

Local Railway Items from Area Papers - 1861

10/01/1861 Brockville Recorder Brockville and Ottawa Brockville

The Terminus

At last we have the passenger cars arriving at and taking their departure from the river terminus. Brown, Row & Co., have completed their contract on the tunnel section, and only wait the payment of the percentage retained while the work was progressing. A very neat comfortable, and at the same time commodious station house and freight house has been erected at the wharf, as well as a good platform. All these indicate that steady progress has been made, and now the town possesses a railroad terminus in full working order both in front and rear.

Walk on a little way down the wharf. Here upon what used to be the "Block House Island stands the best engine house in Canada. We believe no one will dispute that assertion. It was built by Mr J. C. Foster, well known as a talented contractor. The engine house is circular in form with substantial walls, and a roof as beautiful as it is light and durable.

The building is 156 feet in circumference, and contains a turntable and ten pits for engines. From the bottom of the turntable to the top of the dome the distance is one hundred feet. The roof is supported by twenty trusses abutting into a circle in the centre of the roof, from whence also a flood of light enters to light the building, in addition to numerous windows to the walls. The dome is very ornamental, and is surmounted by a small locomotive. The roof is covered with tin protected by fire-proof paint. In preparing for the turntable and pits, about 600 yards of rock were excavated, and the whole cost is something less than \$20,000, including turntable and other fixings, about \$8,000 less than the Grand Trunk engine house, we believe. Mr Foster's foreman, Mr John Cameron, superintended the work. All in all, the company have a first rate building, and the town a most imposing ornament, for which the contractors are deserving of public thanks.

Now that matters have progressed so well here, we think some little attention should be paid to the extension of the Brockville and Ottawa railroad to the rear. No doubt the position of the Grand Trunk railroad has done much to retard the sale of bonds by Mr. Watson, who has been for some time in England, but it is a pity that a good paying road such as ours is and must continue to be, should suffer in consequence of the corruptions and extravagance of the Grand Trunk. The traffic would be enormously increased if the road could only be carried to Roddy's Bay.

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29/01/1861 Ottawa Citizen Canada Central

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NOTICE

Is here by given, that Application will be made to the Legislature at its next Session, for an Act to Incorporate a Company for the construction of a Railway from some point at or near Montreal, to the City of Ottawa, and then by way of Arnprior to some point on Lake Huron, at or near French River, under the name of the CANADA CENTRAL RAILWAY COMPANY, and transferring to such Company all the rights and franchises granted by the Act passed in the 19th & 20th year of Her Majesty's Reign, entitled an Act to provide for and encourage the construction of a Railway from Lake Huron to Quebec.

January 23, 1861. s34-tf

During last week,- almost from the beginning to the end of it, the member for the County of Carleton attended upon the Carleton County Council in this city, for the purpose of obtaining a grant of fifty pounds from the Council to aid him, - according to his own representation, in procuring an Act of Parliament for the Incorporation of " the Canada Central Railway Company." The said member of Parliament had his own views on the subject, and the members of the County Council had theirs, but the result was simply this, - the Council would not grant him the fifty pounds. A glance at the facts of the case will show that the view taken by the County Council was correct, and that their decision was wise and proper.

Nearly a year ago a petition akirig for authority to construct a Railway through the Valley of the Ottawa, was shown in this city and was signed by many. The member for Carleton was the bearer of that petition, and solicited signatures, and made suitable representations in relation to it, at the time. He expressed extreme anxiety on his part, that the petition should be ready in good season, so that he could present it, at the very beginning of the session of Parliament. It was ready before the session commenced, hut the petition - notwithstanding all this hurry and anxiety, did not make its appearance in Parliament till the tenth day of April, though the House met on the 28th of February. Possibly he had certain reasons for holding it back so long, and at present we will venture no opinion on that point further. But before the session closed, Mr. Powell's celebrated Bill, "To incorporate the Canada Central Railway Company," passed the House of Assembly, and was stopped in the Legislative Council through means of the application of the Legislative Assembly made to the Legislative Council against it, by reason of something improper and not at all creditable in connexion with it, having been discovered. It is only necessary for us to state here, that the Journals of the House say that on the 4th of May 1860, "Statements of facts on which that bill had been passed by the House," were sent to their Honors the members of the Council. They had been deceived. Most ignominiously it was discarded and thrown out of the Council, not one would support it. Of course it fell to the ground disgraced, and so it remained.

The petition for the Incorporation of a Company to construct a Railway through the Valley of the Ottawa and Westward, was signed in good faith and intrusted to Mr. Powell for the purpose openly and honestly stated, but according to the evidence which we have on the subject, it was used in bad faith by Mr. Powell. No such bill as Mr. Powell's Canada Central Railway Company Bill, was at all asked for, or contemplated by the signers, but Mr. Powell used the names of these petitioners in carrying his own Bill through the House. On the influence of their names he carried it through, though they had no knowledge of the use being wrongfully made of their names and their petition.

The Bill which was printed and distributed, is not the same as the Bill which Mr. Powell succeeded in carrying through the House of Assembly - copies of the former are seen occasionally, though they are not plenty, but the latter are very scarce indeed - the copy of the bill, as it passed the Assembly, which somehow came into our hands, is the only one we have heard of, that has been seen in this part of Canada. In the copy which was printed for distribution the names of the petitioners, above referred to, are inserted and with others are declared to be "a body Corporate and Politic, " &c., but the place for the Director's names is blank. In the bill which passed, - that is, Mr. Powell's Bill,- that blank is tilled [sic] up with certain names, and the entire powers of the Company are vested in them. Those represented in the one Bill as being the Company and possessing all its powers, - the petitioners, - are by the other Bill entirely derived of all or any power whatever. In that very serviceable printed paper, "the copy of the Bill," which was distributed, the "line of railway," is very conveniently described in three and a half lines, but in the other Bill it occupies eleven lines, and it is left solely in the power of the Directors named in it to take whatever route they please between Lake Huron and any point on the Ottawa river. - St. Ann's Bridge if they like, - and then to Montreal. Power is also given to form a junction with the Grand Trunk, the Vaudreuil,, North shore, or other Company leading to Montreal. The Valley of the Ottawa, as the route of the line, is not named in the Bill from beginning to end. We do not of course venture an opinion here, as to the cause or intention of this, but we must say that no one ever saw a Bill that was better shaped for working out a speculation.

At the County Council last week Mr. Powell based his representations on the copy of the Bill which he then laid before them, which is now in our possession. In all the essential and important portions it is different from the real Bill of last session,- the one which passed the assembly, - which he did not show them. He also stated that he was seventy pounds out of pocket on account of it, for the expenses in the Legislature. However this may be, it will be seen by referring to page 444 Journal. Leg. Ass. 1860 - that on the 14th of May the fee was refunded or dispensed with. But according to his own story, his efforts and doings were prodigious, and of great service to the county, and he demanded fifty pounds by way of aid from them, towards a subsequent, spontaneous, individual, and highly patriotic effort, which he promised would be something very considerable. But the council said, No. They were not prepared to trust him with fifty pounds on any such terms.

The whole matter, then, settles down to this: on the part of Mr. Powell there has been bad faith towards the petitioners, bad faith towards the Legislature, and bad faith towards the County Council. He deceived them all, from beginning to end, most disgracefully; and the County Council, on their part, acted most wisely in refusing to have anything to do with him.

14/02/1861 *Brockville Recorder* *Brockville and Ottawa*

Account of annual meeting of Brockville and Ottawa Railway.

15/02/1861 *Ottawa Citizen* *Canada Central*

The Canada Central Railway Bill.

