

Road, and thus lose the whole amount already expended; or, let the Municipalities build the Road, and thus lose the whole amount already expended; or, let the Municipality build the Road on their own responsibility. One of these alternatives must be adopted immediately. The Receiver General has notified parties interested, that if the debentures are not called for by the first day of July, they will be cancelled, and \$250,000 issued in favor of the City of Toronto. This fact bears out the statement made by us some weeks since, and calls for an immediate decision by the Municipalities concerned. Lanark and Renfrew, we understand by the Courier, are willing to go on with the work, and we also see by that

The columns of the recorder has at various times borne witness to the traffic which may be expected to be realised by the completion of the Brockville and Ottawa Railroad. We have given many statistics on the subject, and we deem the present moment fitting for a resume of all we have published on the point. Our space we think will be better occupied in this way, than by a lengthy description of the Brockville and Ottawa Railway, who appear to be incapable of explaining their own position, but who, nevertheless, appear nearer and nearer the end of their journey.

The Brockville and Ottawa Railway Company was organized under the Act of Parliament of the Province of Canada, for the purpose of constructing the Ottawa Valley Railroad, from Brockville, in the St. Lawrence, to Pembroke, on the river Ottawa, a distance of 120 miles. A branch road eleven miles length connects Pembroke, the County Town of Lanark and Renfrew, with the Main line at Smith's Falls, thirty miles distant from Brockville. At Brockville it connects with the Grand Trunk Railway, and at the latter place, valuable of all the feeders to that important undertaking. By means of a Steam Ferry, a connection will be obtained at Morristown, one mile distant, with the American Lines of Railway, the Ogdensburg and Boston, and the Ogdensburg, Clayton and Rome Railways, affording direct communication with New York.

Some idea of the great extent of country which will be drained of products by this Railway may be formed, by mentioning the number of tributaries which, passing through the Ottawa country, fall into the Ottawa above Amherst, at which point the Railway strikes the Ottawa, viz: The Ottawa, 21 miles; the Great drainage, 4,100 square miles. Eleven miles above the Madawaska, the Bonaparte, pursuing a course of 110 miles, drains an area of 910 miles. Then the Colborne river, after a course of 160 miles in length, through the valley of the Ottawa, falls into the Ottawa. The Black River falls in after a course from the North of 130 miles while in the Allumet Lake, the Ottawa receives from the West the Petawawa, one of its largest tributaries, about 140 miles in length, draining an area of 2,500 square miles. The Ottawa, after receiving the waters of Allumet Lake the Ottawa stretches, in an uninterrupted reach of navigable water, for forty-three miles. Beyond this again, the Duomoine, and the Keepawa, a river exceeding the largest rivers in Britain, fall in.

The country drained by these rivers is covered with valuable forests of pine timber and abundance of hardwood, interspersed throughout with large tracts of prairie.

The extent of country drained by the Ottawa and its tributaries is estimated by Sir W. E. Logan, F. R. S., Provincial Geologist, to embrace an area of 80,000 square miles. Of this large extent of country there is only about 1000 square miles yet settled, while there is yet to be a tract of about 21,000 square miles, suitable for agricultural purposes, comprising an area of 37,000 square miles, capable of supporting a population of 5,000,000, for which the Brockville and Ottawa Railway will be the great and only highway to the Ocean and to the Markets of the United States.

**TRADE OF THE OTTAWA VALLEY.**

The square timber trade is at present, and must continue (until the construction of the Brockville and Ottawa Railway) to be the great staple of that section of the Province, owing to the numerous falls in the river, which prevent the transmission of lumber in any other shape. The magnitude of this business will be apparent when it is stated, that the average number of ships annually loaded at Quebec with timber is 1,200, two-thirds of these being loaded with lumber, and one-third with cargoes from the Ottawa. About 4,000 tons of supplies are required in the shape of provisions and rafting utensils every year, employing about 30,000 men. This of itself would supply a traffic of considerable value. Owing to the fact that the average rate of transportation by water is, for the cost of transporting these supplies to the lumber country is very great, the average rate for summer and winter carriage amounting to about £3 10s per ton for a distance of about 90 miles. The saving to the square timber trade therefore, by the substitution of the Brockville and Ottawa Railway, is estimated to be of no ordinary value, and estimated by parties conversant with that trade, to amount to a yearly saving of at least £290,000. It is manifest that a Railway in such a position as the Brockville and Ottawa, without the disadvantage of a competing line, could command a large margin of profit to the manufacturers of square timber, by cheapening the cost of the supplies required for the production of that article.

