strongly in favour of the Paris and Stratford route. I do not know of more than four who were advocates of the other one, after the merits of the Paris one had been pointed out; and there is but one feeling as to the necessity of a railroad communication, and the important advantages which it would secure.

"I regret the illegality of the by-law for raising by debentures £30,000. It is strange how Mr. Wilson should not have discovered the defect. The first one passed, although revised by him, was declared illegal. The second one was again revised by him, and it turned out to be no better than the former.

"I add nothing further on the subject of the railway, as the newspapers will tell you all I know on it.

"Always, my dear Sir, yours faithfully,

(Signed)

"THOS. MERCER JONES.

"FRED. WIDDER, Esq."

SPEECH READ BY MR. JONES AT THE MEETING AT GODERICH.

"The present meeting, as you are well aware, has been called in consequence of a resolution passed at a previous meeting, held here on the 27th May last, to take into consideration the question of these United Counties taking stock in the projected extension of the Brantford and Buffalo line to this port; but although originating in a meeting called for that special purpose, according to a letter which I hold from the Chairman of the Committee appointed at that meeting, it is by no means restricted to the discussion of that single line. But it is intended through it to obtain the sense of these Counties as to which line it is most to their interest to support—for you are well aware that the project of two lines has been pressed forward and your support solicited by the friends of each. One from Toronto through Guelph and Stratford, and the other from Buffalo through Paris and Stratford; and it is for you to determine—First, shall we support either—or, in other words, shall we secure a Railroad communication with its terminus at Goderich or not? If we declare in the affirmative—then which line is it most to our interest to support? The advocates of each line will supply you with all the arguments in favour of each particular route which can be advanced, and you will then have deliberately to weigh those on one side against those on the other, and then to decide. And, feeling deeply as I do the conviction of the vast importance of Railroads, and the incalculable benefit which a line judiciously determined upon, passing through these United Counties, would secure to them, provided a judicious selection of the terminus at or towards Lake Ontario, with Goderich as the starting point, should be made, I experience much gratification that so many gentlemen from a distance, interested in, and well posted up on Railroad matters, should have honoured us with their presence to-day—for, independent of the advantage we shall gain from the information we shall receive from them—their presence, coming from a distance, as many of them have done, affords a most gratifying evidence that they view the project with interest, and that a line of Railroad connecting Lake Ontario with Lake Huron, having Goderich as its terminus, is considered by them as an undertaking certain to yield a good return as an investment, and, as a certain consequence, well calculated greatly to advance our welfare. Two Directors from Toronto, representing the Toronto and Guelph Line, and the proposed extension of it to this place, Dr. Clarke and Mr. Duggan, are present. Also the Mayor of Buffalo, Mr. Christie, the member for Wentworth, and the Warden of the County of Brant. The first named gentleman being the president of the Buffalo and Brantford Line, and who is a warm advocate for its extension to this place. Those gentlemen and others, advocates of each route, will supply you with all the arguments in favour of each particular one which can be advanced, and you will then have deliberately to weigh them against each other, and then to decide. You are, no doubt aware that the Canada Company have consented to act as agents for the negotiation of the debentures in England issued by the Guelph and Toronto Line, free of charge, and that the Directors of that line now propose extending it to Goderich, and that the Canada Company have made them a contribution of £500 towards defraying the expense of the survey. In thus acting they have evinced the deep interest they take in the project of establishing a line of Railroad through these United Counties, and not only has this strong interest been thus shewn to exist by their liberal contributions when the project has been matured, but for some time past also in their correspondence with your Municipal Council and Treasurer they have shewn it by urging you to support the construction of such a line of communication.

"Having made these remarks, it now becomes my duty to state that should the decision of this meeting be that it is to the interest of these United Counties to support the Goderich, Stratford, Paris and Brantford Line, in preference to the Goderich, Stratford and Guelph Line, I am fully justified in believing that the Canada Company, whose sole object in offering their assistance is the promotion of the welfare of these Counties—leaving it to the Counties themselves to decide the question as to which line is the most likely to promote it—that they will in every respect render the same assistance and

facilities for obtaining the requisite capital through the negotiation of your debentures, as they have so readily and generously afforded to the Toronto and Guelph Company, and through which we may rest confident the money will be obtained on the most favourable terms.

"The Committee appointed at the last meeting, in their address, have set forth the advantages which a Railroad communication would confer upon these Counties in so strong a light to the farming interest, and have shewn us, as I think, so convincingly the large balance of gain over expenditure which it would secure, that it is hardly necessary for me to add anything on that head.

"It has been there shown, I perceive, that an outlay of £1 17s. 6d. in the shape of an assessment for discharging the interest and principal of the cost of constructing such a work, would produce a return of £12 10s. to the owner of a farm assessed at £200 value, through the increased price which would be obtained on the sale of the produce of it.

"It may be contended that a farmer assessed at £200 would not have 400 bushels of wheat to dispose of—of this you are far better judges than I am, or most likely the framers of that address; but, though the farmer might not have so much wheat, he would have other produce, and making all reasonable abatement from the profit thus estimated, the margin left is so large that the gain is clearly shewn to be great. But it will be observed that these calculations of profit are founded on the assumption that the Railroad would cost as much as the Halifax one was estimated at, or £5,000 per mile; whereas, according to the rough estimate formed after going over the line by Mr. Wallace, an eminent engineer, it will not exceed £3,500 a mile, making a difference of £1,500 a mile, and thus a very large abatement in the assessment rate necessary to be imposed for discharging its cost, and a consequent large addition to the gain to the farming interest, over the estimate given by Mr. Kydd, has to be made. I would strongly impress upon your minds this most important fact. If by means of a Railroad 12½ cents a bushel more for your wheat should be obtained, whilst the assessment imposed for defraying the construction of the work should only amount to 3 cents, a clear gain is secured to the farmer, on every bushel of wheat he has to dispose of, of 9½ cents, less the cost of transportation on the Railway, and his gain will be in the same ratio on every other article of produce. Surely it is unnecessary to add any further argument in order to prove the great advantages which a Railroad would thus secure to us.

"One argument more, however. The Railroad, in diminishing the cost of carriage on all our imports, our merchants would be enabled to dispose of their goods at a cheaper rate—certainly to the extent of the difference between the cost of transport and the value of their own time and expense in visiting distant markets on such roads as we now possess compared with a Railroad. A distance on a Railroad being surmounted in a little over two hours which, in the most favourable seasons, would now require twelve hours, and in the November, January and February months, possibly twenty-four hours.

"Then, again, we must bear in mind the important effects which would more especially be felt in this place. Think you not that if we have a Railroad with its terminus at Goderich, connecting the head of Lake Ontario and the foot of Lake Huron, that it will immediately be followed by the establishment of a line of steamers hence to Lake Superior and Lake Michigan, and that this town, which has improved so little for years past, notwithstanding the extraordinary progress which the surrounding Townships have made, will thus become the focus of an immense commercial intercourse with the northern portion of Michigan and Wisconsin, and with the whole mineral regions of Lake Superior, and that in the course of a few years, Goderich, small and insignificant as it now is, will have as large a population as Hamilton or Toronto now possess. I think I have dwelt already longer than was necessary on this subject. The deep anxiety which I am well known to feel in the project, as the means of promoting your prosperity, will sufficiently excuse me, I am persuaded. I shall now leave it to those gentlemen who

advocate each route to address you, and to urge the merits of that one which they individually support, but most anxiously, at the same time, entreating you not to permit us, through the *two stools*, to fall to the ground. Before closing I would most respectfully submit to your consideration the propriety in the course of your discussion, of abstaining from the introduction of all irrelevant matter, and of confining your attention to the following questions. Shall we have a Railroad or not? and if the conclusion be in the affirmative, then, Shall we support the proposed Line to Toronto *via* Stratford and Guelph, or shall we support that *via* Stratford, Paris, Hamilton, Brantford and Buffalo? And these great leading questions being decided, then the propriety of leaving to the decision of the Engineers the minor questions of the route to those points, as depending properly upon the character of the country through which they have to pass in an engineering point of view."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR :

"TORONTO, 5th July, 1852.

"I received your letter of the 1st instant on Saturday. I am glad to find that my understanding of your application of the 4th May, to the Warden, for assistance in making the survey from Guelph, is again erroneous; and that when, amongst other arguments in support of it, that your statement, '*as an investment it would, I firmly believe, be the best paying line in Canada, and at the same time be of the most extensive benefit to the Province,*' that this opinion applied specially to the extension of the *Toronto and Guelph* line to Goderich, and not to the *Brantford* line. It would have been fortunate for all concerned, if that opinion expressed had in any way influenced your proceedings.

"You further write: 'I never did or could contemplate telling either the Council or any parties whatever, that the Canada Company would negotiate the municipal debentures. All that I intended doing was to state what the Company had promised and done for the Guelph line.'

"But in your *last* letter (20th June) *previous* to the monster meeting, you write: 'I shall attend the meeting, when the merits of the two lines will be discussed; and I shall take the opportunity of stating to it the forward position which the Guelph Company are in, the contribution made by the Company towards defraying the expense of the survey of the continuation of the line to this place, and their offer to negotiate the DEBENTURES issued by the different MUNICIPALITIES for the construction of the work; and that thus, if the United Counties only act in co-operation with the *Toronto Directors* in the furtherance of that line of continuation, it will be completed without any doubt.'

* * * 'If I have the opportunity afforded me of speaking on the 29th instant, I shall endeavour to place the advantages which the *Guelph* route now possesses, in being organized, and in being supported as it is, and urge upon their serious attention that *their* co-operation is alone wanted to secure the extension, and shall do all I can to give due weight to the consideration of those advantages. I have written to the Warden, requesting him to issue the debenture for the £300 promised towards the expense of the survey. As soon as I receive it, I will forward it to you.' From this quotation, I think it will readily appear that my apprehensions as to your proposed address, in touching upon *municipal debentures*, were not entirely uncalled for; and that had you followed out, in spirit and action, the course you proposed adopting—applying and using my recommendation, as given in my letter of the 23rd instant, as *clearly, distinctly and solely applicable* to the *Guelph and Toronto* extension, instead of using my recommendation *entirely* in favour of the *Buffalo* line, to which it could not by possibility be supposed to be designed for—you would have discreetly avoided placing the Canada Company and their Commissioners in a position of great difficulty and embarrassment. You cannot fail to arrive at this conclusion—upon referring to the correspondence which has taken place during some months, between yourself, the Canada Company, the Railroad Company here, and myself—that such promises as you have made for the Company, whilst presiding at the meeting in question, were not

justified by antecedent circumstances, and that there is danger of their being repudiated.

"As regards the £500 for the survey—Has the Warden acceded to your request? Pray send me a copy of his reply if in the negative, as I shall wait for the result with some anxiety.

"I am, my dear Sir, yours faithfully,

(Signed)

"FRED. WIDDER.

"THOS. MERCER JONES, Esq."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR:

"GODERICH, 8th July, 1852.

"I am in receipt of your letter of the 5th instant, and deeply do I regret to find from it how completely I misunderstood your intention as to the application of your remarks in your letter of the 23rd instant. I give you my honour I fully construed your intention so as completely to justify the statement I made to the meeting on the 29th June. The hour that I received your letter I read that paragraph to your brother, and expressed the gratification I felt at thus having, as I conceived, your sanction to my giving expression to the opinions which I did; for without that supposed sanction I should never have permitted myself to express myself as I did. I seem to have been labouring under misconception all through. I was under the entire conviction, and, as I conceived, had the best authority for being so, that the Toronto and Guelph people were altogether opposed to the Goderich terminus: so much so that the propriety of making it the terminus was never mentioned in Toronto, and the extension of the Guelph line never mooted; or if mooted in Guelph, only for the purpose of denouncing it: that, instead of Goderich as a terminus being spoken of in Toronto, the Saugen and Sarnia were the only points ever alluded to; and in proportion with my mortification at such a position of affairs was my gratification at finding that other parties were ready to take us by the hand; and that we had what appeared to me a certain prospect of securing a line to Paris, tapping the Great Western, whilst the chances on the other line seemed to be extremely doubtful; and not until a few days before the monster meeting was I undeceived, and deeply do I regret the fact—not that I think the Toronto line through Guelph to this place in point of advantage to the Huron tract *can for one moment compare with that from Paris*, but because the inhabitants of these counties, in supporting the latter line, were opposing one which we now find, contrary to all their impressions, had the countenance of parties who were determined to give it that aid which would have secured its being carried into effect; and that, instead of the Toronto and Guelph people being opposed to the extension to Goderich, as we were led to believe, they warmly supported it. My conduct in the chair was, I had flattered myself, such as would have met your approbation, and the approbation of every one; and sincerely do I lament that through my unfortunate misconception of the expressions regarding the aid which might be expected from the Canada Company, I should, as you conceive, have placed the Canada Company and the Commissioners in an embarrassing condition—a result which I think it is unnecessary for me to say was never anticipated by me

"I was, when addressing the people as I did, thoroughly impressed with the conviction that I was uttering your own sentiments in giving them reason for expecting at the hands of the Canada Company the same assistance in negotiating debentures for a line to Paris from Goderich as they had promised the Toronto and Guelph line in the event of the inhabitants of these counties giving a preference to the former as being the most likely to promote their interests. The following are your observations on this point: 'I would suggest that you do not state that the Canada Company will negotiate the debentures issued for the construction of the works; but that you should, in lieu thereof, state that there is every reason for believing that the Canada Company will in every respect render the same assistance and facilities for obtaining the requisite capital which they have so readily and generously afforded to the

Toronto and Guelph Company, and through which it is confidently believed the money will be obtained on the most favourable terms. On reading this paragraph my conclusion was that the remarks were intended to apply to the proposed Paris and Goderich line, and on the 1st July, still under that conviction, I wrote to you as follows: 'I never did or could contemplate telling either the Council or any parties whatever, that the Canada Company would negotiate the municipal debentures. All that I intended doing was to state what the Company had promised and done for the Guelph line, and I was much gratified at receiving from you the suggestions contained in your letter of the 23rd on that head, and you will observe that I gave the meeting my individual opinion on the subject as nearly as possible in your own language.' The feeling 'throughout the whole of the counties is most strongly in favour of the Paris and Stratford route. I do not know of more than four persons who were advocates of the other one after the merits of the Paris one had been pointed out; and there is but one feeling as to the necessity of a railroad communication, and the important advantages which it would secure.' These remarks clearly prove that I read your observations as applicable to the Goderich and Paris line as well as to the Guelph and Toronto line. Our treasurer, I may also observe, on his return here from Toronto, told me, that in the course of a conversation which he had with you, you had stated that it was *IMMATERIAL* to the Canada Company which line was made—that *via Paris* or the Guelph line; and that, *provided a line was made through the tract, the Company would be perfectly satisfied whichever route was taken*: and he further stated, that you said the Company had offered to negotiate the debentures. In expressing the opinions which I then did, I felt as thoroughly satisfied as I ever was of anything in my life that I was giving utterance to your own sentiments. Mine were founded solely and alone upon the meaning which I had given to the observations I have reference to in your letter of the 23rd inst.

"The Council at their late meeting rescinded their resolution passed at their former meeting. I now enclose you a copy of the resolution repealing that granting £300 towards defraying the cost of surveying a line from Guelph to Goderich. Mr. Brown had told them that in consequence of the resolutions passed at the public meeting held here on the 27th May, during my absence at Detroit, the whole of the proceedings towards a survey of the line *had been suspended by you*. I regret most sincerely the misunderstandings which have occurred on all these matters. As I have already observed, I was thoroughly convinced from what I had heard, that Goderich as a terminus was strongly and most bitterly opposed both in Toronto and Guelph. Your own letters assured me that you had never been fortunate enough to meet with any one who had even spoken of Goderich as a terminus, but that you had heard many speak of the Saugeen and Sarnia; and that the Guelph people were altogether opposed to any extension of the line. In every opinion I have offered on the subject of a railroad, in every step I have taken in connection with it, I can most conscientiously and most solemnly declare, I had only one object in view, and that was the promotion of the welfare of these counties and of the interests of the Canada Company; and I cannot see how anything which I have said or done is calculated to produce embarrassment to either the Canada Company or their Commissioners. A doubt, I think, cannot exist, as to the fact, that whichever line is likely to be the most beneficial one to the interests of these counties, that is the one which is likely to secure the greatest amount of benefit to the Canada Company; and in assuring the meeting that I thought the line which they should pronounce in possessing that character would receive the support of the Company, I felt convinced I was only giving utterance to your own feelings and convictions.

"I am, &c.

(Signed)

"THOS. MERCER JONES.

"FRED. WIDDER, Esq.

"P.S.—Your quotation from my letter of the 20th ult. is no doubt correct; but I may observe that my copy taken in my letter-book with the machine is illegible."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR:

"TORONTO, 12th July, 1852.

"I have received your letter of the 8th instant this morning. Its contents, unfortunately, scarcely require any answer that can now be of any use in the predicament in which the Company is placed. Whether you were in any manner justified in the course you have taken in railway matters must now rest upon past circumstances and correspondence, which admit of no further argument. I cannot, however, help remarking, that had you also shewn to my brother, or any other party, your letter of the 20th ultimo, as well as my reply of the 23rd ult., which it seems you only exhibited, without connecting it with your letter. I believe they would not for a moment have supposed that any one of my suggestions could in the remotest manner be intended to apply in favor of the Buffalo and Brantford line. You say 'you cannot see how anything you have said or done is calculated to produce embarrassment to either the Canada Company or its Commissioners.' I can only again refer you, in reply, to all that has passed in these matters; and apprehensive that either you or I are labouring under a most extraordinary hallucination, and taking the view I do of the Canada Company's position, I have thought it my duty to contradict the statement in the 'Buffalo Commercial Advertiser,' copied into your newspapers.

"As there appears to be some doubt in your mind as to the contents of your letter to me of the 20th ultimo, above referred to; and believing that if you had had that letter before you, and carefully considered it in connection with my reply of the 23rd ultimo, you would not have fallen into the extreme difficulties which your course has placed the Company in, I now send you, for your satisfaction, an attested copy of your said letter, by Mr. Collyer.

"I remain, my dear Sir,

"Yours faithfully,

(Signed)

"FRED. WIDDER.

"T. M. JONES, Esq., Goderich."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR:

"GODERICH, 17th July, 1852.

"I am in receipt of your letter of the 12th instant with their respective enclosures.

"I have observed in the newspapers your contradiction, or at least the contradiction which you inform me that you authorised being given to a statement to the effect that the Company would take \$100,000 stock in the Goderich, Paris, and Buffalo Railroad, which appeared in a Buffalo paper, as I am informed, nearly a fortnight before the meeting was held here, at which I presided. It is therefore, under existing circumstances, most satisfactory to me on these grounds to know that the erroneous statement referred to could not have originated in anything which I had said, or in anything that passed at our Goderich meeting, or in any statement made here to the delegates from Buffalo, seeing that it appeared a fortnight previous to the meeting being held.

"It is hardly necessary for me, after all that I have already written you on this subject, again to advert to the misunderstanding of the meaning you intended to convey to me, in the expressions contained in your letter of the 23rd ultimo, but I cannot refrain from observing that on receiving it the parties whose names I have already given you were present; and I felt so much gratified at being thus, as I fully believed, authorised to make the statement, which I afterwards did, that I almost involuntarily read the letter aloud—or at least so much as had reference to the negotiation of the debentures—I certainly did not, before doing so, refer to my letter to yourself, to which it was a reply, nor did I do so till after I had received your strictures upon my address, when I found it altogether illegible.

"I may however observe, that I am well satisfied that the assurance of my

belief, which I gave the meeting on that occasion (that provided the decision arrived at should be in favour of the Paris, instead of the Guelph line, the Company would generously, and willingly and gratuitously, lend their aid in the negotiation of the debentures to be issued), did not influence the decision of one man on that occasion; and, in giving this opinion, I am well satisfied I should be supported by every man in these Counties; but the assurance then given (I regret much to say without sufficient authority, or, I may say, as it has turned out, without any authority whatever), most unquestionably produced a very favourable impression, and most gratifying it was to myself to observe it as regarded the liberality of the Company.

"In conclusion, I will only further observe, that so far was I from thinking that had you been present you would not have fully endorsed all that I said (and your previous conversation with Mr. Brown, our Treasurer, when in Toronto, would have confirmed me in that opinion, had I felt confirmation necessary), that I fully expected, so soon as the accounts of the meeting should have reached you, that I should receive from you a high commendation of my address, and especially on account of its non-comittal character as regards both myself and the Company; and I assure you, in all sincerity, that I never was more taken aback in my life than when I received your first letter in regard to it, repudiating all I had said. I shall feel obliged by your forwarding this letter to the Court and I hope you have already forwarded my preceding letters in reference to this unpleasant misunderstanding.

"Believe me, &c.,

(Signed)

"THOS. MERCER JONES,"

"FRED. WIDDER, Esq."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR:

"TORONTO, 21st July, 1852.