A very short time ago we laid before the public a brief statement of facts about the Canada Central Railway Bill proceedings, as conducted by Mr. W.F. Powell. The Banner of last week contained Mr. Powell's attempt at a reply, and promised further information necessary for Mr. Powell's defence. We therefore allowed the matter to rest till those papers had a reasonable time to appear. A letter from Mr Powell addressed to the Editor of the Banner, and a copy of the Railway Bill, as also a petition of the Carleton County Council on the subject have appeared. - Either there is some gross mistake in these papers so published, or Mr. Powell is in this publication, chargeable with an infamous attempt at deception. The petition and Bill contradict each other. The bill sets out that it was caused and based upon the petition of certain parties who are named in it, but the petition published by Mr. Powell is one from the County Council, which was never presented to the House of Assembly at all. We are not disposed to take any advantage of any casual error, and therefore will defer what we have to say on this most disgraceful transaction, till Mr Powell has a reasonable time to correct this error, if it be an error. If it be not corrected at once, we will take it as his intended act, and delay no longer.

This published petition of the Carleton Co. Council deserves some attention. On the 18th Feb'y, 1860, the following resolution was passed in the County Council:

"Mr Craig moved, second by Mr. O'Dougherty.- That the Warden be authorized to address a Memorial to the three branches of the Legislature, praying that they will be pleased to pass an Act for the Incorporation of a Company to construct a Railway through the Valley of the Ottawa, from some point at or near Montreal, to some point on Lake Huron, via the City of Ottawa and Arnprior, and that a grant of a portion of the Public Domain beset apart in aid of such undertaking, proportionate to the assistance granted by the Province to other Railway enterprises."

No more was heard of this till a copy of a petition dated 2nd March, 1860, appeared in the Banner last week as such petition of the County Council, and with the Wardens name attached to it. This petition was never presented in the House of Assembly by Mr. Powell, or by anyone for him. Taking it to be a petition from the County Council, as authorized and intended by the Council, then why did Mr. Powell treat it with contempt, and never present in Parliament? This whole procedure appears so extraordinary, and so much worse than we apprehended, that we feel that it is only fair to give time for Mr. Powell to correct errors, if there be any, in these printed papers.

(excerpt from B&O superintendent's report) The want of water supply at Smiths Falls and Franktown is a cause of considerable detention to the trains in winter as it is not unusual that it is necessary to run five or six miles expressly for water.

Were there tanks at these places, the men at the stations could do the pumping and therefore save the expense of keeping a man at Montague Ballast Pit.

A statement of the various works necessary to be done during the present year, with the estimated cost of the same is hereby appended.

1861 Estimated Expenditures

Tank Houses and fixtures at Smiths Falls and Franktown - ..\$1000

26/02/1861 *Ottawa Citizen**Canada Central*

We have just seen a proclamation of the major of this city, founded on a requisition of a number of the ratepayers, calling a public meeting of the citizens, for the purpose of petitioning the Legislature and taking such other action as may be deemed advisable to secure the passing of the Act to incorporate the "Canada Central Railway Company." We are not aware who are the parties originating this movement, nor what is the particular action which the requisitionists desire to take. Indeed, the requisition seems to have been kept very quiet, as we never heard of it until we saw the mayor's placards calling the meeting. And we have conversed with many of our leading citizens who were in the same state of ignorance with ourselves. This is hardly the way that a movement of such importance should be initiated. But there are the names of many respectable citizens to the requisition, who, we know, would not knowingly lend themselves to anything unfair - or underhand, and who anxiously desire to promote the construction of a Railway in the Ottawa Valley, such as the interests of this place require. If such be the honest intention of the present movement it has our hearty approval. And every step towards such desirable object shall have our undivided support and assistance.

But that this movement should not end in smoke, as so many former agitations on the same subject have done, it is absolutely necessary that our citizens should have some definite object in view, and that - that object should be practicable, as well as that it should be beneficial to us if accomplished. It must be borne in mind that merely getting Railway Bills through Parliament will not build railways, - otherwise the Valley of the Ottawa would be covered with railway tracks. Let any one look at our statute books and he will find there has been no lack of Railway Acts, but where are the railways? The grand mistake has been in aiming at too much, which has ended in nothing being accomplished. Let us not fall into the same error on this occasion. A railway to Lake Huron or even to the Pacific is no doubt very desirable; but can any reasonable man hope, in the present condition of the money market in Britain, and the depressed state of railway stocks, to raise funds, by any possible scheme, for any such undertaking? We think not - What then is our most pressing necessity, within the reasonable bounds of possibility to accomplish? The answer is patent to every one - a railway from this place to Arnprior. We do not say that in procuring a charter it ought to be confined between these points. - Let the charter extend to Lake Huron, on the one hand, and Montreal, on the other, by all means. - But let it be such as to insure the construction of the road between Ottawa and Arnprior, in the first place, if that be possible. Unless we secure this we accomplish nothing of any practical use. The railway to Lake Huron may possibly be made in time to benefit future generations, but if we have to wait its construction for a road to Arnprior, the trade of the Upper Ottawa will be irretrievably lost to this city..

As we said before, we have no knowledge of the intentions of the requisitionists, but from what appears on the face of the placard; but by that it appears the meeting is called to petition for the act to incorporate the Canada Central Railway Company. What act? Is it the act petitioned for by the County Council of Carleton, and by N. Sparks and others, praying the incorporation of a company "for the purpose of constructing a road from some point at or near Montreal, and continuing from thence, by way of Ottawa and Arnprior, to some point on Lake Huron"? - Or is it the act which was smuggled through the Lower House and kicked out of the Upper House, last session, for the construction of a railway "from such point on Lake Huron as may be found best adapted for the purpose, to such point on the River Ottawa as the said Company may hereafter determine; and thence by the nearest route to the City of Montreal," leaving out all mention of both Ottawa and Arnprior. If it be the former it is exactly what we require, and we wish it success. If it be the latter it is not what was petitioned for, it is not what is required, it is a delusion and a snare, and we caution the community against being led astray by it, or entangled with it. The project is of too grave importance to this city to be lightly taken up, or heedlessly disposed of, or even to be allowed to be made a stalking horse for any gentleman to walk into Parliament upon, or to speculate upon when there. We feel too deep an interest in its success to hesitate to do our duty as public journalists in the matter. We have already fearlessly exposed the fraud and double dealing of the member for Carleton with regard to it, and his defence has only proved our assertions. We now counsel our citizens to attend the meeting to be held at the City Hall at 2 p.m. to-day, and petition for such a Railway act as was petitioned for by the County Council of Carleton. And let them intrust it to the care and management of some one who will endeavour to carry it through according to the views of the petitioners, and not mutilate and mangle it to suit the purposes of speculation. Had Mr. Powell's Bill become law there was nothing to prevent the Canada Central Railway Company from forming a junction with the Brockville and Ottawa Road at Arnprior, and the Grand Trunk at Brockville, and giving Ottawa the go-by entirely. Had the words "by way of Ottawa and Arnprior" been inserted in the petition, this would never have been the case. Why were they omitted? And why was the name Hon. Geo. Crawford, who was not even a petitioner, inserted as a director? Mr. Powell said, because he has an interest in the Caledonia Springs. But we all know that he has a thousand times greater interest in Brockville and the Brockville and Ottawa Railway Company of which he is a director. Citizens of Ottawa, look to your interests in time, - and trust them not to those who have proved unfaithful.

28/02/1861 *Brockville Recorder**Brockville and Ottawa*

Report submitted to County Council of Lanark.

During the year the Tunnel and Wharfage at Brockville has been completed, and permanent track and sidings put down but not fully ballasted.

