

BUFFALO  
BRANTFORD  
AND  
GODERICH  
RAILWAY  
DIARY

I

RIFF 2017

Beware of Swindlers!

On Tuesday night last, two individuals, respectably dressed, stopped at the Inn kept by Mr. F. Johnson, at the Chequered shade, and remained all night. On Wednesday morning, one of them stepped up to the bar, to pay the bill for both, and tendered to the landlord what appeared to be an American Eagle, value ten dollars.— As Mr. Johnson had not a sufficient amount of small change, application was made to a farmer from the Township of Norwich, named Grey, who happened to be in the bar-room at the time, for the change of the apparent piece of gold.— Change was promptly given—the bill was paid, and the travellers departed *en route* for London. In a short time, however, Mr. Gray found that what he had given ten dollars for, in exchange, was not gold at all, but a worthless piece of metallic composition, the color of which was the only affinity it bore to the real metal. The apparent coin is about the size of a gold Eagle. On the one side, encircling the usual figure of the United States Eagle, there is the following inscription well executed: "Powders, Pills, &c., for destroying Vermin and Rats," and on the other side, which is embellished with a figure of a human head, there is the following, which seems to be the address of the Rat-poison manufacturer. "E. Lyon, 224 Broadway, New York."— The same parties seemed to have a good supply of these rat-poison coins. They are traveling westward, and will doubtless attempt to swindle others, as they have Mr. Grey. After having left Mr. Johnson's, they called at the Inn of Mr. J. McPherson, which is a few rods distant from the former, and attempted to pass a counterfeit \$5 bill, but were unsuccessful. The only description which we can give of these rascals is that one of them is tall and wears a beaver hat, a Canadian grey cloth or Satinet overcoat, and dark plaid pantaloons. The other is short of stature, and wears dark clothing, and a cap, and has a red sash around his waist. Beware of them.

[Brantford Expositor.]

GALT AND HAMILTON UNITED.—The branch line of Telegraph connecting this City with Galt, was completed yesterday, and the following message was transmitted to us in the afternoon, by the enterprising projector of the Grand Trunk line:

To the Editor of the Spectator.

GALT, December 2, 1852.  
Galt, Dundas and Hamilton are now united by Telegraph, to connect with the new line from Hamilton to Quebec.

Buffalo and Goderich Railroad.

A considerable portion of our columns to day being filled with answers to letters of our worthy Sheriff, which we published last week, leaves us but a small space for any remarks of our own; we must therefore be brief. We had for some time imagined that all controversy as to the superiority of either of the proposed lines of railroad to Goderich would cease as soon as the County Council had confirmed or rejected the resolution proposed at their June session; but it appears we were mistaken in our anticipation; and with all due deference to Mr. McDonald, we cannot see the drift of his attempt to renew the agitation. Can any good be derived from it; or can any change be now effected? We think not. The resolution of our Representatives in Council assembled to take stock in a *specified line* of railway has been confirmed and all the conditions and stipulations of the Act governing these transactions have been strictly complied with, to the letter; therefore all the arguments that can be now adduced cannot alter the arrangements; and we must say that, in our humble opinion, he would do well by allowing it to rest. The Committee of the House of Assembly have reported favorably with regard to the Buffalo and Goderich line; and as we are given to understand, the Great Western Company, by Sir Allan McNab, have offered to take up the whole of the remaining stock, having at their disposal a surplus capital of about £250,000; so that this project will not prove quite so great an *uncertainty* as some folks would fain make us believe. In the course of a very few days the charter will be obtained, when, no doubt, the *sod will be turned*, and the work proceeded with immediately.

The Committee of the House have likewise reported in favor of the extension of the Guelph line to Port Sarnia, but we can hardly expect to see much progress made with that project after the recent disclosures. But should the Guelph Directors be able to carry out their plans, in extending to Port Sarnia, then we shall have all the advantage of that line by a junction at or near Stratford, and without giving a *mortgage* of the road to any company, together with the benefit of a direct communication with Hamilton and Buffalo.

Rumor says that a Company, connected with the Great Western, are about to extend the line from London to Goderich, and that the surveyors are now on the road, making a preliminary survey; as to the correctness of which we are not prepared to speak confidently. But should this report prove true, it would be rather strange that the little "fishing village" of "three huts" should become the terminus of three leading lines of Railway.—[Goderich Loyalist.]

Hamilton Spectator

January 10  
1852

Hamilton  
Spectator

December 11

1852

Potted at every point in which determined  
Burford, although pledged to the Burford scheme  
partion to the great western, the people of  
from which they cannot release themselves, now  
Gilt Branch with the Great Western, at Fair-  
port, Thomas and Burford, to the junction of the  
cylinder, we find a rather more rotund a new  
column in length, in the *Brentford*, of Wed-  
nesday. We scarcely think the first evinced  
any article in question is calculated to bring  
about the desired result. The *Herald* says:

Far removed years have been spent in con-  
structing, there has been a considerable re-  
lief between the two railroads. Rail road  
bridge, however, between Brixton and Battersea,  
was strongly errected in the length, determined  
and determined propositions given by Hamlin to  
"the Niagara and Detroit rivers, will pro-  
ject, in consequence of which Burford and  
derminated, struggled hard, but was finally com-  
pleted at the expense of her formidable rival, who did not only  
consult her own interest by delaying towards the  
charter for her own road—the Great Wes-  
tern, to the great western, but erected a  
piled up to the expense of the former.

In this age of rapidly changing, when so many projects are under way, and others still in embryo, we cease to stirle at the various schemes which from time to time are announced through the public journals. But, although the area of opportunity in agriculture is as great as ever, little opportunity is left in agriculture to obtain a clearer, but did not the British and American Rivers road, though of course of certain and intrinsic value. The utility of the latter creates surprise, but readers will readily understand the reasons why the Great Western have hitherto opposed any scheme of the kind.

ANOTHER RAILWAY PROJECT.

BUFFALO AND BRANTFORD RAILROAD.—It will be seen by an advertisement in another column that this road is now open for the transportation of goods and passengers between Buffalo and Caledonia. If the weather continues favorable, we confidently expect that the line will be open to Brantford about the 5th or 6th of January. On that occasion there will be a grand display in town, a great dinner in the Town Hall; and a magnificent "Ball" in the immense room over the machine shop of the depot. It will be a proud day to Brantford, and we have no doubt that the first arrival of the "Iron horse" will be honored, by our townspeople and the surrounding neighborhood, as no previous event has ever been honored.

The Corporation, at the request of a very large and influential meeting of the citizens of the town, have voted £100 as a portion of the expense of the demonstration, and we have no doubt that a large amount will be added thereto by private subscription.

Brantford Exp.

December 20  
1853

MELANCHOLY AND FATAL ACCIDENT.

On Tuesday evening last, as the Freight Train on the Buffalo, Brantford and Goderich Railway was entering the town, it was stopped from some cause or another, which we have been unable to learn. A messenger, we understand, was immediately sent forward to the station, for assistance, when three or four persons together with a German not connected with the line, started on a hand-car, to afford what aid was in their power to remove the obstruction delaying the train. In the mean time two gravel cars, connected with the train, were loosened by some means from it, and came at a rapid rate towards the approaching hand-car, from which all, save the German, jumped just in time to escape instant death. The German was lame and infirm, and quite unable to follow, and was in consequence killed by the collision. His body was cut completely in twain. The men managing the hand-car, very reluctantly permitted the deceased to accompany them, he insisted on going, though he could be of no service. It is not probable that the Engineer of the gravel cars, aware of the hand-car approaching him, did not, in his anxiety, stop the train.

Brantford EXP

September 1<sup>st</sup>

1854

1854

About 10 o'clock on the following morning the  
Buddhistans took their departure, advantage well  
taken of our leisure with which a number of our ladies  
people accompanied them to the gates, and gave  
them three hours of British cheerfulness, as they  
had been separated from us so long.  
These, however, were not British visitors, as the Queen  
had said, intended for us; but English ones, who had  
been sent to see that every thing connected with the ex-  
pedition passed off without the slightest accident.

# Library - McMaster

## TO PRINTERS.

**WANTED** immediately, at this Office  
TWO Journeyman Printers. Wages  
\$7 per week.

# The Expositor

If I might give a short hint to an impartial writer, it would be to tell his fate. If he resolved to return upon the dangerous principle of telling unbiassed truth, let him proclaim war with mankind; neither to give nor to take quarter. If he tells the virtues of great men, let them fall upon him with iron hands of the law; if he tells them of virtues when they have any, then the mob attacks him with stoners. But if he regards truth, let him expect martyrdom on both sides, and then he may go on fearless, and this is the course I take myself.—*Dr. Fox.*

BRANTFORD, TUESDAY, JANUARY 17 1854

### Grand Railway Celebration.

Friday last was the day appointed for the opening of the central section of the Brantford & Buffalo Rail-road, and a grand gala day it was to the inhabitants of this Town and the surrounding country. The morning dawned auspiciously, but in a few hours snow commenced falling thick and fast, and having melted as it fell, the streets, before the arrival of the trains from Buffalo, as well as the grounds around the Dépot presented to pedestrians anything but a desirable appearance. They were what is commonly called "very slopy," but notwithstanding all this, the crowd at the depot was immense, and we have no doubt that when the trains arrived the congregated multitude numbered 12,000 persons, a large proportion of which were ladies.

Shortly after noon a procession consisting of the Sons of Temperance, the Odd Fellows, and the Fire Companies was formed in front of the Town Hall, and headed by the Philharmonic Band marched to the depot, marshalled by George Babcock, Esq., and his assistants. Shortly after 2 o'clock, P. M., the trains arrived and were received with loud cheers, firing of cannon, and every demonstration of joy and rejoicing that could possibly be indulged in. There were three locomotives, the first with one passenger car, the second with five, and the third with one, all well filled. About 500, we understand, came over from Buffalo, including a large number of the Buffalo Firemen, who made a very good appearance in their splendid uniform.

The cheering having subsided, and the Buffalonians having been safely deposited on *Terra Firme*, the Mayor of Brantford announced to the assembled multitude that if they would "go into the round house they might probably hear something." The request was obeyed, and the building, large and capacious as it is, was immediately thronged to excess; all parties, as a matter of course, standing up. Well, they did hear something, for Mr. Wilkes, like the "bridegroom at the famous wedding of Sally poreen," blushed and stammered so outrageously that the miserable apology which he made for a speech, when introducing the President of the Company, and the Mayor of Buffalo, was so laughable that few could preserve their gravity. The Mayor held an outline of his speech in his hand, upon which he frequently and earnestly gazed, but his perturbation was such that he evidently could not read it. He very clumsily attempted to draw a parallel, or a comparison, we could not tell which, between Mr. Wadsworth and the Roman Conquerors; but who the latter were, a Philadelphia lawyer would have been puzzled to find out; at all events, he

shed belonging to the Methodist Church, where being fully secured from the observation of parties passing along the road, they cut the leather bags open, coolly until the canvas ones which it contained, emptied them of their contents, and tore upon almost all the letters they contained. A few packages escaped their search and in one of these there was a money letter of considerable value, addressed to Mrs. Vaughan of Brantford. The package from Cobourg for this place had evidently been destroyed, because the torn fragments of a bank check for £25, drawn by a gentleman of that place in favor of Mr. Greer, of the Montreal Bank in this town, were found together with the fragments of the letter in which it had been enclosed. The scoundrels could make no use of the check, consequently they tore it to pieces, as they did almost every letter which they opened. The package for Woodstock was also destroyed, and so were those for Mount Vernon, Burford, Oakwood and Simcoe, and how many more it is, at present, impossible to tell. It is highly probable, however, that the thieves carried off a number of letters, with them, together with the way-bills which accompanied them.

It is not known whether they obtained any money or not. None of the letters, or fragments found in the shed gave any intimation that they did, and as several of the way-bills are missing, there is no means of ascertaining this fact. If they obtained any money, they must have carried off the letters in which it was enclosed. It is to be hoped, however, that they did not.

The mail bags were missed on the arrival of the stage in Brantford; but as the drivers are invariably changed at the stables west of Dally's Hotel, the person who drove the coach into town did not know whether he had the mail or not. Since the opening of the Great Western Railroad, the Hamilton mail generally comes by the cars to Paris, and all that we receive by stage is the Anti-slavery mail. There has been a good deal of irregularity, however, for a couple of weeks, the mails sometimes arriving by the railroad cars, and sometimes by the stage. Owing to this fact the post office authorities here did not know whether the mail had been despatched by stage, consequently, the bags were not found until Sunday morning, when they were discovered in the corner of the shed by persons going to the Methodist Church.

**The Exponent.**—A new Journal bearing this title, is to be published in May next, in the town of Three Rivers, in Lower Canada. At present there is no paper printed there in the English language; the forthcoming journal will therefore be a great boon to the English and Irish inhabitants. By the subjoined extract from the Prospectus, which reached us yesterday, it will be seen that the new journal will be one of those which are much required in the Province. The writer says—

"We despise those wavers in politics, who take refuge in the 'half-way house' who possess the convenient but infamous expedient of being 'all things to all men.' Our political faith is, Liberal Conservatism; a conservatism that will maintain all that is estimable in our institutions, a liberalism that will zealously advocate necessary reforms. While we arrest the reckless hand of the innovator, we will not be slow to expose abuses. We will uphold the principle of the free, the uncontrolled expression of opinion. We will advocate retrenchment in the public expenditure, consistently with the efficient discharge of the public duties; we will advocate a speedy, final and equitable adjustment of the Clergy Reserves, free education, and representation based on population."

are their circumstances so very bad  
in long catalogues of libraries, par-  
ticularly rank. Professor Wilkins  
is considered to be the best of his tribe. If so they  
are indeed to be pitied, and ought to have an ad-  
dress of confidence presented to them from the  
old women of the highly favored County of Grey.

**The Standard.**—We have received the first number of this Journal. It is published at Woodstock, by Messrs. McWhinnie & Hayes, formerly of the British American office. It is a very respectable sheet and well printed; but we fear that its politics favor too much of the loose-fish class to counteract the influence of the late amalgamation between the *American* and *Progress* in that County.

**Musical Lecture.**—Professor Thomson of New York, gives a Free Lecture this evening, at the Town Hall, on a new and astonishing mode of teaching to read music at sight. Miss T. brings testimonials of the most flattering character from a number of cities and towns in the United States and Canada, especially from St. Catharines, where his classes were numerously attended, and his farewell concert was crowded to excess. One of the many advantages of this system is, that whole congregations are taught to read and perform church music, in any possible key, in a few lessons. The Lecture commences at 7 o'clock.

**The Election of Mayor, &c.**—We have barely space enough to announce that at the meeting of the Council last night James Kerby, Esq., was chosen Mayor of Brantford for the current year. Daniel MacKenzie, Esq., was chosen Reeve, and Wm. Mathiey, Esq., Deputy Reeve. In the defeat of G. S. Wilkes as candidate for the mayoralty, the "last men" have lost their head; but by this loss Brantford has gained a Conservative Mayor—a man of business habits and business capacities—a man with sufficient caution not to involve the Town in unnecessary debt, and sufficient energy to carry out necessary improvements. She has also gained a Conservative Reeve who is well qualified for his office, and will, I have no doubt, discharge his duties faithfully. The County Council. The appointments are a good, and augur a better state of things for Brantford, so far at least, as internal improvements are concerned.

### ARRIVAL OF THE "BALTIMORE"

NEW YORK, January 13th,

The "Baltic" arrived this morning. Lord Palmerston has rejoined the Cabinet.

No change in Dreadnuss.

The "Baltic" did not leave Liverpool

until Thursday the 29th Dec., one day

after appointed time, owing to low water.

The "Europa" arrived out on the 20th.

This news is very meagre, &c. Chri-

mas holidays having prevented business.

Lord Palmerston has resumed his seat

in the British Cabinet.

There is nothing really new as to the U.

ish war.

It was rumored, but not believed,

the Porte would consent to resume nego-

tions.

### The Latest News.

From the London Times of the 29th.

VIENNA, Wednesday evening.

The Russian steamer "Pruth" had two Turkish villages on fire, by the gun boat balls into them.

Constantinople, Dec. 10.

Negotiations on the peace project commenced.

Brantford  
Expo

January  
17  
1854

IMPORTANTE! TELAT AT GAYOGA.

The Daily Spectator has just come to hand in an enlarged form. By pursuing an independent course, the enterprise must have secured one of the largest audiences in the country. This is a fact, and this is the cause of the many commendable measures adopted by the paper, and this is why the Free Press has been compelled to make every success.

1

**The Collector.**

**E**xpositio

Bramford

Exp

May 16 1854

May

# RAILROAD

## CELEBRATION!

OPENING OF THE  
BUFFALO, BRANTFORD & GODERICH  
RAILWAY.