"I have received your letter of the 17th instant, in reference to your proceedings connected with the Buffalo and Brantford Railroad Company. The questions at issue admit of no further discussion; they must rest upon the correspondence which has passed since February last; I am satisfied no one perusing it will arrive at any other conclusion than that I never gave you cause even to suppose that you would, in any manner, be justified in adopting the adverse course you did. Every communication of mine to the Directors of the Canada Company, their replies, all my numerous letters to you, most unequivocally show one undeviating consistent course and plan to secure the continuation of the line from Guelph to Goderich, as already set forth in my letters to you of the 8th and 15th ultimo, in your hands long before the meeting on the 29th ultimo; and, from what Mr. Brown, your Treasurer, and other parties have stated to me, I believe that had the people in the Huron, or Goderich alone, been made in any shape acquainted with what had been done, and what was being done, to promote their interest, instead of the Company's Commissioner, his connections and friends, taking a prominent adverse course to that which the Company and their Commissioner here had long been engaged in, the result of the meeting of the 29th ultimo would have been different. The information I have as to the effect of your proceedings at the meeting differs widely from the opinion you express.

"There is only one subject perhaps requiring notice, and, but for your reiteration of it in your letter, I should not have considered as such—I mean the statement made to you by Mr. Brown—that in course of the conversation which he had with me I had stated that it was immaterial to the Canada Company which line was made—that via Paris or the Guelph line—and that, provided a line was made through the Tract, the Company would be perfectly satisfied whichever route was taken; and further, that he stated I said the Company had offered to negotiate the debentures.' In reply, I have to say that I never gave that gentleman any cause whatever for making that statement; the improbability of any such divergence from the consistent course I had, and have all along, strictly adhered to, and my letters to you

previous and subsequent to my seeing Mr. Brown, should have been sufficient guarantee that you would not have been influenced by any reports to the contrary. I shall, as desired, forward your letter to the Court. I enclose you mine to that body, dated 15th instant.

"I remain, &c.,
(Signed)

"FRED. WIDDER."

"THOS. MERCER JONES, Esq."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR:

"GODERICH, 29th July, 1852.

"I am in receipt of your letter of the 21st inst. in further reference to my unfortunate misunderstanding regarding railroad matters. No man will consider me, I hope, insane enough to believe that I would consciously place myself in direct antagonism with the Court of Directors in opposing, either tacitly or openly, a line of railroad to which I believed they had restricted their support to the entire exclusion of all others in the same direction, or, at least, passing through the Huron Tract, with a terminus at Goderich.

"I certainly was well aware that they had consented to act as agents for the negotiation of the debentures of the Guelph and Toronto line; but I never for one moment entertained the idea that their opinions had been expressly declared in favour of the extension of that line to Goderich, and as opposed to any other line which, passing through these counties, should have its terminus at Goderich, and at the same time receive the unanimous support and approbation of these united counties. You are well aware that I was absent from the Huron Tract, attending the Assizes in Sandwich, when the meeting of the 27th May was held here. The proceedings of that meeting were published in the newspapers of the place, and it was by means of the system then adopted, and with which I had nothing whatever to do, either in framing or carrying out, under which the secretary corresponded with each of the reeves, that the feelings of the entire population became roused in favour of the line adopted at that meeting, or the Goderich, Stratford, Paris and Buffalo line; and on no question of general and public interest was ever the public opinion more unequivocally declared than it was on that occasion in favour of the line here mentioned, and against that to Guelph and Toronto. You tell me that the information you have received as to the effect of my proceedings at the meeting differs widely from the opinions I express. I am satisfied that with the exception of half a dozen individuals (and who were on the hustings) every man that was present would endorse every statement I have made, were such a mode of verification resorted to.

"Perhaps, under the excitement then so generally felt by all, and which extended to myself—for after being so many years a resident of these counties, and many more actively engaged in the formation of these settlements, continually brought in contact with the inhabitants, and sympathising with them under every circumstance or prospect presenting itself of improving their condition or welfare, without injury to the interests of the Company, I may have yielded too much to the influence of the overwhelming current of public feeling, floating rapidly with it, while perhaps I might have endeavoured to stem or turn it, although it would have been an unsuccessful effort, beyond question. Had I given the subject deeper consideration or referred to all the correspondence which had previously passed between us, whether it appears credible or not, I most solemnly declare that I never for one moment felt that the course of my conduct was calculated to give offence or to embarrass the Court, but on the contrary, laboured under the impression that there was no prospect whatever of the Guelph and Toronto line ever being extended to Goderich; and I fancied—mere fancy, however, it would now appear, since another line has been projected and universally supported in these counties, and with every prospect of success—that that line had not a friend either in Toronto or Guelph, but that in the former the feeling was altogether in favour of Sarnia or Saugeen, and in the latter to no further

extension. Such was the purport of your own communication to me. Under these circumstances I certainly experienced the greatest satisfaction, in common with every soul residing in these counties, at the prospect offered to us of obtaining a line of railroad in connection with the Grand Trunk line throughout the province, independent of Toronto support.

"In every step that I took I was influenced solely by a desire to improve the condition of these settlements, with which I feel myself completely identified. I acted under the conviction that I was greatly promoting the Company's interests; and in giving the assurance of my firm belief that the Company would grant the same aid to the Goderich, Stratford, Paris and Buffalo line as they had promised to the Toronto and Guelph one, I firmly and most conscientiously believed that I was merely expressing the feelings both of yourself and of the Court of Directors.

"I would further observe that although the substitution of a line of railroad from Goderich to Paris for one from Guelph to Goderich may possibly effect the stockholders in Toronto injuriously, the effect upon the Company's interests I can clearly prove would be highly beneficial; but I looked upon the question of the line through this tract as one that the Canada Company would most cheerfully, considering that course the preferable one, *leave to the decision of the community most deeply interested*; and that that decision was almost unanimously, after a month's consideration, given to the subject by every township of these counties, declared by not only the great mass meeting held here on the 29th June, but also by the township reeves in council on the day following, to be in favour of the Paris line, the published proceedings of them sufficiently shew—the council voting the large sum of £125,000 towards the construction of the one line, whilst the other line had not one solitary supporter at that board, every member of it being present.

"I would also submit that the mere act of giving that assurance as to the Company's probable support which I did at the meeting, judging from my conduct for the twenty-three years that I have been in the Company's service, and from the discretion which I have hitherto shewn in the performance of my onerous duties, conveys the conviction that I fully believed I should be held justified by the Company in giving it. I regret most deeply the effect of my misapprehension and of my hasty proceedings; and although the Court may censure my imprudence in thus thoughtlessly adopting an independent and unauthorised course, I earnestly entreat them not to entertain for one moment the thought that I wilfully acted in opposition to their declared or understood wishes. The assurance which I have given you as to the purport of Mr. Brown's statement to me regarding the nature of your conversation with him in Toronto, so far as I am concerned, at all events, is correct, and my words almost, if not absolutely so, his own. May I beg you will do me the favour to forward this letter to the Court of Directors?"

"Believe me, &c.

(Signed)

"THOS. MERCER JONES."

"FRED. WIDDER, Esq."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR:

TORONTO, 2nd August, 1852.

"I have received your letter of the 29th ultimo. I can find no argument or point touched upon by you, which has not been completely refuted and disposed of by my previous letters, but as your letter before me might, if placed by *itself* in the hands of any party ignorant of antecedents, give a colouring opposed to facts and circumstances to that which can fairly be derived from them, I must beg that if you deem it advisable to use your letter in any shape, that you will at the same time exhibit the entire correspondence which has passed between the Court and myself, and you and I, upon Railway matters, commencing 26th February last to this day inclusive: for I am satisfied that the perusal of the whole of that correspondence will, in the most unequivocal manner, convince the people in the Huron that the

Canada Company has most strenuously and perseveringly been following out a course and plan for securing, at an early period, a Railway to Goderich, which would have been successful but for the determined opposition raised by the people before and at the meeting of the 29th June, at which you took so prominent a part. I am also satisfied that any person perusing the *whole* of that correspondence, and comparing it with the proceedings of the people in the Tract, will say that the people would not have acted in the way they have, had they been properly informed on the steps the Canada Company had taken on their behalf, for the purpose of completing the Railroad from Toronto to Goderich, in which their interests were so vitally involved.

"I must likewise trust that, in justice to the Canada Company, as between them and their settlers, you will clearly shew the people that the unfortunate position matters are in, proceeds, in *no manner*, from the Canada Company, and that if their prospects for obtaining a Railroad are jeopardized, or indefinitely postponed, not a shadow of complaint can attach to the Canada Company.

"I remain, &c.,

(Signed)

"FRED. WIDDER."

"THOS. MERCER JONES, Esq.,

"Goderich."

Upon the return of Messrs. Duggan and Clarke, the delegates alluded to in the foregoing letters, from the meeting at Goderich, they made the following Report to the Directors of the Toronto and Guelph Railroad, a copy of which, with the accompanying incidental correspondence, they transmitted to Mr. Widder, as Commissioner of the Canada Company, who forwarded the same to that Company and to Mr. Jones, for their information.

"SIR :

"TORONTO, July 21st, 1852.

"After availing ourselves of the offer so obligingly extended to us by your letter of the 6th instant, we deem it right to place you, as Commissioner of the Canada Company, in possession of our report to the Board of Directors of the Toronto and Guelph Railroad Company, a copy of which is herewith enclosed.

"We are your obt' servants,

(Signed)

"A. M. CLARK,

"G. DUGGAN."

"F. WIDDER, Esq.,

"Commissioner to the Canada Company, Toronto."

"Report of the Committee appointed by the resolution of the Board of the 18th ultimo to attend the great Railway meeting advertised to be held at Goderich on the 29th June.

"GENTLEMEN :

"In conformity with your resolution, the Committee, consisting of Messrs. A. M. Clarke and George Duggan (the latter as a substitute for the President, then absent at Quebec) left Toronto on Saturday the 26th, and arrived at Goderich on Monday, the 28th of June, the day before the meeting.

"The Committee found considerable excitement in the town, on the subject of the proposed extension of the Buffalo and Brantford line through Paris and Stratford to Goderich, and that interested parties who had preceded them had succeeded in enlisting the sympathies of the people entirely in favour of

that line, to the exclusion of the Toronto and Guelph route, whilst an almost incredible amount of ignorance of the position of proceedings of this Company, aided by gross misrepresentation, of the feelings and conduct of the people of Toronto, the Canada Company, and Mr. Widder, their Commissioner, towards Goderich, had predisposed those with whom your Committee came in contact, to reject every attempt at explanation, even in matters of fact, susceptible of the clearest proof. Your Committee were however assured by the leaders of the party of a patient hearing at the meeting; their sincerity in this respect seemed however rather doubtful.

"A main object with the dominant party seemed to be to secure the election of Thomas Mercer Jones, Esquire, Commissioner of the Canada Company, for their Chairman at the meeting of the morrow, and as it was known that this would be opposed by a party adverse to the Buffalo line, your Committee were applied to and urgently entreated not to support an amendment to that effect; the Committee at once informed the parties that they were not there to mix in the feelings of the place, but as representatives of the Toronto and Guelph Company, to advocate its interests at the public meeting, and if they chose to put the Commissioner of the Canada Company in the position of chairman of their meeting, it was nothing to the Committee; but, when, later in the day, it was asserted, and currently believed, that Mr. Jones had received a letter from Mr. Widder, intimating that if the meeting should decide in favour of the Buffalo line, the Canada Company would render them the same assistance as they had already done to the Toronto and Guelph Company, your Committee could no longer remain passive. It was stated that the letter had been read to some of them, and that Mr. Jones intended in his place as chairman to make a statement to the meeting to the above effect, and that any opposition from your Delegates would now be absurd and mischievous, as well as useless.

"Under these circumstances, and with an utter disbelief in the statement as regarded Mr. Widder, the Committee addressed a note to Mr. Jones, of which the following is a copy:

"DEAR SIR:

"GODERICH, June 28th, 1852.

"Having had the honour to be appointed by the Board of Directors of the Toronto and Guelph Railroad Company to attend the meeting of to-morrow, to watch over the interests of that corporation, it is with no little surprise we have learned, since our arrival, that it is generally reported, and said to be on your authority, that the Canada Company are prepared to co-operate with the proposed Buffalo and Brantford line as readily as with that of the extension of the Toronto and Guelph line through Stratford to Goderich, and which it is the object of our visit here to promote. Our surprise has originated from having learned, as Directors of the Toronto and Guelph Company (of which Mr. Widder is also a Director), the tenor of the correspondence that has passed between Mr. Widder, yourself and the Canada Company on the subject.

"Should, therefore, any allusion be made to-morrow to anything of this nature, we shall call upon you for the production of the authority on which the statement is made, and we entertain no doubt, from your well known candour in all matters of business, but that you will be prepared to establish or deny the statement upon authority above cited.

(Signed)

"G. DUGGAN,

"A. M. CLARKE."

"T. M. JONES, Esq."

"This note was handed in by one of the Committee, but no notice whatever was taken of it by Mr. Jones; but the Board will see, in the report of the meeting contained in the "Huron Signal," that in a speech which he read to the meeting, he stated (omitting however all allusion to Mr. Widder as an authority for his statement) that it now became *his duty to state* that, should the decision of the meeting be that it is to the interest of the United Counties to support the Goderich, Stratford, Paris and Brantford line, in preference to the Goderich, Stratford and Guelph line, *he was fully justified*

in believing that the Canada Company would in every respect render the same assistance and facilities for obtaining the requisite capital, &c., as they had so readily and generously offered to the Toronto, Guelph and Goderich Company.

"The Committee need not dwell on the proceedings of the meeting on Tuesday, at which from about three to four hundred persons attended, chiefly the residents of the town and neighbourhood. None of the respectable merchants of the town took any part in the proceedings, and but few farmers were present. The speakers in favour of the Buffalo and Brantford line were heard with patience and attention, interrupted only by cheers and shouts in their favour, whilst those on the opposite side of the question, and especially your Delegates, could not obtain a hearing, and were finally put down by the crowd, incited thereto by the leaders of the party on the hustings, who were in no way discountenanced by the chairman.

"An amendment to the resolution to take stock in the Buffalo and Brantford line, was moved by Mr. Galt—who was opposed to taking stock in either line, but proposed to pledge the County to give a loan on the security of the road, to the extent of £125,000, to the company which should first reach Stratford in progress to Goderich—your committee, in order to test the sincerity of the promoters of the extension of the Buffalo line, and being convinced that they had not the power to fulfil the promises they were so lavish of, and having failed to obtain a hearing at the meeting, resolved on the following propositions, to be submitted to the County Council at its meeting the following day:—

"*To the Municipal Council of the United Counties of Huron, Perth and Bruce*

"The undersigned, Delegates from the Toronto and Guelph Railroad Company, beg respectfully to submit the following statement in reference to the opening up a communication by Railroad to Goderich, from Toronto, via Stratford. That they view the paramount interests of your United Counties to be unquestionably agricultural, and that the road which will best promote that interest will be the one which the tax-payers of these United Counties, when referred to on the subject, will grant the aid asked for by the petitions emanating from the meeting of yesterday—feeling confident that the most advantageous route would be the one above indicated, and that the mode suggested at the meeting, of lending the public funds of your county, taking the road in security, by mortgage, for principal and interest, is one well deserving of your consideration. The undersigned propose that this plan be adopted, with a further consideration that the proposed sum shall be lent to such of the two Companies as shall first complete the Railroad to Stratford, on its course to Goderich. The undersigned are ready, on behalf of the Company by which they have been deputed, to accept of these terms, and without further delay to enter upon the project.

"We are, &c.,

(Signed)

"G. DUGGAN, JUN.

"

"A. M. CLARKE."

"June 30th, 1852."

"Having left this proposition in the hands of Mr. Galt, your Committee left Goderich on Wednesday morning, on their return to Toronto. The reply of the Council, declining the proposal, is appended to this report. Before reporting to the Board, the Committee deemed it due to Mr. Widder to acquaint him with the use that had been made of his name and his correspondence with Commissioner Jones, the day before the meeting at Goderich, and with the step which the Committee had taken on that occasion. The letter to Mr. Widder is appended. Mr. Widder's reply, inviting the Committee to read the correspondence and judge for themselves, is also appended.

"Your Committee availed themselves of the invitation of Mr. Widder, and, having read and considered a correspondence carried on for a period of nearly two months between the two Commissioners, on the subject of a railway communication between Toronto and Goderich, by the extension of the

Toronto and Guelph line to Goderich via Stratford, are impressed with the conviction that had the sentiments and acts of the Canada Company, and of Mr. Widder, been correctly made known to the people of Goderich, the proposals of the Buffalo and Brantford company never would have found favor with them; and with regard to the particular communication which led to the correspondence between your Committee and Mr. Thomas Mercer Jones at Goderich, and then with Mr. Widder here, they have to report to the Board that Mr. Widder's letter to Mr. Jones, which was turned so much to our disadvantage, was to the effect that it might fairly be inferred, from what the Canada Company had already done for the Toronto and Guelph Company, and from the fact that they had given £500 towards a survey of the line between Guelph and Goderich, they would be equally disposed to assist in the extension of that line from Guelph through Stratford to Goderich, but nothing which could by any possibility give color to the statement by Mr. Jones that the Canada Company would assist the Buffalo and Brantford Company in their project; and we are the more astonished at Mr. Jones having made this statement, on finding in his own letter to Mr. Widder, of the 20th instant, the following statement:

"I shall attend the meeting, when the merits of the two lines will be discussed; and I shall take the opportunity of stating to it the forward position which the Guelph Company are in, the contribution made by the Company towards defraying the expense of the survey of the continuation of the line to this place, and their offer to negotiate the *debentures* issued by the different *Municipalities* for the construction of the work; and that thus, if the United Counties only act in co-operation with the Toronto Directors in the furtherance of that line of continuation, it will be completed without any doubt."

"If I have the opportunity afforded me of speaking on the 29th inst., I shall endeavour to place the advantages which the *Guelph route now* possesses in being organized, and in being supported as it is, and urge upon their serious attention that their co-operation is alone wanted to secure the extension, and shall do all I can to give due weight to the consideration of these advantages."

"In conclusion, the Committee beg to express their conviction that the people of the townships of the United Counties of Huron, Perth and Bruce, will not so readily fall in with the conclusions arrived at by the public meeting lately held at the town of Goderich. Already two townships (as your Committee are credibly informed) are getting up petitions to the Legislature, praying for a separation from the county, on account of the resolutions passed at that meeting, and supported by the vote of the County Council.

"All which is respectfully submitted.

(Signed)

"G. DUGGAN.

"A. M. CLARKE.

"Committee Room, July 15, 1852."

"COUNTY CLERK'S OFFICE,

Goderich, 8th July, 1852.

"GENTLEMEN:

"I have the honour to inform you that your statement, relative to the opening of a communication between Toronto and Goderich by Railroad, was laid before the County Council, who referred the same to the Railroad Committee, which Committee made the following deliverance thereon, and the same was afterwards confirmed in open Council.

"*Letter from the Delegates of the Toronto and Guelph Railroad to the Municipal Council.*—We have carefully considered the proposition contained in the above letter, and equally with the Toronto Delegates appreciate the importance of Railway communication through the united counties, but consider that the inhabitants are more interested in the construction of a Railway to intersect the Great Western and connect us with the Buffalo and Brantford line, which affords an easier and more direct means of communication either to the navigation of Lake Ontario or to the American markets, than there can possibly be by a connection with the Toronto and Guelph line of Railway;

therefore at present we would recommend that the Council do decline taking any action in the matter of the Toronto and Guelph Railway.'

"I have, &c. (Signed) D. H. RITCHIE,
"County Clerk.

"GEO. DUGGAN, Esq., and DR. CLARKE,
"Delegates Toronto and Guelph Railroad Company, Toronto."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR: "TORONTO, 9th July, 1852.

"With reference to the untoward and suicidal railway proceedings at Goderich on the 29th ultimo, I think it proper to enclose copy of a communication, dated 6th instant, from the Delegates from the Railroad Company here, and my reply thereto of the same day.

"I remain, &c. (Signed) "F. WIDDER.
"THOS. MERCER JONES, Esq., Goderich."

"TORONTO, 6th July 1852.

"To Frederick Widder, Esq., Commissioner to the Canada Company and Director in the Toronto and Guelph Railroad Company.

"SIR,—On Monday afternoon the 28th ultimo, the day before the Railroad meeting at Goderich, it was currently reported in that town, that Mr. Commissioner Jones had received a letter from you, intimating that, should the public meeting declare in favor of the Buffalo and Brantford, in preference to the Toronto and Guelph line, the Canada Company would extend to the former the same assistance and support as they had already given to the Toronto and Guelph Company; and that Mr. Jones intended to make a statement to the above effect at the meeting on Tuesday. The general rumour was confirmed by a near relative of the Commissioner, who stated that Mr. Jones had read the letter to him, and that in substance it was as above.

"As such a communication could not fail to neutralize any influence that we, as Delegates from the Toronto and Guelph Company, of which you are also a Director, might have had at the meeting (an opinion already expressed by our opponents), and as we entertained strong doubts of the accuracy of the statement, we addressed a note to Commissioner Jones, of which the following is a copy.