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

The ballasting of the track has also been proceeded with, and with the exception of a few miles near Brockville and Almonte it is sufficiently ballasted for the present.

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

One and one half acres additional ground room has been provided at Perth for alumber yard; the former one not having afforded sufficient accommodation.

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

The masonry for the Almonte bridge has been built up to a height considerably above high water mark and in such a position that the work can be proceeded with at any stage of the water.

The terminal buildings at Brockville comprising one Station House, one Engine House one freight House and two Work Sheds have been erected and completed with the exception of the Engine House which requires (illegible) painting.

The Engine House is provided with pits for the accommodation of the engines and sufficient room for (illegible). There is (illegible) water tank. (Illegible)

I would beg leave to state that from the want of a sufficient number of engines, our repairs of Rolling Stock costs more than it otherwise would, from the fact that we are unable to give the Engines a thorough overhauling when required.

I consider it totally necessary that at least one should be put upon the Road the present year in order to enable us to do the business that offers.

The want of water supply at Smiths Falls and Franktown is a cause of considerable detention to the trains in winter as it is not unusual that it is necessary to run five or six miles expressly for water.

Were there tanks at these places, the men at the stations could do the pumping and therefore save the expense of keeping a man at Montague Ballast Pit.

Account of meeting in Ottawa concerning the Central Canada Railway. Entire page 2

Part 3

To the Honorable the Legislative Assembly of the Province of Canada in Parliament assembled.

The Petition of the Corporation of the County of Carleton in Council

WOULD RESPECTFULLY SET FORTH

That the vast country extending through the interior of this Province, from Montreal to Lake Huron, is wholly without Railway communication, and that the means of transport are of the most expensive and difficult character.

That the construction of a direct line of railway, connecting with the North Shore Road at or near Montreal, and continuing from thence by way of Ottawa and Arnprior to some point on Lake Huron, would tend greatly to the benefit of the Country through which it would pass, and assist in opening up the interior of the Province.

That a continuous Railway Route from the Great Lakes to the seaboard at Quebec, would thus be created, which could not fail to secure a large portion of the traffic of the West.

That the location of the seat of the provincial Government at Ottawa is already attracting to that City and the surrounding Country, a great increase of population and business, and it is of the highest public importance to render it accessible from all parts of the Province, by extending its facilities of communication.

That this Railway would open up for Colonization and Settlement, vast and fertile tracks of the waste lands of the Crown.

That it would reduce the cost of supplies consumed in the manufacture of Lumber, and create a direct route by which the Timber of the Ottawa Country might be sent to the Western states, thus affording encouragement to the Great Staple Trade which annually contributes so largely to the revenue of the Province.

That the Country, to be benefited by its construction, is now annually taxed to pay its proportion of the aid granted by the Province to various Railway enterprises, from which it derives no direct benefit.

WHEREFORE, your petitioners pray that an act may be passed incorporating a Company under the name of "Canada Central Railway Company," for the purpose of constructing a Road from some point at or near Montreal, and continuing from thence by way of Ottawa and Arnprior to some point on Lake Huron, and that the four million acres of land set apart to provide for and encourage the construction of a Railway from the River Ottawa to Lake Huron be granted to such company.

JOSEPH HINTON

WARDEN CO. CARLETON

Ottawa City, March 21st, 1860.

The importance to this City of extending the Railway Communication East and West cannot be overestimated. To qualify her for the new honors and the advantages attending her metropolitan character, it is necessary that the reproach should be removed of her inaccessibility. Especially is this the case in the event of any of those changes, that involve federation of all the British Provinces, looming up even in the distant future. A Railway uniting Montreal, the Commercial Capital of the country with the actual Capital is absolutely necessary to supply this want.

Still more urgent is the demand for a Railway extending up the Ottawa to Pembroke at no distant day to be continued to Lake Huron, and hereafter to become a portion of a Great Line of Inter-oceanic Communication.

That the City of Ottawa is fast losing the Upper Ottawa trade, every merchant or man of business knows and feels. How much more this will be the case, when the Ottawa and Arnprior Road is completed it is not hard to conjecture. It may take time to divert trade from its accustomed course. Yet the laws that regulate it and attracted to that channel which is the cheapest and affords the greatest facilities are as immutable as those of nature themselves.

If the whole Upper Ottawa trade is not to be tapped at Arnprior and diverted to the St. Lawrence, a Railway must be built, that will enable the merchant from above that point to reach here, as cheaply and as quickly as the St. Lawrence.

How then are these great projects so especially necessary to the prosperity of Ottawa and the Counties of Russell and Carleton to be accomplished. How in the present depreciated state of Railway Stocks is the necessary capital to be raised to carry them out. It is clear, that little need be expected from the municipalities. The city is already crushed with railway debt and the counties are not likely to become involved in the face of City experience. Already the charter for the construction of the most paying portion, that between Ottawa and Arnprior, was allowed to expire after the contract for the work had been given to Mr Bobert [sic] Bell of Ottawa. So impossible was it regarded that from the hour in which the contract was secured that locked it up beyond the influence of others not a single effort was even attempted, to carry out the undertaking.

The lands granted to aid the construction of a railway from Lake Huron to Quebec afford a prospect of meeting the difficulty. Now valueless, they might be made the means of opening up the wilderness. The petition to the legislature sets for the grounds upon which the claims to them is made. It is not to aid a mere local work, but a great Provincial undertaking.

That obstacles and difficulties would be thrown in the way from rival and hostile interests it was not unreasonable to expect, but that any professed friend of the Ottawa country would be guilty of the infamy, was hardly to be anticipated.

I now submit the bill to the public, so that all who are not willfully blind may judge for themselves of its merits. I boldly claim that it is not possible to prepare a measure better calculated to secure for the valley of the Ottawa the great Railway facilities so urgently demanded. In every step connected with it I had the council and assistance of Messrs. Loux, Scott and McCann, and am ready in the future, as in the past, cheerfully to accept any suggestion offered in a friendly spirit that may aid the common end.

Having thus placed the bill before the public, I am satisfied to leave it in their hands to decide, whether it is such a measure as every man who regards the progress and advancement of the valley of the Ottawa should support with a heart and a will.

I am sir,

Your obdt. servt.

Wm. F. POWELL

Part 1.

Canada Central Railway Bill

The space occupied this day with the Canada Central Railway bill and the proceedings of the meeting on that subject held here on Tuesday last, 926/02) is so great that it is impossible to say much about it at this time. We have aimed to lay before our readers, the fullest and most correct information that can be had on the subject. It is a matter of vital importance, and to this part of Canada, we desire to treat it with due gravity and candor. With the papers now before them - which embrace all that Mr. Powell has published in his defense, and the proceedings at the public meeting, and our former articles on the subject, our readers have the charges and the defence fairly before them. It is now plain, from Mr. Powell's own defence, that not only has he proved all the charges which we made against him in relation to the ill-fated Bill, but he has given grounds for very grave suspicions that the case is worse than we described it. At the meeting he did not attempt to deny the difference between the line prayed for in the petitions and the line described in his bill, know that he had defrauded the petitioners. The more the subject is investigated the worse it appears. Every charge made by us is now fully proved, and admitted. It is needless therefore to pursue them further in this place. But it is not clear that there is no sincerity whatever on Mr. Powell's part, in the present professions of zeal and anxiety on behalf of the measure? Hereafter we will show plainly enough that it is nothing more nor less than an electioneering dodge or cry and we will give some curious evidence and facts in relation to it. In conclusion now, we will only direct attention to one significant circumstance. When the public meeting broke up on Tuesday evening no resolution whatever has been passed, but Mr. Powell's friends organized a meeting of their own and passed resolutions as they pleased, they forgot the Railway utterly, and only praised Mr Powell and blamed the Citizen. What other object was the meeting got up for?