TO BRANTFORD,  
On Friday, Jan. 13th, 1854.

### ORDER OF THE DAY:

GEO. BABCOCK, ESQ., MARSHAL  
A PROCESSION

Will be formed at the Railroad DEPOT,  
at 2 o'clock, P. M. on the

ARRIVAL of the BUFFALO TRAINS,  
*Headed by the Philharmonic Band.*

The different Societies, and Fire Department and proceed to

### THE PUBLIC SQUARE.

### A DINNER

Will be given by the Mayor and Corporation of Brantford, to the President and Directors of the Buffalo, Brantford and Goderich Railroad, at the Town Hall, at 4, P. M.

### Firing of CANNON

Will commence on the approach of the Trains, and continue during the evening.

### A MAGNIFICENT DISPLAY OF FIRE WORKS.

On the Public Square, to commence at 7 P. M. The grand motto piece, "Success to Brantford," will be fired at 8 o'clock precisely. The Mount Pleasant Band will be in attendance.

### A GRAND BALL

WILL BE GIVEN IN THE DEPOT BUILDING  
IN THE EVENING.

Several Excursion Trains will go out during the afternoon.

A. B. BENNETT,  
Chairman Celebration Comm.

H. Le mmon, Sec'y.

Brantford: Jan. 9th, 1854.

13s

1854

perennities of the railway. In both departments the service of experienced and responsible officers have been secured, and the subordinate positions have been filled by men of good port; and 3rd, the provision of a rolling-stock adequate to the traffic, and from the completion of those terminal improvements.

with the best men that could be obtained. The workshops at Bradford are now established on a permanent basis, and are able to meet all the present requirements of the railway.

Such then being the state of affairs, the Directors may now with confidence encourage traffic which heretofore they have been obliged to neglect. The position of the line, both in regard to its direct course, its connection with the American and Canadian system of railways, and its outlet on the waters of Lake Huron (one of the direct routes to the Great West), is sufficient to secure it in perpetuity a traffic quite equal to its capabilities. It passes through some of the richest and most cultivated land in Canada, and will for this reason command also a local traffic of no ordinary character.

With these remarks, I have the pleasure of congratulating the proprietors upon having acquired possession of this railway, and I feel assured that with prudent management, by providing early facilities in anticipation of increasing traffic, and by judiciously adopting such measures from time to time as will secure and maintain this line as one of the great highways to the west, it will at no very distant period become one of the most important and successful railways on the continent of America, will stand high in public estimation, and thus prove a most profitable investment to its proprietors.

I have the honor to be,  
Gentlemen,  
Your obedient Servant,  
R. H. BARLOW,  
Managing Director.  
London February 16th, 1857.

*Report of the Directors to the shareholders  
of the Buffalo and Lake Huron  
Railway Company.*

"On the 28th of June last this Company assumed possession of the Line and Works from the Buffalo, Bradford and Cadeck Railway Company. At that time all practical arrangements for restoring and completing the line had to be made; the complicated state of the old Company's affairs was such as to induce prudence to forbid the commencement of operations by the new company until a clear title and legal possession could be assured to them. Of the rolling stock taken from the old Company by valuation, nearly the whole of the cars required a thorough repair, and some of them, with the greater part of the engines, required to be pulled in pieces and reconstructed. The works to be executed between Fort Erie and Paris, consisting of w-denim en-

trunks and cuttings, fencing and ditching, repairing, strengthening, and re-building

bridges; and an almost complete ballasting, bed-straightening, rails and replacing bad sleepers, may be fairly considered as matter of labor and time, to have been equal to one-sixth of entire construction, yet this section, 31 miles, was opened for traffic on the 1st of November; the work that remained to be done between Paris and Stratford may be fairly considered as equal to two-thirds of entire construction, and this section was opened on the 22nd of December.

On the subject of works executed, the condition of your line and depots, and the organisation of your staff, your Director would refer you for further information to the accompanying Report of Captain Barlow, your Managing Director; the manner in which he has acquitted himself in dealing with the perplexities of the old Company, as well as with the difficulties and heavy work devolving on him as the representative of this Company, have given great satisfaction to his colleagues, and in Canada, where the amount of business dispatched

In so short a time is somewhat known and appreciated, the progress made has caused no less surprise than gratification.

The English Directors also embrace the present opportunity of acknowledging the valuable assistance of Messrs. Brown & Rumsey, their Canadian colleagues; the latter gentleman by his thorough knowledge of the British people, trade and connections, and the former by his long residence at Godesberg, and acquaintance with the district at that end of four lines are well qualified to watch and promote the interests of

When it is remembered that the line was at first opened with only two or three engines—that much of the rolling stock was

a good port; and 3rd, the provision of a rolling-stock adequate to the traffic arising from the completion of those terminal improvements.

The foremost of these, and the one best

requiring your consideration, is the improvement of the ferry and the access to Buffalo. Until arrangements are made for carrying freight to and from Buffalo and Detroit without shifting or handling, it has to be twice shifted and handled; this is a serious expense and objection with any freight whatever; so much of the freight which

D. ANDERSON, Esq., Warden, on motion  
took the chair; and JOHN McNAGHT, Esq.  
was appointed Secretary.

At the suggestion of ALLEN GOOD, Esq.

Company will have a considerable share of the through traffic from Buffalo, in spite of this disadvantage, but that share would no doubt be turned into almost exclusive enjoyment of the whole by a steam ferry, and a short�eighth of railway, which by possession of the Buffalo and Black Rock charter this Company has the privilege of laying into the very heart of the city—a privilege of very great value immediately it shall be put in force and developed, but which at this day no railway company not possessed of that old charter could have the least hope of procuring. This subject will be explained and illustrated with the help of a large plan of Buffalo and the Niagara River at the meeting on the 23rd inst. This matter should have the early action of the shareholders, and it would be a great

GEORGE ALEXANDER, Esq., President of the Provincial Agricultural Association, was requested to address the meeting. Mr. Alexander then advanced and said. Mr. Warden, although officially connected with the great institution which is to hold its next meetings in this County, there would be no propriety in my making any remarks as to the immediate object of this meeting. My object, on the present occasion, is to appeal to all the enterprising men of the Colony, and inform them that I have recently addressed a large audience in London, on the subject of Agriculture; and I have great pleasure in stating that not only in Middlesex, but all over the Province, there is a very active interest taken in the forthcoming Show, and that it will

be largern than in any previous year. I would therefore, ill discharge my duty, if I did not beseech the farmers of this County to bestrive themselves, or undoubtedly the inhabitants of

The capabilities of Goderich Harbour as a lake terminus for the road will also be explained at the meeting.

It is very satisfactory to the Directors, that they are able to assure you of the probability that the present capital of £510,000 sterling will suffice to accomplish the objects stated in the prospectus, namely, the restoration and completion of the line from Fort Erie to the limits of the town of Goderich, and the purchase of the old Company's rolling stock, and of £50,000 sterling, worth of new rolling stock. It will be their endeavour, with respect to any other estimates which they may submit to you, to keep the expenditure within the projected outlay, and it shall be their great care to continue the administration of your capital with as much vigilance and economy, as if it were solely their own; a wise and frugal economy of capital is probably the most material element in ensuring the permanent success of our enterprise.

A statement of accounts is annexed, showing the receipts and the expenditure in England to the 31st of January, and in Canada to the 1st.

The affairs of the old Buffalo, Bradford, and Goderich Company are not quite closed, but this will probably be effected within a few weeks after Captain Barlow's return to Canada. Meanwhile, no injury nor inconvenience can result to this Company beyond the temporary locking up of the money advanced, on ample security, to prevent the sacrifice of the old company's assets; or to clear the property from legal encumbrances.

The relations of this Company with the Great Western of Canada Company are on a satisfactory and friendly footing. The managers of that Company have recognized the fact, that the existence of the direct line from Paris to Buffalo, in friendly relation with their line, is a valuable accession to their system of through travel, and likely to give abundant compensation for the abstraction of a small part of their present traffic, by contributing to them a much larger business, which, without your line, would not pass through Western Canada at all.

The visit of Captain Barlow to England has been of great advantage; in affording the opportunity for a thorough discussion of the plans and policy of the Company by the English Directors; and his presence at the pending meeting will give the shareholders the means of making every inquiry of him; and receiving the very best and most reliable information.

T. W. FOWELL  
*Chairman*

Weekly Traffic from the Opening of the Line,  
1st Nov., 1856.

September 28, 1957. Temperature  $\frac{55}{60}$ , S. & D. 60% C.

*Brantford Exp.* MARCH 10 / 1857

MANUFACTURERS  
AND EXHIBITS

WERE THE CASE THE  
INDIVIDUAL PARTIES  
THEY WERE WRITTEN ON.

Last night, after the third reading, Mr. Howes' Bill was referred to a select committee to be considered. The Bill would probably have passed with all its imperfections but for Mr. Lorringer, who pointed out that in its present shape it would have a retroactive effect, interfering with the vested rights of those who had commenced proceedings in the Insolvent Court but had not yet received their certificates; and also that it did not provide for the restoration of the estate to the insolvent by the Assignees. Mr. Lorringer contended, that unless provisions to this effect were embodied in the Bill, although it might be constitutional, it would be in the highest degree unjust. Mr. Howes consented to submit the Bill to a committee on condition of their reporting on Monday, and so the matter rests at present.

Among the petitions presented last night was one from the pupils and ex-pupils of Upper Canada College, praying that the institution would be placed under the control of its own council. The object of this petition is palpable enough and signifies nothing more or less than placing Upper Canada College under the wing of Trinity. It remains to be seen what the Government will take in this matter.

Mr. Davies introduced a Bill, requiring accounts rendered to the Provincial Government to be so rendered in dollars and cents. Last session a Bill had been brought in by Mr. McNaull for the same purpose, but the Government opposed it because the Imperial Parliament were at the same time debating the proposed Union, introducing the decimal system into Canada and the homogeneous government were awaiting for their illustrious example but were told that the thing is not going forward, and they can not therefore initiate, they were constrained to adopt what they felt to be a course of expediency. The Government question is also on the part of the English, and is likely to create no inconsiderable trouble in the meantime. Mr. Cameron's independence of Parliament Bill will either fall or pass into a shallow, and will test their strength pretty effectually.

Proposed Isthmian Canal have not heard down here since the opening of the year. Poor Price is compounding himself on the passage of the bill through the Upper House. The brilliant career of the author of this Bill, and the terms above of this Canadian seconded the address of the Hon. Mr. Galt, and the Hon. Mr. Galt, upon the vote being called the Canadian colony was sent in the saloon below. Senator Warden informed of the Hon. Phillips request he replied, go back my boy and do all you can to stop it. The Hon. Phillips however conformed to the address—consequently forced to do his best to stop it. The Hon. Phillips although he seconded the address declined voting for it.

The Hon. Phillips said, "I am not a man to be beaten by a dead fellow." Said the Colonels, "I am not a fool." He is a man of great energy and talents, and is well entitled to receive against the address—consequently forced to do his best to stop it.

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railway into active operation with the least possible delay.

Having made a most careful inspection of the railway and works, I found that the portion between Fort Erie and Paris, a distance of 81 miles (which was closed for traffic some months previously), had been much neglected, and was in bad condition. The cuttings and embankments were generally of insufficient width, the road was out of gauge and level, a very large portion was without ballast, and comparatively but a small length of fencing had been erected throughout the line.

Immediate steps were taken to effect the necessary repairs, and construct the most important works. An agreement was made with Mr. Joseph Whitehead, a respectable and experienced contractor, to execute such works as might be required on a schedule of prices, and the line was reopened for traffic on the 1st November last.

On the portion between Paris and Stratford (32 miles) a considerable amount of earthwork had been executed by the old Company, but, owing to the works having been suspended for a long period, the excavations and bridges required extensive repairs, and the works over two-thirds of the entire length had not been commenced.

The necessary works were at once com-

menced, and from the energy and attention displayed by Mr. Whitehead, the contractor, the line was sufficiently completed to open it for traffic on the 22nd of December last.

You have now therefore 113 miles of railway open. The cuttings and embankments are of sufficient width, the road has been lifted, straightened, and partially ballasted; such works as were constructed by the old Company have been carefully examined and repaired, and all new works have been built in a sound and economical manner.

The remaining works to be constructed between Fort Erie and Stratford are principally the laying down an additional depth of ballast throughout, the construction of passenger stations and goods sheds, where no such structures exist, the building some timber bridges, and the drainage of the line at various points.

On the completion of these works the railway and property throughout will be in efficient order, and in a satisfactory condition.

On the portion between Stratford and Goderich (4 miles) very little work had been executed before this Company acquired possession. The works generally are dilapidated and present no engineering difficulties, and in the absence of unforeseen circumstances, the railway may be completed within the limits of the town of Goderich by the time prescribed in the act, and with a view to the early completion of the entire length of railway, such works as have been carried on during this winter, will facilitate our progress in the power of the Company to secure.

Your local district is a good pine, second to none in Canada, productive, flourishing, and near to good markets, of which Buffalo is by far the most important; but you must not be content with these local resources only. Your line lies upon two great routes of through travel and freight—the one between Buffalo, New York, and Boston, on the one hand, and Detroit and Chicago on the other, (comprising all that those places are the keys to,) and the other between all the New England States, New York, and Pennsylvania, on the one hand, and the shores of the great Upper Lakes, comprising great parts of Michigan, Wisconsin, and Minnesota on the other. Here are two great and ever increasing streams of business well worthy of your attention, for you can, at a moderate outlay, as your directors conceive, so effectually secure them both, as to command the best and most remunerative share of the traffic in each case. These things are necessary, before the mere completion of the line purchased by this Company to ensure the full attainment of that object which lies back of every Company's reach, namely—1st, a company perfectly capable of carrying cars across the river at Buffalo; 2d, the connection of the railway with Goderich, 3d, a connection with the steamer line to the Great Lakes, and 4th, the removal of the marine incumbrances.

Some disappointment and no little inconvenience have been experienced from the want of energy on the part of the new income tax engineers contracted for a large and responsible establishment in the United States. They are, however, anxious to give the best class of American service, and, as far as they are able, in a very satisfactory manner. This has been arranged in the most judicious and frank department, which will be effective as the time comes.

At the present time, the permanent

Stratford may be fairly considered as equal to two-thirds of entire construction, and this section was opened on the 22nd of December.

On the subject of works executed, the condition of your line and depots, and the organisation of your staff, your Director would refer you for further information to the accompanying Report of Captain Barlow, your managing Director; the manner in which he has acquitted himself in dealing with the perplexities of the old Company, as well as with the difficulties and heavy work devolving on him as the representative of this Company, have given great satisfaction to his colleagues, and in Canada, where the amount of business dispatched in so short a time is somewhat known and appreciated, the progress made has caused not less surprise than gratification.

The English Directors also embrace the present opportunity of acknowledging the valuable assistance of Messrs. Brown & Rumsey, their Canadian colleagues: the latter gentleman by his thorough knowledge of the Buffalo people, trade and connexions, and the former by his long residence at Goderich, and acquaintance with the district at that end of your line, are well qualified to watch and promote the interests of the Company.

When it is remembered that the line was at first opened with only two or three engines—that much of the rolling stock was still under repair, that the Company did not dare to advertise for freight, not being prepared to carry it—but that a freight shed was erected on the line before the end of January—that box cars were used as freight warehouses, and detained to hold bonded goods under custom-house locks,—that till the 19th of January the trains were in connexion with only one each way of the "through" trains of the Great Western of Canada, and that, in consequence, the sale of through tickets at distant places had to be peremptorily forbidden,—that it was essential to avoid any engagements for traffic which could not be promptly executed, lest cause should appear for suspending upon this Company the ill-odour of stretched management that was attached to the old Company; and lastly, when it is remembered that the common roads and the great trunk rails, both east and west, have largely for two or three weeks been stopped with snow, it does not to be expected the line could, for the first three or four months, show any great pecuniary return. Everything, however, promises fair for the future, and in the course of two or three weeks you may expect to see some result from the increased accommodation given on the 19th of January; and if a pair of freight sheds have been provided at the most important points, the line will, no doubt, begin to show some of the advantages of its geographical position, and to exhibit the first fruits of the great traffic which it is surely within the power of the Company to secure.

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prevent the sacrifice of the old company's assets, or to clear the property from legal incumbrances.

The relations of this Company with the Great Western of Canada Company are on a satisfactory and friendly footing. The managers of that Company have recognized the fact, that the existence of the direct line from Paris to Buffalo, in friendly relation with their line, is a valuable accession to their system of through travel, and likely to give abundant compensation for the abstraction of a small part of their present traffic, by contributing to them a much larger business, which, without your line, would not pass through Western Canada at all.