[See letter, ante page, 42.]

"No notice whatever was taken of this note, but you will perceive in the report of the proceedings in the *Signal* newspaper, that Mr. Jones considered it his duty to state to the meeting precisely what had been reported he would do, only omitting your name as his authority for the statement.

"Before making our report to the Board, we feel it due to you to put you in possession of the above facts, that you may, if you think proper, be prepared with an explanation. Mr. Jones's speech was a written one, which he was allowed to read to the meeting. He stated that he had prepared it on Monday evening, having previously consented to act as Chairman.

"Your obedient Servts.,
(Signed) "A. M. CLARKE,
"G. DUGGAN, JUN."

"CANADA COMPANY'S OFFICE,
Toronto, 6th July, 1852.

"GENTLEMEN,

"I am in receipt of your letter of this day, by which you require certain explanations connected with the proceedings at the public meeting held at Goderich on the 29th ultimo, upon Railway matters, at which you were deputed to attend as representing the Toronto and Guelph Railway Company. In reply, I have to state, that it would be a task of some labour to properly

and correctly inform you upon all the circumstances bearing upon the question at issue, because they are spread over a space of time, and occupy a rather lengthy correspondence; and therefore, in justice to all concerned, in the embarrassed position in which their interests are placed, I would beg that you call at this office in the course of to-morrow, when I will place the whole of that correspondence before you, to enable you to arrive at a correct understanding of matters, and thus afford you an explanation which I feel I should do.

“ I have, &c.,

(Signed)

“ F. WIDDER,

“ *Commissioner.*”

“ A. M. CLARKE, Esq., M. D., and G. DUGGAN, JUN., Esq.”

MR. WIDDER TO COURT OF DIRECTORS.

“ TORONTO, 1st July, 1852.

“ As yet I am uninformed of the result of the Railway meeting held at Goderich on the 29th ultimo. The Toronto and Guelph Company have sent two of their Directors to represent them if necessary.”

“ TORONTO, 8th July, 1852.

“ I beg to enclose a continuance of the correspondence between Mr. Jones and myself, with reference to Railway affairs; likewise extracts from the ‘Huron Signal,’ of the 1st instant, giving an account of the meeting held at Goderich on the 29th ultimo, and copy of a letter from the Delegates sent to that meeting from the Toronto and Guelph Railway Company, addressed to me, and my answer thereto. By these papers the Court will be apprised of the position of Railway matters, and the difficulties and embarrassments which attach to them, and to the Canada Company.”

COURT OF DIRECTORS IN REPLY.

“ LONDON, 23rd July, 1852.

“ The Directors having read your correspondence on the subject of the Toronto and Guelph Railway, are of opinion that this line would be more to the advantage of the Province, and the Canada Company in particular, than the line by Brantford, referred to in that correspondence, and request that any steps you take should be for the promotion of the former.”

MR. JONES TO MR. WIDDER,

ACKNOWLEDGING RECEIPT OF REPORT OF DELEGATES.

“ MY DEAR SIR:

“ GODERICH, 13th July, 1852.

“ I feel much obliged to you for sending me the correspondence which has passed between yourself and the delegates from the Toronto and Guelph Railroad Company, who attended the late meeting in this place. The difference or omissions are of little moment; but it would have been more satisfactory to me had they stated the facts, as follow:

“ That Mr. Jones, having been called to the chair, addressed the meeting, stating that he had learned yesterday that it was the intention of his friends to propose that he should take the chair; and that as the subjects were of importance which would have to be brought under the notice of the meeting, and his health being so uncertain, he thought it better to put his ideas on paper, rather than to trust to his memory: that at the moment he was addressing the meeting, he was laboring under indisposition; and that if they would permit him, he would read the address which he had prepared that

morning, not the evening before, as is stated by the delegates; and that he really was very unwell that day, was evident to every person who saw him."

"When I received your letter of the 23rd ultimo, I certainly did read your remarks on the subject of the negotiation of the debentures to my brother-in-law, Mr. Alexander Strachan, as well as to your brother, and the other gentlemen in the office; and, not conceiving it necessary at the time, I did not enjoin any secrecy on the part of Mr. Strachan, and who I suppose mentioned out of doors his understanding of the communication, and hence the report, I presume, originated which Dr. Clarke alludes to.

"Believe me, my dear Sir,

"Yours faithfully,

(Signed)

"THOS. MERCER JONES.

"FRED. WIDDER, Esq."

MR. JONES TO MR. KYDD, CHAIRMAN, &c.,

ON MESSRS. DUGGAN AND CLARKE'S REPORT.

"DEAR SIR:

"GODERICH, July 31, 1852.

"Inclosed I beg to hand, for your perusal, a copy of the Report of the Delegates from Toronto, made to the Directors of the Toronto and Guelph Railroad Company, on the proceedings of the meeting held here on the 29th ultimo.

"You will observe that they state that on their arrival here they found the town in a state of great excitement, produced by the exertions of interested parties, great ignorance of the position and proceedings of the Toronto Company, and gross misrepresentation of the feelings and conduct of the Toronto people, the Canada Company and Mr. Widder, prevailing.

"That they assert that a main object with the 'dominant party' seemed to be the election of myself as chairman, and that as it was well known that the nomination would be opposed by the party adverse to the Buffalo line, they (the delegates) were *urgently* entreated not to support the amendment.

"That the speakers in favor of the Buffalo line received a patient hearing, but that those on the opposite side of the question, and especially the delegates from Toronto, could not obtain a hearing, and were finally put down by the crowd, incited thereto by the leaders of the party on the hustings, *who were in no way discountenanced by the Chairman.*

"That they aver that had the sentiments and acts of the Canada Company and Mr. Widder been correctly made known to the people of Goderich, the prospects of the Buffalo and Brantford Company would never have found favor in Goderich. And finally, that they consider that the individual assurance which I gave the meeting on the 29th June—that, should its decision be in favor of the Stratford and Paris line, the Company would, I thought, lend the same aid in the negotiation of the debentures as they had promised to give in favor of the Toronto and Guelph line—was the chief cause of the latter line being rejected, and the former one adopted.

"I beg you will give the whole document, and the correspondence attached to it, a careful perusal; and, as the original is now on its way to the Court of Directors in England (having been forwarded by my colleague on the 22nd instant), that you will favor me, with as little delay as possible, with such remarks on the allegations contained in them, as you may consider necessary, in order to enable the Court to arrive at a correct conclusion on the matters therein brought under their notice; and as an act of justice to myself—my conduct being there adverted to in so peculiar a manner—I am sure you will suffer no unnecessary delay to take place in making your report.

"I have the honor to be, dear Sir,

"Your very obed't serv't,

(Signed)

"THOS. MERCER JONES.

"THOS. KYDD, Esq.,

"Chairman Railroad Committee, Goderich."

MR. JONES TO CANADA COMPANY,
INCLOSING REPORT, &c., ON MESSRS. DUGGAN AND CLARKE'S REPORT.

"GODERICH, 4th August, 1852.

"GENTLEMEN,

"I have just received from the Railroad Committee of this place their Report on the statements made by the Toronto and Guelph Railroad Delegates, on their return to Toronto, after the great Railroad meeting in this place on the 29th June, and which I lose no time in forwarding to the Court, as a reply to the allegations contained in their Report, and which was transmitted to the Court of Directors by my colleague on the 22nd ult.

"I have the honour to be,

"Gentlemen,

"Your faithful humble servant,

(Signed) "THOS. MERCER JONES.

"TO THE GOVERNOR, DEPUTY GOVERNOR AND DIRECTORS
"of the Canada Company, London."

"P. S.—Time will not admit of it by this post, but to-morrow a copy of this Report will be sent to my colleague in Toronto."

MR. KYDD, CHAIRMAN, &c., TO MR. JONES,
ON MESSRS. DUGGAN AND CLARKE'S REPORT.

"SIR,

"GODERICH, 2nd August, 1852.

"I have the honor to acknowledge your letter of the 31st ultimo, enclosing a copy of the Report of the Toronto Delegates who attended the meeting of the 29th June last, and have laid the same before the Corresponding Committee. I am instructed, in reply thereto, to express their regret and astonishment at the hostile tone of that Report towards all who supported the Buffalo and Brantford Line, and towards yourself in particular, for the part you took in the proceedings of that day, the very incorrect account they have given of those proceedings, and the unjust and unfounded conclusions at which they have arrived respecting them.

"The principal aim of the Report seems to be to make it appear that the present movement in favor of the Buffalo and Brantford Line originated with yourself, and that but for your conduct on the 29th, the meeting would have adopted a very different course.

"To shew that there is no cause for such an assumption, the Committee present you with the enclosed hand-bill, dated so far back as the 14th March, 1851, calling a public meeting 'to take into consideration the propriety of opening a correspondence with the Corporation of the town of Brantford, on the all-important subject of a Railroad to terminate at Goderich. On that occasion the Committee know that you were absent from Goderich, and, consequently took no part in the proceedings.

"The present movement began by a public meeting held on the 25th May last, when you were absent at Sandwich. A Corresponding Committee was then appointed, and shortly after a deputation was sent by that Committee to Brantford to attend a meeting held there on the subject, and the meeting of the 29th June was advertised before your return to Goderich, so that on neither of these occasions can it be said, with the least semblance of truth, that the movement originated with you.

"It is true that the Committee were anxious to secure your attendance as Chairman at that meeting, not because you were a Commissioner of the Canada Company, but because you have ever been zealous in promoting every public improvement, and the Committee knew of no person that possessed, in anything like the same degree, the confidence of the people of these Counties; and you did not agree to act as chairman until assured by the Committee that they did not wish you to take the chair in your official capacity, but merely as a private gentleman. It was not known to the Committee that

your taking the chair would be opposed by any adverse party till the evening of Monday the 28th, when it was intimated to a member of this Committee, by Mr. Galt, in presence of the Toronto Delegates, that if you were proposed to take the chair, he would divide the meeting on that question. He was warned that if he attempted anything so unpopular, he would scarcely get any one to second his motion, unless some of his friends then present (meaning the Toronto Delegates) would do so: further, that if he made such an attempt, he need scarcely expect a fair hearing. And, as you are well aware, when he did persist in pressing his motion that the Warden should take the chair, he failed in obtaining even a seconder to it.

"With respect to the account given by the Delegates of your conduct in the chair, the Committee willingly bear testimony to the fact that in your opening address, when you had occasion to advert to the Canada Company, you carefully intimated that you gave your opinion individually, and not as representing that Company, and that you urged on the meeting the propriety of giving all parties who might wish to address them a fair and impartial hearing; and that when the meeting did become restive under the addresses of Mr. John Galt and Mr. Duggan, you repeatedly requested the meeting to be quiet, and to give the speakers a fair hearing, and even requested Mr. Wallace, a member of the Committee, who was then on the platform, to use his influence to keep order. It is therefore incorrect to say that the noisy portion of the meeting were in no way discountenanced by the chairman. As to the insinuation that the members of the Committee were not sincere in their endeavours to obtain for all parties a fair and impartial hearing, the Committee would simply remark that it is utterly at variance with the actual facts of the case. The Committee feel satisfied that neither the fact of your having taken the chair, nor your conduct as chairman, had anything to do with the result of the meeting; but that, on the contrary, they believe that had any other responsible, decent person, who could have stated in plain terms the object of the meeting, taken the chair, the result would have been the same. The people assembled were, with the exception of Mr. John Galt and Sheriff McDonald, unanimously in favour of the Buffalo and Brantford Line. The meeting was not composed of a town mob, but the great bulk was of respectable intelligent farmers—the parties who must bear the expense of making any line of Railroad to Goderich—and, by the calculation of disinterested parties, amounted to at least 1,500 instead of 500 or 400, as represented by the Toronto Delegates. As the Delegates seem to lay some stress on the alleged absence from the meeting of the respectable merchants of the town, the Committee have addressed to each merchant a circular, of which a copy is hereto appended, together with their replies thereto. Were anything wanted to shew the unanimous feeling of this community as to the contending routes, the Committee conceive that the opinions of these merchants, whose interests are so vitally at stake, must for ever set the matter at rest.

"The Committee cannot conclude without adverting to the first paragraph of the Report, which states that the Delegates found in Goderich 'an almost incredible amount of ignorance of the position of the Company (meaning the Toronto Railway Company), aided by gross misrepresentation of the feelings and conduct of the people of Toronto, the Canada Company and Mr. Widger, their Commissioner, towards Goderich.' In reply to this, the Committee have to state, that they were not ignorant of the proceedings and conduct of the Toronto Railway Company, and a portion of the people of Toronto (including Mr. Widger), towards the people of Goderich on Railroad matters. For they are fully aware that so early as March, 1845, a deputation was sent from this place to Toronto, to advocate the merits of the Goderich harbour, as a railway terminus, before the Board of Directors of that line. This deputation was received with anything but ordinary courtesy; they were looked upon as advocating a line whereby 'Hamilton would intersect Toronto and prevent any benefit flowing to this city.' They did, however, receive a promise from the Toronto party that a competent, disinterested Engineer should be sent to examine and report on the merits of the proposed route and terminus—the expense to be borne mutually by the Huron and Toronto

parties. The deputation returned to their homes satisfied that they had been dealing with gentlemen on whose word they could fully rely. But, alas, for the existence of such an honest feeling, no Engineer was ever sent, nor any reason given for the neglect; but, on the contrary, the first tidings the Goderich party heard of their *loving* friends in Toronto was, that they, on hearing that Mr. Gwynne (then in England) had succeeded in establishing the 'Ontario and Huron Junction Railway Company, Toronto and Goderich to be their termini,' and had issued a prospectus advocating the merits of his scheme, they (our Toronto friends) immediately started an antagonistic company named 'the Toronto and Lake Huron Railroad Company,' Sarnia being then (as it very recently was) their Western favourite; that they had adopted Mr. Gwynne's statistics (in favour of the Goderich line) and applied them to the Sarnia line, without any regard to their inappropriateness to the subject; and that they had started Mr. Widder in England to support *their* scheme in opposition to Mr. Gwynne's—in doing which he was eminently successful, as is well known to every one from Quebec to Sarnia. As to the amount of good arising from this success, the Committee are not yet so versant. Again, the Committee are well aware that in 1847 a second Toronto and Goderich line was started in Toronto, and that Mr. Gwynne visited the Huron for the sale of stock under the pledge of the company that he was immediately to start for England to forward the interests of the company; that many parties in these Counties took stock, granted notes and paid money, but have not since heard one word of the visit to England, or of the affairs of that company. The Committee are further aware that the charter of that company was allowed to expire; that a new company was formed in Toronto, and a charter obtained, under the title of 'the Toronto and Guelph Railway Company;' that some six months ago a notice appeared in the *Colonist*, over the signature of the Secretary of this company, to the effect that it was his intention to apply to the Legislature for power to extend to Lake Huron at Goderich, and that subsequently that notice had been withdrawn and one substituted in its stead to the effect that it is the intention of the Toronto and Guelph Company to apply for a charter to empower them to extend from Guelph to 'some point on Lake Huron or the River St. Clair'—an alteration that one of the Delegates (himself a Director) was unable to explain, when here on a visit, a few weeks previous to the meeting of 29th June—indeed he seemed utterly unaware of the alteration.

"The Committee carefully examined 'the Report of the Directors of the Toronto and Guelph Railway Company, to the Stockholders, at the Annual General Meeting, held on Monday, the 7th of June, 1852,' and the proceedings taken thereon, but failed to observe any intention on the part of that company to extend their line to Goderich.

"Does all this imply gross ignorance on the part of the Committee of the movements and intentions of Mr. Widder or of the Toronto and Guelph Railway Company, or does it not rather denote that their proceedings have been somewhat carefully watched and perfectly understood?

"The Committee pretend not to be aware of the views of the Court of Directors of the Canada Company with regard to the amount of support they may think fit to offer one line of Railroad in preference to another; but they cannot imagine that any sane person will deny that the line which will best secure the welfare of the actual settler must, of necessity, be that which will most rapidly and most permanently enhance the value of the property of the Canada Company in these Counties, without reference to its passing through any particular section of their lands.

"In conclusion, the Committee are perfectly satisfied that the people of these Counties have taken the only proper course left open to them, by supporting the Buffalo and Brantford Railroad Company, rather than trust any longer to the pretended countenance and support of the people of Toronto, independent of the *incontrovertible* superiority of that line over that by Guelph to Toronto, as an outlet from the Huron.—By order of the Committee.

(Signed)

"THOMAS KYDD, *Chairman*.

"THOMAS MERCER JONES, Esq., &c. &c."

MR. JONES TO CANADA COMPANY,

ON MESSRS. DUGGAN AND CLARKE'S REPORT, &c.

"GENTLEMEN—

"GODERICH, August 3, 1862.

"My colleague, Mr. Widder, has forwarded me copy of a Report, handed to him by the Delegates of the Toronto and Guelph Railroad Company, on their return from the meeting held in this place on the 29th June, and which report was forwarded to the Court on the 22nd ultimo.

"The report in question is a most unfair one as regards myself, and also as regards the treatment which the delegates received on that occasion; and with a view to a refutation of the misstatements contained in it, I have enclosed a copy to the Railroad Committee here, with a letter from myself, of which I now append a copy (marked A), that the Court may see how I have introduced the subject to their notice.

"(Only one of the delegates from Toronto made any attempt to speak till the meeting was over and three cheers had been given for the Queen. Mr. Duggan spoke, I should think, three times longer than any person who had addressed the meeting; and a more irrelevant speech I never heard delivered; and it was only when he was found to be speaking against time—until the thunder storm should come on, of which there was a momentary expectation, from the appearance of the weather, and which would have closed the meeting without a decision being come to—that the people became impatient. Up to that moment Mr. Duggan was patiently heard; and the only person who could justly say the people shewed any reluctance to hear him, was Mr. Galt; and had it not been for the interference of the chair, and of several gentlemen on the hustings, he would not have been heard at all. But the opposition to him was occasioned by feelings altogether unconnected with the subject on which he was speaking. The statement that 'the Toronto delegates were put down by the crowd, incited thereto by the leaders of the party on the hustings, who were in no way discountenanced by the chairman,' is altogether an incorrect and unjust one.

"Although in the chair, I was extremely unwell, as every person present perceived; and I repeatedly, and as often as appeared necessary, begged of the people to give the speakers a patient hearing; and when unable to continue that exertion myself, I begged of parties near me on the hustings, who I thought had influence with them, to obtain a fair hearing for both parties, which was done; and those appeals were more successful than the speakers interrupted had any right to expect, for there are limits to human endurance, and the object of Mr. Duggan was evidently to prevent any decision being come to that day on the important question for which the meeting had been called.

"It is alleged in the report, that 'had the sentiments and acts of the Canada Company and Mr. Widder been correctly made known to the people of Goderich, the prospects of the Buffalo and Brantford Company would never have found favor in Goderich.' I am at a loss to know what ought to have been done with that view that was not done, or the grounds on which such an opinion has been hazarded by the Committee.

"On the 4th of May last I addressed a letter to the Warden, whilst the Council was in session, informing him that parties in Toronto intended applying for a charter for the extension of the Guelph and Toronto line to this place; calling attention to the interest taken in railroad matters by the Canada Company—to the correspondence which had passed between the Canada Company and their Treasurer, in which that interest was so strongly expressed; and requesting an appropriation from the Council towards defraying the expense of the survey of the railroad line of extension from Guelph to Goderich; and to this appeal the Council answered by an appropriation of £300. Copies of this correspondence (marked B) are appended, and bear date 4th May last.

"To my colleague I forwarded at the time a copy of my letter, and in reply I received from him the communication that he was not aware of any

parties either in Toronto or Guelph who contemplated making Goderich a terminus. This communication, of which a copy is appended (marked C), bears date 11th May; and it will be particularly observed, that my colleague therein distinctly states that a notice had been given for the extension of the line, but whether it would be to Sarnia, Saugeen, Goderich, or other ports, would depend upon influences which might be brought to bear. But on the 28th of April, or a fortnight previously, as the Court will see from the extract (hereto appended, and marked D) from his letter of that date, I had his assurance 'that the people of Goderich were labouring under a dangerous delusion in supposing that the people of Toronto were thinking of Goderich as a terminus; that he had never been lucky enough to hear any one advocate it; but that he had heard Sarnia and Saugeen mentioned as proper places.'

"That the country was not kept in ignorance of the appropriation made by the Canada Company for defraying the expense of the survey of the proposed extension line, is shewn on reference to my letter to the Treasurer of the 11th June (hereto appended, and marked E); and that a line of railroad to Brantford was contemplated by the people of this place long prior to any movement with the view of extending the Guelph line to Goderich being made by my colleague, will be seen from the handbill hereto appended, dated March 1851, and marked F; and that the Council contemplated one to Woodstock as a far preferable line for these counties to the Guelph and Toronto line, is shewn by the letter of our County Treasurer, also appended, bearing date 28th February 1852 (marked G), and addressed to the Court of Directors—written evidently under the impression that the Court, in recommending, under their letter of the 2nd January, in reply to his application in relation to gravel roads, had reference, when urging in preference the construction of railroads, to a line in connection with Guelph and Toronto.