PUBLIC MEETING

OF THE CANADA CENTRAL RAILWAY

On Tuesday last the city was placarded with notices issued by his Worship the Mayor in conformity with a requisition for that purpose, calling a meeting of the citizens at 2 p.m., that day, at the City Hall, to petition the Legislature, and take such other steps as might be deemed necessary to procure an act of incorporation of the Canada Central Railway Company. The requisition was got up by the friends of Mr. Powell, and scarcely anything was known of it by any others till the notices appeared. At the time appointed a very respectable and influential meeting had assembled. His Worship the Mayor was called to the chair, and read the requisition and notice calling the meeting. G.W. Perry, Esq., was appointed secretary. When his Worship had declared the meeting opened E. McGillivray rose and proposed the first resolution, seconded by J. Berishon jr as follows: Moved by E. McGillivray, Esq., seconded by I. Berichon, Esq. - That a petition to Parliament be adopted praying for an Act of Incorporation for a company to be called the "Canada Central Railway Company," for the purpose of constructing a railway from Montreal to Lake Huron by way of Ottawa and Arnprior and for a grant of land in aid of the same; and that the member for the City of Ottawa be requested to take charge of such petition; and the bill to be founded thereon.

Mr. McGillivray pointed out in very plain terms the great importance of the proposed measure, and condemned the attempt made by Mr. Powell to give us the "go by," for the benefit of others, in the Bill of last Session. He considered that all present were in favor of the Railway, and, although they all knew that he did not support Mr. Scott at the last election, he now regarded him as the member for this city, and therefore thought that the petition of the citizens of Ottawa, should be presented by the member for Ottawa.

R. W. Scott, Esq., M.P.P.- the importance of the proposed Railway could not be overrated. It was well known that we were now exposed to loss of trade by means of rival lines of communication. No aid was afforded by government to us, though these spent half a million annually in other places for which they received no net returns. They were mere speculations. Sixteen millions had been granted to the Grand Trunk Railway, for instance, and no portion of that went to open up the Ottawa. Fifty per cent or by far the largest portion of the revenue was derived from the Ottawa. Fifty thousand dollars had been collected in one agency alone. All this showed that we were not sufficiently powerful. We had a great rival in the Grand Trunk Railway Company. They were interested in opposing our Railroad route. He then referred to the Land Grant of four millions acres of 1856, and found fault with the old charter because it was subject to difficulties. The new Bill proposed to grant the land in portions, as every twenty-five miles was built. The first sections should be in the most populous districts. The petitions on this subject sent in last session, had all been duly presented, and the bill that passed through the House of Assembly, went through all the ordinary stages. He then proceeded to censure those who found fault with Mr. Powell's Bill, referred to the seat of government decision in favor of Ottawa, and protested that he would not lend himself to anything wrong. He regretted that, "the leading journal of Ottawa," (the Citizen) had condemned the said bill, and had brought charges forward against it, and against his honorable friend the member for Carleton. They should agitate this subject, - that was their only plan. He then burst into a pathetic and touching declaration of virtue amongst the members of Parliament, eulogized Mr. Powell, and referred to Mr. Powell to prove his zeal for the benefit of this city. He deplored the great want of zeal shown on the subject and for the Bill which had been condemned by "the leading journal of the city." Could Mr. Loux agreee [sic] to selling them? Could Mr. Powell agree to what was wrong? (Cries of Yes, and No for some time). No such degenerate feeling influenced them. The plans would be good security for six to eight dollars per acre, and it never was intended to give the "go by" to Ottawa. It was his duty and interest to do all he could to carry forward the Canada Central Railway. He regretted that there were any opponents, and closed by denouncing those who had opposed the Bill.

W.F. Powell, Esq., M.P.P.- the importance of the Canada Central Railway could not be exaggerated. He was glad to see so large a meeting, and great advantages must be the result. The Upper Ottawa trade was being diverted away from us, and unless this measure was carried through the loss would be incalculable. Ottawa had been selected as the seat of Government. It was now the capital of Canada, upon which all eyes were turned. To the capital emmigration flowed. - the reproach of Ottawa was its inaccessibility. He implored them to remove this reproach. It was only a by-place. The course he pursued was patriotic. When in a dying state he was carried into the Assembly in blankets to vote for Ottawa. Could his detractors say as much?

He then commenced to draw a contrast between himself and the proprietor of the Citizen, indulging in low abuse and blackguardism. The chairman called him to order and would not permit the abuse further.

Mr. Powell next touched upon the history of the measure. He had carried it through in the face of infamy. He could show a clean bill of health, - all was right and above board. He never had that newspaper (the Citizen) in his favor nor ever had its approbation. It was quoted by our natural enemies. Again he took up the history of the measure, and occupied a long time pointing out the provisions in the Bill, especially declaring, on the guarantee of his own honor, that though Ottawa and Arnprior and the valley of the Ottawa, had all been excluded from the route of the Railway, as settled in his bill, it was intended to take that route. The cause of the former act having died out was, that Mr. Bell had the contract, and that shot out all others from doing anything. He next condemned the Ottawa and Prescott Railway and Mr. Bell, and declared that Ottawa city was bankrupt and would never be otherwise. The "leading journal" again came in for condemnation for not supporting his bill, and complained about the exposure of the difference in the bill laid before the County Council and the true one, and declared that he intended the route in his to be the same as the one prayed for by the petitioners. The proprietor of the Ottawa Citizen was a very objectionable sort of person. Money had been expended for his bill, and it would be carried through if it cost £700. He never had asked anything. He then gave a long explanation respecting parliamentary routine, and declared that because notice of his bill had not been published in the Montreal papers it was thrown out of the Upper House. Again the "leading Journal" was denounced. The letters signed "Richmond" and "Native," he said had "all proceeded from the fertile brain of the proprietor of the Ottawa citizen."

Mr. LANGRELL was glad to see so large and respectable a meeting. He was about to move an amendment. This matter had been up in Parliament before, and it was the desire of the members that Mr. Powell should bring it in again, and they had hopes of success.-

As regards the seat of Government, the Governor General and the Queen were in our favor. He urged the necessity of union amongst ourselves, and the necessity of the road to Arnprior. But it could not be had unless carried further, and therefore the need of this measure:

It was required for the improvement of the country. He then read the following amendment:

Moved in amendment by Thomas Langrell, Esq. seconded by Coll McDonald Esq., - that this meeting deems it of the utmost importance to this section of Canada, to encourage by every possible means the extension of Railway facilities east and west of the city of Ottawa and they hereby pledge their combined support towards carrying this desirable object into practical effect.

MR. MCGILLIVRAY, objected that it was not an amendment and gave his reasons

The Mayor ruled it out of order.

F.C. Clemow, Esq., EMIGRATION AGENT, objected to allowing Mr. McGillivray or others not requisitionists, to take the initiative, in the proceedings of this meeting or to move resolutions. They had no right to do so. Mr. McGillivray was not a requisitionist and should not be permitted to move a resolution.

MR MCGILLIVRAY, replied that he knew his duty and rights, and expected to be in a position to exercise them when Mr. Clemow would be forgotten. He would not be gagged in any such way, and proceeded at some length to condemn the doctrine set up by the Emigration Agent.

J.W. Loux, Esq., M.P.P., felt that in this matter he was charged with the frauds, and errors of Mr. Powell's Bill of last Session, as much as Mr. Powell and Mr. Scott, because he had concurred with them in the provisions of the Bill and had given them his hearty and cordial support. He spoke most contemptuously of "scribblers or writers in newspapers," and despised them. He was a member of the committee to which Mr. Powell's bill was referred, and after a thorough investigation they agreed to it. There were conflicting opinions, but the aim on his part, and he knew on the part of Mr. Powell and Mr. Scott was to benefit the country.