The visit of Captain Barlow to England has been of great advantage, in affording the opportunity for a thorough discussion of the plans and policy of the Company by the English Directors; and his presence at the pending meeting will give the shareholders the means of making every inquiry of him, and receiving the very best and most reliable information.

T. W. POWELL,  
Chairman.  
3, THREADNEEDLE STREET,  
London, 19th Feb., 1857.

Weekly Traffic from the Opening of the Line, 1st Nov., 1856.

	F. a. d.
November 1st.....(sterling)	562 0 0
11th.....	672 0 0
21st (one day extra).....	614 15 1
December 1st.....	766 12 10
12th.....	611 12 10
22d.....	672 1 0
January 1st.....	662 1 0
2nd (one day only).....	867 18 4
12th.....	612 18 9
22d.....	612 2 9

#### Provincial Exhibition for 1857.

A meeting of the Local Committee took place at the Kirby House, on Friday last, Col. Thomson, President of the Board of Agriculture, Geo. Alexander, Esq., President of the Provincial Agricultural Association, and R. L. Denison, Esq., Treasurer of the P.A. Association, being present, they proceeded with the committee to examine the several localities in the vicinity of the town, with a view of selecting the most suitable one for holding the Exhibition in September, and having carefully examined all the grounds, it was decided by the committee, with the concurrence of the above named gentlemen, that the most eligible place for holding the Exhibition is the space, say 20 acres of the 40 acres of the Kirby Tract, situated on the hill above the Railway Station, and west of Mr. Sprague's residence.

We present to-day a thrilling picture of Mormon life, which will be found on our next page. It is well worthy a perusal. The N.Y. Tribune, speaking of these disclosures

of the horrid state of things in Utah, says: "This vicious devices resorted to by the Mormon leaders to keep their dupes down—the reformation stories—the arid condition—practiced—the dreadful nastiness disclosed—all these and all this are referred to in the letter. We never heard of anything so shamefully dirty or so wrenchingly revolting. In the name of decency, of civilization, of honesty, humanity and honor, cannot the United States of America free itself from the reproach of a colony controlled by law, guided by fanaticism, and governed by the meanest of delusion?"

We learn from the Huron Signal that a man named Edward Cunningham was in the Goderich Gaol for the murder of Benjamin Gibson of McCallum. The parties had a previous quarrel, when it appears that Cunningham stabbed Gibson in the side with a knife, who, after living several days in a precarious state, last week died. From the same paper we also learn that Edward Gleeson resident in McCallum, was murdered last evening, and his body found hanging from a tree in the rear of his house. The police are investigating the case.

make it the greatest country on the earth! The next fair will be held, and it rest with ourselves to service to the inhabitants, by a the industry of the country. As we meet, therefore, a large show of manufactures, consequently more accommodation will be required, a certain that as the Town has shown liberal spirit, the County will, in liberality, and so encourage, the inhabitants of other places to come for compete at the exhibition.

Col. Thompson, of Toronto, called for, who said—Mr. Ward happy in having this opportunity addressing the people of the County, I believe I am one of the first ad

I have ever visited any other place where has been held. This locality has a character abroad; it has competed fully, not only with the Province, the world. It is now 45 years since acquainted with Bradford. Since property has trebled in value. At the whole of the buildings in the place have amounted in value to in now in. I have seen it progress w satisfaction; and if the people do forward and show a liberal spirit on occasion, you may expect that those who are here, and find that you have been in your arrangements will be dissatisfied.

I do not believe this will be the case people will come forward with a handsome, and so ensure greater success than has yet been met with to the Exhibition, well as others, have exerted myself benefit of the country, and we now return to you:

Col. Denison (of Toronto) was present. He said—Mr. Warden, I am afraid you will be disappointed if you expect from me. I came here to-day to a local committee, and not to take part in proceedings of the meeting. Not to be no doubt that to the agricultural district the Provincial Exhibition is a great object. They will not only have a tendency of changing and improving the but they will also benefit from other mode of farming. These Exhibitions advantage also, in bringing exhibitors closer together: the farmer gets stock from other quarters, and those

a distance come to buy. They therefore assist the movement, and that anything given in aid because turns into their own pockets again. come here to advocate the interests Agricultural Association; they do not do it. I would here state that a notice circulated by the Provincial Board ask suggestions from Farmers of articles to be shown in the prize list, and are considered good, will be added the ring an additional interest to the Fair.

Henry Morris, Esq., then came forward with the first resolution, by instancing the efforts he had made in company with the Agricultural Association for the advancement of agricultural interests, as warning him to come down here this morning to see grant of £1000, thinking that would be sufficient, but now that he has come down here, he has found that £1000 is not enough, and so he has come down here to see what more can be done. The State of New York has a large amount of money, and so he has come down here to see what more can be done.

BUFFALO AND LAKE HURON  
RAILWAY.

We are gratified to learn that the business on this Road has lately largely increased. The way business especially has grown to such dimensions that there are not cars sufficient for the purpose. The Huron Signal in a late issue says:

"We are both glad and sorry to learn that for some weeks past, the Buffalo and Lake Huron Railroad has not been able to carry the freight brought to it, and that most of the stations are literally crammed with produce and merchandise, waiting transmission. This is, surely, an altered state of things; while at the same time it suggests the danger of the Company losing as seriously by *too much* business as it has done by *too little*. The number of Locomotives and cars is sadly deficient, and must occasion great inconvenience to the trading community, and, perhaps, heavy damages, as well as immediate loss, to the company. This extensive business, however, must be very encouraging to the shareholders in showing what the road *might* do, and there can be no doubt that, from this encouragement, the road will now be complete in proper style, and the Stations and rolling-stock put into a condition to meet the requirements of the Fall trade of next year. Already the building of the road, from the present temporary Depot, to the head of Erie-Street, is under contract, and to be finished in six months."

Brantford  
G.P.  
October 28 1859

October 19  
1860  
Brantford

The "Courier's" Accuracy.

Last week our neighbor the *Courier* with more assurance than discretion accused us of giving an exaggerated account of the late accident on the B. & L. H. Railway, at the Paris Bridge, and recommended us to go in future to "the management" of the road, for information, as the *Courier* is in the habit of doing. Now all that we need say in answer to this piece of gratuitous and impertinent advice is, that we derived our information from a gentleman who was on the train at the time of the accident, and whose veracity is quite as reliable as that of "the management" of the B. & L. H. Railway; that our account of the accident was indeed far less exaggerated than that of the *Courier*. We, it appears from subsequent inquiry, misunderstood our information with regard to what occurred on the bridge, as it was not till the train passed over the bridge that the general smash-up occurred by which three or four cars were crushed to pieces, the track tore up, &c. The *Courier* would fain make its readers believe that no accident occurred, except "the breaking of an axle of a flat car" belonging to the Grand Trunk Railway; but the following from the Paris *Star* tells a different story, and corroborates our own account with the exception before mentioned. If the *Courier* obtained its information from "the management," either "the management" purposely misrepresented what happened, or the *Courier* gave a false account of it to please the Railway authorities, and toady to "the management". Here is what the *Star* says, and what we know to be correct, from having examined the place where the accident occurred, and made inquiry of those who were present when it happened:

"OFF THE TRACK.—An accident happened on the Buffalo & Lake Huron Railway, on Thursday evening last, which came very near resulting in serious consequences. Between seven and eight o'clock in the evening a train composed of freight and passenger cars was approaching the bridge over the Grand River. When about forty yards west of the bridge a platform car got off the track and was drawn in that state across the bridge, and about three hundred yards beyond, when the coupling broke and the car immediately behind were thrown off the track into a heap. Two platform cars and two box cars were smashed, and about four lengths of rails torn up. One person was injured, viz: Captain Adam Mulholland of Mitchell, a prominent member of the Orange Lodge there, who was considerably cut about the face. Workmen were speedily set to work to clear away the wreck and to repair the track, but it was Friday evening before traffic could be resumed on the road.

The cause of the accident is ascribed to the breaking of one of the axles of a platform car, which belonged to the Grand Trunk Railway. Seeing the car was empty, we are inclined to believe that the axle may have been broken by the rough usage the car experienced in being dragged a distance of about 600 yards after it got off the rails. If sunken and rotten ties and broken chairs, and rails propped up with wedges are evidences of a track being out of repair, the track between the bridge and the station is so, and the sooner it is repaired the better will it be for the safety of the travellers.

It is fearful to contemplate what might have been the consequence had the coupling broken while the train was on the bridge, nothing could have saved the car from being precipitated into it which is nearly ninety feet below the roadway of the bridge, and at that place quite deep."

The Mayor of London.

While we cannot condemn in language too severe, the rowdy conduct of the Mayor of London, Mr. Cornish, in assaulting, without provocation, a British officer, at the Ball

April 10

1863

Brantford Exp

## BUFFALO AND LAKE HURON RAILWAY.

The Report of the Directors of the B. & L. R. for the half-year ending July last has been published, and we give below interesting extracts therefrom. It will be seen that the expenditure exceeds the revenue by something over \$30,000. The friends of the road will regret this state of affairs ; but from the extraordinary reductions which have been made by Mr. Carter in the expenses of all the departments, added to the enormous increase in the traffic of late, we have reason to hope that a different state of things will be shewn next half-year. It would appear that Mr. A. D. Patchin, of Buffalo, has been appointed a Director, since Mr. McKirdy's withdrawal from Canada. Mr. Walter Shanley has been appointed Consulting Engineer ; but this gentleman's recent appointment as general manager of the Grand Trunk may necessitate a change in this respect. We regret to learn that misunderstandings exist between this and neighboring railways ; we trust, however, that mutual advantage, which would result from harmonious action, will speedily bring about a better state of feeling. An advantageous arrangement has been made with the Buffalo, New York and Erie Railroad. The following is the report :—

"The amount of share capital sanctioned by the act of incorporation of the company is £1,600,000 sterling ; of this amount the total up to the present date authorised by the votes of the proprietors is £1,436,000 consisting of the following issues :—First and second issue of shares of £20 10s. each, authorised, £615,000 ; collected £615,000 ; preference shares of £10 10s., authorised, £150,000 ; collected, £133,960 ; temporary mortgage loan without do., £50,000, collected, £35,500 ; April, 1859, £20 10s. shares at £5 2s 6d authorised £615,000 ; collected, £20,606 18s 6d. Total authorised, £1,430,000 ; total collected, £808,066 17s 6d.—During the half-year the expenditure on capital account and in payment of the bonded interest has amounted to £124,563,66}. No new works have been undertaken since the last report, every attention having been bestowed upon the proper finish and completion of those under contract. The result, as to cost, is less favorable than was anticipated, but since the 31st July the payment for all outstanding under this head has been made. In the suit of "Whitehead v. the Company" judgment has not yet been given, but your directors receive every assurance that the result will be favorable to the company. The report of the newly appointed consulting engineer indicates a series of requirements, partly by way of improvement, and partly of absolute necessity to the road, which will demand an outlay rather in excess of that estimated by the general manager ; but the total will not exceed £14,000 half of which outlay will extend over a period of two or three years. The legal conveyance of the harbour and lands at Gulerich has been perfected. Plans for the extension to the harbour, and the repairs of the pier and wharf, together with the dredging to be undertaken, have been laid before and been approved by your directors ;

The present company, no doubt, obstructs in the way of traffic, neither can be any advantage in carrying it low a rate ; the latter will have, as far as possible, guarded against, and on first point there would appear to be no ground of reprisal attacking to your executive. The board would gladly see a proper feeling established on this important subject, and no effort has been, or will be, wanting on their part to secure it. They have pleasure, on the other hand, in communicating to the shareholders that information has just been received from the general manager of an agreement having been entered into with the Buffalo, New York, and Erie railroads, from which he anticipates very important results to the interests of this company. The directors view with some satisfaction the gradual increase in the traffic presented by the late weekly returns, as confirming the truth of the last report, relative to the internal condition of Canada. The information from the province tends to show that a good harvest has been gathered ; and although the re-action may not be as great as some anticipate, still there is every ground for hope that the exhaustion and misery which resulted from the failure of last year's crops, bid fair to be succeeded by comparative abundance, and consequent prosperity. The committee appointed by the municipality of Buffalo have selected a site for an international bridge, advantageous to this company, and have fixed upon a plan of the bridge, which has been approved by the Canadian commissioners. They have also entered into an agreement for its erection ; the arrangements for the requisite funds are not, however, yet completed. The directors, in conclusion, ask for a patient consideration of the many difficulties which have, and still continue to beset an undertaking in many respects offering very satisfactory features, and which might, under more favorable circumstances, have already been prosecuted to a prosperous issue."

Bramford EXP  
November 4 1859

them. Dr. McEwen, who had late<sup>r</sup> left from Canada, and who was better<sup>in</sup> speak<sup>on</sup> this subject from per-  
sonal knowledge, was very sanguine; and the  
general result was, it was pretty certain that the in-  
crease of traffic would be very satisfactory,  
i.e. (the chairman) could not venture to  
make any promise when the payment of  
est would be required.

Mr. Bischoff wished to say a few words in  
anation on behalf of the dissentient  
holders, a number of whom he said were  
present. At the last meeting  
e e e a resolution was passed with  
holders having been consulted  
e subject of that resolution. They all  
very sorely aggrieved when they saw  
although there was traffic sufficient to  
the interest upon the two first classes of  
they were called upon to sacrifice the  
e of their interest for the benefit in  
of the shareholders. There was no  
ality at all between the bondholders and  
shareholders, and when they saw that  
presented to the Canadian Parliament  
very different from that which was laid  
e the proprietors, insomuch as the town  
Brantford, to which a large expenditure  
made by the company, was to be set off;  
the bondholders thought it a duty  
owed to themselves to oppose that bill,  
speaking his own views, and, as he be-  
lief, the views of a large number of bond-  
holders around him, he would say it was  
far from his wish to place unnecessary  
iments in the way of the directors in  
iture-management of this undertaking.  
were of course extremely anxious that  
company should flourish, but they could  
and would not waive their own rights.  
y bona fide proposal were submitted to  
holders for their consideration, he  
red many of them, would be disposed to  
a raising the required capital. With re-  
to the Buffalo bridge he thought a se-  
stock might be raised for that purpose,  
as done in case of the Niagara bridge,  
which had proved a very rununrenerative  
raking in itself. He was quite aware  
the bondholders had voted upon any res-  
ions brought forward to day, but they  
invited to be present, and had come  
to receive information. He thought it  
o the body of bondholders to explain those  
s, and to state that though they were in  
osition to have resisted the past meet-  
of the directors, they were not going  
an opposition to the destruction of the  
try.

Mr. Goy, as a bondholder, was happy to  
see olive-branch held out by the bond-  
holders, although he must say the  
ad. resolution to measures proposed  
e di. "I favoured of the demand for  
pound of flesh." Ever since the rail-  
had been completed the bondholders  
be aware that the interest had been paid  
em out of capital, and not out of earn-  
and that had been done at a great  
re and ruinous loss to the original hold-  
the Buffalo and Lake Huron. There  
no desire to dispute the payment of in-  
on the bonds far from it, else they  
I have stopped the payment years ago,  
ther company with the like amount of  
uties had ever struggled so manfully  
y to the last shilling, and he was then  
shareholder to say that every expence of  
it would be honourably and fairly met  
ing the late proposition of the directors,  
en reason fairly upon them. They did  
the bondholders to relinquish their  
sts. All they were asked to do was to  
the payment to be deferred for a short  
that the money would be devoted to  
ilding of the bridge, in order to de-  
the resources of the railway. Who  
gain by that? Supposing they turned  
as shareholders, he imagined they  
litigation as well as bondholders,  
it was not the view. The object was  
nability to bring the concern into a  
position and place it upon its legs by  
the bridge and capitalising the inter-  
at the time the bridge was built it would  
be shared from 6L to 9L, and would  
the credit of the company in the  
ket. They only wanted to tap the traffic  
both side, and connect it with the  
h, at they would have a large traffic-in-  
ate. He strongly urged the bondholders  
to adopt the proposition of the directors,  
it, wh he was sorry to hear the chair-  
sper, so despondingly said, to resolve  
ary through.