**THE SAWED LUMBER TRADE.**

This branch of the lumber trade has been confined to certain other parts of the Province owing to the impossibility of transmitting boards to the American Market, account of the numerous falls, but since the establishment of the Brockville and Ottawa Railway, these falls would contribute to the production of this article by furnishing an unlimited amount of water for the purpose of manufacture by saw mills. Hence, the very cause which now operates against the production of sawn lumber, would then be made tributary to it. In considering whether this branch of the lumber trade would be a source of traffic of importance to this Railway, we must consider whether it is not three different industries which it established in the alternative, we must decide as to whether or not the stockholders are likely to derive a remunerative return for their investment.

Whether there would be a net saving or not on this branch of the Railway, we cannot say, as a sufficient number of facts are not at hand to enable us to form a correct opinion. It is, however, submitted affirmatively, whether it could be trans-

ported to the St. Lawrence at rates which would, at the same time, remunerate the railway, and enable the manufacturer to compete with those engaged in the same trade, in other sections of the Province.

The first question, it is conceived, requires little to be said, except that in no other part of the Province, and, in fact, of the world, does the same quantity or quality of pine timber exist. While the forests of New England and other portions of the American Union have been consumed, the supply now existing in the valley of the Ottawa is almost inexhaustible. Reference to an extract from the report of the Committee of Commerce to the American Congress on this subject will, it is believed, be sufficient to establish this fact.

The Committee have yet to refer to an important benefit which their measure (reciprocal free trade) would confer by cheapening the raw material of manufacture. A very important effect which it would have in this respect, would be in checking the alarming increase in the prices of wood and lumber. A well informed writer remarks on this subject: "A person who has not attention expressly directed to the subject, can hardly be aware of the bearing of a free trade on almost every description of a manufacture. With the especially on that of cheap goods and lumber, we cannot shut our eyes to the diminution of our resources. Within the last quarter of a century, the price of pine and New York, from which we draw our largest supplies, have disappeared more rapidly than those of Massachusetts ever did. It is a quarter of a century more at this rate, and the supply of many places of the numerous uses of White Pine, is every year becoming more scarce. The lumber men have to go every year to a greater distance from the great water courses, and to ascend the small streams, and more remote lakes; and, the day is evidently not far distant, when the inhabitants of New England will have to depend on Canada for their wood. It is evident that the products of our forests are so rapidly diminishing, that not only New England, but other large districts along the Atlantic seaboard, must be cut off from their supply of the most important materials, through which flow the magnificent waters of the Ottawa."

#### DEMAND.

It will be known to every one conversant with the trade in this Province, that the demand for sawn lumber for the American market is increasing at an enormous rate, in proof of which it is only necessary to refer to one instance, that of the Chicago market. The quantity brought to that port, has increased in three years, from one hundred to three hundred and twenty millions feet, a great part of which was Canadian lumber, and there is every reason to expect that this ratio of increase will continue to exhibit the same result, caused by the demand for this article for building purposes in the great west, and where so much lumber is required for their purposes it is to be found. Nor should it be overlooked, that the quantity required for the supply of our own growing population is annually becoming greater. For instance, it would be no exaggeration to say that the quantity of sawn lumber which will seek transport over this railway within five years, will be sufficient to afford a fair return to the stockholders upon their investment.