Mr. Bell fully agreed with what had been said as to the importance of the meeting. He regarded the object of the meeting as a business matter, and one of so grave a nature that it was entitled to receive their best consideration. He was glad to see a meeting so large and respectable and he hoped that they would not expect too much from him, but grant him some consideration from the fact that he was scarcely able to be present from fatigue, having been without sleep for several nights, and all last night out in the snow drifts with a force of men opening the communication over our own Railway between this and Prescott, and had only an hour or two ago returned.

He felt far too much respect for them and for himself to pay the slightest attention to Mr. Powell's personal abuse. On one point he begged to be permitted to put them right as to facts - as regarded his having had the contract from the old Company to build the railway to Arnprior. He felt that in this he was going beyond the subject of the resolution before them, but they had listened to a statement made by Mr. Powell in relation to this contract which was wrong, and it was only right for them to know the truth. In March, in 1855, the company agreed to give him the contract, and gave him one year's option, either to withdraw or go on with it - that is what is commonly called the refusal of the contract, for one year. In the first week in June of that year- within 3 months - he had given the President formal notice that he withdrew from the contract, and from that time he had nothing to do with the contract in any way whatever. His reasons for withdrawing from the contract it was not necessary to give, and Mr. Powell would not find them very creditable to himself if they were given. He had original papers that would prove what he said and he hope this statement of the facts would put them right on the subject.

With reference to the proceedings, so far in the matter of the Canada Central Railway Bill, he must say that from what they had heard, it appeared to be the worst managed business he had ever heard of. The extensive outlay of money, the prodigious efforts and exertions in its behalf, its terrible mishaps and disgraceful fate, were extraordinary. He disapproved of and condemned most decidedly Mr. Powell's Bill of last Session, for it was utterly wrong. To prove this he would need nothing more than the Bill itself and the petition which was referred to in the preamble of the Bill. The petition was signed by N. Sparks, J.B. Lewis, E. McGillivray, and others and by himself, Mr. Powell having asked his signature to it about a year ago. The petition prayed for the incorporation of a company to construct a railway through the valley of the Ottawa by way of Ottawa and Arnprior and thence to Lake Huron. It was signed by him and others in good faith, but it was used Mr. Powell in bad faith. They wished a Railway through a certain line described and they asked for that. But that petition and their names were used to obtain a bill for a totally different route, one opposed to them, one which they never asked for and did not want, one which no person petitioned for. Their petition was fraudulently used, and the prayer of their petition ignored. [Mr. Bell then read the description of the route as it appears in the fourth section of the bill] The Bill proved its own dishonest character. The Bill or paper read from, was one published by Mr. Powell, or at least he took it to be his, because he had his name on it. He would be sorry to be wrong, but as Mr. Powell was then present he could repudiate the letter if it was not his own publication. That paper which Mr. Powell published as his defense, was proof enough, the fraud was clear and could not be contradicted.

He then pointed out the difference between a Railway and this Railway Bill. All present desired the railway, and none more than himself, but this Bill was not desired, for it was most injurious to them. A Bill such as they prayed for was desired, but the proceedings so far were most injurious. He would like to know why the old bill has been allowed to die out? - why the land grant had been allowed to die as well, from sheer neglect? It was the business of these members of Parliament to see to these things, and perhaps they could tell. The new-born zeal at this hour was a valuable display, for a purpose which they all understood. He then showed the very suspicious appearance of the Bill, and the fact of Arnprior and Ottawa city, as well as the valley of the Ottawa, having been excluded. If it was intended to bring the line through the valley of the Ottawa, or to Ottawa city, they surely knew enough to say that, but it was clear to him that there was no such intention. The bill was intended for a very different purpose.

He fully agreed with Mr Scott's remarks touching the importance of a railway from Ottawa to Arnprior, and deeply regretted that their members of Parliament had ever agreed to the Bill in question, as it could not fail to do us serious damage for some time. - He deprecated their allowing personal differences to interfere in matters of so very great importance, and closed by adding that he was not there to represent the Citizen. The "leading journal" could answer for itself.

Mr. LEES said, he was not much in the habit of obtruding his opinions in public matters, or speaking at public meetings,- but after what he had just heard he could not forbear making a few remarks upon the motion proposed by Mr. McGillivray

The first he knew of the meeting was when he saw the notice by which it was called. That notice was signed by His Worship the Mayor of Ottawa in his official capacity. It professed to be founded on a requisition of a number of the ratepayers, and called a public meeting of the citizens of Ottawa. It also defined the objects of the meeting, namely, to petition the Legislature, and take such other action as it might be deemed advisable to secure the passing of the act to incorporate the Canada Central Railway Company. Now he would ask, was that really the object and design of those who had been the means of this meeting being called? If it was, they could not object to the resolution, for it was almost verbatim in the very words used by the requisitionists themselves. But if this was not the design, if the object was in reality to make a little popularity for an approaching Election,- or to afford certain gentlemen an opportunity of lauding themselves and abusing their opponents, then he would say the meeting had been called upon false pretenses, - and the name of a very useful and very desirable undertaking had been made use of to perpetrate a deception and a fraud upon the community, which could reflect nothing but discredit upon all concerned in it. But he would not give way to such a supposition although the conduct and speeches of some of the gentleman who had addressed the meeting would almost warrant such a conclusion. But he would endeavor to give them credit for sincerity, and impress upon them, and all present, the necessity of laying aside all personal considerations, and uniting the exertions to forward the object which they professed to have in view, viz: a railway through the Ottawa valley, and particularly between Ottawa and Arnprior. The first step towards this was to petition for an Act of Incorporation for the road. This was the main feature of the resolution, therefore he hoped they would support it. But if the citizens of Ottawa petitioned Parliament, who but the member for the city, could they ask to take charge of their petition and the bill to be founded their own? If they placed it in the hands of any other member, and he neglected or betrayed his trust, they had no control over him and could not call him to account, as they could do with their own representative. Besides it would be an indirect vote of want of confidence in Mr. Scott, - a covert decoration that in the opinion of that meeting he was incompetent to discharge the duties devolving upon the representative of the city. He was therefore much surprised to hear some of those who professed to be the friends of Mr. Scott, propose to strike his name from the resolution, and insert that of Mr. Powell, the member for Carleton. And he was still more surprised to hear Mr. Scott himself, almost beg to be excused from taking charge of the measure. He for one would not consent to this. While the City had the honor of sending a representative to Parliament, he would not consent to put the Parliamentary business of the city into the hands of any other. If Mr. Scott felt himself incapable to do that business he should resign his seat - and make way for someone more competent. But if