"I would most respectfully submit to the consideration of the Court, whether the documents here referred to do not clearly prove—

"That the Council were well aware, and through them the Counties at large, that the Canada Company and my colleague in Toronto supported the Toronto and Guelph extension; but, on the other hand, that these Counties, as expressed through their representatives in Council, were in favor of a line south-easterly, in connection with the Great Western?

"That although preferring that line, yet that, seeing the Company was for an extension, it was organized, and the Canada Company pledged to lend their aid in its support: whilst at that time no steps had been taken towards forming a company for the construction of the line which they considered the most eligible, and had officially declared that opinion to the Court of Directors, they were still ready to accede to the request made in my letter of the 4th May, and had granted £300 towards the survey; whilst my letter to the Treasurer of the 11th June, and general rumors, proclaimed that the Canada Company had granted £500 towards the same object?

"And yet, in the face of all this, the Toronto delegates declare that on their arrival here they found gross ignorance of the position and proceedings of the Toronto company, and gross misrepresentations of the feelings and conduct of the Toronto people, the Canada Company and Mr. Widder, prevailing. If such ignorance prevailed—which I emphatically deny, and, I respectfully submit, is proven not to have been the case, from the documents here referred to—it would have been dissipated, I submit, by my address on the 29th June (hereto appended, and marked ii.).

"The Toronto delegates further report, that only from three hundred to four hundred persons attended the meeting on the 29th June; that none of the respectable merchants of the place took any part in the proceedings, and that but few farmers were present. These statements are incorrect; and the published accounts as to the number present, and the character of the assemblage, are universally allowed to be correctly given. And, as regards the assertion that none of the respectable merchants took any interest in the proceedings, and the impression which the remark is intended to convey, in corroboration of my statements to the contrary, I now request the perusal by

the Court of the letters appended (marked I), from the following parties, most respectable men and merchants in this place, and whose opinions are well worthy of consideration:—James Watson, M. B. Seymore & Co., Benjamin Parsons, Robert Parke, Wm. M. White, W. E. Grace & Co., Robt. Moderwell, Marwood & Keays, H. B. O'Connor, and H. Horton—being in fact every merchant in the place, except one.

“And appended also is the letter which was addressed to those gentlemen, requesting the expression of their opinion on the subject therein adverted to, also marked I.

“I have shewn by the handbill, dated March 1851, that the first public expression of feeling in favor of the Brantford line was then made, *during my absence in the United States.*

“The second one was on the 25th of May 1852 (see exhibit marked K., with Mr. Kydd's circular to each Township Reeve), *during my absence attending the assizes at Sandwich*, and which I was altogether unprepared for, and the cause producing it occurred *during my absence.* I now append the report of the proceedings of that meeting (exhibit K); and that the line from Goderich to Paris, Hamilton, Brantford and Buffalo, can be sustained by good argument, is shown by the address from the Railroad Committee hereto appended (marked I); and it is worthy of remark, that on no occasion of a public nature, when an expression of feeling was required, was there ever displayed such an unanimity of opinion as was shewn on that occasion in favor of the Goderich and Paris junction line; for all political and personal feelings, which on other occasions have been too frequently exhibited, seemed to have been completely merged in the more important and in the very vital question of a common interest; and this was most conclusively shewn in the opinion of the vast concourse of people then assembled being, that the line of railroad which was best calculated to serve their interests was the Great Western and Buffalo one.

“In further proof that these counties were not ignorant of the intention of the Canada Company to give their support to the Toronto and Guelph extension line, I beg permission to call their attention to exhibit M, comprising extracts from the ‘Daily Colonist,’ Mr. Kydd's circular to the Township Reeves, and an extract from Mr. Wallace's address to the Brantford and Buffalo Company—all republished in the ‘Signal’ of the 3rd June.

“I now come to the unfortunate mistake, which I acknowledge to have made, under which I stated at the meeting of the 23rd June that should the decision of the meeting be that it is for the interest of the United Counties to support the Goderich, Stratford, Paris and Brantford line, in preference to the Goderich, Stratford and Guelph line, I was fully justified in believing that the Canada Company would in every respect render the same assistance and facilities for obtaining the requisite capital, &c., as they had so readily and generously afforded to the Toronto, Guelph and Goderich Company.

“For the information of the Court, I append a report of the whole of the proceedings at that meeting (see exhibit H); and in explanation, and as containing the expression of my *deep regret* at the unfortunate misunderstanding which led me to make a statement so completely at variance with the intentions of my colleague, I beg to append copies of my letters to him of the 8th, 17th and 29th July, on that subject (see exhibit N).

“I do not feel that anything which I could now add would strengthen the assurances there given—and given with great sincerity and truth—that instead of having the most distant idea that what I was stating would not be supported by the Court and by my colleague, I was under the firm conviction that the assurance I then gave would be highly approved, and that I should receive praise for the guarded character of my expressions; and, laboring under such impressions, I little expected to have, on account of these very expressions, to entreat of the Court their generous consideration of the whole of the circumstances detailed in the letter now submitted, and the observations therein made in extenuation of my conduct.

“Prior to the delegates from Toronto having made their report, some correspondence passed between those gentlemen and my colleague, a portion of

which will be found appended to the report as forwarded to the Court by Mr. Widder; and I now append copy of my letter on the subject, dated 13th July 1852 (marked O).

"In conclusion, I beg to assure the Court of Directors, that if in the course of my proceedings in regard to this railroad question I have acted imprudently, hastily, or in any way contrary to their wishes, I have not done so advisedly; but that, in every action in connection with this, as well as on every other question hitherto involving the Company's interests, I have always called to my assistance the best of my judgment, and have ever been, then as now, guided by the anxious desire to promote the interests of the Canada Company, and the welfare of this settlement.

"Feeling the importance to my own interest of the Company's good opinion, I shall wait with deep anxiety the receipt of their sentiments on the unfortunate misunderstanding which I have fallen into; and that no delay which can be avoided shall take place in this communication reaching the Court, I take the liberty of forwarding it direct; and by the same mail I send copies to my colleague.

"Some of the letters of which I now forward copies are already in the possession of the Court, but I take the liberty of troubling them with them a second time, in order that the whole subject may be placed clearly before them at once.

"My sole object in entreating the Court to give an attentive perusal to the correspondence and documents now submitted, is to place myself in my proper position with the Court, and to guard if possible against any unfavorable conclusions being arrived at regarding my conduct under all the circumstances adverted to; and, should I be fortunate enough to receive from them the assurance that I have succeeded in my endeavors, I shall have received all I seek, and shall feel deeply grateful to the Court for the communication.

"I have the honor to be,

"Gentlemen,

"Your obedient humble servant,

"THOS. MERCER JONES.

"TO THE GOVERNOR, DEPUTY-GOVERNOR AND

"DIRECTORS OF THE CANADA COMPANY,

"*St. Helen's Place, London.*"

"GENTLEMEN—

"GODERICH, August 13, 1852.

"I have the honor to enclose to the Court the copy of a letter which I addressed to the Railroad Committee in this place, on the 10th instant, in consequence of my learning that they intended publishing the Report of the Toronto Delegates, and their reply to it; and subsequently to the delivery of that letter, I had a personal interview with them twice, but failed in my endeavours to induce them to suppress the intended publication. The publication appeared in our papers of yesterday, and I now beg to enclose the slips containing the Reports, &c., with the Editorial remarks.

"Yesterday morning, or the 12th instant, I received from my colleague Mr. Widder a copy of his letter to the Court, of the 29th ult., in which he refers to the appointment of the delegates to Buffalo made at the meeting held here on the 21st ult., and I now beg permission to enclose the Court copy of my reply to the same, forwarded to him on the same day, or the 12th instant. I send a copy of this letter to my colleague by this post, and when the Court consider the peculiar position in which I now most unfortunately stand, they will, I think, hold me excused in thus endeavouring to avoid the loss of an hour, by sending this communication direct, instead of through the office in Toronto, (and the more especially, as the same post carries a duplicate of the whole to Toronto), in order that I may remove as early as possible the impression to my prejudice, which the communication from my colleague is calculated to make on the minds of the Court.

"I would most particularly entreat the attention of the Court to this fact, that I only received the copy of the Report of the Toronto Delegates on the

morning of Saturday the 31st ult., or July; and on the 4th August I mailed to the Court my own reply, also that of the Railroad Committee, and the merchants of this place; and deeply do I regret the fact that the Court would be in possession of the charges against me, most likely, three weeks before they could have my defence against them to refer to.

"The documents which I had the honor to enclose the Court in my letter of the 3rd instant, are, I regret to say, voluminous, but I entreat the Court not to permit the character of one who has served them most faithfully, and with a single heart, for nearly twenty-four years, to suffer in their estimation without first seriously, and most attentively considering every defence he has to offer.

"I have the honor to be, Gentlemen,

"Your very obedient, humble servant,

(Signed)

"THOS. MERCER JONES.

"THE GOVERNOR, THE DEPUTY GOVERNOR,
"AND THE DIRECTORS OF THE CANADA COMPANY,
"London."

"DEAR SIR—

"GODERICH, 10th August, 1852.

"I wish very much that the Committee would suppress the publication of the Report of the Toronto Delegates, and of their reply. The publication cannot benefit the cause of the Railroad, and can serve no useful purpose that I can see, whilst an evil effect is very apparent to me, so far as I am myself concerned. The report of the delegates was calculated to injure no interest, but my own individual interest—and that with the Canada Company. The reply from the Railroad Committee in Goderich, and my own letters, contain, as I conceive, a complete defence, so far as I am concerned; and it was only with the Directors of the Canada Company that any defence of my conduct was required.

"Every useful purpose would be served, were an extract from the report of the delegates published, where reference to the merchants of this place is made; and then, by publishing their letters in refutation of the statement, and the application intended. Be kind enough to see Mr. Lewis and the other members of the Committee on this subject, as early as you can.

"Always, my dear Sir,

"Yours faithfully,

(Signed)

"THOS. MERCER JONES.

"THOMAS KYDD, Esq.,

"Chairman of the Railroad Committee,
"Goderich."

MR. JONES TO MR. WIDDER,

IN CONTINUATION ON MESSRS. DUGGAN AND CLARKE'S REPORT.

"MY DEAR SIR—

"GODERICH, 5th August, 1852.

"On Saturday the 31st ult., I received the copy of the Report of the Toronto Delegates, which you had forwarded to the Court of Directors on the 22nd of that month, or nine days previously. I regret the delay in forwarding the copy to me, as when such grave charges are made against one, it is most desirable that as little delay as possible should take place, in affording an accused party the opportunity of defending himself.

"That defence I mailed last evening, and I now return you the Report made by the Toronto Delegates, together with a copy of my letter to the Court of Directors on the subject. That letter although dated the 3rd instant, was not mailed, till the evening of the 4th, and I now, on the 5th instant, send you the copy of it.

"I also send you a copy of the reply of the Railroad Committee to the allegations contained in the Report of the Toronto and Guelph Railroad Delegates in relation to the meeting held here on the 29th June, and with a

copy of my letter to the Chairman of the Committee, enclosing him the Report you had sent me.

"The original of these two documents I mailed to the Court last evening, and herewith send you the copy of my letters enclosing them to the Court of Directors.

"After reading the tissue paper copies of the letters from the merchants of this place to Mr. Kydd, and Mr. Kydd's letter to them, requesting an expression from them on the subject of the remarks of Dr. Clarke and Mr. Duggan, I beg you will have the goodness to return them to me.

"Believe me always,

"My dear Sir,

"Yours faithfully,

"THOS. MERCER JONES.

"FREDERICK WIDDER, Esq."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR—

"GODERICH, 5th August, 1852.

"I am this morning put in receipt of your two letters of the 2nd instant. The correspondence which I send you by this mail, I think, renders it unnecessary for me to do more than acknowledge their receipt, unless it may be as regards the last paragraph. You speak of the present position of the District, in regard to Railroad matters, as an *unfortunate one*. The District feels that its position is very far removed from being an *unfortunate one*—that, on the contrary, their prospects are as bright as they could wish them to be. I alone am in an unpleasant position, and one that I should not be in, as it appears to me, were my actions and motives viewed in the light which they ought to be, and in which, I doubt not, they will be by the Court, when the whole subject is fairly before them. I regret deeply the misunderstanding that took place, under which I gave the meeting on the 29th June an assurance for which I had no authority; but that the assurance had the effect which you appear to think, and which the *Toronto Delegates affirm*, I *positively deny*, and the *whole District*, or rather the United Counties, to a man will support me in that denial, in any form or way that may be required of them.

"Always, &c,

(Signed)

"THOS. MERCER JONES."

"FRED. WIDDER, Esq."

MR. WIDDER TO MR. JONES, IN REPLY TO LETTER 5TH INSTANT.

"MY DEAR SIR—

TORONTO, 9th August, 1852.

"On the 7th instant I received your letter of the 5th instant, referring to certain correspondence which you state you had forwarded to me by the *same* mail. That correspondence, with another letter from you of the 5th instant also, did not, however, reach me till this morning. I can scarcely imagine that any new point can be brought forward, at this period, in any manner altering the position of the Canada Company as towards the people of the Huron upon Railway matters; but I will take the first leisure to peruse the voluminous papers you have thought it necessary to send to the Court and myself. In your letter enclosing these papers, you complain that on the 31st *ultimo only* you received copy of the Report of the Toronto Delegates, which I had forwarded to the Court the evening of the 22nd *ultimo*, or, as you say, nine days previously. In my letter to the Court, you will see upon closing it I received the Report, which I sent to the Court, believing that I should, on the following day, obtain from the Railway Company the original document, from which to make a copy to send to you, but found it was with Mr. Recorder Duggan. I sent several times to the office, but as was from home. It was only on Saturday evening, the 24th July, his clerk gave

me the Report. On Monday Mr. Collier commenced, and finished copying it on Tuesday afternoon the 27th, and on the following day, the 28th July, it was forwarded to you: but I may also add, that had I been enabled to have sent the copy to you as early as I had desired, you would not have received it sooner than you did, because you were, if I am not misinformed, at Hamilton, on business connected with your Railway affairs, and did not return to Goderich till the 31st July.

"I now enclose copy of my letter to the Court of the 29th ultimo, and of their letter of the 23rd instant.

"I remain, &c.,

(Signed)

"FRED. WIDDER."

"T. M. JONES, Esq., Goderich."

MR. JONES TO MR. WIDDER,

UPON THE PART TAKEN BY FORMER IN BUFFALO AND PARIS RAILWAY EXTENSION.

"MY DEAR SIR—

"GODERICH, 12th August, 1852.

"I am in receipt of your letter of the 9th instant. As your remarks appear to me to imply a doubt as to my having forwarded you on the 5th a copy of the report sent to the Court on the 4th, I wrote Mr. Kydd a note on the subject, and I now enclose it to you, with his answer.

"I note your remarks relative to the delay in sending me a copy of the report of the Delegates sent to the Court of Directors, and your observations that even though you sent it earlier I could not have received it before the 31st, as I was absent at Hamilton on Railway matters, and did not return home till the 31st. In this you are mistaken in two particulars. In the first place, I did not visit Hamilton on matters connected with any projected Railway, but on private business; in the next place, I did not leave my own residence in Goderich till Saturday afternoon the 24th July, and returned home on Wednesday evening the 28th; and, as a deed from Sir Allan to myself now laying before me will prove, I was in Hamilton on the evening of the 26th July.

"I observe, in your letter to the Court of Directors of 27th July, you refer to the newspapers giving an account of a meeting held here on the 27th July, relative to Railway matters, and inform the Court, on their authority, that Mr. Jones and Mr. Brown were appointed Delegates to proceed to Buffalo to afford certain information required by the Buffalo and Brantford Company. In every paper that I have seen, and I doubt not, if you refer again, you will find that I am correct as to the one you quoted from, the resolution is given.

"Moved by Mr. John Clark, seconded by Mr. Seymour, and resolved— That THE WARDEN, Mr. Jones, and Mr. George Brown, be appointed,' &c.

"That meeting took place on Wednesday evening; on Thursday I wrote to the Chairman of the Railroad Committee, requesting to be excused acting as a Delegate, and giving my reasons; and, on Friday morning, Mr. Brown and Dr. Clark proceeded to Buffalo by the way of London and Port Stanley; and where you can have observed that they 'had passed through Hamilton on their way to the meeting,' I am at a loss to conceive; at all events, my statement here given is the correct one.

(Signed)

"THOS. MERCER JONES."

"FRED. WIDDER, Esq."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR—

"TORONTO, 16th August, 1852.

"I have received your letter of the 12th instant. The delay in the delivery of one of your letters of the 5th instant occurred at the Post-office here, the other one was duly given to the messenger on Saturday at one o'clock; on Monday when he called as usual for our letters, the one marked

'money,' with your correspondence with Mr. Kydd, was given to him. You will have seen that I had anticipated your correction as to the day of your return to Goderich. I dare say you are right, but I have no papers to refer to, as to the *Warden* being associated with you and Mr. Brown, as Delegates to Buffalo, but I cannot see any importance in my having omitted to mention his name to the Court, especially as they would ascertain the fact, if necessary, from the "Signal" and "Loyalist," sent to them regularly by each mail. I was aware of your having left Goderich and your arrival at Hamilton, a few days after your appointment as Delegate, and being, of course, ignorant of your having declined to act, the conclusion I arrived at was a very reasonable one—that you were on your way to fulfil your mission, and that your associates were with you. Agreeably with your request, I return herewith the tissue copies of Mr. Kydd's circular and the replies to them.

"The papers you have sent to the Court are open to some remarks, but they are not necessary, and it would be a profitless use of time. I would however mention that, to the best of my knowledge, I never heard of the hand-bill calling a Railway meeting by the Sheriff at the request of certain freeholders, to advocate extension to the *Great Western line at Brantford*, dated 14th March 1851, and I am not singular in ignorance of the fact, or as to any meeting being the result. It must have been a remarkable one, if its proceedings were founded upon such a notice.

"I now have to enclose to you a copy of a letter from the Court, dated 30th July last, received yesterday (Sunday), upon Railway affairs.

(Signed)

"FRED. WIDDER.

"T. M. JONES, Esq., *Goderich*."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR—

"TORONTO, 13th August, 1852.

"I should mention that I discovered a little mistake I fell into in saying I supposed you were not returned from your Railway mission to Hamilton till the 31st July. I found I had a letter from you dated at Goderich the 29th. I therefore made a note correcting the copy of my letter to you of the 9th instant, sent to the Court accordingly, although a matter of little moment, as bearing upon the question raised.

(Signed)

"FRED. WIDDER.

"THOS. MERCER JONES, Esq."

MR. JONES TO MR. WIDDER.

"MY DEAR SIR—

"GODERICH, 16th August, 1852.

"I am in receipt of your letter of the 13th instant. I note your remarks relative to my visit to Hamilton, and which you style my Railway Mission. From my letter of the 12th instant you would perceive that the mistake which you now refer to was not the only one you made on that occasion, for that you made a much more serious one, as far as I am concerned, in your communication to the Court of Directors.

(Signed)

"THOS. MERCER JONES.

"FREDERICK WIDDER, Esq."

THE CANADA COMPANY'S LETTER ON MR. JONES' CONDUCT IN CONNECTION WITH THE RAILWAY MEETING AT GODERICH.

"CANADA HOUSE,

"London, 30th July, 1852.

"THOMAS MERCER JONES, and
"FREDERICK WIDDER, Esquires,

"Gentlemen—The Directors observe in the *Huron Signal* of the 1st of July the Report of a Railway Meeting at Goderich, Mr. Jones presiding as Chairman; when he is stated to have said, after referring to the Brantford Line of

Railway, 'that he was fully justified in believing that the Canada Company will in every respect render the same assistance and facilities for obtaining the requisite capital, through the negotiation of your Debentures, as they have so readily and generously afforded to the Toronto and Guelph Company.'

"The Directors feel great difficulty in believing it possible that Mr. Jones should have ventured to make any such statement, because he must be well aware, from the correspondence with the Court for many months past, that they had thought it right to do all in their power to promote a line from Toronto to Guelph, believing that such line would necessarily be extended to Goderich, and being strongly impressed with the opinion that an attempt at competing lines would end in a failure in obtaining any. But, supposing the Report above mentioned to be correct, the Directors think Mr. Jones acted very unadvisedly in presiding at all at a meeting to promote a rival project, but still more so, in taking upon himself to express an opinion (for which he had no authority whatever) that the Directors would negotiate the debentures of this rival line. In adopting this course, supposing he did so, he has also placed the Directors in a most painful situation; for assuming, as every body will, that the act of one of their Commissioners is sanctioned by the Board, it appears to be a gross breach of faith on their part, after pledging themselves, as they have done, to the Directors of the Guelph and Toronto Railway. The Directors, therefore, call upon Mr. Jones immediately upon the receipt of this letter, to address a letter to Mr. Widder, stating that he had no authority or right of any kind to express the belief he thought fit to announce as to any facilities the Directors of the Canada Company were ready to afford to the Brantford line, and to take care the letter is so worded that it may be used by Mr. Widder in any way he thinks fit, for destroying the false and injurious inferences which may reasonably be drawn by those unacquainted with the facts."