The average distance of the transport of sawn lumber will be about 70 miles; the weight of 1,000 feet of partially seasoned lumber is about 2,500 lbs or 14 tons. Allowing two pence per ton per mile for transport, the cost of carriage will be 12s 6d per 1000 feet. This rate would afford a good remuneration to the manufacturer to lay down his lumber on the St. Lawrence at a cheap rate. The average price of lumber in the American market is 9s per 1000 feet. The present cost of sending lumber from the St. Lawrence to the Chicago market is \$3.50; cost of transport from the Ottawa to the St. Lawrence by railway is \$1.00, leaving \$2.50 as the price of the manufacturer, which every one knows, who is acquainted with the trade to be a very ample remuneration; but it is asserted that, supposing the manufacturer of the Ottawa received only \$1 at the mill, it would leave a handsome profit. On this subject it may not be inappropriate to give an extract from the following letter on shipments of lumber to the West:

"Since referring to the subject of the diversion of lumber west from Lake Ontario, under the operation of the reciprocity treaty we learn that five million feet of Canadian lumber made on the Ottawa at and below Bytown, has been within the last few days contracted for by the Chicago market. This lumber is to be delivered at Prescott opposite Ogdensburg, from whence it is freighted to Chicago at \$3.50 per 1000. The freight on lumber from Niagara and the shores of Lake Huron, a thousand miles nearer Chicago than Prescott is \$3.20 a \$3.50. Here is a striking illustration of the effect of the laws of trade, by the large vessels employed by the Ogdensburg Railroad to bring western products to that point, want to freight largely beyond what the railroads can furnish hence the low rates of freight from there to Chicago. They can even carry merchandise for nothing to the requisite extent of ballast. A large portion of Canadian lumber seems likely to be shipped to the Western markets."

The business connected with the transportation of sawn lumber, therefore, is relied upon as likely to furnish a most important item in the traffic of the Brockville and Ottawa Railway, and must also prove a highly remunerative one.

#### THE WAY TRAFFIC.

For a distance of 30 miles the country through which the Brockville and Ottawa Railway will pass is well settled, fertile and productive. The land is excellent in quality, and the facilities for manufacturing purposes are unequalled in any other part of the Province. There can be no question, that the Province is being one of the oldest settlements and traffic with an industrious and enterprising population, amounting to one hundred thousand, each of whom must contribute to the business of the Railway. The municipalities of Brockville, Elizabethtown, and the Counties of Lanark, Lennox and Addington, have shown their desire to secure its construction by leading the company \$250,000, in bonds of the Province, issued under the Municipal Consolidated Loan Fund Act, bearing six per cent interest, payable at the expiration of 20 years.

Surveys have already been made for about 90 miles, and the facilities of construction are such that a first class Railway can be finished at a cash cost of \$26,000 per mile. Thirty-five miles have been graded and prepared for the rails, and the sleepers and fencing prepared for a great portion of the line. The gradients generally will be of a very favorable character, seldom exceeding 25 feet to the mile. The expense of bridging will be moderate.

Finally the facilities of construction, the opening up of a rich and fertile section of Canada, which has long labored under the disadvantage of an island position—the large amount of way traffic, and the return of supplies for the American market—the connection at Brockville with the Grand Trunk line and the United States lines are features which peculiarly commend the Brockville and Ottawa Railway to capitalists.

The fact that no competing line can be constructed to interfere with the business, to or with the remunerating rates which the Railway can command, are sufficient to out this line of railway as one of the first portances in Canada.

In dealing with the present, we may say that the road could be built and equipped by the municipalities for about \$26,000 per mile, if built by a contractor, the price would be at least \$29,000—the difference required for risk on sale of debt and for profit.—*Recorder.*

#### THE RAILROAD.

We understand that a vote of the township of Elizabethtown will be taken on Saturday at New Dublin for or against the Brockville and Ottawa Railroad. This is the vote of the other municipalities interested in the amount guaranteed them, and the whole responsibility lies with township. The result will bring either prosperity or poverty, and we would earnestly advise every man to consider well the vote given.

It has been often objected that the vote of the township is not a sufficient guarantee of the success of the road, and that the municipalities interested in the amount guaranteed them, and the whole responsibility lies with township. The result will bring either prosperity or poverty, and we would earnestly advise every man to consider well the vote given.