Mr. McEwen wished to offer a few words of  
lanat with view to facilitating a better  
understanding that he was sorry to say  
there was a difference between the directors and bond-  
holders. The hon. proprietor, who  
had been present, had been present  
of which had been present  
e and the capital for inter-

erious worse, incurring a total expenditure  
of about 25,000\$, or about one-eighth of the  
amount which had been sanctioned by the  
shareholders. Having therefore appropri-  
ated that money for those necessary things,  
of course they hadn't it to pay in interest,  
and that outlay, without the bridge, and with  
out the third line of rails, would make their  
bonds a first-class security, because the line  
was now earning the interest, if not the  
preference dividend. He admitted they had  
made use of the money without the proper  
scent, but they honestly thought themselves  
justified in going to that outlay, and he was  
convinced that no class of interest would  
suffer a penny by it. They would quite  
understand that the board had no intention  
of forcing upon the bondholders anything  
which was not agreeable to them, and which  
was not for their interest. Reference had  
been made to the town Brantford. Those  
arrangements which had been made with the  
authorities of Brantford, and to which the  
bondholder, (Mr. Bischoff) took exception,  
the directors would be delighted to  
make with the bondholders in this country.  
Instead of paying the interest, the arrange-  
ment was to pay them six per cent. of the  
interest for three years, and that they should  
forego the remainder. Unfortunately, how-  
ever, this arrangement was made subject to  
the bill passing, and as it had been withdrawn,  
of course it fell to the ground; but looking  
at their position with regard to the town of  
Brantford, he hoped they should be able to  
reduce their payments to the commuted  
amount which they paid to the Government  
on their own debt. The Great Western of  
Canada held \$20,000 of Government  
money in their hands, but the poor Buffalo  
and Lake Huron never received a farthing  
of aid from the Canadian Government whilst  
this company had been carrying the mails for  
\$30 per mile per annum. The chairman had  
not clearly explained the whole reason for  
the delay in the preparation of the financial  
scheme. The nature of that scheme as well  
as the amount depended upon the result of  
the negotiation with other companies. Some  
of the large American companies east and  
west of this line were willing to join them,  
not only in the third line of rails, but, also in  
the expense of the bridge. The great diffi-  
culty with him was that this company  
should be allowed to make the bridge them-  
selves. Two great companies offered to join  
in half the expense, and if they did not allow  
them a share they might have to encounter  
the opposition of those companies; it would  
therefore be better in all respects to work  
amicably with those companies. This third  
line of rails was of great importance. They  
depended very much upon the through traffic  
to make the line pay. They had this traffic  
principally during the winter, and if they  
kept sufficient cars of their own, for the maxi-  
mum traffic during three months of the year,  
they would remain out of use nine months  
and would become depreciated. It would be  
of immense advantage to have the rolling  
stock of the New York Central and Michigan  
Central to come over their line—exchanging  
empty cars for full ones, with far less loss of  
time in handling the traffic than at present  
was the case. This was even more important  
than the bridge because they had ferries  
across the river. The traffic during the past  
year had been sufficient to pay the first and  
second bonds, and in a very little time they  
would be in a position to pay a great deal  
more.

Mr. Moxon thought it very desirable that  
they should know who their brother bond-  
holders were. When they met at the com-  
pany's offices there appeared to be some deli-  
cacy on the part of Mr. Short in imparting  
that information. It was desirable that the  
bondholders should act heartily together.  
He agreed with Mr. Bischoff that there was  
no desire on the part of the bondholders to  
put impediments in the way of the directors;  
at the same time he considered the bond-  
holders had not been treated with that  
fairness and rapidity of communication which  
they had a right to expect, considering that  
the interest on their bonds had been withheld.  
For his own part, he should be happy to take  
a fair proportion of his coupons for the next  
two or three years in preference stock, but it  
required a meeting between a delegation of  
the bondholders and the board to prepare and  
set the terms to be submitted to a general  
meeting. He would therefore suggest if they  
would come to terms on these matters,  
they would adjourn the meeting for a short  
time, and then resume it, and if the  
bondholders could communicate freely  
with their brother bondholders they could

they ought not to be thrown over without  
their consent.

Mr. Headlin was glad this discussion had  
taken place, because it had elicited the statement  
that if a proper scheme were brought  
forward they might look for the support of  
the bondholders to it. He believed that was  
the general feeling of that body. He would  
securing of that end had been taken, and  
it appeared that every measure for the  
bondholders had to be implemented in that respect.  
They could not blame the directors because  
shareholders and bondholders had  
tended to the action which was taken, but  
there could be no doubt that a great  
many had received notice of the last meeting  
who did not attend. Therefore the directors  
were not chargeable.

Mr. Holland said as far as he could tell  
that he had belonged to the company from its  
commencement, and had a share in every pos-  
sible security; and the reason he had done  
so was, because of the confidence he had in

the ultimate success of the line. He had  
therefore taken his proportion of every stock  
that had been issued. He was ready to say  
he held all the securities at the present time,  
and could not repeat the impression that he  
should get a good profit out of them. They  
ought to free the directors from the shadow

of anything wrong. Every one had

been with the view of bringing this line  
out of its troubles in the best way, and it  
would be a misfortune if by any mistake or  
prejudice either of the bondholders or the

bondholders they were to lose the valuable  
services of any of the gentlemen of the board.

He thought it would be a wise course  
aboard to capitalised in such a way that the  
bondholders could gain a reasonable  
interest. He was willing to the extent of his  
ability to join in any scheme, and indeed the  
bondholders by paying their share of the

He thought it would come to the point  
did not blame bondholders who might have  
some instances affected to inconveniences by  
the withholding of the interest. In any  
scheme they might adopt it future, he hoped  
they would hold to the principle of helping

themselves, and that they would be willing  
to receive the assistance of other companies,  
so far as they did so with a good will—to  
take advantage of all the good that came in  
their way, and dispense that good to others as  
far as they were willing to help them.

He thought a hearty vote of thanks to the director  
for their past services would be a good

and when the committee of  
bondholders had met them, they would come  
out with more glowing colors than ever. He  
had very strong faith in the energies of their  
traffic, and he had no doubt that it was very  
little time the shareholders would be able to  
lift up their heads with joy. He expected  
that he would willingly join in any scheme  
which was likely to bring about a reasonable  
feeling between all classes interested.

The Chairman said Mr. Headlin had alluded  
to one point, as to the bill having been  
withdrawn or merely suspended. He did not no-  
doubt the hon. gentleman was right, but he  
wished to state distinctly that since then the  
directors had never had the slightest idea of  
pushing it further without the concurrence of  
the bondholders. As Mr. Holland ob-  
served, the directors pledged themselves to  
enter into no scheme whatever without con-  
sulting the bondholders, and then the  
shareholders, and adjusting the same.

There was one point of particular interest  
which had been overlooked, and that was  
that the board had been informed that the  
bondholders should immediately nominate  
representatives on the board, and that there  
was a vacancy on the board, and that the  
bondholders if they chose to exercise their  
right in which they had confidence. He would  
also state that he had no objection to carrying  
out the suggestion of Mr. Headlin, and that  
the board should consider the same, and  
the solicitor of the company would be directed  
to that effect, would be given to that  
gentleman.

The Chairman said he had no objection to  
the adoption of the suggestion of Mr. Headlin  
and the solicitor of the company would be  
directed to that effect, and he would then  
electing the board of directors of the Great  
Canadian.

any bondholder at the last meeting, when the  
question was proposed, which had elicited the  
statement that the bondholders had no right  
to vote at the meetings of the board, and  
thought it was a wise course to take, and  
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Brantford  
June 5 1863

RAILWAY INTELLIGENCE.

From the London Morning Herald, &c. &c.

BUFFALO AND LAKE HURON RAILWAY.

The half-yearly meeting of the English shareholders in this Company was held yesterday, at the London Tavern; Mr. Hamlin Greenwood, Chairman of the English Board, in the Chair.

After the usual preliminaries, the Report was taken as read.

The Chairman said it was a matter of great pleasure to the Directors that for the first time since the Railway had been opened they had been enabled to announce a profit. He was happy to say the traffic had increased during the past year by about \$3000 over that of the preceding year, while there had been a corresponding decrease in the expenditure, and that, too, including an increase in the length of their line of 40 miles of railway. On examining their accounts they would see that almost every item of expenditure had been charged to revenue, so that each account had been charged with the expenses fairly belonging to it. As the report stated, the Directors had succeeded in placing the whole of their share of the April issue, and that had enabled them to reduce their chattel mortgage debt to \$22,500, by which means they would effect a saving of \$2,200 a year. The Government had given aid to the Great Western Railway of Canada, and they were carrying the mails for them, in consequence, at prices that were not remunerative. This was unfortunate, because they (the Buffalo and Lake Huron) were obliged to do the same, although they had not received any assistance from the Government. Although the Government had refused them aid, and insisted on their carrying the mails at those low prices, he was in hopes that by further representations they would be induced to alter their determination, and help them as they required. With regard to the bridge at Buffalo, they had never relaxed their exertions either here or in Canada, and Mr. Carter, their manager, had scarcely allowed a week to pass in which he had not had an interview with influential persons on the subject. It now remained for the shareholders in Canada to form a company there for building the bridge, and then it could be carried out; but the great difficulty was the money. If they were able to find the money there would be no difficulty in forming the company and making the bridge. A bill had been introduced into the Canadian Legislature, and had passed the third reading in the Lower House, giving them three years to commence the bridge. They had met with very strange treatment from the Great Western Railway Company, and had made every effort to induce them to alter their policy; but they had been found implacable. Mr. Carter had done his best to reason with them, and show that they were not only acting unjustly but injudiciously. That Company now refused to allow their (the Buffalo and Lake Huron) trucks to run on their line, and by that means thought to crush them. But they would not succeed; it was a wrong mode of proceeding on their part; and he was satisfied the people of Canada would not submit to it. The result of those proceedings was that a great portion of the traffic that used to go on their line did not go through Canada at all now, but went round by the lake coast, so that the Great Western Railway Company were not gainers by what they had done, but, on the other hand, large losers. He and his colleagues had made an application to Parliament on the subject, and a Committee had been formed to inquire into the agreement which the Great Western and Grand Trunk Railways had entered into, and by which the Buffalo and Lake Huron was prohibited from using their lines, and they felt sanguine that the result of the enquiry would be to break up the combination. The whole of the present traffic was of their own creating, and amounted at present to £1300 a week, notwithstanding all the difficulties that had been thrown in their way, and all the unfair treatment they had received at the hands of the Great Western Railway. The chairman of the Grand Trunk had stated positively that their traffic would increase vastly, and the chairman of the Great Western had declared the same thing; if they were right those results could not take place without materially benefitting this line also. Even without fair treatment from the other companies they would shortly be able to earn sufficient to pay the interest on their debentures. It ran through the most fruitful portion of Canada—in fact, what was called the garden of Canada. They now received £1,300 a week, and as time rolled on that would increase 20 per cent, and if they could but build the bridge, it would amount in a short time to £10,000.

MAY 1  
1860

May 8  
1860

1860

Braunford  
December 11  
1863

Braufeld, Tex.  
October 7  
1863

October 7, 1863.

## **Buffalo & Lake Huron**

The half-yearly meeting held at the London Tavern, yesterday, Mr. Phillips presiding in the chair. The report, which will appear in our columns, having been read.

The Committee rose and said—“Gentlemen, the report for the half-year ending 31st December last, the adoption of which I am unable to propose, though very fit for consideration, ought to be left by far the most encouraging, it leaves clear the duty of the Society to submit. If there is no valid reason for continuing, the defect will best be remedied, the answer which we are ready to give to inquiries that may be made, and as in leagues are better able to supply information on one or two points than I am, owing to protracted absence, they have kindly consented to enter into my explanations that my collection of material therefore be very limited.”

my remarks. The loss in exchange for very serious items in our half yearly statement, and how low and often it will be compelled to go, is, I trust, however, unavoidable. There is no remedy to prevent it except the entire abandonment of through traffic, which I think you are prepared to recommend. In the present matter of finance little progress has been made. It is too much to be regretted that the proportion agreed to at the last meeting have been so far made. A number of shareholders appreciate that the value of their bonds ought to be taken into account in this scheme, and it was consequently withdrawn. Your directors, however, have now the subject of finance under their consideration, and that early, and they hope to submit therewith all the means of raising money. The nature of the scheme to be proposed must depend upon a measure upon the result of certain negotiations now going on with the Grand Trunk. It is difficult, however, to know how large a sum of one hundred thousand dollars will be required to pay off all the bonds, and to enable us to work the American stock over our line to prevent the goods which at present travel by the cost of a third line of rail we estimate at about \$60,000 per year. Then there will be the cost of the new line which we estimate at \$100,000 per year. These two together make a total of \$160,000 per year.

of the works for which he wrote, that would cover him with a secure and permanent reputation, and the author ultimately secure, will be his honest and industrious labours. To the extent we may determine, of those works, he should have a right to his due, having been compelled to sacrifice

tion, and real world experience, we have learned a great deal regarding distance learning and its potentialities. In which we have thought about the various factors that influence the success of distance learning.

Mr. Chairman, I would like to thank you for your leadership in bringing the Canadian and international delegations together at this year's meeting. I am particularly grateful for your support of my proposal to have the Secretary General of the UN make a pronouncement at the opening of the meeting that the increase of the traffic would be very significant, but he (the chairman) could not agree, so I made it a pronouncement when the payment of interest would be resumed.

Mr. Borden wanted to say a few words in explanation of the details of the discussion with the bondholders, a number of whom had been seated near him. At the last meeting of the company's resolution was passed giving the bondholders the right to require the company to pay them interest upon their bonds at such rates as they might determine, and that resolutions were taken very surely agreed upon by all that, although there were not sufficient funds to pay the interest upon the first series of bonds they were called upon to recollect the whole of the money which had been paid to the shareholders. There was a community of all between the bondholders and the shareholders, and when the bill was presented to the Canadian Parliament it was very different from what it was before the shareholders had got up their voices. It was made by the company, so to speak entirely, the bondholders thought it out, they owed to them, and imposed that

but speaking his own views, and, of course, he never had the views of a large number of bondholders around him, he would have it very far from his wish to make any proposal in respect of the way in which the directors of the future management of the undertaking should be chosen. They were of course extremely anxious that the company should flourish, but they could not, and would not, have left it to the directors if any *bonds* or *proposals* were submitted by the bondholders or others in consideration of which they believed many of them would be disposed to add to the required capital. With regard to the *bonds*, it was their opinion that the rate stock might be raised for that purpose as was done in case of the Niagara bridge, and which had proved a very remunerative undertaking in itself. He was quite aware that the bondholders had a right to require that solutions brought forward to vary the terms of the bonds should be presented to them, and to receive information as to the likely result of such a proposal at different points, and to state what they were in the position of having resulted in the performance of the directors; they were not, however, in an opposition to the destruction of the

Mr. Gov. as a bondholder, and I am sorry to say, he is one of the most obstinate and uncompromising of the bondholders present, although many of the bondholders present, and indeed the majority of the bondholders, are in favour of the scheme proposed by the directors, favoured by the majority of the shareholders, and supported by the majority of the public. The scheme has been completed, the bondholders must be aware that the interest had been paid on them out of capital, and not out of current income, and that there has been a loss of £1,000,000, and a sum of £1,000,000 has been charged as a previous loss, and the original holder of the bonds, and the bondholders, have no desire to deplete the payment of interest on the bonds, or to impair the value of the bonds, and have got a bill introduced into the other company, and in the meantime, the directors, and ever struggled so manfully to the last, until, and she was then at a stage where it was evident that

It would be honorably and fairly met  
to bring this late proposition of the directors  
before a record fairly upon the Name of the  
State, in the usual way of a Committee of  
inquiry. All they were asked to do was  
all the payment to be received for a loan  
and that the money would be given over  
to the State of Kansas, as a contribution  
to the resources of the RAILWAY. What  
would gain by that? Supporting their claim  
for the whole amount, the sum paid by the  
concern in question.

capital when the bridge was built. The rates charged from 1840 to 1850 were increased by 50 per cent., and the increased rates were only partially compensated for by the reduction in tolls on the New York and Albany Canal.

100%  
100%  
100%  
100%  
100%

# BRANTFORD, C. W., FRIDAY, DECEMBER 11.

**Buffalo and Lake Huron Rail-way.**

**BALANCE FOR THE FIVE-YEAR EXHIBIT.**

1st JULY, 1863.

The Account for the half-year ending 31st July, 1863, herewith submitted, shows continued progress in the business of the road, and material improvement in the prospects of the Company.

The earnings, although for the unusually least profitable portion of the year, exceed by £2,820 those of any previous half-year; and notwithstanding a considerable delay for renewals, the net revenue is also the highest attained.

The following figure show the results as compared with the corresponding period of 1862:

1863.	1862.
Gross Earnings £52,841	£47,084
Or. Expenses 33,714	36,170
Net Revenue £19,129	£8,919
Balance of Funds 3,356	3,211
Net Revenue £19,129	£8,919

Leaving deficiency of £2,600.