MR. JONES TO MR. WIDDER,

ON SUBJECT MENTIONED IN LAST THREE LETTERS.

"MY DEAR SIR—

"GODERICH, 18th August, 1852.

"I am in receipt of your letter of the 16th instant. I cannot take the same view as you do of the unimportant character of the omission of the Warden's name, and merely mentioning my own and Mr. Brown's. I think his nomination gave a very important character to the whole proceedings. If you consider it worth while to write to the Court for it, you can see the handbill, which was a printed one, issued with the Sheriff's name at the foot, calling the public meeting on the 14th March 1851, as stated in my communication to the Court, and as referred to in the Report of the Railroad Committee; and I cannot say that I understood your meaning by the observation that the meeting must have been a remarkable one, if its proceedings were founded upon such a notice.

"You are yourself aware that I was not in Goderich on the 14th March 1851; but if you have any doubts as to the genuineness of the handbill, or as to the meeting being held in consequence of it, abundance of satisfactory evidence as to the true fact can be furnished you.

"You say that the papers which I have sent to the Court in my own defence are open to some remarks, but that they are not necessary, and would be a profitless use of time. All that I can say in reply is, that I have made no statement that I have not either *adduced evidence in support of*, or am quite ready to do so, and that I have therefore made no statement that I do not conscientiously believe to be true. I have received the copy you sent me of the despatch from the Court of the 30th of July, made by Mr. Cameron; and after all the correspondence which has passed between us, and which has been sent to the Court subsequent to the meeting here on the 29th June, I presume that acknowledging its receipt is all that will now be considered necessary. My letter to you of the 8th July, I think, contained all that the Court would wish me to say, and you can make any use you deem

expedient of the whole of my correspondence since the meeting of the 29th June; and, if more were required, shewing the present communication to the Directors of the Toronto and Guelph Railroad Company from the Directors of the Canada Company, will, I conceive, be considered quite sufficient to remove all effects which would or might have arisen from my most unfortunate misconception; but, if not, I am, of course, quite ready to do anything further which may be necessary, in full compliance with the wishes and instructions of the Court.

(Signed) "THOS. MERCER JONES."
 "FRED. WIDDER, Esq."

MR. WIDDER TO MR. JONES.

GENERALLY AS TO PROCEEDINGS IN CONNECTION WITH BUFFALO AND PARIS ROAD.

"MY DEAR SIR—

"TORONTO, 26th August, 1852.

"I should have replied earlier to your letters but for a slight indisposition, which confined me to my residence. I attach no importance to the hand-bill you refer to, calling the meeting by the Sheriff, in March 1851, or whether there were three or a dozen people who attended. For it is tolerably clear it must have been a very insignificant affair, since its results were passed over in silence; and, if otherwise, I cannot see what it has to do with the question at issue. You say you cannot understand my meaning by the observation that the meeting must have been a remarkable one if the proceedings were founded upon such a notice. If you will take the trouble to consider for a *moment* the geographical arrangement of that notice which I copied in my letter of the 16th instant from the schedule you sent to me and to the Court, I think you will understand the meaning of my observation.

"In reference to the Court's despatch of the 30th ultimo, I cannot arrive at the conclusion you do, that the mere acknowledging its receipt is all that will now be considered necessary, or that your letter to me of the 8th ult. contained all that the Court would wish you to say. I have reperused your letter, and cannot but look upon it otherwise than as an intended unqualified justification of the course you have thought proper to adopt; and towards the conclusion of your letter you state you cannot see how anything which you have said or done is calculated to produce embarrassment to either the Canada Company or their Commissioners. 'The Court take a decided and unequivocal different view of the matter in question; and furthermore, are most desirous to destroy the false and injurious influences which may reasonably be drawn by those unacquainted with the facts.' That your letter to me of the 8th ult., if submitted with the Court's despatch of the 30th ult. to the Railway Directors here, will accomplish what the Court earnestly desire, a moment's reflection would dictate the answer, most decidedly not. I enclose a copy of my last letter to the Court of the 21st instant, with copies of letters to and from the Railroad Directors here.

"I should mention, for your government, that the Court were in possession of your letter of the 8th ult. above referred to.

(Signed) "FREDK. WIDDER."
 "THOS. MERCER JONES, Esq."

MR. JONES TO MR. WIDDER, IN REPLY.

"MY DEAR SIR—

GODERICH, 1st September, 1852.

"I have no copy of the Railway notice of 1851, and without it I am unable to say anything upon the geographical arrangement of it; all that I recollect about it was that I called for a meeting of the inhabitants to take into consideration the expediency of adopting measures for the construction of a Railroad to unite with the Brantford one.

(Signed) "THOS. MERCER JONES."
 "FRED. WIDDER, Esq."

MR. WIDDER TO MR. JONES, IN REPLY.

"MY DEAR SIR—

"TORONTO, 1st Sept. 1852.

"I have received copies which you have sent of your correspondence with Mr. Brown upon taxes, and with Mr. Kydd upon railways. I now enclose you copy of a letter, or rather of resolutions of the Railway Board here, dated 28th ult., and my reply thereto of the 30th ult. ; also of my last letter to the Court of Directors, dated 28th ult.

(Signed)

"FRED. WIDDER.

"THOS. MERCER JONES, Esq."

MR. WIDDER TO MR. JONES, AS TO SURVEY, &c.

"MY DEAR SIR—

"TORONTO, 31st August, 1852.

"The object of this letter is to inform you that Mr. Francis Shanley, the engineer, left this with his staff on Saturday, for Guelph, en route for Goderich, for the purpose of commencing his complete locating survey from that town to Stratford, which he expects to enter simultaneously with the surveying party from Guelph.

(Signed)

"FRED. WIDDER.

"THOS. MERCER JONES, Esq."

MR. JONES TO MR. WIDDER, ON DESPATCH OF CANADA COMPANY, &c.

"MY DEAR SIR—

"GODERICH, 1st Sept., 1852.

"I am in receipt of your letter of the 26th ult. I regret much you should feel dissatisfied at the conclusion I had arrived at in reference to the despatch from the Court of Directors of the 30th of July, for I feel at a loss as to what can be expected of me in addition to what I have already written.

"My letter of the 8th July explained fully the cause leading to my giving the assurance which I did, and contains the most solemn assurance in my power to offer, that when I stated to the meeting that I felt fully justified in believing that should the decision of the meeting and of these United Counties be, that it was more to their interest to support the Goderich and Paris line than the Toronto and Guelph line, that the Canada Company would in every respect render the same assistance and facilities for obtaining the requisite capital, through the negotiation of their debentures, as they had afforded to the Toronto and Guelph line, that I felt as completely satisfied that I was then uttering the sentiments of the Court of Directors and yourself as I was of my existence. I observed that my conduct in the chair was, I had flattered myself, such as would have met your approbation, and the approbation of every one, and that I sincerely lamented that through my *unfortunate misconception*, I should, in your opinion, have placed the Canada Company and their Commissioners in an embarrassing position. When I gave the assurance to the meeting which I did that, should the decision be in favor of the Paris line, I believed it would receive the support of the Company—I *fully and distinctly admit that I had no authority from either the Canada Company or yourself for expressing that belief, but that I firmly believed they would do so for their own interests and on the contingency mentioned, is most certain.*

"The Court of Directors, in their letter of the 30th July, require me immediately to address a letter to you, stating that I had no authority or right of any kind to express the belief I thought fit to announce, as to any facilities the Directors of the Canada Company were ready to afford to the Brantford line; and in accordance with that desire, I now again repeat that I had no authority for giving that assurance; but I will be pardoned, I trust, when at the same time I also repeat that I never would have given that assurance, had I not most erroneously conceived that I had your authority for doing so. I most frankly admit—and I have done so in nearly every letter I have written you since the meeting of the 29th June, and, as I conceive, have offered at the same time every apology for my unfortunate mistake which could be expected

of me, and every soul in these counties and thousands beyond them now know that the assurances I gave at that time have been promptly repudiated on the part of the Company—that the opinions I expressed were my own individual opinions only, and that they were altogether at variance with yours is most publicly known.

“I repeat over again, that I sincerely regret having through misconception of your expressions, given an assurance that I thought the Company would grant their aid towards negotiating the debentures; and in thus attributing a meaning to your words which I subsequently found they were not intended to bear was an error on my part which I deeply regret; but I most solemnly declare that I interpreted your expressions most erroneously, I admit, as conveying those sentiments.

“I feel that I have, in my letters of the 8th, 17th and 29th July, offered all the foregoing explanations and apologies; and I do hope and trust that, having the whole before them, and all the documents forwarded them in my letter of the 4th instant, the Court of Directors will be satisfied with my explanations; and most deeply do I regret that they should not have been so considered by yourself.

“I observe in your letter to the Court, of the 21st July, in speaking of the report of the Toronto delegates, that in spite of considerations mentioned, the report had passed into the hands of parties inimical to yourself and the Canada Company, &c. &c. &c.

“In this you are mistaken; for not one of the members of the Railway Committee were inimical to either the Canada Company or yourself, unless it be Mr. Longworth, and he is no friend of mine either.

“The report contained grave charges against myself, and charges which it was necessary should be promptly rebutted: and to do so satisfactorily, the obvious course, as it appeared to me, was, to enclose the report to the Railroad Committee; and for its publication afterwards I cannot be held responsible, for I did all I could to prevent the publication, both personally and in writing; and you are in possession of a copy of my letter to the Chairman of the Committee on the subject, and also a copy of my letter to the Court of Directors of the 4th August, in which I advert to these facts.

(Signed)

“THOS. MERCER JONES.

“FRED. WIDDER, Esq.”

MR. JONES TO MR. WIDDER.

“MY DEAR SIR—

“GODERICH, 6th September, 1852.

“I observe that in reply to the enquiry from the Toronto and Guelph Railroad Company of the 28th ultimo, you gave them a copy of the letter from the Court of the 30th July, regarding the statement which I made at the meeting of the 29th June. You are in possession of the copy of the reply I gave the Railroad Committee here to a similar enquiry. In not giving them, as you have done to the Toronto Company, a copy of the despatch, I assure you I was influenced by feelings in no way connected with myself personally; and if you think it ought to be done now, I shall do it, but doing so I think would be unwise; I shall, however, act in that respect as you may consider most advisable, looking to the position of the Company in regard to these counties and the two proposed lines of road.

(Signed)

“THOS. MERCER JONES.

“FRED. WIDDER, Esq.”

MR. WIDDER TO MR. JONES.

“MY DEAR SIR—

“TORONTO, 20th October, 1852.

“Having upon former occasions clearly and distinctly expressed to you my opinions with reference to the Court's letter of the 30th July upon your proceedings upon Railway affairs, it would be a waste of time to re-enter upon the question.

(Signed)

FRED. WIDDER.”

“T. M. JONES, Esq., Goderich.”

MR. JONES TO MR. WIDDER.

"MY DEAR SIR—

"GODERICH, 29th Oct., 1852.

"I observe (in your letter to the Court), also, that you quote the majority with which the By-law for the issue of £125,000 in Debentures was confirmed as fifteen to six, which is a mistake, as it was seventeen to four, being a majority of thirteen, instead of nine.

(Signed)

"THOMAS MERCER JONES.

"FREDERICK WIDDER, Esq."

MR. WIDDER TO MR. JONES.

"MY DEAR SIR—

"TORONTO, 3rd November, 1852.

"It seems, according to your statement, that my informant was in error as to the majority in the 'ouncil upon the vote of £125,000 for the Buffalo extension scheme of Railroad to Goderich, but it seems to me of very little importance whether the majority had in reality been nineteen, thirteen, or any other number, in lieu of nine, as I gave it to the Court. If the point were of such great interest, it might be ascertained from the newspapers regularly sent to the Court.

(Signed)

"FRED. WIDDER."

"THOS. MERCER JONES, Esq."

MR. KYDD TO MR. JONES,

AS TO CANADA COMPANY'S CARRYING OUT MR. JONES'S PROMISES AT MEETING AT GODERICH.

"DEAR SIR—

"GODERICH, 25th August, 1852.

"The Committee having just received information that the Directors of the Buffalo and Brantford Railway Company have passed a by-law to extend their line to Goderich, and to increase their capital by £200,000 for that purpose, and also that they have ordered the survey of the road to be commenced immediately, I am instructed to enquire of you whether you have yet heard from the Court of Directors of the Canada Company as to whether they will render the Railroad Company any assistance in their undertaking, either in the survey of the line or otherwise.

"I am, dear Sir, very truly yours,

(Signed)

"THOMAS KYDD,

Chairman, R.R. Co."

"T. M. JONES, Esq."

MR. JONES IN REPLY.

"DEAR SIR—

"GODERICH, 26th August, 1852.

"I have the honour to acknowledge the receipt of your note of the 25th instant, and, in reply, to inform you that I have lately received a despatch from the Court of Directors, under date the 30th ultimo, in which they state that, as the Company are already pledged to the support of the Toronto and Guelph line, they consider that it would be a breach of faith towards that Company to grant to a rival Company the same aid as they had promised it, and they express much regret at my having held out any expectation of aid towards the negotiation of debentures for the construction of the Goderich and Paris line in my address at the meeting of the 29th June.

"I am, dear Sir, yours faithfully,

(Signed)

"THOS. MERCER JONES."

"THOS. KYDD, Esq.,

Chairman of the Railroad Committee, Goderich."

In connection, it may be well to observe, that Dr. Chalk, the Warden of the United Counties of Huron, Perth and Bruce; Mr. Brown, their Treasurer; and Mr. Wadsworth, of Buffalo—who took so prominent a part at the meeting at Goderich presided over by Mr. Jones—called upon Mr. Widder, at Toronto, on the 6th of August 1852, on the subject of the aid promised by Mr. Jones to the Buffalo and Paris extension railway at the Goderich meeting alluded to, when Mr. Widder replied to them as is thus stated in his letter to the Canada Company:

“I have to mention that last week I had a visit from Dr. Chalk, the Warden, and Mr. Browne, the Treasurer of the Huron, the Delegates from Goderich, appointed as mentioned in my last letter, to proceed to Buffalo, from whence they came to me, accompanied by Mr. Wadsworth, the acting Manager for the interests of that city in the Brantford and Buffalo Railway Company. Their object was distinctly to ascertain whether the Canada Company would lend their assistance in carrying out the project for an extension of the railway from Brantford to Goderich. I as distinctly gave my opinion that the Canada Company would in no manner promote their scheme; that the Court had long since taken up the line from Toronto, Guelph and Goderich; had made the requisite arrangements in England for accomplishing the work; and that it was not advisable to abandon it for a line which would make Canadian interests subservient to those of the Republic, even supposing that the Canada Company would not thereby be compromising their honour and faith to the Toronto and Guelph Company. The three gentlemen were much disappointed, especially Mr. Wadsworth, who appeared to be completely ignorant of the true position of matters; and they all dwelt much upon the pledge given at Goderich on behalf of the Company. I read to them some portion of correspondence, to convince them that any such promise was unjustified by the Canada Company.

“Mr. Wadsworth expressed a desire for an arrangement between the two companies. I told him I could not perceive how this could be effected; that I should, however, be happy to receive any proposal; and I finally submitted that each company should make their line to Stratford, here to be fused into one company on to Goderich. He rejected this proposition, as might have been expected, saying emphatically that any plan must be based upon securing to his company the through line. Rather than not have it, he would abandon the project altogether.”

The Court of Directors in London, under date the 27th of August, wrote in reply:

“The Court entirely approve of Mr. Widder’s proceedings at his interview with Mr. Wadsworth and the Delegates of the Buffalo and Brantford Railroad.”

It will be seen, upon a perusal of the foregoing correspondence, that the Canada Company were always extremely desirous of a Railroad to Goderich; that, as the best method of securing this, they entered into the views, and seconded in every way they could the efforts of the Toronto and Guelph Company, to extend their Railway from Guelph

to Goderich ; that they thus became bound, by every tie of honour and commercial obligation, to aid this Company, as against all others whose views and undertakings might tend to defeat the construction, or interfere with the ultimate success, of their road. It will also be observed that Mr. Jones was advised, anterior to the meeting at Goderich, of these intentions of the Canada Company—it being the custom, as will be seen by the correspondence, of each of the Commissioners to communicate to the other what he wrote to the Company in London. It will be seen, as well, by the whole of Mr. Widder's correspondence with Mr. Jones on the subject, that he took the greatest possible pains that he should not labour under any misapprehension as to the position of the Canada Company towards the Toronto and Guelph Company, and their being alike bound and determined to do everything they could to aid their road as against all adverse or competing undertakings whatever.

Yet Mr. Jones (the recognized Commissioner of the Canada Company) presided as Chairman of the important meeting at Goderich to promote the interests of a rival road, and read a *written* address, prepared for the occasion, greatly in favour of the Brantford and Buffalo line. He also read a portion of one of the foregoing letters—as will be seen by Messrs. Clarke and Duggan's report—which he had received from Mr. Widder, applying it, contrary to its most emphatic and unequivocal terms, to favour the Buffalo and Brantford, instead of the Toronto and Guelph line of road ; thus impressing the meeting with the idea that the Canada Company would favour a line which was directly adverse to that which they were bound by every obligation to support ; and thus allowing to go to the public, through the journals of the country,—which was the ease—what was alike injurious to the undertaking they were bound to favour, and to their own character and standing as a Company.

It is proper also to observe here, that the Directors of the Canada Company, upon hearing of the proceedings at Goderich, lost no time in repudiating the conduct of Mr

Jones, as will be seen by their letter of the 30th July 1852, given above, and which was exhibited to the Railroad Committee at Quebec, to counteract the statement made by Mr. Jones, that they were supporters of the Buffalo connection, when the parties favourable to that enterprise were endeavouring to procure a charter. And it should likewise be observed, that since the receipt of this letter in this country, incessant and malevolent attacks have been made upon the Canada Company, and upon their Commissioner, (Mr. Widder) for no other reason—certainly having no other foundation—than that they took these steps to preserve their honour and integrity, by supporting the Toronto and Guelph Company, to which they had become voluntarily bound, and repudiating any intention to aid a rival and competing Company. They were forced into these things by Mr. Jones's own conduct, and not from any act or wish of theirs; and if he had the influence and popularity which he is represented to have in the Huron, he should have placed these matters in their true light; and there would then have been no occasion for the ill feeling against the Canada Company which is said to exist there. It may be mentioned, too, in connection, that the last act of Mr. Jones, previous to his ceasing to be in the Company's service, was to attend a public meeting at Goderich, to promote the Brantford and Buffalo Railway extension. He likewise headed the list going the rounds of Goderich, with a subscription of £250, to aid it, and moved a vote of thanks to the Delegates sent from Goderich to attend a meeting of the Company at Brantford.

In view of these circumstances, and of the proceedings of Mr. Jones, and of the danger and inconvenience which might arise again from two Commissioners holding independent opinions, and taking independent action upon them—utterly regardless of the express statements of each other—the Canada Company deemed it essential to their interests to make a change in the management of their affairs in Canada; and on the 11th of November 1852, resolutions were passed by the Board of Directors in London, and transmitted to Mr. Widder, to the effect—that the

mode of transacting their business under two Commissioners, neither of whose authority over the other was distinctly acknowledged, could not continue without inconvenience ; and that Mr. Jones's services, as their Commissioner, should be dispensed with ; but that, in consideration of the period of Mr. Jones's employment in the service of the Company, and the wish of the Directors to make some provision for him, in consequence, they would, at the earliest convenient opportunity, recommend to a general meeting of the Proprietors, a pension to him of £400 annually ; that the continuance of the office at Goderich, as then constituted, could no longer be permitted, and that it be removed to Toronto ; that Mr. Widder be first Commissioner of the Company at Toronto, and Mr. W. B. Robinson second Commissioner.