Lanark and Lennox sent last Tuesday or eleven delegates to confer with Brockville and Elizabethtown on the subject. A meeting of the united committee of Lanark and Lennox and Brockville was held on the 24th in the Court house at Brockville in relation to the Brockville and Ottawa Railroad. E. E. Matheson, Esq., called to the order, and W. B. McClean requested that a meeting be called. Mr. Matheson explained the objects of the meeting, and stated the basis on which they were authorized to proceed with the road. The committee from Lanark and Lennox were prepared to enter upon the subject, on condition that the municipalities represented on the board of directors in the township of Lennox, should be liable to pay Lanark and Lennox Brockville two, and Elizabethtown one, the officers of Secretary and managing committee to be amalgamated, and to have the road under the control of the municipalities. The members of the Elizabethtown township Council were present as spectators, and also a number of their constituents. Mr. J. J. J. was the only one who offered an opinion, the others appearing in a quiescent manner, no opinion, or, if they knew what were the opinions of constituents, and would be known the meeting on Saturday.

The Committees were addressed by Scott, and other members. The meeting was adjourned to the decision of the people of the township of Elizabethtown on Saturday.

#### PROVINCIAL PARLIAMENT.

##### VOTES AND PROCEEDINGS OF THE LEGISLATIVE ASSEMBLY.

Monday, 23rd June, 1856.  
Mr. Brown moved, That the Orders of the Day be now read.

Messieurs Aikins, Bell, Bellingham, Brown, Bureau, Chisholm, Darche, Jean B. E. Dorion, Antoine A. Dorion, Foley, Fraser, Gamble, Holton, Hunt, John, Laberge, Lumsden, John S. Macdonald, Roderick McDonald, Sir A. N. MacNab, Marchand, Munro, Munro, Patrick, Powell, Rankin, James Ross, Southwick, Valois, Wilson and Wright.—34.

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ordered to be read the third time to-morrow.

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is justified in enriching himself by the labor of another; Therefore Her Majesty, by and with the consent of the Legislative Council and Assembly of Canada, enact as follows:—which was agreed to upon a division.

On motion of Mr. Jean B. E. Dorion, the further consideration of the Bill was postponed till to-morrow.

A Bill to alter and amend the Game Laws of Upper Canada, was read the third time, and passed.

The House resumed the adjourned debate on Mr. Felton's amendment to the proposed amendment of Mr. Wilson to the Special Committee appointed to inquire and report as to the truth of certain charges preferred against Mr. George Brown by the Hon. Mr. Attorney General Macdonald, he now received.

And a further debate arising thereon, on motion of Hon. Sir A. N. MacNab, the House adjourned.

Toronto June 24, 1856.  
Yesterday a message was received from the Legislative Council agreeing to the following bill without amendment: For amending the Canadian Loan and Investment Company; to amend the charter of the Amherstburg and St. Thomas Railroad; to amend the Bank of U. C. charter with a bill of their own; to amend the Act incorporating the Sons of Temperance in Canada West. The latter bill was read a third time and passed.

Mr. J. B. E. Dorion moved that the bill for the protection of squatters in the townships of Lower Canada, be now read a third time.

Mr. Roblin moved in amendment, that the bill be read a third time this day six months.

Years 32.  
Nays 49.  
The bill was then read a third time. A bill to alter and amend the Game Laws of Upper Canada was then read the third time and passed.

The House resumed the adjourned debate on the report of the Brown Macdonald Committee. Attorney General Macdonald addressed the House for three hours and a half; after which the House adjourned.

To-day the bills to legalize a by-law of the Cornwall Township Council, and Squinting bill, were passed with amendments.

The Quebec and Huron Railroad bill was considered and through Committee of the whole.

On the motion of the concurrence of the House, Mr. Holton objected and the concurrence was deferred until to-morrow.

In the course of the debate, Attorney General Macdonald announced the intention of the Government to prorogue the House on Friday, if the state of the public business would permit.

The reception of the report of the Committee of the whole on the Grand Trunk Railroad bill being moved.