another than the city member was to be chosen for this duty, he thought, after the disclosures which had just been made, that other should not be Mr. Powell. The history of the measure which under his charge showed something very far wrong. He had been entrusted with petitions from the County Council of Carleton, and from N. Sparks and others, and from various other parties, praying a charter for a road from Montreal to Lake Huron, "by way of Ottawa and Arnprior." Copies of these petitions had been produced and read to this meeting, and in every one of them were found the words, - "by way of Ottawa and Arnprior." Yet, these words were entirely omitted from the bill introduced by Mr. Powell and passed through the Lower House, and which he says was founded upon these very petitions. Why did he disregard the route pointed out so clearly by the County Council in their petition, as well as by all the other petitioners, and adopt another description of the road? He says it was purely accidental, - it was an oversight. Well, supposing it was an oversight, - if he allowed such an important oversight in such an important measure, - is that a good reason why it should be entrusted to him again, in preference to our own member? But Mr Powell says he considers the omission of Ottawa and Arnprior of no importance. This must sound strangely in the ears of an Ottawa audience. It is felt and admitted on all hands that unless a railway between these two points be shortly obtained, this city must lose the trade of the Upper Ottawa, and see it diverted over the Brockville and Ottawa Railway. Yet Mr. Powell's bill is so worded that, if it became law, the same Brockville and Ottawa Road might become part and parcel of the Canada Central Railway, and the portion between Ottawa and Arnprior be entirely omitted. He (Mr Lees) did not say it would be so, but it might be so. And as if to add to the chances of its being so Mr. Powell's bill named as a provisional director the Hon. George Crawford, a gentleman of large wealth and influence, - with a seat in the Upper House, but a gentleman also who held more stock in the Brockville and Ottawa Road than any other individual, who was one of its directors, and in every way most deeply interested in its success. Mr. Powell speaks of his interest in the Caledonia Springs, but this is a mere drop in the bucket to his interest in Brockville and the Brockville and Ottawa Road. He had only one more remark to make. - Mr. Clemow had advanced the extraordinary doctrine that none but the requisitionists should take part in the proceedings of that meeting. This was a hitherto unheard attempt to gag free discussion on a great public question. - Had it not been for this attempt he (Mr Lees) would most probably not have troubled the meeting with his remarks. But he trusted the citizens of Ottawa would convince Mr. Clemow that they appreciated the right of free discussion on matters of so much public importance too highly to submit to such dictation. Mr. BERICHON said, that Mr. Clemow had objected to any but requisitionists taking part in the proceedings, but as his name appeared on the requisition he conceived there could be no objection against him. He must admit however that he could not tell how it came to be there. He never had been asked to sign it, he never had signed it and he never authorized any person to sign it for him. He seconded the resolution because he was in favor of it. He desired to see a railway to Arnprior and thought a proper Act of Incorporation should be obtained. They all knew that he opposed Mr. Scott at the last election, but now as he was the member for the city he was the proper person to present their petition. Mr. TURGEON, addressed the meeting in French, setting out the danger to be apprehended from speculation in lands so granted, and the injuries that might result to the country if they were not properly looked after. Mr. T. also addressed the meeting to the same effect in English. W.F. POWELL, Esq., M.P.P., wished his friends to understand that the motion before them was a censure upon him. If the route or line described in his bill was wrong, he was willing to amend it, as they desired. He thought that it made no difference whether the bill was amended or not. The whole mischief was caused by the "leading journal of the City." He then made a most energetic and noisy appeal to his honor, and protested his inability to conceive anything so much wrong. He had never, "sung second fiddle," to anyone yet, but he would at the next election here, "sing second fiddle" to his friend Mr. Scott. He again ended by condemning the Citizen for exposing him. R.W. Scott, Esq., M.P.P., Again addressed the meeting, stating that under the circumstances he wished the petition to be placed in Mr. Powell's hands, and he desired his friends, to vote for the amendment to that effect. Mr. GIBB said, he had come to the meeting from curiosity expecting amusement, but he had got more information than he expected. He understood how such meetings were got up and for what object. A gentleman wanted to get whitewashed, and he got a public meeting called, and drummed up his friends to make speeches and pass resolutions in his favor. He believed that was the object of the present meeting, and he was pleased to see that Mr. McGillivray had moved a resolution directly to the point in which the country felt interested. The citizens of Ottawa was not allow themselves to be made tools of simply to puff Mr. Powell for his coming election in Carleton. Mr. WILLS, from the crowd, - Mr. Powell will represent Ottawa when you're dead and gone. Mr. GIBB, - That's the time when you'r [sic] to be made Postmaster. Mr. GIBB continued, - he had long been an intimate friend and political supporter of Mr. Powell. He had also supported Mr. Scott at his last election, yet he defied either of these gentlemen to say he had ever asked for an office, or for a favor of any kind. Could the person who had been so unmannerly as to interrupt him say as much? Had Mr. Wills already forgotten how he opposed Mr. Powell at his last election, and vowed he should never again represent Carleton? What had so suddenly induced him to change so much? No one could accuse him (Mr. Gibb) of being biased in favor of Mr. Bell his old foe, - nor of being influenced by the statements of the Ottawa Citizen - but what Mr. Bell has just stated and read convinced him that there is in the bill, a departure from the prayer of the petitions. This cannot be denied, unless Mr. Bell has read these documents wrong, which he could not believe he would do. The document which Mr. Bell read from was then handed to him, and he said I will now read for myself. He then read the prayer of the petitions, and the root of the Road as laid out in the bill, and compared the one with the other, and went on to show how they differed in the point most important to the people of Ottawa, namely between Ottawa and Arnprior. He said the documents fully argeed [sic] with what Mr. Bell had said, and convinced him that there was room left for a speculation. It was evident that according to Mr. Powell's Bill the Canada Central Railway Company might form a junction with the Brockville and Ottawa Road at Arnprior and make twenty-five [sic] miles of the road towards Pembroke and claim a share of the land grant. This would be simply transferring so much of the land to the Brockville and Ottawa Co'y; but would be strictly in conformity with Mr. Powell's bill for which he claimed so much credit. He then went on to show the composition of the directory named by Powell, and showed how few of them had any direct interest in Ottawa; how Mr. Crawford belonged to Brockville, and was deeply interested in the Brockville and Ottawa Road, the natural rival to our roads. He spoke of Mr. Harwood, and appealed to Mr. Scott if he did not vote against Ottawa as the seat of Government. Mr. SCOTT. - I believe he did. Mr GIBB. - then why was the name of an enemy placed on the directory? There were other names placed there as mere make weights, - men who could easily be used for any purpose. The Board of Directors consisted of nine; five of these formed a quorum; three was a majority of five - so that Mr. Powell and two friends or tools could control the road. In the face of all this he was surprised to hear Mr. Scott ask his friends to vote for the bill being again entrusted to Mr Powell. Mr Scott must not suppose that all who voted for him at last election would be influenced by the wave of his hand against their own convictions. He for one never would. He thought the course taken by Mr. Scott on the present occasion was very derogatory to his own position. He was also much surprised at the insolence of Mr. Clemow in attempting to dictate to such men as Mr. McGillivray [sic] what course they should take on a question of this kind or how they should conduct themselves at a public meeting. He thought Mr. McGillivray's motion was the correct one, and he would support it. It was now a little after six o'clock and Mr. McGreevy's labourers from the Parliament buildings began to pour into the Hall and by noises of various kinds interrupted the proceedings. Mr. McCarron, a foreman was particularly violent and ill behaved. From this time forward confusion was kept up and the business of the meeting interrupted. Moved in amendment by Thomas Langrell, Esq., seconded by Coll McDonald, Esq., - that the name of Mr. Scott be struck out of the original motion and the name of Mr. Powell be inserted in lieu thereof. - Ruled out of order. Moved in amendment by Thomas Langrell, Esq., seconded by Coll McDonald, Esq., that all after the word "that" in the original motion be struck out and the following be inserted in lieu thereof, that W.F. Powell, Esq., be requested to take charge of the bill mentioned in the original motion. - Ruled out of order. Moved in amendment by James Leamy, Esq., seconded by Charles Rowan, Esq. " that all after the words "such petition" be struck out, and that the following substituted: and the Bill to be forwarded there onbe [sic] introduced by Mr. Powell, inserted in lieu thereof. The amendment was put to the meeting, but not withstanding repeated efforts it was impossible for the Mayor to get a division or to decide either way, the confusion was so great. Mr. McGreevy's men were turbulent and a large number of the citizens had left the hall owing to the crowd. Much

time was spent but the uproar and confusion increased. Mr. Gibb proposed an amendment to Mr. Leamy's amendment but owing to the confusion it was impossible for us to hear it. - At last, about eight o'clock the mayor left the chair and declared the meeting carried. Most of the citizens then left and so the public meeting ended.