The serious deduction from Revenue must however be made, in the shape of loss arising from the present exceptional position of the American currency, amounting in the half-year to £3,489, as compared with £2,28, further deduction also of an exceptional character must be made for hire of ours amounting to £886 2s 6d. The interest charges for the half-year, including temporary loans, amount to £1,5,882 and the net revenue, after deducting loss on exchange, to £12,222.

The instalments only which fell due before the meeting in May last, amounting to £5,213 have been paid, in conformity with the arrangement existing from the Bondholders then present.

The ordinary working expenses amount to 60 per cent, as compared with 76 per cent in 1862, and there can be little doubt that as the earnings of the road increase the proportion of working expenses will further materially diminish.

Considerable reduction have been effected in the locomotive and Car departments, while the condition of the Rolling Stock has been considerably improved. In maintenance of way a greatly increased amount of labor and material has been expended without further cost to the Company than the amount paid under the recent contract, as will be seen by reference to the Engineer's Report herewith.

## CAPITAL AND FINANCE.

The ready assent of the Bondholders to the proposition made at the last General Meeting and the adhesion to it in large amounts of coupons sent in for capitalization satisfied the Directors in applying to the Provincial Parliament for the legal arrangement. On site alterations appearing, however, that a considerable minority of Bondholders dissenting from the measure, the Bill was ordered to be withdrawn. Orders had meantime already been given for the construction of 100 new cars (60 freight and 60 cattle), which were urgently required in order to develop the traffic. The cost of these cars is estimated at £20,000, the amount already expended and charged to date is £9,000 11s 2d. The other items in the debit of this account are £3,020 11s 2d, for payments on account of Goderich Harbour Works, Dredging and Light of Way including Regressing Charges. Loss on Revenue for half-year ending 31st January 1863, after providing Interest on Bonds £3,111 12s 6d, and

by the Buffalo and Detroit line. For the half-year the new route will have decided advantage over the Great West and the assistance of the steamer between Brantford and Port Dalhousie, the Directors anticipate a remunerative business in the coming winter. One of the most important objects of the Company is contemplated in the laying of a third rail between Brantford and the American State line, Ontario, thus making an unbroken communication between New York and the Minnissau, and rendering available for the Buffalo and Detroit line, the rolling stock of the great connecting narrow gauge lines on both sides. The proportion of costs to the Buffalo and Lake Huron Company will be trifling in comparison with the immense advantages to be derived from this proposition.

The following figure show the results

as compared with the corresponding period of 1862:

1863. 1862.

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Or. Expenses 33,714 36,170

Net Revenue £19,129 8,919

Balance of Funds 3,356 3,211

Net Revenue £19,129 8,919

Leaving deficiency of £2,600.

The Board have to announce that the engagement with Mr. Carter has been terminated by mutual consent, and that he has gone being General Manager of the Company, Affairs and Director of the Canadian Board. Mr. Fell has in consequence been appointed General Traffic Manager, this and other arrangements made for the conduct of the Company's business with the Directors believe proved economical and beneficial.

The instructions given to the Canadian Executive west of control of the Company's affairs as a Director of the Canadian Board, continue, however, under the supervision of the Canadian Colleagues whose services the Company up to this instant, I think, have been acknowledged.

The instruments by which the change

will tend to promote the economical and efficient management of the line, and hence Mr. Carter's engagement was brought to a close.

The chairman concluded by moving that the report and statement of accounts now submitted be received and adopted, which was seconded by Mr. Charles Holland.

Mr. Wright presumed that the question of the interests of the bonds would be postponed till the financial scheme was brought before them, to which the chairman replied in the affirmative. The same hon. proprietor also asked whether the chairman could give any item to the time when the financial scheme would be brought forward?

The Chairman would not venture to name any time. He could only say the directors were

almost as anxious to receive the payment

of the interest as the bondholders were to receive it, but it was impossible under present

circumstances to make any definite promise.

As he had already stated, the traffic prospects

were more encouraging than he had ever seen them.

Mr. M'Evil, who had lately re-

turned from Canada, and who was better able

to speak on this subject from personal

observation, was very sanguine; and the late

advice made it pretty certain that the in-

crease of the traffic would be very satisfactory,

but he (the chairman) could not venture to make any promise when the payment of

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but he (the chairman) could not venture to make any promise when the payment of

interest would be required.

Mr. Birchell wished to say a few words in

explanation on behalf of the dissentient

bondholders, a number of whom he said were

seated near him. At the last meeting

of the company a resolution was passed with

the bondholders having been consulted

on the subject of their resolution. They all

very, very, agreed with the chairman

that although there was not sufficient

to pay the interest upon the two first classes of

bonds they were called upon to sacrifice

the whole of their interest for the benefit

in general of the shareholders. There was

a mutual understanding between the bondholders and the shareholders, and when they saw that

the bill presented to the Canadian Parliament

was very different from that which was

before the proprietors, namely such as the

terms of Brantford, to which a large amount

was made by the company, and was not entirely

the bondholders thought it was

they owed to themselves to oppose that bill.

But speaking his own view, and as he believed

the views of a large number of bond

holders to provide very substantial returns during the past five months, and that they direct a larger proportion of the increase

of our separate business, and that

should not be ready to vote on the

proposal of the results of our working in An-

tar and Sorel. The gross traffic in those

two months amounted to £70,000, showing

an increase of £10,000, or 15 per cent.

Showing that the whole traffic in the

district about 100,000 tons.

The expense were £10,000 against £8,000

an increase of only 25 per cent. Thus there is

an increase of the traffic of £12,000, and an

increase of working expenses of only £2,000

showing that the whole traffic has increased

more than compensated for the increase of

working expenses.

The traffic at the local stations, he wrote

between Stratford and Guelph, shows an

increase equal to nearly 100 per cent on last

year's takings. The gross traffic for the year

during September and October was £8,000

against £16,324 this year, which is a very

large increase.

Our weekly receipts have

been affected in some measure by the low

water which has retarded the traffic.

Had the water been equal to that of

last year there would have been a very large

increase, but I am happy to say that has been

more than compensated by the increase of

the local traffic, which by the way is all

our own, and cannot be interfered with.

You will perceive, gentlemen, by the report, that

Mr. Carter, after visiting this country, has

returned to Brantford, and after attending at

a board meeting for the purpose of confirming

his resignation, and the appointment of

another director to complete the requirements

required, all connection between him and

this company will cease. As this sudden ter-

mination of Mr. Carter's engagement might

lead some parties to infer that there were rea-

sons charged against our general manager, I

take the opportunity of stating that I know

of nothing whatever affecting Mr. Carter's

integrity.

The board believe that the change

will tend to promote the economical and effi-

cient management of the line, and hence Mr.

Carter's engagement was brought to a close.

The chairman concluded by moving that the report and statement of accounts now submitted be received and adopted, which was seconded by Mr. Charles Holland.

Mr. Wright presumed that the question of the interests of the bonds would be postponed till the financial scheme was brought before them, to which the chairman replied in the affirmative. The same hon. proprietor also asked whether the chairman could give any item to the time when the financial scheme would be brought forward?

The Chairman would not venture to name

any time. He could only say the directors were

almost as anxious to receive the payment

of the interest as the bondholders were to receive it, but it was impossible under present

circumstances to make any definite promise.

As he had already stated, the traffic prospects

were more encouraging than he had ever seen them.

Mr. M'Evil, who had lately re-

turned from Canada, and who was better able

to speak on this subject from personal

observation, was very sanguine; and the late

advice made it pretty certain that the in-

crease of the traffic would be very satisfactory,

but he (the chairman) could not venture to make any promise when the payment of

interest would be required.

Mr. Birchell wished to say a few words in

explanation on behalf of the dissentient

bondholders, a number of whom he said were

seated near him. At the last meeting

of the company a resolution was passed with

the bondholders having been consulted

on the subject of their resolution. They all

very, very, agreed with the chairman

that although there was not sufficient

to pay the interest upon the two first classes of

bonds they were called upon to sacrifice

the whole of their interest for the benefit

in general of the shareholders. There was

a mutual understanding between the bondholders and the shareholders, and when they saw that

the bill presented to the Canadian Parliament

was very different from that which was

before the proprietors, namely such as the

terms of Brantford, to which a large amount

was made by the company, and was not entirely

the bondholders thought it was

they owed to themselves to oppose that bill.

But speaking his own view, and as he believed

the views of a large number of bond

holders to provide very substantial returns

during the past five months, and that they

direct a larger proportion of the increase

of our separate business, and that

should not be ready to vote on the

proposal of the results of our working in An-

tar and Sorel. The gross traffic in those

two months amounted to £70,000, showing

an increase of £10,000, or 15 per cent.

Showing that the whole traffic has increased

more than compensated for the increase of

working expenses.

The traffic at the local stations, he wrote

between Stratford and Guelph, shows an

increase equal to nearly 100 per cent on last

year's takings. The gross traffic for the year

during September and October was £8,000

against £16,324 this year, which is a very

large increase.

Our weekly receipts have

been affected in some measure by the low

water which has retarded the traffic.

Had the water been equal to that of

last year there would have been a very large

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working expenses.

The traffic at

## The Amalgamation Project.

To the Editor of the Expositor:

Sir.—After numerous efforts have of late been made by the Grand Trunk Railway Company's Manager, Mr. Wood, to induce the town to sacrifice the security of its now valid of 2nd Mortgage Bonds for cash bona fide lent, for the purpose of rebuilding the workshops, engine house, &c., and destroyed by fire, and to get its co-operation in passing the Amalgamation Bill now before the Legislature; and as a great diversity of opinion prevails thereon, it may perhaps be well to review the whole subject calmly and deliberately, before the rate-payers lend themselves to acquiesce in an Act that may hereafter be gravely regretted.

Let us, therefore, trace the matter up from the commencement. In addition to £100,000 borrowed of the Municipal Loan Fund, for stock taken in the Railway, and ultimately wholly lost, £480,000 more were got by the town from the same fund, and lent to the Buffalo, Brantford & Goderich Railway Co., on their promise to keep the town harmless by paying the Interest and Sinking Fund regularly thereon, but which they failed to do except as to two years; in the meantime, depositing Bonds sufficient to cover the amount, secured by a 2nd Mortgage on the whole line of road from Fort Erie to Goderich. When the Road passed, in 1856, to the Buffalo & Lake Huron Co., such bonds (hereafter called "Active Bonds")

then outstanding, to the extent of £500,000 stg., and Interest thereon @ 6 per cent. They also guaranteed the payment of an additional amount of Bonds for £166,666 13s. 4d. stg. (hereafter called "Deferred Bonds") secured by a further

Mortgage on the whole line of road, the Interest thereon @ 6 per cent., commencing at 7, 8, 9, and 10 years respectively, created and issued in lieu of an additional cash rental they agreed and were bound to pay by their Charter.

The Buffalo & Lake Huron Co., applied to the town to forego the Interest on about £25,000 of Active Bonds for an equivalent in Deferred Bonds, to assist them in prosecuting their works. The town Council so far acceded to their request as to exchange £23,000 of "Actives" for £42,800 of "Deferred," by cutting off the Coupons of 2nd Mortgage Bonds for 7, 8, and 9 years, (upwards of £100,000 of such Bonds having been redeemed by the B. B. & G. Co.) Some time after this transaction was closed, to the then satisfaction of all parties, the Company made a claim for £1,600 of "Actives," it being contended that an error to that extent had been made, and the Company actually refused to pay interest on that amount. The claim being found to be equitable, the Town Council at once complied, and surrendered "Actives" instead of the equivalent in "Deferred," being more convenient to the Company; the town, in the meantime, being liable to the Municipal Loan Fund for Interest and sinking fund @ 8 per cent. on the whole £500,000 borrowed.

In 1849, it was found that 46 Municipalities in Upper Canada had borrowed of

the Company should be liable to pay it.—the town for the benefit of the Railway Company, namely:	
Stock paid in cash, wholly unrecalled	£100,000
Amount borrowed of the Municipal Loan Fund and the cash handed to the Company in exchange for Bonds	400,000
An exchange of "Actives" for "Deferred" Bonds, the town incurring an additional liability to the Government for interest thereon during 3 years, to order to accommodate the Co.	7,766
The ceding £1,600 stg. Bonds, after the transaction of the exchange was finally closed, and no legal claim could be enforced	31,270
Forbearance of interest for three years from 1st June, 1863, under agreement	5,000
Right of way through the whole length of Durham street, ceded gratis—value	7,000
Clergy Reserve money withheld from the town, in consequence of interest being in arrear to the Municipal Loan Fund,—about	£161,056

When, in June and July, 1863, the Company applied to the town for further assistance, they laid great stress on the fact of the work-shops and head office being here (conveniently passing over the timely assistance of the town supplying £100,000 cash to rebuild them when destroyed by fire); and then, as on other occasions since, threatened their removal, unless the Company's demands were complied with. It was, in consequence of such unseemly threats, that a condition was inserted in the agreement of 10th August, 1863, that no such removal should take place whilst the Interest Coupons should remain unpaid. Again, that they should not sell or dispose of the road, or any part thereof, during such period. They were also within six months to proceed with the building of the bridge across the Niagara river—the railroad from Caledonia to Hamilton, and extensive works at Goderich harbour, or one of them, and to lay out on them, or other permanent works, the sum of £100,000 stg., within three years.

Let us now see how far the conditions of the agreement have been complied with. The half years Interest, £4615 due 1st June, was not paid till the beginning of the year, causing a loss to the town of interest on that sum. Immediately on the Grand Trunk controlling the road, the head office was forthwith removed to Montreal, together with the whole staff connected therewith, in defiance of the Buffalo & Lake Huron Cos., charter; merely leaving the Secretary of the Buffalo & Lake Huron Co., here as a colourless medium of communication with the Directors in England, until the Grand Trunk can finally get the road absolutely in its own hands. In defiance too of the agreement, that the road should not be sold or disposed of, the 5th clause of the Bill now before Parliament, is to allow the Grand Trunk to purchase, absolutely at any time within six years. As to laying out money on the Bridge, the railway to Hamilton, or works at Goderich, nothing has been done, and as to the latter, the Grand Trunk has diverted all through, Traffic to Farns, and consequently, no new works are required at Goderich. So that not one of the conditions has been fulfilled; indeed it is hard to believe that the Buffalo & Lake Huron Co., were sincere, when they signed the agreement, of the 10th of August, 1863; for if we turn to the report of the English Board of Direc-

3rd.—The Interest on Mortgage Bonds of £500,000 stg., and £166,666 13s. 4d. stg., to be a first charge on net receipts, and so long as such proportion of net receipts be paid to the B. & L. H. Co., the Bond-holders should not exercise any rights or powers against the Railway, except against such net receipts.

4th.—All additional Capital for new rolling-stock, or works for traffic of the two lines, to be a first charge on net receipts, at the rate of 6 per cent. per annum.

ture to speak very much about our friends  
of the past few months, and that we  
expect a larger proportion of them to be  
approached in the course of our tour than in  
our next letter you will see an account  
of our first day's work.

2. Should he create a new office, or  
of the result of our working among  
the colored men, the new training in those  
months amounting to 100%<sup>2</sup> of  
100% the correct position would be  
above an increase of \$12,000.  
The figures were 80%<sup>2</sup> against 88%<sup>2</sup>,  
an increase of only 8%. Thus there was  
an increase of traffic of 8%<sup>2</sup> in the  
case of working expenses, but consider-  
ing that the whole increase with respect  
of about 100% has been in the proportion  
of 100% to 88%, it is evident that the  
percentage of increase in working expenses  
was equal to nearly 100 per cent., or  
at least 100%<sup>2</sup>. The most receipts last year  
in September and October were \$8,756,  
and \$8,162, the total volume of 18,918  
increased. Our weekly receipts were  
affected—in some measure by the low  
which have prevailed for the last year,  
which have been equal to those of  
last year, though there would have been a very large  
increase, but am happy to say that this was  
more than compensated by the increase of  
local traffic, which by the way is all  
own, and cannot be interfered with. You  
perfectly gentlemen, by the report, that  
Carter after visiting this country, has  
turned to Bradford, and after assisting at  
that meeting for the purpose of confirming  
our resolution, and the appointment of  
the \_\_\_\_\_ to complete the legal number  
of the \_\_\_\_\_.

connection between him and Mr. Carter, will cease. As this sudden termination of Mr. Carter's conduct might induce parties to infer that there were no charges against our general manager, I have an opportunity of stating that it is known to us all that he has been guilty of many wrongs, affecting the company. The board believe that the changes intended to promote the economical and efficient management of the line, and hence a reduction of expenses, brought to a close a engagement was brought to a close by the chairman concluded by moving that the report and statement of accounts now admitted be received and adopted, which was seconded by Mr. Charles Holland, a Mr. Wright professed that the question of interests on the bonds would be postponed till the financial scheme was brought before them, to which the chairman replied affirmatively. The same topic was again asked whether the chairman could give an idea as to the time when the financial scheme would be brought forward?