Mr. Gamble moved in amendment a resolution deprecating the road from Stratford to Cooks and St. Thomas, 195 miles long, having cost the Province an average of \$2,447 per mile, and the shareholders \$28,487 per mile, making \$24,140 altogether per mile, it is inexpedient to grant the Company further aid until the accounts or the expenditure are laid before the House.

Lost on a division.  
Mr. J. S. Macdonald moved in amendment to amend the mortgage of the interest paid to the Provincial loan.

Lost on a division.  
Mr. Merritt moved that the Province should realize its lien upon the road.

Mr. Brown moved in amendment, to make the sum of the mortgage of the Province of five million pounds, the Province establishing a Sinking Fund of 3 per cent per annum to pay off the loan in 10 years.

Lost on a division.  
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crises to sell and convey four acres of land originally purchased "as a site for a parsonage," and for other purposes.

To amend the Act of incorporation of the Woodstock and Lake Erie Railway and Harbour Company.

To amend and consolidate the several Acts incorporating and relating to the Bank of Montreal.

To authorize Henry Augustus Fitzgerald McCleod to practise as a Provincial Land Surveyor.

The Lower Canada Judicature amendment Act of 1856.

To amend the Act to provide for the better organization of Agricultural Societies in Lower Canada, and for other purposes connected with Agriculture in Upper and Lower Canada.

To vest a certain allowance for Roads, in the Townships of South Dumfries, in the County of Brant, in Horace Capron and Myron Agnes.

To amend the Act for incorporating Literary Associations and Mechanics' Institutes.

To provide for the execution of the office of Speaker of the Legislative Assembly in certain cases.

To encourage Shipbuilding within this Province.

To amend the Act establishing Mutual Fire Insurance Companies in Lower Canada.

To incorporate the Town of Sarnia, in the County of Lambton.

For the suppression of Lotteries.

To incorporate the London and Grand Trunk Junction Railway Company.

For enabling all the chartered banks in this Province to enjoy certain privileges therein mentioned.

To provide for the separation of the County of Peel from the County of New York.

For transferring to one of her Majesty's Principal Secretaries of State, the powers and estates and property therein described, now vested in the principal officers of her Majesty's Ordinance, and for vesting other parts of the Ordinance estates and property therein described in her Majesty the Queen, for the benefit, use, and purpose of this Province.

To set off part of the County of Chatham as a separate municipality, and to render valid certain elections in the townships therein mentioned.

The Seigniorial Amendment Act of 1856, and for other purposes.

To authorize a survey of the Broken Front Concession of the Township of Darlington, and for other purposes.

To provide more effectual means of securing the payment of constituted rents and taxes.

To amend the Act for the qualification of Justices of the Peace.

To impose an additional Excise Duty on Spirits.

Act Rescinded by His Excellency the signification of Her Majesty's assent thereon.

Government, and they deserve especial mention. Nor are the Upper Canadian men, who were absent free from blame. They were as follows:—

CAMERON,  
CRAWFORD,  
CRYSLER,  
DALY,  
DELONG,  
FERGUSON,  
JACKSON,  
MACNAB,  
MERRITT,  
ROPH,  
SHAW,  
SIDNEY SMITH,  
SUPPLE.

Messrs. Cameron, Ferrie, and Sydney Smith were in England, and Messrs. Daly, Ferguson and Jackson were out of town, and so are only blameable for this vote under the general charge of neglecting the business of their constituents. But Messrs. Crawford, Crysler, Delong, MacNab, Merritt, Rolph, Shaw and Supple were in the city, and why were they not in their places? Messrs. Crawford, Crysler, Shaw and Supple are supporters of Ministers; and it was freely stated in the House that the Cabinet had given a hint to their Upper Canadian friends to stay away, in order that they might carry this vote.

WELL DONE THE GRANNIES.