Mr. Powell and a few of his friends remained, and from the Banner we take the following account of the proceedings:

Moved by Thomas Langrell, Esq., and seconded by E Varin, Esq.,- that this meeting regards with the liveliest satisfaction the praiseworthy [sic] efforts of W.F. Powell Esq., the member for Carleton in inaugurating a measure so admirably calculated to accomplish the objects of the preceding resolutions, as the "Canada Central Railway Bill" submitted to the Legislature in its last session, and they hereby tender to him the warmest thanks for his exertions in connection therewith, and to his Ottawa Colleagues, Messrs, Scott, ILoux, McCann, and Playfair, for their cordial co-operation and energetic support of the measure.

Alderman McCormick succeeded to the chair and a resolution was adopted condemning the Citizen for its attacks upon Mr. Powell in reference to this Railroad question.

Part 2 - In this item words enclosed in brackets { } in capitals are in italics in the original version.

THE CANADA CENTRAL RAILWAY
TO THE OTTAWA PUBLIC

The following is Mr Powell's defence as it appeared a few days since in a city paper:

(to the editor of the Ottawa Banner.)

SIR, - the present is not a time when I could be induced to enter into a controversy with the Citizen newspaper. But although indifferent to any attack that its proprietorial may think fit to make upon me individually, there are public interests involved in his opposition to the Canada Central Railway Bill which are so important that silence in relation to them would not be justified.

As the best refutation of his gross perversion of facts, may I ask from you the publication of the following documents, namely, the petition on which the Bill was introduced, - the Bill as introduced and printed - and the bill as it passed the Lower House and was introduced in the Legislative Council - together with the resolution from their journals refusing to suspend their rule requiring notice to be given in the newspapers.

In order to avoid the necessity of printing the bill twice, you can put in italics the amendments which form the only difference between the bill as introduced and passed. I send you both copies in order that you may see from the comparison that they are word for word identical, and that the additions made to the bill after its introduction were solely for the purpose of carrying out more fully its objects, without interfering in any way with its principles.

The additions of the fourth clause locating the line of Railway, may be found differently expressed in the 21st class and cannot therefore be said to be an addition to the Bill at all.

The names of the directors are inserted in the sixth clause and were placed there in Committee, as his customary with all bills of a similar character. Their names afford to the public a sufficient guarantee, that the first steps towards carrying out the project would be as far as within their control be carried out in good faith, and with a single eye to the best interests of the City and the valley of the Ottawa. The Honorable Mr. Harwood represented at that time the county of Vaudreuil through which the railway passed, and has since been elected to the Upper House - The Honorable Mr. Crawford owns the Caledonia Springs, through which the Railway is designed to run, and therefore has a deep interest in its success- there are probably no two men in the province who stand higher in public estimation - the members for the city of Ottawa and the counties of Russel [sic] and Carleton had by the election obtained a certificate of public confidence from these constituencies which had the deepest interest in the enterprise- Mr. Hinton was and is the warden of the county of Carleton, and Mr. Craig is one of the Reeves- they with Messrs. Skead and Supple are men upon whom few were there to cast a suspicion.

The 23rd Clause explains how the principles and provisions of the Bill are to be carried out, and the resolution of the Council states the actual cause of the rejection of the measure.

An Act to incorporate the Canada Central Railway Company

Whereas, it has been found that the construction of the railway authorized by the Act passed in the nineteenth and twentieth years of Her Majesty's reign, intituled: "An Act to provide for an encourage the construction of a railway from Lake Huron to Quebec" has been attended with difficulty, in consequence, of the want of a concentrated interest therein; and whereas it is expedient to extend and amend the said Act and to change the name of the Company; and whereas certain persons have by their petition represented that the vast country extending through the interior of the province is wholly without Railway communication, and would be greatly benefited if opened up thereby; and whereas the said persons have in their said petition, prayed to be incorporated for the said purposes and for the purposes of the said recited Act, under the name of the Canada Central Railway Company; Therefore Her Majesty, by and with the advice and consent of the Legislative Council and Assembly of Canada enacts as follows:

1 Nicholas Sparks, Edward McGillivray, [sic] Francis Clemow, James :eamey, John, Bower Lewis, Robert Bell, George H. Perry, Augustus Keefer, Henry J. Friel, John Forgie, James Skead, Alexander Scott, John Rochester, jr. J.M. Currier, Francis C. Powell, John W. Loux, Richard W Scott, Hillier V Noel, and William Frederick Powell, Esquire, with all such other persons, Corporations, and Municipalities as shall become Shareholders in the Company hit by constituted, and declared a Body Corporate and Politic, by the name of the "Canada Central Railway Company."

2. The first, second, at third and eleventh sections of the said recited Act, and so much of any other section thereof or of any other Act, as is inconsistent with this Act are hereby repealed, and the said Canada Central Railway Company is hereby declared to be in the place and stead of the companies herein named, and of the new Company incorporated by the said recited Act, and entitled to all the benefits advantages and franchises thereby granted except in so far as they are by this act altered, and all the remaining clauses and provisions of the said recited Act not inconsistent with this Act shall be the same as if incorporated herewith.

3. All the provisions of the Railway Act shall be incorporated with this Act, save in so far as they may be inconsistent with any express enactment herein contained

4. The company may lay out, construct and finish a double or single track of railway from such point on Lake Huron, as maybe found best adapted for this purpose, and to such point on the River Ottawa, as the said company may hereafter determine { AND THENCE BY THE NEAREST ROUTE TO THE CITY OF MONTREAL; AND THE SAID COMPANY SHALL HAVE THE RIGHT TO FORM A JUNCTION WITH THE GRAND TRUNK RAILWAY COMPANY OR NORTH SHORE RAILWAY COMPANY, THE VAUDREUIL RAILWAY COMPANY OR ANY OTHER COMPANY LEADING TO THE CITY OF MONTREAL, AND AT SUCH POINT AND ON ANY OF THE SAID RAILWAYS AS MAY SEEM TO THE CANADA CENTRAL RAILWAY COMPANY MOST EXPEDIENT }

5. Deeds and Conveyances under this Act for the lands to be conveyed to the said Company for the purposes of this Act, shall and may, as far as the title to the said land, or circumstances of the parties making such conveyances will admit, be made in the form given in the Schedule annexed to this act marked A; and all Registrars are hereby required to register in their Registry Books such deeds on the production thereof and proof of execution, without any memorial and to minute every such entry on the Deed; the said Company are to pay the registrar for so doing, the sum of two shillings and sixpence and no more.

6. {THE HONORABLE GEORGE CRAWFORD, THE HONORABLE ROBERT UNWIN, JOHN W. LOUX, ROBERT CRAIG, JAMES SKEAD, RICHARD W. SCOTT, JOHN SUPPLE, JOSEPH HINTON AND WILLIAM FREDERICK POWELL, } are hereby constituted and appointed the first directors of the company, and until others shall be named as hereinafter provided, shall constitute the Board of Directors of the Company, with power to fill vacancies occurring therein, and to associate with themselves not more than three other persons, who upon being so named, shall become and be Directors of the Company equally with themselves, to open Stock Books, to make a call upon the Shares subscribed therein, to call a meeting of the Subscribers there too, for the election of other Directors, as hereinafter provided, and with all such other powers as under the Railway Act invested in such board.