The Chairman would not venture to name time. He could only say the directors were as anxious to realize the payment as the interest as the bondholders were to get it paid. It was impossible under present circumstances to give a definite amount. Mr. McEwen had already stated the traffic prospects more encouraging than he had ever given him. Mr. McEwen, who had lately been to Canada. And who was better qualified to speak on this subject from personal observation, was very tongue-tied; and the fact made it pretty certain that the general view of the traffic would be very satisfactory. The chairman could not venture to say any sooner when the payment of the interest would be resumed.

dr. Bischoff wished to say a few words, in relation to behalf of the dissenting bondholders, a number of whom he said were present. "At the last meeting he communicated to us a resolution passed by the bondholders, having to do with the subject of that resolution, which they very much approved, when they were told that there were funds sufficient to meet upon the two first claimants, and that it would be necessary to sacrifice the interest of the bondholders in the benefit of the remaining ones. They were equally as all between the bondholders and the shareholders, and when they were fully acquainted with the condition of the Canadian Pacific, every different form of property, the proprietors, inasmuch as the company had to be transformed, to which a large expenditure would be necessary, and the

now the line was fully opened. The railroad has been in use more than 150 years, and whilst the net earnings of the company have been large, the expenses have been heavy, and have been paid with the money of the shareholders, but at present

the Central American Republics, and the  
United States, and has also been well received  
in Brazil, Argentina, Chile, and other countries.  
The following is a list of names of Railways  
which have adopted the system, and the date  
when they began to use it. The dates given  
in the bookholder are the dates when the  
system was first adopted, and not necessarily  
the dates when the system was first used, as  
it is often the case, probably, that the share  
holders were not at first willing to make  
any change, and that it was only after a long  
correspondence with the manager of the  
line, and his staff, that the change was  
finally made.

would meet their expenses. The directors had come to an arrangement with the shareholders involving an entire rearrangement of the whole company's financial position which they thought equitable one. It would have placed the bondholders in first rank in position with the shareholders, who would have a preference stock, and they would have a wood second-class preference holding. They objected to this, as taking away part of their rights, and then proposed a scheme of their own, which in effect was that if the shareholders raised half the required amount on mortgages, they would finance the year company and in that way provide the other half. This was satisfactory to the directors, and in order to convince the bondholders as possible, the secretary endeavored to obtain the names of as many

possible, "to whom he had given a circular slate that proposition." "In that circuit they received . . . an almost overwhelming number of assents; and before anything had been arranged, coupons were sent in to the amount of £200,000." It was at that time he went over to Canada in order to bring the bill before the legislature, which was then out to meet. "Had the bill not been approved by the majority of two-thirds of the proprietors it would have fallen through." On his arrival in Canada he found that the bill had been passed, and so, during the time he was there, on his return from Canada he found that the independent opposition had been put up against the bill, "not by persons who were in any way in favor of the little amount of money." Those who might be supposed to have been really in want of it were those who held their coupons—those opposed to the bill were a very different class of people, and it was to him a fictitious opposition. The direct

met them on the subject—but they would not do nothing till the Bill was withdrawn; and after the new session of Parliament were sent up to Canada, to vindicate the measure. Now, he would say, whenever he had been in Canada, he had always been struck with the great want of the railway, and the impossibility of getting along with a little sailing vessel, or a small boat, for the accommodation of the Godalming passengers. He took upon himself, on that occasion, to sanction the ordering of 100 boats, and to authorize the completion of the harbour works, involving a total expense of £100,000. A sum, however, which

of about 25,000 shares, and the amount  
upon which it has been expended by  
shareholders. It is therefore  
presumably money for the necessary  
of course they will have to pay the in-  
and that only, without the injury, and  
out the third line of rail, would make  
levels a first-class security. It is because I  
think now certainly that the interest of  
preference dividends, he admitted they  
made use of the money without the  
board, but they honestly thought them-  
selves going to that end, and  
concerned in that class of interest  
either a penny or less. He could  
understand that the board had no  
power in forming upon the bondholders  
which was not agreeable to them, and  
that was not their interest. Reference  
had been made to the joint Branksome  
arrangements which had been made  
with the village of Branksome, as to whether  
non dividendary shareholders took  
any other diversion. Mr. Blythe took  
the view that the bondholders would be oblig-  
ed to take the bondholders in this case.

With this feeling of utter hopelessness, she was drawn in the "long run" into what went in the concern. She thought the directors took the best care of the money it had in their possession they had, still according to the assessment of the predicted loss of the company.

which is the most important factor in the development of the party. The party has been able to maintain its influence in the community because it has been able to keep the people informed about the problems of the community. The party has been able to maintain its influence in the community because it has been able to keep the people informed about the problems of the community.

Mr. E. Even remarked that he could not be informed by the members of two firms as to whether or not they had been present at the last proposed meeting, and he desired Mr. Hale must express his opinion that the bondholders had been ill-advised. It might be that they had been well advised to meet with the names and addresses of all the bondholders, but whether that were so or not, he never heard of the last meeting, although it was proposed to postpone the payment of interest on the bonds, which the bondholders might have the effect of throwing entirely out of the market. He thought it strange having regularly received the interest, he did not receive notice of that meeting. He did not know who voted in favor of the directors' scheme, but he thought it was a small section of the bondholders, who did not know the whole effect of it. If the bond ought forward a balance will

he felt it was his interest to compromise, and he would give in, if possible, to it. "What would have been the result, if not for the opportunity?" He believed the bill would have been carried, and windows and shutters—property, which he had there, interest sacrificed for years, without the power of voting on the question. He did not think, that, with the position in which to place any compromise. The bonds of the company were a financial gag, and if paroled, were treated in the community, not to lend their money, and the bondholders, having lent the money, must have stopped some time ago. Mr. Hyde proceeded to offer some observations similar to those which fell from Mr. Moore, with reference to the permanent bills. "He thought the permanent general resulted in doing what was intended, in the present position of the bondholders." He objected to that power being in the hands of the company. "Parliament, however, carrying out the bill itself." He did not

...the company to hold the position till they ought not to be thrown over the counter.

Mr. Horowitz was glad his disease taken him because it had brought the members of the opposition more forward than they might look for in the bondholders to it. He believed he gave a strong feeling of that body. He saw the necessity of holding the election as early as possible. He had with the observation that the bondholders had not been fairly treated. He thought all men endeavoured to meet every day. This was important to him. The scheme of converting the bondholders stock was a sensible one. He said no body of men could be more loyal to the bondholders than the directors. And he said a bondholder looked to what his friend Mr. Minot had said about the subject. Nevertheless that body was bound to his remarks by their desire to progress to subscribe to any scheme which the directors proposed. It satisfied him that the opposition

recruited to represent him. It was agreed that in three years they would forego the payment, whereas there was a stipulation in the original agreement which stated that they be given the first three years' rental upon the condition that they remain with him for six years. All

the principles of the corporation and  
the right of the shareholders to  
have their dividends paid before  
any other claimants. I believe that  
the company should have the  
right to pay its dividends in cash  
or in shares, or in any other form  
that it sees fit. I believe that the  
company should have the right  
to change its dividend policy if  
it so desires. I believe that the  
company should have the right  
to change its dividend policy if  
it so desires.

man and pay his debts. Otherwise the people would be unmerciful. I will hand him over to the Devil if he does not come to terms with me. He must be human and have a soul to whom the Devil is the rewarder of sin. I will not be able to conceive of any other case in which it would be otherwise. In some instances it is natural to be anxious about one's income, and no one dares to expose an individual to public opinion by being negative. This is the most abominable error. I have never been a member of a religious body, but I do not think they failed, but it could not be made to believe that the "Italian" file of the Devil should be used for other purposes than for the Devil's own. He reported that he was feeling well, in part, and all the time when he was associated with the Devil, he was anxious to see a good fix for him, and remained.

Mr. McMillan then said:—  
"I have no objection to your giving me a copy of the paper, with regard to the loan and the amount containing items for the payment of which, or of interest, that he could take even if you do not give him a copy of the paper. I have borrowed a sum of \$500,000.00 of the trust fund under the Municipal Land Tax Fund Government subsequently taking charge of the trust capitalities, and have been causing the Municipal Land Commission to pay over to the greater portion of the Government liability. He said it had not been his intention to place any burden upon a much larger sum than he had for the Government, but he did not make a proper representation of the circumstances and expressed his willingness to accept payment of the sum of \$500,000.00, which was the amount of the loan, and which was placed upon them for the whole amount, and that the amount that he could pay into the trust, when that date came, the company would pay upon the sum

Mr. Nixon suggested that the company should commercialize its buckshot as a representative of the holder, and he could not imagine any proposition which the board, if it fit, were not willing to meet. He was sure they were fair and frank in meeting.

December 11  
1863

Hamilton Spectator  
May 18 1864

**BUFFALO AND LAKE HURON RAILWAY.**

**REPORT FOR THE HALF-YEAR ENDING**

**31st July, 1863.**

The Account of the half-year ended 31st July, 1863, herewith submitted, shows a continued progress in the business of the road, and a material improvement in the prospects of the Company.

The gross revenue, although for the usually least profitable portion of the year, exceeded £2,820 those of any previous six months; and notwithstanding a considerable outlay for renewals, the net revenue is also the highest yet attained.

The following table shows the results as compared with the corresponding period of 1862:

	1863.	1862.
Gross Earnings	£2,841	£17,084
Or Expenses	£3,141	£6,176
Net Revenue	£19,220	£10,908

Renewal of Hauls £356 £3,214 £554

Net Revenue £16,711 £1,397 £1,713 in

A serious deduction from Revenue must however be made, in the shape of loss, arising from the present exceptional position of the American currency amounting in the half-year to £2,489, as compared with £328; further deduction, also of an exceptional character must be made for him of one amounting to £886 2s 6d.

The interest charges for the half-year, including temporary loans amount to £15,882 and the net revenue, after deducting loss of exchange, to £1,782

Leaving a deficiency of £3,600

Those coupons only which fall due before the meeting in May last, amounting to £5,213 have been paid, in conformity with the arrangement emanating from the Bondholders then present.

The actual working expenses amount to 63 per cent., as compared with 76 per cent. in 1862, and there can be little doubt that, as the earnings of the road increase, the proportion of working expenses will further materially diminish.

Considerable reduction have been effected in the Locomotive and Car departments, while the condition of the Rolling Stock has been kept up and improved.

In maintenance of way a greatly increased amount of labor and material has been expended without further cost to the Company than the amount paid under the recent contract, as will be seen by reference to the Engineer's Report here-with.

**CAPITAL AND FINANCE.**

The ready ascent of the Bondholders to the proposition made at the last General Meeting, viz. the adhesion to it in the large amount of coupons sent in for capital, has induced the Directors, applying to the Government Parliament for a bill to legalize the arrangement. On its words appearing however, that a considerable minority of Bondholders disengaged from the measure, the Bill was ordered to be withdrawn. Orders had meantime already been given for the construction of 160 cars (100 freight and 60 cattle) which were urgently required

in order to develop the traffic. The cost of these cars is calculated at £20,000, the amount already expended and charged to capital is £3,661 12s 1d. The other 120 to the date of the last report over £20,000. No payments on account of Goderich Harbour Works, Dredging and Light of Waddington's Escarpment Charges, less on revenue, for half-year ending 31st January 1863, after providing interest on Bonds £3,141 £2,000, the preliminary expense connected with proposed extension £2,210 5s 7d.

It is now proposed to call in the requisite capital for the work recommended in the Supplementary Report of the half-year, ending 31st January 1863, after providing interest on Bonds £3,141 £2,000, the preliminary expense connected with proposed extension £2,210 5s 7d.

The Chairman rose and said—Gentlemen,

the Buffalo and Detroit line, for good traffic, is now in full operation, secured advantage over the Great Western in the circumstance of its having a connection with Buffalo. The Directors anticipate a substantial business in the coming winter. One of the most important arrangements in contemplation is the laying of a third rail between Buffalo so as to carry the American rails across Canada, thus making an unbroken communication between New York and the Mississippi and reducing costs for the Buffalo and Detroit line, the rolling stock of the great connecting narrow gauge line notwithstanding. The proportion of costs to the Buffalo and Lake Huron Company will be divided in proportion to the business done to be derived from this proposition.

The carrying out of the Bridge project being necessarily contingent upon the financial arrangements which are still in abeyance, no further progress has been made in an important matter.

**POSITION AND EXECUTIVE.**

The Board have to announce that, the engagement with Mr. Carter has been terminated by mutual consent, and that he has ceased being General Manager of the Company's affairs and a Director of the Canadian Board. Mr. Bell has, in consequence, been appointed General Traffic Manager; this and other arrangements made in the conduct of the Company's business will, the Directors believe, prove economical and beneficial.

The instructions given to the Canadian Executive vest the control of the Company's affairs in the Director of the English Board, maintaining, however, the supervision of the Canadian Colleagues, who serve in the Company up to this time the Directors have pleasure in acknowledging.

It will be necessary to elect the Directors of the Company at the forthcoming meeting, in conformity with the statute. They are Messrs. Leghorn, Duby, and Maclean, in Canadian Messrs. Rawdon, Langton, Holland, Vipond, and Morwen, in England. It is again suggested that the Bondholders should be represented at the English Board, and a seat be placed at their disposal accordingly. Pending other arrangements the Board have elected Mr. Maclean, the Secretary of the Canadian Board, a Director, and

to him, until the election of a permanent chairman, the general management of the Company, as far as the time permits, the financial scheme would be brought forward.

The Chairman would not venture to say at any time, he could only say the directors were almost as anxious to resume the payment of the interest as the bondholders were to receive it, but the circumstances of the case, and the circumstances to make arrangements, he had already stated that the prospects were more encouraging than he had ever seen them. Mr. Maclean who had been turned from Canada and who was tolerable, but not good, he said, was not a bad man, his observation was very singular, he said, he had made it pretty certain that the increase of the traffic would be very satisfactory, but he (the chairman) could not say that he had made any promise, but the payment of interest would be imminent.

Mr. Bischoff wished to say, he would explain on behalf of the shareholders, who were seated near him, that at the meeting of the company a resolution was passed, to call out the bondholders, saying they concurred in all subjects of that resolution. They all agreed to it, and he said, he did not know that among those who voted for it, they did not pay the interest upon the two classes of bonds, they were called upon to do so, the whole of their interest for the period of the resolution of the shareholders.

Mr. Bischoff said, he had a conversation with all between the bondholders and the shareholders, and when he had got the shareholders to the point where he had mentioned to the bondholders, saying they concurred in all subjects of that resolution, they all agreed to it, and he said, he did not know that among those who voted for it, they did not

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Mr. Bischoff said, he had a conversation with all between the bondholders and the shareholders, and when he had got the shareholders to the point where he had mentioned to the bondholders, saying they concurred in all subjects of that resolution, they all agreed to it, and he said, he did not know that among those who voted for it, they did not

pay the interest upon the two classes of bonds, they were called upon to do so, the whole of their interest for the period of the resolution of the shareholders.

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pay the interest upon the two classes of bonds, they were called upon to do so, the whole of their interest for the period of the resolution of the shareholders.

The Chairman rose and said—Gentlemen,

the shareholders, during the last session, resolved that they should contribute £10,000 to the capital of the Company.

At our September meeting, it was resolved that they should contribute £10,000 to the capital of the Company.

Very shortly afterwards, the expenses were £5,450, leaving an increase of only £450.

Now, in working out the expenses, showing that the whole necessary, with the exception of about £100, has been met.

The traffic of the local traffic and the traffic between Sault Ste. Marie and the Lake Huron Company, has increased.

Year taken together, the gross receipts during September and October were against £16,224 this year, which is an increase of 10 per cent.

It is to be regretted that the traffic of the Lake Huron Company has not increased.

Against £16,224 last year, there would have been an increase of 10 per cent.

It is to be regretted that the traffic of the local traffic, which is the traffic of our own, and carried out with us, will perceive, gentlemen, by the report, that Mr. Carter, after visiting this country, has left.

He has gone to Canada for the purpose of continuing his own resignation, and the appointment of another director to complete the card number required, all connection between him and the company will cease. A full and detailed statement of Mr. Carter's engagement might lead some parties to infer that there were no charges against our general manager, take this opportunity of stating that he now knows nothing whatever affects Mr. Carter's integrity. The board believe that his removal will tend to promote the economical and efficient management of the line, and hence Mr. Carter's engagement was brought to a close.