We have never thought much of the legislation of the Council, or as they are sometimes called "the House of Grannies;" but the country is certainly much indebted to them for the rebukes they have lately administered to our corrupt house of assembly. They very prudently kicked out Mr. Drummond's Ecclesiastical incorporation bill, after it had been so mutilated in the lower house as to render it entirely useless. It is confidently anticipated that the vote for \$30,000 for the erection of public buildings in Quebec, will meet a similar fate. This measure is said to have roused the indignation of every independent member of the Upper Chamber, and there happened to be a set of resolutions on the paper, introduced by Mr. Crooks, which gave a very fitting opportunity of expressing it.

These resolutions were as follows:—  
Resolved—That it is highly derogatory to the dignity of this House, and contrary to the principles of the Constitution under which we live, that any measure, requiring the advice and concurrence of Parliament, should be carried into effect upon the representation of one branch of the Legislature only.

Resolved—That it would be extremely inexpedient and a grave departure from the usages and customs which have hitherto governed the proceedings of this Legislature, to declare that a measure of a permanent nature, which affects the best interests of the whole Province, and has moreover the force of law, should derive its authority from a vote of the Legislative Assembly alone.

Resolved—That Her Majesty the Queen having been graciously pleased, before determining the vote of the Province, to consider the convenience, and seek the advice of her dutiful and loyal subjects in Parliament assembled, this Council, in common with the other branches of the Legislature, claims the undoubted right of rendering to Her Majesty such advice as the nature of the case, and the expectations of the people of this Province, may properly suggest.

Resolved—That this House not having been in any way consulted, which as an independent branch of the Legislature it ought to have been, as to the fixing the permanent seat of Government, resolves that it will not concur in any vote for a supply to erect Public Buildings for such purpose, until after the first election of members to sit in this house.

BRANCH OF PROMISE.—Some of our Montreal exchanges contain a report of a breach of promise of marriage case, in which Lydia Flagg, of Clarenceville, was plaintiff, and Francis Ewing of the same place defendant. It appears that in November 1854, the defendant came acquainted with the plaintiff, proceeded to pay her marked attentions; and she was shortly afterwards engaged, and with the consent of her mother, to become his wife. A day was appointed for the marriage; a marriage license was procured, the services of a clergyman engaged, and about 30 guests were invited, some by the plaintiff and some by the defendant; heretofore the wedding was to have taken place on New Year's Day 1855; but as if to carry out the old adage "there's many a slip 'twixt the cup and the lip," the defendant on that day absconded, leaving his betrothed one, in tears and tribulation. For the mean, unmanly, contemptible conduct of the defendant—for the aspersions his act had cast upon her character, and the insult he had subjected her to, she came into Court, craving from the Jury a verdict that would mark their sense of his cowardly and improper conduct, and set her right with her friends, and before the world. The defendant, through his counsel, admitted the desertion alleged, but he said he was quite willing to fulfil his engagement—that he was still, as ever, sincerely attached to the Plaintiff. But the Jury thought differently, and having decided that a Breach of Promise had been committed, awarded the Plaintiff damages to the tune of \$250 currency. The defendant has paid very dear for his whistle!

MIRICKVILLE CHRONICLE.—We have neglected to notice the appearance of a new weekly paper, lately started in Mirickville, under the above title. The "Chronicle" is neatly printed, on good paper, and presents a very respectable appearance. We hope the inhabitants of Mirickville and surrounding country, will see the propriety of supporting a local paper in their midst.

The latest news received by the steamship "Asia" is of some importance. We should judge from the tone of the despatch, that the plenipotentiary Mr. Dallas is a very probable event. Some of the leading journals in England are insisting on his recall.

#### JESSIE TOMSON FOUND.

We have just learned that Jesse Tomson, about whom so much excitement has lately been created, is still in the land of the living, residing with the gentleman who was seen in company with her in the neighborhood of Addison, in the month of May last. Our informant states that her real name is Isabella McEwen, and that the man's name is Alexander Adams, living near Perth. We are also told that the manner in which it was found out was by a man named Ward, who hired to work at Addison for a neighbor of Mr. Gray's; having heard a good deal of talk about the supposed murderer, he said he thought he knew the right parties and told their names. Ward

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