As regards Mr. Widder's personal conduct throughout this whole business, it will be seen by the correspondence that he took, in the first place, the position, that railroad communication to the Huron and to Goderich was of the highest importance for the interests of the settlers there, and for the Canada Company, whose advantage it was his duty and study to promote. Having come to this conclusion, he took, it will be observed, every step in his power to secure that communication, by advocating, and getting the Canada Company to support, the project which was, in his opinion, most likely to accomplish it. And having done this, his whole correspondence with Mr. Jones, with the Canada Company, and with all other parties in relation to it, simply shews, that he but consistently and firmly adhered to what he felt was at once right and desirable ; and what, having solemnly pledged himself to support, he was bound alike by his honour, his position, and his obligations and duty to others, straightforwardly to adhere to. With regard to the part he took in the matter, he has simply to remark, that it will be seen by the following extract from a despatch from the Court of Directors of the Canada Company to their Commissioners in Canada, dated June 9, 1848, that such a change took place in the management of their affairs here as rendered the course he adopted a matter of duty ;

and that since the receipt of this despatch he may have been regarded as the Canada Company's Chief Commissioner in this country. His salary had for some time exceeded that of Mr. Jones, and has not, since Mr. Jones's removal, been increased. So that neither in power, emolument, nor position, has he been in the slightest degree benefitted by the change in the administration of the Company's affairs. What he wrote and did was simply and solely in discharge of what he felt to be his duty; and so far from leading or desiring Mr. Jones to act as he thought proper to do, he said and did, as will be seen by the correspondence, everything he could to prevent him.—The following is the extract from Court of Directors' despatch alluded to above:

“ Having thus disposed of the questions raised in your letters now under consideration, I am desired by the Directors to state, that the plan you have adopted of a separate and individual correspondence with the Court from Goderich and Toronto is frequently very inconvenient, and occasions much unnecessary trouble in the replies from the Court. It seems also very irregular that the business of the Company, entrusted to a Board of Commissioners in Canada, should be divided, as it were, into departments, as if the Company had separate interests in the management of their Crown Reserves and Huron Lands. This being in no degree the case, and the Company requiring one management of the whole of their affairs, I am now directed to request, that for the future the correspondence should all proceed direct from Toronto. In the management of the affairs of the Company, a correspondence between yourselves in the Province must of course occur, but there seems no reason why the communications to the Court may not all take place from Toronto; and it would be much more convenient to the Directors that it should be so, and so much better calculated to insure regularity and avoid repetition, that the Directors request you will for the future make your arrangements of business in the province accordingly.”

With respect to the removal of the Canada Company's office to Toronto, it was known by Mr. Jones that they had for a length of time contemplated doing away with their office at Goderich, which had long been little more than an agency; and Mr. Jones had official notice of the Company's determination on this subject for some time, and had therefore reason to look for such a change at any moment it answered the Company's interests to make it. And that the statements of some of the Provincial Press, that the business of the Company could not be transacted to their advantage, or to that of the settlers, at Toronto, were put forth without a proper knowledge of facts, it is but necessary to state, that from the year 1829 up to 1840, the Company's affairs in the

Huron were wholly managed by agencies in the tract, there being no resident commissioner up to the latter period in Goderich; whilst in the entire tract at this time there were but five post-offices, but a bi-weekly communication between Goderich and Toronto, and no bank agencies—the unsold lands held by the Canada Company amounting at the time to 1,035,833 acres, exclusive of swamp. Under these circumstances the Company, through the instrumentality of local agencies, managed their affairs, their chief office being, as now, in Toronto. They expended, too, under this management, and during this period, in the erection of mills, houses, a pier and harbour, and in making bridges, roads and surveys, £76,341 4s. 6d. If, then, during the period of ten years, whilst all their works and improvements were proceeding, and the Company held 1,035,833 acres of land unsold, their affairs were managed by resident agents, it certainly follows that they can now be conducted by similar parties, acting under their office in Toronto, when the lands on hand have become reduced to 222,000 acres, and there are post-offices in every part of the Huron; with, at the same time, a daily mail communication with Stratford, Goderich, and other parts of the tract; with bank agencies in the two towns just named; and with intelligent and educated storekeepers and others scattered everywhere through the Huron, who are ever ready, and generally have it in their power, to assist their neighbours in transacting their business with the Company.

It must not, however, be supposed, that the rapid diminution in the quantity of land held by the Company was occasioned by their having a resident Commissioner in Goderich. Mr. Jones went there early in 1840, and up to the 31st of May 1842, the same lethargy and stagnation which had marked the Huron Tract since its first settlement, prevailed. In 1840, the Company's sales of lands amounted to but 18,004 acres: in 1841, they had fallen off to 8,013 acres; and instead of obtaining new settlers, the old ones were leaving the tract; the quantity of land held by the Company at the time being 807,881 acres, and the population but 7,293 souls; whilst the Company's receipts

in the tract scarcely covered their expenditure, although the crops in the years mentioned were unusually abundant, and the prices ranged high.

But in June 1842, Mr. Widder, after much investigation and consideration, introduced the leasing system, with privilege to the tenants, or lessees, to purchase; and the consequence was, that in *six months* afterwards, no less than 44,541 acres were disposed of on lease; and during the whole year, from the stimulus it imparted to the tract, there were sold, for cash and on credit, 28,127 acres. As an evidence of the progress of the Province, no less than of the marked and continuous success, for ten years, of this system—and which has had the merit, not only of having introduced population, prosperity, and energy, where they did not previously exist, but of doing this against very great detraction and distrust of the system itself—the following statistics of the Company's leases and sales of land from 1842 to December 1852, inclusive, will prove of more than ordinary interest.

Year.	Emigration during year.	Acres sold for cash and on credit.	Leased acres.	Remarks.
1842,	44,374	28,127	44,541	in 6 months.
1843,	20,142	8,705	63,907½	
1844,	25,375	12,041	54,013	
1845,	29,253	9,282	52,617	
1846,	32,753	7,736	15,055	Leasing susp.
1847,	90,150	15,426	71,151	“ renewed.
1848,	27,939	9,714	44,211	
1849,	38,494	4,221	65,241	
1850,	32,292	10,376	94,371	
1851,	41,076	14,100	97,182	
1852,	39,176	13,129	47,295	

It may be mentioned as interesting, in connection, that the deeds issued for lands in the Huron, from the year 1829 to 1840, inclusive—a period of eleven years—amounted to but 618; whilst for the subsequent eleven years—from 1842 to 1852, inclusive—there were issued 1,697 deeds.

The following statistics of the increase of population in the tract, from 1842 to 1852, are of great interest:

The population of the Huron (exclusive of the townships of Williams and Bosanquet) was, in

1842,.....	7,293	souls;
1843,.....	9,178	"
1844,.....	11,506	"
1845,.....	13,500	"
1846,.....	14,983	"
1847,.....	16,641	"
1848,.....	20,450	"
1849,.....	25,000	"
1850,.....	26,933	"
1851,.....	37,480	"
1852,.....	about 40,000	"

An increase almost incredible, as upon reference to Smith's work on Canada, it will be found that the Huron District has made more rapid progress since its first settlement in 1827, than Lower Canada did in one hundred and four years, its population then being (in 1721) 24,511.

The like observations will apply to the town of Guelph. In the year 1843, when the leasing system was applied to the lots there, the population was 700; in 1846, 1,357; in 1850, 1,860; and the Company have since disposed of nearly all their property there.

The deeds issued by the Company for lots in Guelph, from 1834 to 1843, nine years, were 61; and from 1843 to 30th November last, 146.

The assertion that only the poorer and ignorant class of settlers would be introduced into Huron by the leasing system, is amply refuted by the large number of leases already converted into deeds, prior to the expiration of the term, and the very large amounts deposited in the Canada Company's Settlers' Savings Bank—which now amount to £40,000, at 6 per cent. interest—for obtaining deeds under the option permitted the settlers in their leases.

Yet the increase in the population of the Huron, extraordinary as it has been, was still in a less ratio than the actual improvements in the tract since the introduction of the leasing system, especially during the latter years—a large proportion of the lands taken on lease, and a considerable portion of the deeded lands, being taken by persons who, though non-residents, were nevertheless improvers. For

old and wealthy settlers from Townships in other sections of the Province have been in the habit, of late years, of taking up and improving farms in the Huron for the various members of their families, who remained with their parents till these farms became fit for their reception. So that improvements have been going on, not only in keeping with the increase of population in the tract, but for the benefit of parties out of it; but who, of course, would ultimately become its settlers.

The same may be said of mechanics and tradesmen, who, in numerous instances, have leased lands and improved them, although working at this time in cities and towns, at their different vocations, earning money to pay for these improvements, and ultimately to pay for the land itself.

It may further be observed, as a still stronger proof of the success of this system, that most of the educated and intelligent settlers throughout the Huron hold leases from the Company, having preferred that mode to paying cash for their lands. To illustrate this, it is only necessary to mention, the Sheriff and Treasurer of the United Counties of Huron and Bruce; the Sheriff of the County of Perth; the Bank Agents; most of the Clergy; the Merchants and Medical men at Goderich and Stratford; the Barristers and Solicitors, including the Company's legal advisers; their late Commissioner, and the Honourable the President of the Bureau of Agriculture.

Of the mode of working the leasing system, and the reasons at large which led to its adoption, the reader may be informed by referring to Mr. Widder's letter to the Canada Company in London, dated 8th December 1846, which will be found in the Appendix hereto, marked No. 10. The results of it, since this letter was written, in promoting the most healthy description of settlement, and in the great prosperity of the Huron, as exemplified in the immense increase of population, the quantity of land disposed of, and the vast accumulation of material wealth there, are even more extraordinary than what was indicated or anticipated in that letter.

In relation to the Canada Company's arrangements for the future management of their affairs, it may be observed, that their unsold lands in the Huron amount, as already mentioned, to 222,000 acres; whereas the Crown Reserves, undisposed of, scattered from Hawkesbury in the extreme east, to Malden in the extreme west of the Province,—a distance of some six hundred miles—exceed a half a million of acres, which are divided into one and two hundred acre lots—these being scattered over nearly every Township in the Province. Yet their sale and management, without apparently occasioning either enquiry or complaint, have always been conducted at Toronto. Now, though Goderich, the extreme west of the Huron tract, is but a hundred and fifty miles from Toronto, where the Company's chief office is; yet, lest any inconvenience should accrue to the settlers in the Huron, an Agency has been established in that town, and the bank agent is also empowered to transact much of the Company's pecuniary business there; whilst at Stratford there has always been an efficient agency. The Canada Company, after their experience of so many years, and having so many obvious reasons for doing everything in their power to convenience the settlers, and to facilitate their progress, deemed these arrangements adequate to all the purposes of their business. Their interests and their desires alike prompted them to promote settlement, prosperity, and contentment in the Huron, and their business arrangements have been made solely with this view.

As regards Mr. Robinson, it is but just to add, that the situation he received, and now holds, under the Canada Company, he never either directly or indirectly applied for. The Court of Directors in London having determined to make the change already indicated, authorised Mr. Widder to offer the appointment to Mr. Robinson; and he, having first ascertained that Mr. Jones had actually ceased to be the Company's Commissioner, accepted it.

APPENDIX.

(No. 1.)

Extract of a Letter from Mr. WIDDER to Mr. JONES, dated 27th June, 1851.

“As respects the Company's assistance in promoting the objects of the County Council upon their desired issue of £30,000 of Debentures, I do not see how I could in any manner enter upon the subject with the Court (nor did I write to any one else) beyond what I had done on the 19th instant, previous to the receipt of your letter of the same date. It did not seem to me that the business was in a position requiring the Commissioners to interfere in a matter on which they had no information beyond that published in the *Loyalist* paper, and had not been consulted or asked to act in any manner: I therefore abstained from writing further upon the business until I heard further respecting it. The letter from the Treasurer to you, which I received after having despatched my correspondence of yesterday to the Court, now calls upon us to act, and I will transmit it to the Court by the next steamer. It seems to me, however, that that communication should have been accompanied by the resolution it refers to, and set forth all the proceedings in the Council connected with it: the ways and means for procuring the principal and interest; the precise amount to be applied upon each line of road; and the length, &c., &c.—for you will observe that the newspaper states the particular roads upon which the amount is to be spent, whilst the Treasurer speaks generally of the ‘leading roads’ through the Counties of Perth and Huron. The Treasurer should, perhaps, have said that the Council are prepared to submit to a discount on the sale of their Debentures, and that they would agree to pay the interest in London, free of all deductions, punctually on the day when the same should become due.

“There can be no doubt whatever that the completion of the roads mentioned in the *Loyalist*, and the expenditure of so large an amount of money in the tract, will be productive of great benefit to the Company, and I shall therefore rejoice if the effort to obtain the loan in London proves successful—even at the sacrifice of a heavy discount. Until we hear from them it will be unnecessary to enter upon the expediency, or otherwise, of the Canada Company agreeing to receive the Debentures as cash in Canada for the payment of their properties. I trust that this question will not arise, in consequence of the success to obtain the capital in London.”

Extract of a Letter from FRED. WIDDER, Esq., Toronto, to the COURT OF DIRECTORS in London, dated 3rd July, 1851.

“By my letter of the 19th I apprized the Court of the project contemplated by the County Council of the Huron, with reference to the improvement of certain roads, and for which object it is proposed to issue debentures to the extent of £30,000 currency. My colleague has since transmitted to me an application from the Treasurer, dated the 20th ultimo, of which the enclosed is a copy, desiring the Company's co-operation in the disposal of the debentures in the London market. The Court will be advised, through other channels, of the position of the County, both as respects its finances, as well as the extent of the security offered for the payment of interest and reimbursement of principal; also upon the great benefit that would ensure to the Company through the completion of the works in question, that it is unnecessary for me to enter upon those points, which are so very apparent, and will, I trust, induce the Court to make every effort to accomplish the desires

of the Council, by procuring the requisite capital. I have written to Mr. Jones for some information and documents, which I conceive the Treasurer should have sent with his letter: when received they will be forwarded to the Court. We shall be extremely anxious to have the Court's reply to this application; but I sincerely hope that, whatever course they may adopt, it will not interfere with the assistance it may become essential the Company should render towards securing the formation of a Railway terminating at Goderich, by which only can we expect to dispose, at an early period, of our large interests in that town and its harbour."

"MY DEAR SIR:

"GODERICH, 24th June 1851.

"Enclosed you have a letter which I have received from the Treasurer of our district on the subject of the negotiation of the debentures proposed to be issued for the construction of Macadamised Roads. I told him verbally, in reply, that the Commissioners would forward it to the Court of Directors; and if you agree with me as to the propriety of doing so, will you be kind enough to enclose it in your next despatch.

(Signed)

"T. M. JONES.

"F. WIDDER, Esq."

TO THE COMMISSIONERS OF THE CANADA COMPANY.

"COUNTY TREASURER'S OFFICE,

Goderich, June 20, 1851.

"GENTLEMEN:

"At the meeting of the County Municipal Council of the United Counties of Huron, Perth and Bruce, held at Goderich last week, a resolution was adopted authorizing the sale of County Municipal Debentures to the amount of £30,000, bearing interest at six per cent., payable half-yearly, and redeemable £10,000 in twelve years, £10,000 in sixteen years, and £10,000 in twenty years, for the purpose of gravelling the leading Roads through the United Counties of Huron and Perth: and that a rate be levied on all property, real and personal, for the payment of the same; and, should the rate levied be insufficient, that the tolls to be levied on the said Roads be also applied.

"As the sale of so large an amount of debentures in the colony would be attended with great difficulty, and in expectation that better terms may be obtained in London, I take the liberty of requesting that you will use your influence with the Directory of the Canada Company for their co-operation in the disposal of our debentures in the London market.

"I might urge the great advantages the projected undertaking would be to the county, and the consequent increase in the value of property and prosperity of the settlement at large, &c. &c. But, intimately connected as the Canada Company is with the settlement, any suggestion I could make would, I am sure, be useless.

(Signed)

"GEO. BROWN, JUN.,

"County Treasurer Huron, Perth and Bruce."

(No. 2.)

"CANADA HOUSE,

"London, 25th July 1851.

"THOMAS MERCER JONES and

"FREDERICK WIDDER, Esquires,

"Gentlemen,—The Directors having taken into consideration the communication made to you by the Treasurer of the Huron County Council and your recommendation in its favor, desire me to state that they will have great pleasure, as agents for the council, in furthering the object; and they will be glad to receive, without delay, the detailed information which Mr. Jones is to furnish. Until the Directors are in possession of this information, and know precisely the conditions of payment, and the security on which it rests, and all necessary information, in detail, as to the debentures intended to be issued, they will not venture to give any opinion as to the probability

of the sale of such securities in London; but they suggest, that the interest should be made payable in London, half-yearly, in sterling money; and the capital also, by the same mode of payment, at the periods fixed for that purpose; and that the debentures should be in amounts of £100, £200, and £500 each.

"I have the honor to be,

"Gentlemen,

"Your most obedient servant,

"JOHN PERRY, *Secretary.*"

(No. 3.)

"COUNTY TREASURER'S OFFICE,

"Goderich, C. W., 24th Nov., 1851.

"TO THE CHAIRMAN and DIRECTORS
"of the CANADA COMPANY.

"Gentlemen—I have the honour to acknowledge the receipt of an extract of your letter to your Commissioners, of date 25th July 1851, transmitted by them to this office, and having reference to my application to your body for assistance in the sale of Huron County Council Debentures to the amount of £30,000, Halifax Currency, for the purpose of carrying out a comprehensive plan of gravelling the leading roads through the Counties of Huron and Perth.

"I have, on behalf of these Counties, to thank you for your ready acquiescence in our scheme, and now beg to lay before you the information in detail required in your letter.

"In the first place, it would be as well to state the reasons of the County Council for undertaking so heavy and expensive a work as gravelling ninety-five miles of road. On the first settlement of the County, these roads were opened by the Canada Company, and, so long as the population was thin, and the traffic consequently light, they were forced to answer the wants of the public: but as the population became dense, and the traffic heavy, then the deep, alluvial soil, of which the woods are composed, became cut into immense ruts, and large mud-holes formed, which have rendered the roads, at many seasons of the year, impassable. To remedy this, on the formation of the Municipal Council in 1842, taxes were levied to repair these roads, but on such a great extent, by the time one part was repaired others became utterly impassable.

"Deeply regretting the large sums already wasted, and convinced of the hopeless utility of ever endeavouring to make roads by the above means, the County Council, on receiving the authority vested in them by the Act 12 Vic. ch. 81, secs. 177 and 183, empowering them to raise money by the sale of debentures, at the meeting in June last, passed the accompanying By-law, authorising the County Treasurer to negotiate the sale of their debentures to the amount of £30,000, for the purpose of gravelling the roads in a permanent manner. The said By-law was properly revised by one of the leading lawyers of the County, John Wilson, Esq., M. P. P., and debentures are now to be issued: and, acting on your suggestion, they will be made in sterling, redeemable in London, and the interest also payable half-yearly in London.

"The annexed By-law provides that one farthing in the pound be levied on all property assessed in the United Counties, for the payment of both principal and interest. This tax, during the present year, amounts to £1,146 17s. 6d., whereas the interest on the £30,000 amounts to £1,800, showing a deficiency of £653 2s. 6d. To meet this the tax collected this year, together with the tax to be collected in 1852, will, as it were, form a fund to meet the payment of the first instalment of interest; for, as the proceeds of the debentures would not be required before, say one moiety in August next, and the other the following spring, thus two years' taxes will be collected before the first half-year's interest becomes due; and, for the future, from the immense increase of property that has taken place during the last few years, warrants me in supposing that it will increase in even a

greater ratio—taking into consideration the immense quantities of Crown lands lately sold, and which will become immediately subject to the tax levied under the By-law. I have therefore no fear that the tax levied will, in itself, be sufficient to meet the regular payments of principal and interest, without having recourse to the tolls to be levied on the completion of the roads, or any part thereof, and which the By-law provides shall be appropriated to the liquidation of the debt and interest, should the tax levied be found insufficient; and, judging from the amount collected on that part of the London road running through the County of Middlesex, and already gravelled, the tolls will form a handsome revenue to the Counties, as the thirteen miles alluded to paid a dividend of twelve per cent. to the shareholders, and placed three per cent. to a sinking fund. By this you will see that I am fully justified in forming the most sanguine expectations; for, although the travel on our section of the road cannot, as yet, be supposed to equal that of a settlement so much older, yet in a few years, when the resources of this fine country will be more fully developed (and nothing can develop them equal to good roads), our traffic, and consequently our tolls, will fully equal those of the County of Middlesex. I have further to state that, although the County of Perth is about to be separated from the United Counties, yet, by the laws of the Province, 12 Vic., ch. 78, the County so separating is still held liable for its proportion of the debt contracted during the union.

"I trust that, upon due consideration of the above, you will feel fully justified in advocating our cause; and, even should you not be disposed to become the purchasers of our debentures yourselves, that your wealthy and influential body will use their exertions for their disposal on advantageous terms, thus enabling the Council to carry out this much to be desired project, by which the prosperity of the Counties will be greatly enhanced, and in which your body will greatly participate. I need hardly state that your decision, together with any further suggestions you may be pleased to make, will be anxiously expected by the Council. and, if favourable, the debentures shall be forwarded immediately, so that the works may commence on the breaking up of the frost in spring.

"I have the honor to be,

Your obedient humble servant,

(Signed) "GEORGE BROWN, JR.,
County Treasurer, H., P. & B.

(No. 4.)

"By-law to authorize the Treasurer of the United Counties of Huron, Perth and Bruce to contract a loan of thirty thousand pounds, for the purpose of constructing Gravel Roads within the said United Counties.