The hon. chairman concluded by moving that the report and attachment thereto be submitted be received and adopted, which was seconded by Mr. Charles Hollands.

Mr. Wright said, he had a desire to know if the interest on the bonds would be paid till the financial scheme was brought before them, to which the chairman replied, the interest on the bonds would be paid.

Mr. Wright said, he had a desire to know whether the company had any new as to the time when the financial scheme would be brought forward.

The Chairman would not venture to say at any time, he could only say the directors were almost as anxious to resume the payment of the interest as the bondholders were to receive it, but the circumstances of the case, and the circumstances to make arrangements,

he had already stated that the prospects were more encouraging than he had ever seen them. Mr. Maclean who had been turned from Canada and who was tolerable, but not good, he said, was not a bad man, his observation was very singular, he said, he had made it pretty certain that the increase of the traffic would be very satisfactory, but he (the chairman) could not say that he had made any promise, but the payment of interest would be imminent.

Mr. Bischoff wished to say, he would explain on behalf of the shareholders, who were seated near him, that at the meeting of the company a resolution was passed, to call out the bondholders, saying they concurred in all subjects of that resolution.

They all agreed to it, and he said, he did not know that among those who voted for it, they did not

pay the interest upon the two classes of bonds, they were called upon to do so, the whole of their interest for the period of the resolution of the shareholders.

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pay the interest upon the two classes of bonds, they were called upon to do so, the whole of their interest for the period of the resolution of the shareholders.

December  
1  
1863

August 25 1865 Brantford

these heads into effect to be settled on behalf of the two Companies by counsel to be (is not given) nominated by the Board of Trade of the United Kingdom, or by the said Chancellor or Chief Justice, with such details and incidental provisions as such counsel may think fit, and with such modification, if any, as the Companies mutually agree to and to be executed under seal, and to be binding on them respectively.

11.—Application shall be made to Parliament in the year one thousand eight hundred and sixty-four to sanction the foregoing agreement so far, if at all, as the same may not be within the existing powers of the Companies, and such application shall be renewed from time to time, if necessary, and may be so made or renewed by either party at the joint expense of the parties hereto, (the other party agreeing not in any way to oppose, but in all ways to assist and assent to the same,) in any session or sessions during the term of twenty-one years, subject to the suspensions provided for by clause three.

12.—This Agreement, and the formal agreement and the Act of Parliament so applied for to be in all respects valid and without prejudice to the holders of bonds, securities, powers, rights and interests of the bond creditors of the Buffalo and Lake Huron Company for the aggregate sum of five hundred thousand pounds, or thereabouts, as specified in the Schedule hereto, and the interest and principal of all the then unpaid of the mortgages in trust for them, and due provisions on the part of the Company to be made accordingly, the formal Agreement and the Act of Parliament respectively, but except under clause twelve, the option hereby given not to be exercised, the Company shall have other powers, rights and interests respectively, not to be extended, save in connection or relate to any undertaking, railroad, or property, whether real or personal, or otherwise than the original incorporation, railway and property of the Buffalo and Lake Huron Company, and the same, tolls, rents and profits arising from the same.

February 10  
1865

that "Johnson," it being cont.

error to that extent had  
the Company actually refused to pay in-  
terest on that amount. The claim being  
found to be equitable, the Town Council at  
once accepted, and surrendered "Actives"  
instead of the equivalent in "Deferred,"  
as being more convenient to the Company;  
the town, in the meantime, being liable  
to the Municipal Loan Fund for Interest  
on a sinking fund @ 8 per cent. on the  
whole £500,000 borrowed.

In 1849, it was found that 46 Municipalities in Upper Canada had borrowed of  
the Municipal Loan Fund, \$7,300,000,  
and that nearly the whole were in arrear  
for interest; some of them, indeed, being  
unable to pay current interest on the very  
large amounts lent them. A Relief Act  
was therefore passed, fixing the future  
annual payment by Municipalities of 5  
cents in the \$, on the assessed value of  
1858, unless the assessments should there-  
after increase in value in the several Mu-  
nicipalities, when the payment to be on  
such increased value at the same rate.—  
The annual payment by the town of Brant-  
ford amounted to \$9,229.70, and has been  
fully paid.

In June, 1863, the Buffalo & Lake  
Huron Co. again approached the town for  
assistance; stating, in their letter to the  
Town Council, that their "deferred" Bonds  
were then coming into operation; that,  
by the Municipal Relief Act, the town  
was not called on to pay as much Interest  
as it received from the Company, and  
claimed, that the Company was justly en-  
titled to the difference, and should not pay  
more interest to the town than the Govern-  
ment demanded on the Municipal Loan  
Fund. The Company then proposed that  
an arrangement should be made on this  
basis, to be binding for 14 years: that

Company and the town should jointly  
apply to the Government to relieve the  
town of the debt, and allow the Company  
to assume it. The Council was then re-  
quested of the benefit derived by Brant-  
ford being made head-quarters, and of the  
loss thereto, should the offices be removed.  
This very cool proposition was strenuously  
supported and insisted on by the  
Company, and their Solicitor, Mr. Wood,  
and, if carried into effect, would have  
been equal to a bonus of \$235,819.86,  
and, in point of fact, going three years beyond  
the period when the Bonds fell due,  
in 1874.

At public meetings called to consider  
the question, every disposition was mani-  
fested to assist the Company by the for-  
bearance of interest on the "Deferred"  
Bonds, to a reasonable amount, provided  
the Interest on the "Actives" was regu-  
larly paid, to enable the town to keep  
faith with the Government; and ulti-  
mately an agreement was entered into,  
dated 10th August, 1863, (subject to the  
ratification of Parliament) between the  
Company and the town, whereby the  
Company committed to pay all past due  
Interest on the Bonds held by the town,  
within two years from that date: That  
the Company should pay the town \$9,229

per annum for three years, from the 1st  
of June, 1863, payable semi-annually, con-  
stituting an additional sum to be paid by the  
Company to the town, in addition to the  
amount of interest to be paid by the

10th.—THE INTEREST ON MORTGAGE BONDS  
of £500,000 ster., and £156,666 13s. 4d.  
ster., to be a first charge on net receipts,  
and so long as such proportion of net re-  
ceipts be paid to the B. & L. H. Co., the  
Bond-holders should not exercise any  
rights or powers against the Railway, ex-  
cept against such net receipts.

4th.—All additional Capital for new  
rolling-stock, or works for traffic of the  
two lines, to be a first charge on net re-  
ceipts, at the rate of 6 per cent. per  
annum.

5th.—The Grand Trunk Company to  
have the option of purchasing the Buffalo  
& Lake Huron Road at any time within  
six years, on assuming the Liabilities of  
the Buffalo & Lake Huron Co.

6th.—The control of the road to be in  
the Grand Trunk Company, under a Joint  
Committee.

7th.—The agreement to stand for 21  
years.

12th.—The agreement to be without  
prejudice to the Mortgage Bond Creditors  
for £500,000; due provision to be made  
therefor by the Act. But if the option  
of purchase be exercised, the powers of the  
Bond-holders not to extend to any other  
property than that of the Buffalo & Lake  
Huron Co., and revenues arising there-  
from.

At the close of the last Session of Par-  
liament, Mr. Wood, being anxious to get  
the Bill before the Railway Committee,  
again pressed the second reading, with an  
undertaking to make all necessary amend-  
ments in committee. This course was,  
after some debate, permitted, with the dis-  
tinct understanding that the House did  
not affirm the principle of the Bill, nor  
debar it from rejecting it on its return  
from the Railway Committee.

Numerous petitions have been presented  
against the Bill by parties interested, as  
Trustees for the Bond-holders, and by  
various Municipalities, and others, praying  
the House to reject such a monstrous  
Bill,—creating a huge monopoly for all  
time to come, as being injurious to the  
best interests of the community, and des-  
troying wholesome competition.

It appears to be the intention of the  
Grand Trunk Company to get the Bill  
passed this Session, if possible,—certain  
proposed amendments having been printed,  
to effect that object:—

1st.—That if the Buffalo & Lake Huron  
Co. shall fail to pay the town, or the Gov-  
ernment on its behalf, a sufficient sum to  
satisfy all claims of the Government upon  
the town, under the Municipal Loan Fund  
Act, the town to be at liberty to exercise  
all existing rights and powers to enforce  
payment; but that the liability of the  
Company shall in no case exceed the  
amount of the Bonds held by the town.

2nd.—The Act not to come into opera-  
tion until accepted by a majority of the  
Board and Share-holders of the Grand  
Trunk Company, and a majority of the  
Share-holders of the Buffalo & Lake  
Huron Co., at meetings to be held in  
England.

3rd.—The acceptance of the Act to be  
certified by the Companies and published  
by the Provincial Secretary in the Canadian  
Gazette.

Fourth.—An absurd statement of fact  
brought down to the present period, it  
may not perhaps be out of place here, to  
state precisely the resistance manifested by

Bill now before Parliament, is to allow  
the Grand Trunk to purchase, absolutely  
at any time within six years. As to  
laying out money on the Bridge, the rail-  
way to Hamilton, or works at Goderich,  
nothing has been done, and as to the latter,  
the Grand Trunk has diverted all through  
Traffic to Sarnia, and consequently, no  
new works are required at Goderich. So  
that not one of the conditions has been ful-  
filled; indeed it is hard to believe that the  
Buffalo & Lake Huron Co. were sincere,  
when they signed the agreement, of the  
10th of August, 1863; for if we turn to  
the report of the English Board of Direc-  
tors, for the  $\frac{1}{4}$  year ending 31st July, 1863,  
and dated 7th Oct. following, under the  
President's signature we find that "Tem-  
porary arrangements have been made, and  
more permanent relations are in negotia-  
tion, with the Grand Trunk Railway Com-  
pany, by which the Buffalo & Lake Huron  
Road between Buffalo and Stratford, will  
form part of an integral through route from  
Buffalo to Detroit via Sarnia. \* \* The

results already obtained this summer from  
necessary imperfect arrangements, fully  
demonstrate the capabilities of the route." The  
through "passenger receipts for the  
first eight weeks of the current half year,  
show, an average increase of over \$1500  
per week." So that the arrangement with  
the Grand Trunk took effect, on the 1st of  
August, and must have been known to  
Mr. McEwen the English Director, at the  
time he was here in July, attempting to  
mislead the town with his specious pro-  
mises of the great works, the directors had  
in contemplation as set forth in the Au-  
gust agreement, but not one word dropped  
from him at the public meetings as to a  
connection with the Grand Trunk, for it  
is not too much to say, that if this had  
been known fully, nine tenths of the rate  
payers, would have denounced any further  
aid or assistance to the Railway.

And now the Bill before Parliament  
claims attention. By the 3rd clause it  
will be seen that the Interest on the Mort-  
gage Bonds is to be a first charge on the  
net receipts only receivable by the Buffalo  
& Lake Huron Co.—the Bondholders be-  
ing deprived of all right and power except  
against such net receipts. This of itself  
is an infringement on their rights. But by  
the 4th clause the Interest @ 6 per cent.  
on an unlimited amount of expenditure  
on rolling stock or works for traffic of the  
whole of the two lines, comprising at pre-  
sent upwards of 1450 miles, is to be a first  
charge on the net receipt, and taking  
priority of the Bonded Interest. Can any  
one doubt that under this clause the  
Grand Trunk will not spend sufficient to  
absorb the whole of the net receipts, and  
thus indirectly confiscate the Bonded In-  
terest? Mr. Wood has repeatedly laid  
great stress on the 12th clause, and stout-  
ly contended that the Bonds held by the  
Town were fully protected thereby. But  
the clause is so ambiguous that the pos-  
ition appears fallacious. It says that the  
agreement is to be without prejudice to  
the Mortgage Bondholders for £500,000,  
due provision to be made therefor by the  
Act,—but no such provision appears in the  
Bill,—and concludes by stating, that if  
the option of purchase be exercised by the  
Grand Trunk Company under the 5th  
clause, that is, at any time within 6 years,  
the powers of the Bondholders is to be  
limited to the property of the Buffalo &  
Lake Huron Co. and the revenues arising  
therefrom. Now supposing that the Bond-  
holders of the £500,000 were protected, as  
contended, why should it not extend to  
the Bondholders for the £156,666 13s. 4d.  
And at the time Mr. Wood presented the  
Bill he cannot plead ignorance, as only  
£249,000 of the Bonds held by the Town  
were covered by the £500,000, for he  
knew that the Buffalo & Lake Huron Co.  
had released £249,000 of the Buffalo &  
Goderich Co. 2nd Mortgage Bonds to the  
Bonds to the Town of Brantford in ex-  
change for "active" Bonds, in addition to

Spain, and  
Rome, on account of the recognition of  
Italy, are satisfactorily concluded. Spain  
promises to protect the Pope, and the in-  
terests of religion in Spain.

The weather had been unsettled, and a  
good deal of rain had fallen, interfering  
with harvest operations. Reports were cur-  
rent that the potato disease had appeared  
in some parts of Ireland. Under these  
circumstances, the corn market was firmer,  
and prices of wheat and flour advanced.  
Baring Bros. & Co., quote English  
wheat at 2s, and foreign in a 2s dealer  
per quarter, under the unfavorable weather,  
while American sells at 43s a 46s. Red  
4ls a 44s. Flour 23s a 27s.

The Vienna Times says that the  
differences between Austria and Prussia  
may be regarded as adjusted. A com-  
plete understanding has been arrived at  
on the principal points in dispute. Satis-  
factory concessions have been made, to  
Prussia relative to the military question.

#### Secret History of the Reciprocity Treaty.

When the Reciprocity Treaty was ob-  
tained some nine years ago, two American  
gentlemen were, it seems, employed by  
the Canadian government as confidential  
or lobby agents, to secure its passage by  
"diffusing correct information" in influen-  
tial quarters at Washington.

This information was rather costly, as  
was indicated by some money votes at the  
time, concerning which no very definite  
information could be given by the ministry  
of the day; but the larger part of the cost  
of "diffusing" it was not voted till 1864,  
when the demand for it by the confiden-  
tial agents became urgent. But though  
the balance for services rendered in 1866  
was voted more than a year ago, it turns  
out that it has not been paid yet; and the  
reason it seems is that certain persons,  
some of whom are well-known public men  
in Canada, are pretending to have a claim  
on it. One of the agents in question, has  
issued a pamphlet, in which he says that  
the sum of \$40,000 voted in 1858, in  
part payment, "nearly every dollar" was  
immediately divided among Canadian  
blood-suckers, who stood around him (Mr.  
Andrews), like so many vultures around  
a carcass to strip him." It is added,  
"Of this money, the Hon. A. T. Galt,  
then as he is now, a cabinet minister,  
received \$10,000."

Mr. Galt has since explained, through  
the Montreal Herald, that he became per-  
sonally liable for money raised to pay  
those agents, and the money retained was  
to repay said loan.—Montreal Witness.

*Aug 25  
1865*

THE RUPTURE BETWEEN ROME AND  
MEXICO.—We read in the *Independence*  
*Beds*:—"The sudden rupture of the nego-  
tiations between the court of Rome and  
the Mexican emperor is attributed, by one  
of our Paris correspondents, to a very sig-  
nificant incident which is said to have deeply  
irritated the clerical party in Mexico first  
of all, and afterwards that of Rome." A  
case containing copies of the "Life of Jesus,"  
by M. Renan, having arrived at  
Vera Cruz, the Empress, to whom the  
Minister of the Interior referred, in the  
absence of the Emperor, in order to know  
if the distribution of the book was to be  
permitted, did not feel justified in prohibiting  
a work known throughout all Europe.  
Indeed, the court of Rome saw in this  
act of tolerance a revolt against its  
most sacred interest, and it would no longer  
bear of a co-operation with a power mingled  
with the errors of the age.

An Englishman, Mr. Fisher, editor, has  
given the following description of the effect  
of an advertisement in the *Times*, in which  
he asked no better motto than the one  
time he looked at the name of the third line  
in the *Times*, and said to his wife, "There  
it is, now and then he speaks of us."

The Buffalo and Goderich Railway is going to be changed to a narrow gauge, in order to make it suit the gauge of the American lines with which it connects. Owing to this, we (Stratford Beacon) understand, the work required for the western portion of the main line—the broad gauge—will be done in Stratford. This will necessitate the employment of more men here, and larger workshop accommodation, than was anticipated at first.

Toronto Globe  
April 28  
1871

MEANING OF WORD AND PATTERN, ACTIVEMENT

On Tuesday evening last, at the Brueghel Tavern

on the Buitelaar, Brussel, and (old) Doctor Bellamy

was entering the town, it was stopped from some

cause of negligence, which we have been unable to

learn. A messenger, we understand, was home-

drunken sent forward to the station, for assistance,

when a driver or four persons together with a Ger-

man not connected with the train, started on a

hand-cart, to afford him a ride power

to remove the obstruction delaying the train.

In the mean time two cars, connected

with the train, were loosened by some persons from

it, and came to a rapid end towards the appropria-

tion, and soon while this save the German

imprisoned just in time to escape instant death, the

carriage was lame and unable

to follow, and was in consequence killed by the

collision. This body was cut completely in two,

The man named van der Hande, very隈reduc-

ed, was decapitated, the second to receive a severe

injury, and died a few moments after the accident.

The body was cut in two, and the head was

buried in the ground, the body being

burned, and the head buried in the ground.

The body was buried in the ground, the head being

burned, and the body buried in the ground.

The body was buried in the ground, the head being

burned, and the body buried in the ground.

The body was buried in the ground, the head being

burned, and the body buried in the ground.

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The body was buried in the ground, the head being

The body was buried in the ground, the head being

Bramford  
ETP  
September  
1871

Your affectionate member

A. T. G.

The New Car Workshops of  
Grand Trunk

A MAMMOTH BUILDING—ITS SIZE, LOCATION AND GENERAL APPEARANCE—WHAT MATERIAL THESE MONSTER WORKSHOPS WILL CONSIST IN THEIR CONSTRUCTION—WHERE THE BRICK, STONE, &c. COMES FROM—NAMES OF CONTRACTORS AND OTHER INTERESTING GRAND TRUNK MATTER—THE TOWN'S \$32,500 INVESTMENT TO BE COMPLETE NEXT NOVEMBER.

Indiscriminate praise is apt to become fulsome flattery and fulsome flattery injures the cause it would help. A corporation or body politic that never makes a mistake, never is wrong is something we never expect to live to see. For example a newspaper may week after week, year in year out, fill its columns with fulsome praise of say that great Canadian enterprise the Grand Trunk Railway and the result is, even if the road is faultless in its management and does not err, that the public being to suspect there must be, on account of this same fulsome praise, something rotten in that part of Denmark which needs so much whitewashing. It is often not only a sign of wisdom but wisdom itself for a journal to hold its peace. The Grand Trunk Railway has suffered severely from this class of advocates. Of course it is none of our business if Journals, of the character above mentioned, are subsidised in the interest of a corporation whose good name they only serve to depreciate. The company pay their money and it is to be supposed they are contented with the kind of advocacy they receive in return. For our part we have occasionally found matter for complaint in the management of the Grand Trunk Railway, when such has been the case, we have never been backward in letting our readers know the why and the wherefore for our opinion. While this is so, we believe we have gladly and readily given the road praise when praise was due. In order to do the Grand Trunk Railway justice with regard to the extensive improvements, and works being carried on at the present time in this town, we, the past week, despatched a reporter to obtain all the reliable data connected therewith. Our reporter presented himself to Mr. E. P. Broughton, the obliging Brantford agent, who furnished him with an introduction to Mr. John Kerr, Grand Trunk Car Inspector at this point. Accompanied by that gentleman and Mr. D. Kilburn, who, under Mr. Henry Yates, has general oversight of the construction of the

CAR WORKSHOPS  
in course of erection here, our reporter went the round of the company's grounds. The mammoth building of which we now write, already is thrusting its giant head above the level of that part of the company's land located almost at the foot of the palatial residence and grounds of Mr. Henry Yates. The doors and window frames are now in their places, and the brick work is being proceeded with. In order to give an adequate idea of the size and cost of this monster workshop, we have recourse to figures. The length of the building which runs east and west, is three hundred and thirty-six feet, its width one hundred and forty-three feet nine inches. The distance from the floor to the roof's apex is twenty-one feet eight inches, giving a clear nineteen feet six inches for the building. This workshop will be so constructed that five tracks will run its length. Midway between its eastern and western base, a railway track is to be constructed at right angles to the five tracks above mentioned. The convenience of this centre track is apparent when it is known that revolving platforms are to be placed at each of its intersections with the five main tracks, thus enabling the company, without trouble, to remove its finished stock at the southern door. Facing this centre track, off the northern wall of the building, will be erected the engine-room for the works. This engine-room is to be 50 x 20, and from it will rise a monster smoke-stack, such a one has never before seen in Brant-county.

THE DIFFICULTIES TO BE SUBMOUNTED  
in the construction of this car workshop, have been found to be of a quite expensive nature. In order to understand them properly, it should be known that the ground on which this car workshop will stand is marshy. At a short distance beneath the earth's surface, springs of water are encountered. Of course, this water materially interfered with the construction of the foundation. The foundation, for the walls is, however, now complete. The supports for the tracks are being laid down as fast as practicable. The width of the foundation will below the earth's surface is three feet, the stone work resting on this base and from which the brick walls spring, is two feet thick. The cedar posts that support the

Ja / 14  
1871  
Brantford  
J.P.

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56

1898 #40 CNR  
 1904 129  
 Brakeman #40 Presumed dead.  
 November 1873

*Brantford Expositor*

Grand Trunk adopt every facility to ensure the safety of passengers and employees?

November 4

1873

*Brantford Expositor*

Peter Holmes, Stratford, deposed: I am G. T. R. conductor; had charge of No. 8 Express east which left here on time Sunday morning at 8:15. Joe Symington, telegraph operator on duty here, instructed me to proceed. When train arrived within 30 rods of Fairchild's creek I heard a whistle and instantly felt the concussion from collision with No. 8 mixed going west. Am allowed 45 minutes to run 18 miles between here and Caledonia; were going down grade; had no intimation that we would meet any train between here and Caledonia; had a crossing order to cross No. 8 Express at Caledonia; received it from the dispatcher at Stratford. Found deceased Waller Barberford between tender and engine; it was difficult to extricate him. Left him to save baggeman and brakeman who were in danger. After attending to them extricated deceased. He was alive when taken out; was removed to Pullman car and taken to Brantford. Drs. Henwood, Digby and Cola arrived at the scene of the collision before deceased was removed. He died about the time he got to Brantford—8:50 a.m. Our time card gives general instructions. Requires clearance cards from all stations to proceed on our journey. (Clearance card produced from Brantford Station, signed J. A. Symington.) I had some conversation with Symington. He told me I would likely cross No. 8 mixed at Onondaga, but said it was all right if I had my crossing order with No. 6. Could not see an approaching train at 15 telegraph poles ahead; were rounding a curve; there is a house which obscures the view. Not time to put on brakes after signal was given. When I said I had no intimation that we would cross any other train between here and Caledonia, I meant I had no written instructions; do not run on verbal instructions. It was abundantly of No. 8 mixed, to keep out of the way and give our train right of way. Cannot say at what rate of speed we were running; no telegraph operator at night between here and Caledonia; were running at our usual rate.

James W. Digby, sworn, deposed: In company with Dr. Henwood, on the morning of the 9th inst., was called to the scene of accident; found deceased lying in a Pullman car; his condition was such as to preclude hope of recovery. His injuries were extensive compound fracture of the lower extremities and laceration of the soft parts, producing fatal collapse, in which condition he died about three hours after the accident.

R. Henwood corroborated Dr. Digby's statement.

Edward Burton, Brantford, sworn, deposed: Am a G. T. R. conductor; was in charge of No. 8 mixed, west, on the morning of the 9th inst.; received instructions at Dunnville from the station agent, John Dorr, to follow engine No. 862 "on her red" to Brantford; the instructions are from the dispatcher at Stratford, addressed to "Agent." (Written instructions produced and read: "Nov. 6, 1872. Agent, engine 862 may run to Brantford by 8 and carry red for 8 ad- vice 8 and must cross Laidlaw's down special at Canfield," in accordance with those instructions I ran towards Brantford, stopping at Canfield, Cook's and Caledonia. At latter place received orders from the operator to run to Brantford ahead of No. 8 Express west. Arrived at Caledonia at 1:45, left at 2:35; left off three cars. A train following a "Red," as mine was, has right of way over all trains from contrary direction. I had, therefore, right of way to Brantford after leaving Caledonia. Arrived at Onondaga at 3:15; stopped there about 15 minutes. Engine No. 862 carrying the "red" left Dunnville about 20 minutes before us. Should judge by time they arrived here that our train was two hours behind her when we got to Onondaga. A mile and a half from Onondaga I heard signal "down brakes," and found the engineer had reversed the engine. I ordered the two brakemen on deck; went with them. Saw head light of an engine approaching, and in less than three minutes collision occurred. Our engine was not knocked off the track. Do not know positively if we had stopped, but were going very slowly. Had been running twelve or fifteen miles an hour. It was a little less than half a mile from where I heard signal first to place of collision. I corroborate statement of Holmes about position of deceased's body.

Jacob Smoke, brakeman No. 8 mixed, corroborated statement of last witness regarding collision.

James Warburton, Brantford, engine driver No. 8, saw head light of an engine a mile ahead. Signalled down' brakes and reversed engine. Just came to short stand still when

THAT beautiful and well-known residence, "Braeside," with grounds attached of 18 acres, lately owned by D. Buchan, Esq., Toronto, lying on the east side of the Grand River, two miles north of Paris, has just been purchased by A. H. Baird, Esq., Paris for \$5,150. This must be considered an extraordinary cheap investment, as the *whole estate* was lately purchased from Mr. Buchan by a gentleman near Toronto for \$14,150, embracing house, &c., and 206 acres of land. The house alone cost over \$10,000, while not less than \$5,000 have been expended in beautifying the grounds, forming walks, plots, shrubberies and planting 210 apple, besides other fruit trees. A splendid grapeery and conservatory are attached to the dwelling-house. Altogether it is not only one of the finest country mansions in South Dumfries, but in this section of Ontario. The situation also is one of extraordinary romantic beauty, commanding an enchanting view of river scenery, of bold and varied aspect. Altogether we congratulate Mr. Baird on his extremely lucky purchase. It will be seen that the first purchaser has still 188 acres left of the farm for the price of \$9,000.—Transcript.

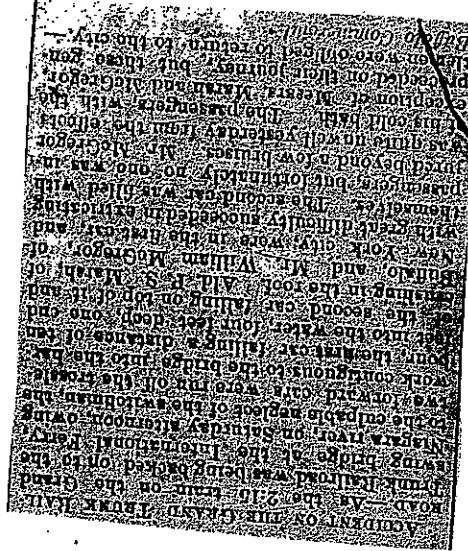
ACCIDENT ON GRAND TRUNK.—About 9.30 Wednesday morning a collision occurred on the Grand Trunk Railway, about half a mile this side of Fort Erie, which resulted in two deaths and the serious injury of four or five others. It appears that yardman Smith, of Fort Erie, had received instructions to proceed with a train of empty cars to the junction, keeping clear of the ballast train. In rounding the curve Smith seems to have neglected his precaution, and the result was as stated. John Ely was driver of the ballast train and — Bate-man of the yard engine. Smith has been terribly punished for his carelessness, in the instant death of one son and the serious, if not fatal injury of another. Joseph Stark, of Buffalo, was also killed. The following are the injured: Patrick Killeagh, Brantford; Stephen Donohoe, Oneida; Thomas Hanley, Ridge-way; and the boy Smith. The engines and cars are badly smashed up. Mr. Smith is said to be somewhat deranged in his mind, occasioned by anxiety and grief.

Brantford  
GXP

July 3)

1874

May 2  
1866



**BUFFALO, BRANTFORD & GODERICH  
RAILWAY.**

**CHANGE OF TIME.**

On and after Monday, the 26th inst., two Trains will run daily, (Sundays excepted,) leaving the New Depot on Erie Street, Buffalo, at 10,10 o'clock, A. M., and 9,35, P. M., and Paris at 1,20, A. M., 1,30 P. M., or immediately on the arrival of the Express Trains from Detroit.

The Company's Steamer, *International*, will leave the Michigan Central Dock, Buffalo, with Freight and Emigrants, at 4,00, P. M.

N. B.—This Route connects with the several Eastern Lines terminating in Buffalo, and the Michigan Central to Chicago. Tickets may be procured at the Depot and at 37, Exchange Street, Buffalo, and at the office of the Company's Agents, in New York, Albany, Detroit and Chicago.

Baggage checked through.  
Fare from Buffalo to Detroit, - - \$5 00  
" to Chicago, - - \$11 00

**WILLIAM WALLACE,**  
*Superintendent.*

June 18, 1854.

May 1871

London Free Press

January 26

1877

G. W. R. Station House at Dundas, on the G. W.  
Railway, was totally destroyed by fire on  
Wednesday morning, about five o'clock.  
The fire had made such progress before it  
was discovered that everything belonging was  
saved. The books and papers which were  
there will be spared near Lake Road.  
Southerm and Air Line roads, and for  
so a great convenience to travellers, and for  
the benefit of visitors at Canada or Ontario.

*Brantford  
Exp.*

*June 5  
1863*

# NO WATER TO FIGHT BIG FIRE

Caledonia Was in a Bad  
Way Early This  
Morning

Railway Station and Ele-  
vator Go Up in  
Smoke

Caledonia, Ont., Nov. 13.—(Special).—One of the most disastrous fires which have taken place in the history of this village occurred this morning, when the G.T.R. station and baggage rooms, together with the large elevator of the Caledonia Milling company, the latter's lumber and coal yards, and a large barn, the property of William Scott, were burned to the ground. The fire started in the baggage room of the station, caused, it is supposed, from an overheated stove. The night operator cleared a westbound freight at 4:30, and everything was all right at that time. About half an hour later he noticed a roaring noise, and upon leaving the ticket office to investigate, found the western end of the building a mass of flames.

## WAS NO WATER

The alarm was raised as quickly as possible, but although the fire brigade was on the spot in quick order, it was impossible to get a stream from the hydrants, owing to a breakdown at the pumping station the day previous; there being only a foot or so of water in the tank. It was seen from the first that the station was doomed, and the firemen, with the only means at their disposal, the fire buckets, strove in vain to prevent the further spread of the flames. Just across the tracks stood the large grain elevator of the Caledonia Milling company, and with the strong north-westerly gale blowing it was not long before the flames had leaped across.

## BEAT THEM BACK

For over an hour the bucket brigade worked heroically, but the smoke and flames at last drove them from their posts, and all attention was directed towards saving as much of the contents as possible. In a few minutes the large building was a mass of flames, which quickly fastened upon the piles of lumber just at the rear. The coal shed ~~shed~~ <sup>was</sup> hard to catch. All the efforts of the firemen were now directed towards saving the house occupied by Henry Thompson, the property of Wm. Scott. The house was saved with much difficulty by being continually drenched with water supplied from a nearby pump, but a large barn to the rear, after a hard fight, had to be abandoned to the flames. About eleven o'clock the fire was brought under control.

## INSURANCE SMALL

The elevator was filled with grain, and about fifteen thousand bushels were destroyed. The station, elevator, lumber piles, sheds and barn were burned completely to the ground. The loss of the milling company was heavy, estimated at about fifteen thousand, with only five thousand insurance in Perth Mutual, North British and Mercantile and Monarch companies.

EVIDENCE COMING

Hamilton  
Spectator

November 13

1907

Direct Route between Buffalo and Detroit.  
NEW ARRANGEMENT  
**BUFFALO, BRANTFORD & GALT RAILWAY**

## RAILWAY!

In connection with the GREAT WESTERN RAILWAY AT PARIS. The Shortest and Quickest route between

**BUFFALO AND DETROIT.**

ON and after Monday, the 24th instant, two trains will leave daily, as follows, Sundays excepted:

### GOING EAST:

Accommodation Train leaves Paris at 10 A. M.  
The Express Train do do 5 P. M.  
The latter train will leave immediately on the arrival of the Great Western Express Train from Detroit.

### GOING WEST:

Express Train Leaves Buffalo at 9 A. M.  
Accommodation leaves  
Railway time 30 minutes faster than Brantford time.

WM. WALLACE,  
Superintendent.

April 22, 1854.

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### AMERICAN EXPRESS COMPANY.

We have appointed Mr. THOMAS EVANS, Brantford, our agent; he will in future transact any business connected with our Company, at this Town.

WELLS, BUTTERFIELD & CO., Proprietors.  
LIVINGSTON, FARGO & CO.,  
American Express Co. Office,  
Brantford, March 9, 1854.

Bramford Exp -

May 16