"WHEREAS it is expedient that a comprehensive plan of grading, graveling and otherwise improving the Road known as the Huron Road from the Harbor at Goderich to the township of Wilnot, and the Road known as the London Road from the village of Clinton to the township of London, and for building the necessary bridges and toll-gates thereon, be adopted. And whereas the amount of ratable property in the said United Counties appears, by the last assessment returns, to be one million, one hundred and one thousand, one hundred and one pounds, nineteen shillings and eight pence, exclusive of the incorporated town of Goderich, the annual value of property thereon being five thousand six hundred and forty pounds, ten shillings and four pence, and the special rate hereinafter imposed will be sufficient to satisfy and discharge the loan herein authorized to be made, with the interest thereon, within the time limited hereof and by the laws of the province:

"Be it therefore enacted by the Municipal Council of the United Counties of Huron, Perth and Bruce, That the Treasurer of the said United Counties be, and he is hereby authorized, on behalf of the said Municipal Council, to contract a loan for the sum of £30,000, in sums of not less than £25, bearing interest at such rate, not exceeding six per cent., as may be agreed upon

between him and the said parties offering to make such loan, which interest shall be payable half-yearly, at the office of the Treasurer of the said United Counties; and £10,000 of which principal sum shall be payable in twelve years from the date of the issue of the said debentures, the further sum of £10,000 in sixteen years from the date of the issue of the said debentures, and the balance of £10,000 in twenty years from the date of the issue of the said debentures.

"2nd. *And be it further enacted*, That, for affording evidence of the said loan, and for securing the payment thereof with interest, debentures on behalf of the said Municipal Council shall be issued for the same, in sums of not less than £25, which debentures shall be sealed with the seal of the said Municipal Council, signed by the Warden and countersigned by the County Clerk and Treasurer respectively, and shall bear date on the day the money is advanced to the Treasurer, and be made payable with interest according to the terms and conditions of the said case as hereinbefore mentioned.

"3rd. *And be it further enacted*, That a special rate of one farthing in the pound per annum, over and above and in addition to all other rates whatsoever, shall be raised and levied in each year for the payment of the said debt to be created by the said loan, until the same shall be fully paid, upon all the ratable real and personal property within the said United Counties, and four pence and one-sixth of a penny in the pound per annum (being the rates of the *annual* to the *real* value) upon the annual value of all the ratable real and personal property within every incorporated town or village which now is, or which shall be within the said United Counties during the continuance of the said rate.

"4th. *And be it further enacted*, That the proceeds arising from the tolls that may be collected upon the above named roads shall be applied, first in paying the necessary expenses for repairs, toll-keepers, &c.: and, secondly, be made available for the liquidating the said debentures, or interest thereon; and, lastly, in making the residue part of the general funds of the United Counties aforesaid.

"Passed 14th June 1851.

(Signed) "WILLIAM CHALK,
"Warden United Counties Huron, Perth and Bruce."

(No. 5.)

Extracts of Acts of the Provincial Parliament, having reference to the accompanying letter of County Treasurer.

12 VICTORIA, CHAP. 81.

Sec. 41, *part* 22. For raising, levying, collecting, and appropriating such moneys as may be required for all, or any of the purposes aforesaid, either by way of tolls to be paid on any county bridge, road, or other public work, to defray the expense of making, repairing, or maintaining the same; or by means of a rate, or rates, to be assessed equally on the whole ratable property of such county liable to assessment, according to any law which shall be in force in Upper Canada concerning rates and assessments.

Sec. 178, *part*. And no By-law hereafter to be passed for the creation of any such debt, or for the negotiation of any such loan, shall be valid or effectual, to bind any such Municipal Corporation, unless a special rate per annum over and above, and in addition to all other rates whatsoever, shall be settled in such by-law, to be levied in each year for the payment of the debt to be created by the loan to be negotiated, "nor unless such special rate shall be sufficient, according to the amount of ratable property in such county, city, town, township, or village, as the case may be, as shall appear by the then last assessment returns of such county, city, town, township, or village, to satisfy and discharge such debt, with the interest thereof, within twenty years from the passing of such by-law." And it shall not be competent to any such Municipal Corporation to repeal such by-law, or discontinue such rate, unless the debt so to be incurred, and the interest

thereon, shall be fully paid and discharged; nor to apply the proceeds thereof to any other purpose than the payment and satisfaction of the same.

12 VIC., CHAP. 78, PART.

And it shall and may be lawful for such Provisional Municipal Council to enter into an agreement with the Municipal Council of the union to which such junior county shall belong, for the adjustment and settlement of the proportion, if any, of any debt due by such union, and which it may be just that such junior county on its being disunited from such union should take upon itself, with the time or times of payment thereof; and every such agreement so entered into shall, both in law and equity, be, and continue to be binding upon such junior county, and upon the county or counties from which it shall be disunited.

(No. 6.)

“CANADA HOUSE, London, 2nd Jan. 1852.

“GEORGE BROWN, JR., ESQ.,

“*Treasurer of the United Counties of Huron, Perth & Bruce.*

“SIR—“I am desired by the Directors of the Canada Company to acknowledge the receipt of your letter of the 24th November last.

“You refer to a communication already made to you through the Commissioners of the Canada Company expressing the readiness of the Directors to act as agents for the district in facilitating their financial transactions.

“The Directors are well aware that nothing can be of greater importance to all the settlers in the district than that a system of roads or main communications should be established and maintained in complete efficiency; and they conclude that much consideration has been given to this subject before the determination was adopted of imposing so large a charge as £30,000 for the purpose; but the Directors of the Canada Company, encouraged by the wish expressed in your letter that they would make any suggestions which occur to them, cannot but state that they believe the wealth and prosperity of the whole district would be more rapidly and efficiently promoted by means of a railway connecting it with Lake Ontario; and at this time, when the extension of railways to all part of the province so much occupies the minds of the inhabitants, and a main line to bring the province into direct communication with the Atlantic at Halifax seems likely to be established, the formation of a branch to connect Goderich with it seems not improbable, and therefore the Directors of the Canada Company beg leave to suggest that the produce of any loan the district may raise should be reserved in aid of this object.

“However important it may be to get the roads of the district made complete, it can hardly be doubtful that if a line of railway could be made to traverse it, means could be found in the different localities to complete connecting roads with the railway, and thus afford a more perfect and effectual means of transit to and from all parts of the province than any system of gravelled roads would produce, whereby the outlay now proposed might be spared, or at least greatly diminished. Supposing, however, that upon full consideration the intention of making gravelled roads and the expediency of raising £30,000 for that purpose is persevered in, the Directors are willing, as agents for the district, to do what may be in their power to assist it; but they beg to repeat the opinion expressed in their letter to their Commissioners of the 25th July last, that the debentures should be issued in sums of sterling money of convenient amounts of from £100 to £500 each, and that the principal and interest should be made payable in London, at some competent agent's. For this purpose a new by-law, conferring the necessary powers upon the treasurer, or such other parties as the district should see fit to employ, should be passed; but it appears to the Directors that there is one manifest defect in the present by-law, inconsistent with the Act 12 Victoria referred to in your letter, from which the following is an extract:—

““Nor unless such special rate shall be sufficient, according to the amount

of ratable property in such county, city, town, township or village, as the case may be, as shall appear by the then last assessment returns of such county, city, town, township or village, to satisfy and discharge such debt, with the interest thereof, within twenty years from the passing of such by-law.'

"The sum raised by the tax imposed would not at present produce more than £1245 annually—not sufficient even to pay the interest; and whatever may be expected as to the future, the act specifies the amount of rated property which must be charged when the rate is made; and this seems to the Directors a fatal objection to the security offered.

"I am further desired to state, that it is impossible to foresee whether securities of this description, even if perfectly legal in their form, would be saleable in the market here or not: at present the Directors believe they would not be.

(Signed) "I have, &c.,

"JOHN PERRY,
"Secretary."

(No. 7.)

"COUNTY TREASURER'S OFFICE,

"Goderich, 28th February, 1852.

"TO THE CHAIRMAN AND DIRECTORS of the
"CANADA COMPANY, LONDON.

"Gentlemen,—I have the honor to acknowledge your communication of the 2nd January, and which I laid before the County Council, who gave the following report upon it—viz.: 'That the Treasurer continue his correspondence with the Directors of the Canada Company in England, regarding the loan of £30,000, making known to them the steps taken by this Council to provide for the payment of interest and the redemption of the said loan, in order that some definite information may be laid before the Council at the meeting to be held at the passing of the By-Law,' in the early part of May.

"In conformity with the above, I beg to forward you a copy of the By-Law to remedy the illegality pointed out in your letter of the 2nd January, by which you will perceive that the Council, fully impressed with the necessity of making some immediate exertion to remedy the present wretched state of our leading roads, have gone to the other extreme, and propose levying a tax more than equivalent for the purpose required.

"I will now, with all due submission, proceed to make a few remarks with regard to your recommendation that the County Council should avail themselves of the present movement in favor of railroads, at present agitating the province. It will no doubt be within your recollection, that some few years ago the people of Goderich made a strenuous effort to obtain a line from Toronto direct to Goderich, and went to considerable expense in surveying the line, &c. &c. In this we received much opposition from the people of Toronto, amongst whom I may enumerate your own Commissioner, Mr. Widder, who visited England, 'of course with the sanction of the Directors,' for the express purpose of opposing the line to Goderich, then ably advocated by Mr. Gwynne and our own special delegate, Mr. Lizars. And it was with some feelings of astonishment that I heard Mr. Widder, in July last, advocating a railroad to Goderich that would cost £250,000, when we found difficulty in raising £30,000; and the only interpretation I could place upon it was, that it was intended as a polite way of evading the question, and intimating that his recommendation and co-operation was *not to be* depended upon. The consequence of the opposition alluded to: the Great Western Railroad, from Hamilton to Detroit, has taken the start from Toronto, and it will now be our interest to tap that line at or about Woodstock, thus traversing the finest part of the tract; and this line, from its facility of construction, and its cutting off the circuitous route by Detroit, will I make no doubt pay well, and become the favorite summer route to the west. And, I may further add, that we have been assured by Sir Allan McNab, that upon the comple-

tion of the main trunk this line will be made. I have been led into the above digression to shew that the people of Huron are fully alive to the great importance of your suggestion, but at the same time, from their past experience, consider that the time has hardly arrived to agitate the question with success.

"In conclusion, I am sorry to see by the tenor of your letter that you hold out so little encouragement for the sale of our debentures in the London market. I had hoped that, intimately connected as the Canada Company is with the Huron Tract, you would have viewed with pleasure the endeavors of the Council to carry out a scheme so much to the mutual advantage of the settlers and the shareholders of your Company, and I still sincerely trust that your co-operation and warm support will not be wanting.

"I have the honor to be,
"Your obedient humble servant,

(Signed) "GEORGE BROWN, JR.,
"County Treasurer, II., P. & B.

"I forward the newspaper containing the By-Law alluded to, and which is published for three months, in conformity to the Act 14 & 15 Vic. chap. 109."

(No. 8.)

"London, 7th April, 1852.

"GEORGE BROWN, JR., Esq.,

"Treasurer of the United Counties
"of Huron, Perth and Bruce, Goderich,
"Canada West.

"SIR—The Directors of the Canada Company desire me to acknowledge the receipt of your letter of the 28th of February, and to state they are very ready to do any thing in their power, as agents for the District, in getting the debentures negotiated which it is intended to issue: and they believe the steps which it is now proposed to adopt for providing amply for their repayment according to law, and for making both the interest and the principal payable here, will, if adopted, render their negotiation more facile. It is unnecessary to say that, considering the stake the Canada Company possess in the prosperity of the District, they feel the most anxious desire to promote any measure which shall add to that prosperity; but having explained their views as to the superior advantage of a Railway communication through the District in their letter of the 2nd January, they have nothing to add to the opinion therein expressed.

"They beg to say, that it has been their rule in all cases of such correspondence as the present, referring to local matters, to conduct it through the medium of their Commissioners at Toronto; and they have to request that you will address any communications you may wish to make hereafter on this matter to those gentlemen at Toronto.

(Signed) "JOHN PERRY, Secretary."

(No. 9.)

Extract of a Despatch from the Canada Company, dated at Canada House, London, 2nd January, 1852, to their Commissioners in Canada.

"I am directed to enclose copies of a communication from the Treasurer of the Huron District to the Directors, and of the reply of the Directors to his application. In their reply the Directors have expressed their views in detail, and their desire to afford all reasonable assistance as agents in this transaction. Of course it must be doubtful whether securities of this nature can or cannot be disposed of in London, but the answer given to the Huron District will serve as the basis for the reply to the application made to you by the Provisional Council of the County of Perth, transmitted in your letter of the 11th December 1851.

(Signed) "JOHN PERRY, Secretary."

THE LEASING SYSTEM.

(No. 10.)

“TORONTO, 8th December, 1840.

“TO THE GOVERNOR, DEPUTY-GOVEROR and
“DIRECTORS of the CANADA COMPANY,
“Canada House, London.

“Gentlemen—I have the honour to address the Court of Directors in reference to the disposal of their lands.

“In December of last year all vacant lots within range of the influence of the probable lines of the contemplated Railways, were withdrawn from the market. In March last, the Court came to the resolution of making a very essential alteration in the manner of disposing of their remaining unsold lands in the Huron, by suspending the leasing system, and requiring, according to the more or less favourable position of the lands, either one-third cash down, the balance in four annual instalments, or one-fifth down, the balance in five annual instalments, with interest. The very important object which the Court had in view was the obtaining a higher price for their lands, by which means alone, it is believed, an adequate profit from the result of their undertaking can be expected, and therefore it appeared to the Court that some measure should be adopted for raising the value of the Huron lands.

“Upon my arrival in Toronto in June last, we came to the conclusion (in the very doubtful event of the Railroads being carried out at an early period) to throw open again for disposal all the Company's lands that had been withdrawn under the expectation of those works being proceeded with; and, to carry out the Court's instructions, our lists of lands and prospectuses were published, abrogating the leasing in the Huron and substituting the letters of license and cash payments of one-third and one-fifth of purchase money cash down.

“Ample time and opportunities have now been afforded to arrive at a correct opinion upon the effect and consequences of the suspension of the leasing system; and it behoves me to submit to the consideration of the Court, as early as practicable, such observations as occur to me upon the subject, and to bring before the Court the facts upon which they are based, in order that the Court may be enabled to arrive at a correct determination in their proceedings upon this most important matter.

“It is a generally admitted fact, and the Canada Company's Lot Books for the Crown Reserves fully attest it (without referring to the Huron sales, which are still more prolonged), that the average time taken by settlers to pay for their lands is not less than ten years; some few, possessed of means independent of the returns from their lands, pay sooner, whilst others, who are less fortunate, have required from twelve to sixteen years to do so—and many have not paid for their lands in this last prolonged period, but continue in arrear.

“If an industrious settler is placed upon land with £20 in hand, and given his own time to pay for it from the produce of the land, he cannot effect it before the expiration of the eighth year from location; he will, it is true, acquire stock and improvements in the fifth year, worth, perhaps, £180; but if he makes any payment before the fifth year, he must sacrifice some of his stock, and replace them by credit purchases at a very enhanced price. (*See memorandum.*)

“The Court's repeated urgencies for payment of arrears on old sales, have been justly met by their Commissioners by continued endeavors to prove the difficulties and hardships under which settlers laboured for the first years

upon locating, and which must have opposed the expectation of any thing like an approach to punctuality in the liquidation of sales.

“The many statistical statements transmitted to the Court upon their settlers, prove how very limited indeed are the number of those who have located upon lands possessed of any means, and have likewise exhibited the value of property acquired by that very large majority who were entirely destitute of means upon settling upon the Company’s lands. In the pamphlet published by the Company, entitled ‘A Statement of satisfactory results attending Emigration to Upper Canada, &c.,’ it is stated in the returns from Goderich, that in the year 1840 the population of the Huron Tract was 5905 souls, or, at the usual computation of six individuals to a family, consisted of 1181 families; of which

514 Families were destitute of any means upon going on land, yet their stock and improvements were valued at.....	£90,486	10	0
61 Families with means under £10, do. do.	10,424	0	0
254 do. do. do. £50, do. do.	40,526	0	0

829 Families, or 4145 individuals..... £141,436 10 0

Thus it appears of the entire population of 5905 souls of the Huron in 1840,

2570 Individuals possessed no means whatever upon going upon the Company’s lands.

305 do. possessed each family £10, who, if they had to provide for the second instalment at the end of the year, for 100 acres, at 10s. per acre, would likewise be nearly destitute of means.

2875 Individuals, or nearly one-half of the entire population of the Huron, possessed no means on settling on land.*

I am not aware whether this relative proportion of classes of settlers, down to the year 1842, had been altered by the influx of new settlers possessed of considerable means, or, that if so, the Company’s collection of money for those sales effected subsequent to 1840 to this day show that they have benefited thereby, by punctuality in payments of instalments or of the interest accrued, although the last two harvests have been unusually abundant, and prices extremely high—a period of prosperity to the farmer which is of very rare occurrence, and may not again occur for some time.

“What has been stated respecting the Huron Tract applies equally to Canada West generally.

“The proportion of emigrants who come to this country possessed of cash means is small indeed, and still fewer are those who, having those means, go upon land; and we may therefore safely say that the settlement of this section of the Province is produced by emigrants possessed of little or no means whatever, and by old settlers who take up lands to make a provision for their families.

“The emigrant who settles upon wild land must acquire some means through his labour for others to provide his family with articles absolutely necessary for their maintenance for the first year at all events, and to purchase a cow, and hire a yoke of oxen, or he must hire out a portion of the first two years to obtain those means, and thereby limit the labour upon his own land. If he gives his entire labour to his land, and settles upon it in the spring, all that he can accomplish is to obtain potatoes and Indian-corn sufficient for his wants during the following winter and succeeding year—a small quantity of spring wheat may be obtained in the harvest of the second

* “At first sight it may be surprising how so large a number of people could exist in a complete wilderness, without possessing any means upon locating. A reference to the Company’s operations up to the year 1840, will explain that the settlers were maintained by the Company’s large expenditure in the Huron Tract, and in Guelph.

year. If he settles in the autumn, he is enabled to go on clearing during the next winter, and in the spring to sow potatoes and some wheat, which are available in the succeeding autumn. In the former case he is nearly two years before he produces wheat; in the latter, twelve months. If the settler's means are limited, he experiences great hardships for the first *three* years; preparing the shanty, clearing and preparing the land immediately around it, &c., will take much of his productive labour from his land.

"The old settler, or his son, is in a very different position: he is prepared for and inured to all the difficulties and hardships at starting upon land; he is not provided with much cash means, but he brings experience, a yoke of oxen, a cow, implements of husbandry, &c.; he is thus enabled not to make the land sooner productive than the emigrant, but his improvements are more rapid and extensive at the commencement. As the emigrant and old settler arrive at a period in settlement of five or six years, it may be questionable which becomes the most prosperous settler; if the former brings European knowledge of farming, and adapts it to this country and his altered position, as the old settler adheres pertinaciously to his old plans and habits. But, after all, under the most favourable circumstances, no settler can accomplish more than to support himself for the first three years off his land, so that, under the present terms of sale by the Company, he must be possessed of £25 if he takes one hundred acres of land, valued at 15s. per acre, and pays one-third cash down, or of £15, if one-fifth down, and, in addition, means to provide himself and family with every thing for one year at the least, but then he must run into debt the following one, to purchase implements, oxen, &c. To illustrate this, I beg reference to copies which are annexed to the communications from the Township of Haldimand, and Mr. Daly. It must be borne in mind that the lands in Haldimand are what are called "plain lands," which are brought into productive cultivation at less expense, and in less time, than those in the Huron, although the soil is not so rich as in the latter. It is notorious that the instances are exceedingly few wherein settlers invest moneys in the purchase or improvement of wild land, that they are exceptions to the general course of proceedings, which is, that *labour* and *perseverance* form the only investment. All old settlers adopt, and act upon, the principles that land should be made to, and must, pay for itself; if the Court will take the trouble to refer to their sales of Crown reserves, they will observe that this principle has been amply adhered to, as evidenced by the position of those transactions.

"By the plan pursued, of exacting a cash payment from the settler, he is much crippled in his progress upon his land; every dollar taken from him at first starting is of far more importance to him than the payment of ten times that amount would be if deferred for five years. If the settler has no means but the produce of his farm, four years must elapse before he can make a payment under the old system of the first credit instalment, which, with interest due, will require the *entire* produce of ten cleared acres to meet it. The observation of the experienced attest, that no two men can do more than support a family of five individuals for the first two years off the land, if they give all their attention to it; fencing, building cattle sheds, getting in crops from three acres, will occupy a man a year, who has to chop his own firewood, go to mill, &c., so that in fact, a poor but industrious man cannot be expected to make any payments till the *third* year of his location, under the most favourable circumstances.

"I will now proceed to show the working of the system requiring one-fifth cash instalment, and five annual payments of the balance of purchase money with interest, as respects the collections of those credit payments, and time occupied by the Company's settlers in obtaining their deeds for the freehold in the *Crown reserves*.

"The amount collected in the years 1842, 1843 and 1844, upon bills receivable were upon an average in arrear nine years, and the interest collected was forty-three per cent. on principal due.

From the year 1831 to 1842, both inclusive, 4051 sales in Crown reserves were effected, of which deeds were taken within five years from date of sale.....	611 Deeds
Between the fifth and sixteenth years.....	1670 "
Numbers of sales still in arrear upon expiration of credit given of five years, one to eleven years, or five to sixteen years, from dates of sales, &c.....	1770 No Deeds
	4051

"I beg to refer the Court to the accompanying table, from which this summary is taken; it will be found very interesting in its details. A similar table for Guelph sales is also sent. It is remarkable also that *one-third* of the sales for which deeds have been issued are not to the original purchaser, but to *transferees*, who have found the money for the purpose.

"I conceive that enough has been adduced to prove that the sole effect of the old letter of license system has been the exaction of the payment of one-fifth of the purchase money on a sale of land; beyond this, it has accomplished no beneficial result financially; it has not placed settlers possessed of means on lands; it has not induced punctuality in payment, and it has not promoted settlement in the extensive manner that had been expected, and which might have been accomplished by other means.

"From what has been stated, it is demonstrated that, if the Company will not in their contracts concede to the settler the reasonably required time for the payment of the land sold, he will himself exact it, and the invariable custom of the country justifies him in doing so; then why should we not endeavour to benefit by at once covenanting to give the credit which is requisite, without embarrassing the settler, or crippling his means for improving his land, thus deferring his capability to pay for it, whilst we cramp his energies by the pressure upon him for money which he cannot pay? The prosperity of the settler is identified with that of the Company—if we promote the one, we secure the other. I have endeavoured to show the practical working of the letter of license system in a financial point of view; I will now attempt to exhibit its results as compared with the leasing system, which was introduced into the Huron in the year 1842.

The population of the *entire Huron Tract*, for the year 1842, according to the official returns from the Clerk of the Peace, was..... 7,293
According to the same return, it was in 1840..... 14,983
Thus it appears that in the three years in which the leasing system has been in operation the population of the Huron has been more than doubled by *actual* settlement. The Townships which may be considered to have been more under the immediate influence of the leasing system exhibit the following results, according to the official returns above mentioned, viz:

POPULATION,	1842.	1846.
North Easthope.....	731	1350
South Easthope.....	440	851
Ellice.....	227	739
Downie.....	497	1536
Logan.....	11	171
Fullarton.....	48	608
Blanshard.....	77	1239
Total.....	2031	6488

Which show that the population in these seven Townships has been more than trebled within the last four years.* Mr. Daly however reports that the population of those Townships was in October last 7,887 souls, which discre-

* It will be observed that the seven Townships adjacent to Stratford have *trebled* their population within *four* years, whilst the *eight* Townships adjacent to Goderich have only *doubled* their numbers in *six* years.

pany is accounted for by the number of people who have located upon their lands since the census was made, or which may have escaped the assessor.

"Connected with this extraordinary increase of population, it is interesting to notice the class of settlers who have gone into those seven Townships; and the system under which they have chosen to take up lands since January 1842, the following statement furnished from the Stratford agency shows;

TOWNSHIP.	Lots Leased by Emigrants.	Lots Purchased by Emigrants.	Lots Leased by Old Settlers from various parts of Canada.	Lots Purchased by Old Settlers from various parts of Canada.
North Easthope.....	11	7	90	35
South Easthope	16	2	64	25
Ellice	36	6	103	12
Downie and Gore	17	11	183	19
Fullarton	29	5	190	29
Logan.....	18	1	24	1
Hibbert.....	2	0	12	0
Blanshard.....	13	11	185	22
	142	43	851	143

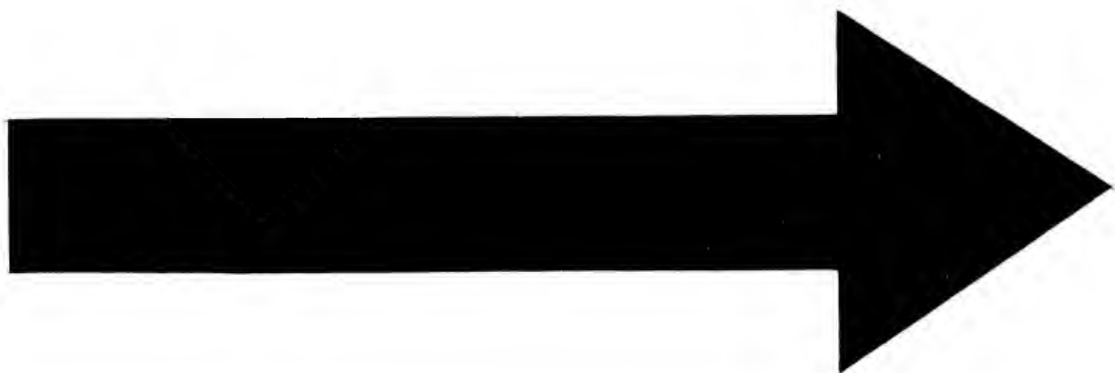
"Only the leased and purchased lots which Mr. Daly believes are *located*, either by *residence* or *improvements*, are given in this table.

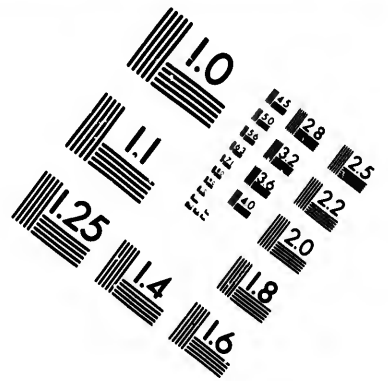
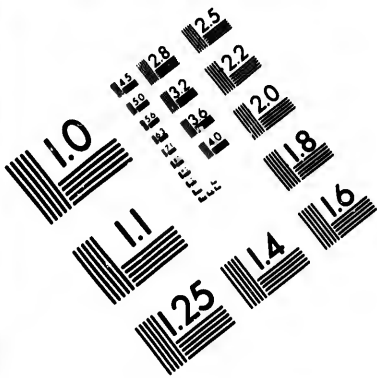
"The Court need not be reminded of the stagnant, if not retrograde position of the Huron Tract in the years immediately antecedent to the introduction of the leasing system in the year 1842; it was dwelt upon in my letter to the Court of the 11th December 1841, upon recommending that plan as the means of resuscitating the activity which had previously existed, through the annual large expenditure of money by the Company, and which forced settlement, but having ceased, the Huron had been plunged into a lethargic state—how far the leasing system has realized what was anticipated from it, the Court have ample means before them of forming a correct opinion. I would, were it needful, beg the Court to refer to my above-mentioned letter, 11th December 1841, to see whether all I had led the Court to expect from that system has not been fully worked out from that letter I quote the following paragraph, bearing importantly upon the question:

"The preceding remarks apply forcibly to the new Emigrant. In the earlier located township there are, I have reason for believing, very many settlers who are desirous to provide for their offspring by purchasing other lands, which, from the density of settlement or location around them, they cannot procure in their own vicinity, except at prices far beyond their means; they are prevented moving westward by the difficulty of disposing of their improved farms for *cash*, thereby being *disqualified from entering upon a new location which immediately requires money for the purchase of the land as well as considerable disbursements for their improvements, and the maintenance of themselves on the outset.*"

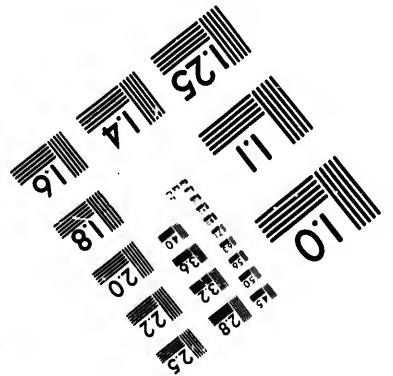
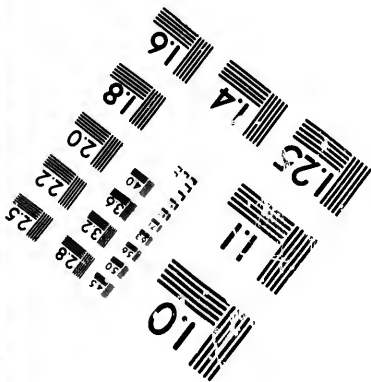
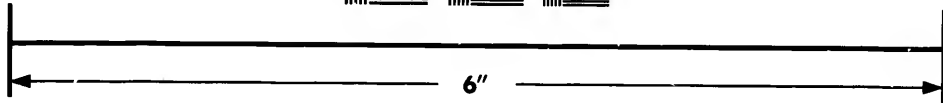
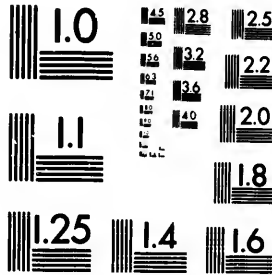
Those old settlers who, although *possessed of valuable property*, cannot convert it, or obtain advances upon it; were these *obstacles only partially removed by other facilities offered them, they will gladly move Westward, go to the bush again, or purchase improved farms near wild lands adjoining them.*

"The statements above given evidence the realization of the anticipation as to old settlers being induced to settle in the Huron, under the operation of the leasing. I will not extend this communication by entering upon the prosperous position obtained through the leasing to the Company's properties in the town of Guelph and village of Stratford; the reports upon them most completely establish the fact. In the former, the annual rental of the Company is now £414 9s. 11d., and the rents have been well paid.





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“ Enough evidence has, I conceive, been brought before the Court to demonstrate, that for the purpose of effecting a rapid and healthy settlement of land, the leasing system is most admirably adapted. It may, however, be urged, that the Company could have induced under the old plan the same proportion of settlers to go to the Huron as given in the Crown Reserve statement, who would have paid in full for their lands within five years—but those particular parties were not enabled to obtain Deeds for them from the produce of the farms, it is shown, and known to be impracticable—they have been accomplished from independent means.

“ Does the same inducement exist to pay in full for the freehold under our plan? Most decidedly not. Under the working of the letter of license system, the common rate of interest of 6 per cent. per annum would not be saved to the settler by his being prompt in his payment. Under that of the leasing, interest is saved to him, by his taking a Deed in anticipation before the expiration of the term of lease; in the former plan there is *advantage* towards *deferred* payments—in the latter a *premium* attached to the anticipated liquidation of contract.

“ We are the holders of very large parcels of lands, and can well, and advantageously afford to let any one lease our lands—if they locate, well and good, if not, the lands revert to us at the end of a year; therefore, our only loss is the chance of disposing of them for a twelvemonth, but the second expected purchaser for these lots, in the mean time goes upon our other lands, and so in fact, our interests are in no way prejudiced.

“ Having disposed of the question as to the adaptation of the leasing system, for the disposal of wild lands, it may not be out of place to touch upon its applicability to town lots. The Court will have observed its effects in Guelph and Stratford; as to the latter village, Mr. Daly writes us under date 24th October last:

“ ‘ Since the leasing system commenced, property has increased in value in this agency 50 per cent.; forty substantial buildings, one of which is a brick tavern, have been erected on leased lots, while not more than four have been erected on purchased lots.’

“ I also, as corroborative evidence, send the Court a statistical report upon that village, as well as of the town of Guelph, showing their rapid progress, under the leasing system. A question arises, why has not the leasing system worked as favourably in the town of Goderich? I think this may be partially accounted for by the excessive prices at which the Company hold their properties there. I fancy it will be admitted, that a town does not make its surrounding country populous unless it be from the great demand to supply its population who are engaged in manufactories or shipping, with food and produce from land. A town is the result of dense population in the country. The Company's very large expenditure created the town of Goderich—and as long as they continued that disbursement of money, the place continued to advance, but this ceasing, its effects were evident.

“ The population of Goderich town was, at one time, I think, stated to be about 1,000 souls; the Company's expenditure ceasing, it subsequently experienced a very considerable diminution in number; in 1842, however, it contained 748, and in 1846, 845 souls, according to the official returns of those years; thus it appears that the addition has been 103 souls in four years—far below what the increase should have shown from natural causes alone; being left to its own resources for support, it has advanced slowly and progressively with the prosperity of its neighbouring townships, to which it is in fact tributary, and at present dependant. This state of matters can be well understood, if we consider what Goderich has to depend upon, if left to its own natural unassisted position for its continued prosperity—viz., the adjacent townships—the large expenditure of money through its being the District Town of the *entire* settlement of the Huron—its port of entry and export, as being the only one at present.

“ The townships which may now be supposed to assist Goderich, or on which it is dependant for its support, may be assumed as being eight in number, viz. :—

	POPULATION.	1840.	1846.
Hallett.....		62.....	235
Colborne.....		225.....	553
Goderich.....		1148.....	1789
Stanley.....		211.....	858
Tuckersmith.....		342.....	695
Hibbert.....		39.....	156
Hay.....		60.....	186
McKillop.....		143.....	358
		2230	4830

"This population of 966 families may look to Goderich for the supplies of their wants, and sell their produce in exchange, and may require the use of the Port to export their produce, and receive goods through it, but as yet they do not appear to have made any extensive use of that medium, according to the returns of the Collector of that Port, for the years 1834 to 1846. As to the advantages derivable by Goderich from being the District Town, their continuance is precarious, for as the population becomes dense and prosperous in more distant townships, so will their necessities require another nearer District Town; and the period will not, I believe, prove to be remote, when Goderich will cease to be the District Town for all the twenty-one townships which at present form the District of Huron; in fact, already has this matter been seriously agitated in the townships neighbouring upon Stratford, and the result has just been a public meeting held in that village, for adopting measures for dividing them from Goderich, and for their incorporation into a separate District, with Stratford as the Metropolitan Town.

"As aforementioned, the population of eight townships on which Goderich is dependant, amounts to 4,830 souls; the population of the seven adjacent to Stratford, amounts to 6,488 or 7,887 souls, and therefore it may readily be conceived that this majority, a most prosperous one too, will not patiently submit to have their District Town at the extremity of the settlement, forty-four miles distant from Stratford. The statistical report upon the latter townships just received from Mr. Daly, which I enclose, (B) will show their actual condition of prosperity and wealth, and their present social importance in the District. Further, the mining operations on Lake Superior (and the Eastern shores of the Georgian Bay are stated to be equally rich in mineral wealth,) will, there is little doubt, be soon carried out extensively: should circumstances arise to induce the transmission of the ores and supplies for those works to pass through Owen's Sound, it will raise a formidable opposition to the immediate progressive settlement and prosperity of parts of the Huron, and particularly to the town of Goderich. A notice appears in the *Gazette*, of which the enclosed is a copy, (C) to the effect that the application will be made to Parliament to form the townships of Sydenham, Derby, Sullivan, and various other townships, into a county, to be named Metcalfe—inclusive of the unsurveyed lands West of those townships, and which will consequently embrace all those lands North of the Huron District. The village of Sydenham, on Owen's Sound, is to be the District Town. Owen's Sound has been for some time a port of entry, and may easily, I am informed, be made an excellent harbour; its geographical position protects it from violent storms, although it may cause it to open later in the spring, and close earlier in the winter; yet, for all purposes it may be rendered amply available to commerce, whilst it is of easy, safe, and quick access to the waters of Lakes Huron and Superior. The abrogation of the Corn Laws must discourage any trade that might have been expected to arise from the importation of wheat from the United States, milling and exporting the flour. I believe that nothing but the establishment of a railroad, or some other unexpected event, can for a length of time establish for the properties in the town of Goderich a realizable market value for them, at the price of which they have remained in hand for so many years; but if those unexpected causes of prosperity were to favour Goderich, too high prices for town lots

might extend the town to the other side of the River Maitland, where lands would come into competition with these lots held at much higher rates, in the present town; it therefore seems to me worthy of consideration, under the circumstances, whether it might not be prudent to offer those town lots for disposal at a large reduction, say at one half at least upon the prices at which they are now held. The building regulations being required by the lease would prevent excessive speculation; and the rent being unpaid, and neglect to fulfil the first-named covenant, cause them to revert to the Company for free disposal, at the expiration of one year from date of lease. This reduction in price might assimilate the price of those lots to their proper value, as compared with the actual wants and position of the country, and induce people to take lots for themselves or their friends. The more we can promote activity in dealings in them, the sooner it will cause settlement, and the Company will be enabled from the lots remaining with them to obtain hereafter a price which may in some measure meet the present nominal value, which they cannot prudentially anticipate realizing for some years to come. But from what I have stated I am not prepared to say, that, circumstanced as Goderich is at present, the lowering of the prices of the town lots will immediately be followed by any great increase in the settlement of the town, but the experiment is worth a trial, and can do no harm; if we draw attention to the town, and can create activity in it, we shall at all events accomplish an important object.

"I am strongly inclined to believe, that, under all the circumstances stated, the Court will see fit to resort to two plans only, for the disposal of their lands—viz., for cash down, or by way of lease for ten years—entirely upon the principles and details and upon the plan hitherto pursued, without modification, which has been perfected and tested by experience; and, therefore, to attempt any change would weaken our power to contend against the system of sale now adopted for the Clergy Reserves of one-tenth cash and credit of ten years for balance of purchase money, and by many landed proprietors, who have, by the Company's successful proceedings, been forced to adopt liberal terms in the disposal of their lands. When it is considered that, owing to the richness of the soil, *Full* wheat (for which alone a cash market can always be depended upon) cannot be produced in the Huron within four or five years from location, it is not surprising that but little wheat or flour has been exported from Goderich. Last season 600 barrels flour, made from *Spring* wheat, were sent from thence; and the results, I fancy, afforded very convincing proofs that it would have been far better to have depended upon the *domestic* consumption of the Huron than any other market. Situated as the Huron is, and will be for some time, it has always appeared to me tolerably evident, that the best, safest and truest market that would be made for it is that through the demand created for its present staple produce of *Spring* wheat, potatoes, oats and pork, &c., by the influx of population. Such a market is free from the contingencies of foreign demands; it is certainly the best and soundest one, as it arises from natural causes, and cannot be affected by extraneous ones.

"It may be well to add, that, since the leasing has been suspended, the price of labour in the neighbourhood of Stratford has risen from five to ten shillings per month. Mr. Daly writes to us—"I beg to say, that I fear you have suspended the system just when it became popular, and when hundreds of old settlers were wending their way from old settlements to locate their families. I have been told that whole neighbourhoods were on the move for our tract.' I can bear evidence to the correctness of Mr. Daly's statement, by the number of applicants at this office, who have expressed that their intention was to have settled in the Huron, and that they and other settlers, who have been informed by their friends in the Huron that the lands were no longer to be leased, would not proceed there. To several individuals I have given letters to the Huron, enabling them to take up lands on lease. It may not be amiss here to notice the stigmas that have vainly been attempted to be thrown upon our leasing plan, as being very oppressive and injurious to the settlers, and

that our conditions could only be accepted by the unwary, ignorant, and pauper emigrant. They (see note at foot) are most amply controverted by the results of the working of our leasing, as shown in the seven townships under the Stratford agency: the returns from them prove that the lots leased by emigrants are 142, by old settlers 851. Any one acquainted with the habit and character of the old settlers will not accuse them of a want of perception of their own interests; and if they have evinced this great preference to the leasing over the letter of license system, we may be well assured it arises from a well-grounded conviction that it is clearly to their interest to do so.

"The most eminent public men in Canada, and our Solicitors also, have adopted the principles of our leasing system for town lots and wild lands; and in this city it has become of general practice in the disposal of town lots. The plan adopted for the town lots is to put them up at auction at an upset price, at lease for — years, with liberty reserved to purchaser to take the freehold during twenty years, at the price at which the lots are knocked down. It may be well imagined that this temptation of credit for twenty years for payment of purchase money creates competition; the price is consequently forced up, and upon which the annual rent is formed as interest at six per cent. Upon wild lands 5s. per acre cash is required; or on lease for ten years, redemption money at 10s. per acre—interest six per cent as rent upon the latter sum. No discount is allowed for anticipated payment.

"Whether either of the above plans of leasing, or that adopted by the Company is the most liberal, the Court will readily judge.

"To sum up this somewhat prolix statement, it is submitted to the Court of Directors, that it clearly evidences that settlement in every way of the most desirable description is forced to its utmost extent by the *non-exaction of any part of the purchase money in the first instance*, and by its *deferred payment for ten years*; and that in proportion to the greater or less amount required at an earlier period, so is settlement proportionably postponed or accelerated: and finally, if this position be proved to be correct, that the leasing is the best system for carrying out the principle; for, whilst the Company acquire, under the contract for lease, a positive, defined, and well ascertained position, it ensures to the settler all the advantages which he stands so much in need of: that it has proved to be the most popular and taking plan for the disposal of lands yet adopted, its successful operation distinctly demonstrates; and its results in a financial point of view will, I believe, at no distant period be fully as conclusively realized.

"I have the honor to remain,

"Gentlemen,

"Your most obedient and faithful servant,

(Signed)

"FRED. WIDDER."

"NOTE.—Mr. Daly, with all his long experience connected with settlers, fully participated with some others, equally well informed, in the feeling that the leasing would inundate the Huron with the most abject description of pauper emigrants; and such were his apprehensions, that he had made arrangements to leave the Company's service and move to some other part of Canada, where he might, with his family, live in peace upon his means, with satisfaction to himself—his altered opinion upon the result of the working of the leasing system, is most emphatically shown by his correspondence and statements, which I have pleasure in transmitting to the Court."