So soon as one-tenth of the Capital Stock shall have been subscribed, it shall be lawful for the said Directors, or a majority of them by public notice, to be given at least thirty days previous in the Canada Gazette, and in one or more newspapers published in the cities of Montreal and Ottawa, to call a first general meeting of the Shareholders, at such time and place as they shall think proper; and at such meeting and at every Annual General Meeting of the Company thereafter there shall be elected not less than seven not more than ten Directors, to serve until the next Annual General Meeting, each Municipal or other Corporation, holding stock to the amount of twenty thousand dollars or more, and not being in arrear for any call thereon, may either take part in such election as ?? Shareholder, on may abstain from so doing and each such corporation as shall so abstain may either then or at any time thereafter, by By law in that behalf, name any other Director who need not himself be a shareholder to serve the thirty-fourth and seventy-eighth sections of the Railway Act being in this behalf hereby superseded.

8 The Directors may require, should they deem it desirable, all parties subscribing for Stock in the said Company, to pay a deposit of not more than

ten per cent., nor shall more than one call be made within thirty days.

9. no person shall be qualified to be elected such Director by the Shareholders unless he be a Shareholder holding at least ten Shares of stock in the Company .

10 the annual General meetings of the Company shall be held thereafter, on the first Wednesday in the month of June yearly, or on such day as shall be appointed by any By-law of the Company, and at such place and hour as by such By-law shall be appointed; and public notice thereof shall be given at least thirty days previous in the Canada Gazette, and in one or more newspapers published in the cities of Montreal and Ottawa.

11. Every proprietor of Shares in the said Company shall be entitled on every occasion when the votes of the members of the said Canada Central Railway Company are to be given one vote for every share owned by him.

12. At all meetings of the Company, the Stock held by Municipal and other Corporations may be represented by such persons as they shall respectively have appointed in that behalf by By-law, and such persons shall at such meetings, be entitled equally with other Shareholders to vote by proxy; and no Shareholder shall be entitled to vote on any matter, whatever, unless all calls due the Stock held by such shareholder shall have been paid up at least one week before the day appointed for such meeting.

13. From and after the first General Meeting of the Company, the Directors so chosen by the Shareholders as aforesaid and the Directors representing Corporations as aforesaid shall form the Board of Directors of the Company; and if any vacancy shall occur by death, the resignation, or otherwise, among the Directors of the former class, a majority of the remaining Members of the Board may elect any qualified Shareholder to fill the same; and if any vacancy shall occur among the Directors of the latter class, the Corporation interested may by By-law name another person to fill the same.

14. Five members of the Board of Directors of the Company shall be a quorum thereof for the transaction of business; and the Board may employ one or more of their number as paid Director or Directors.

15 the Capital Stock of the Company shall be the sum of seven millions of dollars to be divided into seventy thousand shares of one hundred dollars each, and shall be raised by the persons and Corporations who may become Shareholders in such Stock; and the money so raised shall be applied, in the first place to the payment and discharge of all fees, expenses and disbursements for procuring the passage of this Act, and for making the Surveys, Plans and Estimates connected with the works hereby authorized; And all the remainder of such money shall be applied to the making, maintaining and working thereof, and the other purposes of this Act, and to no other purpose whatever, and until such preliminary expenses shall be paid out of the said Capital Stock the Municipality of any County, Town, Township, Parish or Village, on the line of such works, may pay out of the general funds of such preliminary expenses, which shall thereafter be refunded to such Municipality, from the Capital Stock of the Company, or be allowed to do it in payment of Stock.

16. It shall and may be lawful for the Directors of the said Company for the time being, to make, execute and deliver all such scrip and share certificates and all such Bonds Debentures, Mortgages or other Securities, as to the said Directors for the time being shall, from time to time, seem more expedient for raising the necessary Capital for the time being authorized to be raised by the said Company, or for raising any part thereof.

17. The Company may raise, by way of Loan upon their Bonds of Debentures, in addition to their authorized Share Capital, any sum not exceeding one-half of such Capital, and such Bonds or Debentures may be for such amounts respectively as the said Company may deem expedient; and all Bonds and Debentures to be executed by the said Company may be payable to bearer; semicolon and all such Bonds, Debentures, of other securities of the said Company, and all dividends and interest warrants thereon respectively, shall purport to be payable to bearer, shall be assignable at law by delivery, and may be sued on, and enforced by the respective bearers and owners thereof, for the time being, in their own names.

18. It shall be lawful for the Board of Directors, out of the Capital of the Company, to provide and pay such sum as made from time to time, with the earnings of the Company available for dividend, be sufficient to pay interest upon the Loan and Stock, and Share Capital of the Company, until the completion of the authorized works of the undertaking of the Company; Provided, always that such payments shall not continue to be made upon Stock and Share Capital, except out of the earnings of the company, after the first day of May 1865.

19. The Board of Directors of the company may by By-law, divide the main line of the work hereby authorized into sections not less than twenty-five miles long; and in that case any one or more of such sections when completed, shall be known as and become the Railway hereby authorized, although any other section or sections may not be completed; and the putting into operation of any one or more of such sections within four years from the passing of this Act, shall secure the corporate existence of the company and its right thereafter to construct any remaining section or sections- the 117th section of the Railway Act being in that behalf hereby superseded.

20. The company, for any of their Stations or Depots, at any place where such Station or Depot may be required for any of their works hereby authorized, may take land to the extent of twenty acres, without the consent of the proprietor thereof, but subject otherwise to the provisions of the Railway Act in that behalf.

21 The company may enter into any agreement with the North Shore Railway company the Grand Trunk Railway company, or any other Railway company whose line of operations may in any wise connect with the line of the route of the company, for the leasing of their Railway or any part thereof, to such other company, all for the leasing or hiring out to such other company of any Locomotives, cars, carriages, Tenders, or other moveable property of the company, either altogether or for any time or times, occasion or occasions, or for the leasing from such other company, of any Railway or part thereof, or for the leasing or hiring from such other company, of any Locomotives, cars, carriages, tenders, or other moveable property, either altogether, or for any time or times, occasion or occasions, or for the using of the whole or any part of the Railway, all moveable property of the company, or of the Railway are moveable property of such other company, in common by the two companies, or generally may make any agreement or agreements with such other company touching the use by one or other, or both of such companies, of the Railway or moveable property of either or both, all of any part thereof, or touching any service to be rendered by the one company to the other, and the compensation therefore; But no such agreement as aforesaid shall be valid or binding for more than one year from the date thereof, unless in the course of such year, it be ratified by the shareholders of the company, duly assembled at a general meeting thereof.

22. The Directors of the company may, subject to the rules and regulations, from time to time, of the Board, a point and Agent in the city of London, in England, with power to pay dividends, to open and keep books of transfer for the shares of the company, and for the issue of Scrip and Stock certificates, and thereupon shares may be transferred from the Canada office to the London office, in the names of the transferees in the same manner as shares may be transferred in the form office and {VICE VERSA}; and shares originally taken and subscribed for in Great Britain may be entered upon the books at the London office, and Scrip Certificates be issued for them, and the Agent or other Officer shall transmit an accurate list of all such transfers and Scrip certificates so issued, to the Secretary or other officer of the company in this province, who shall thereupon make the requisite interest respecting such transfer and Scrip certificates in the register kept in the Province and there upon the same shall be binding on the company as to all the rights and privileges of Stockholders as though the Scrip certificates had been issued by the Secretary of the company in this Province.

23. {THE LINE OF THE RAILWAY WHICH THE SAID CANADA CENTRAL RAILWAY COMPANY HEREBY INCORPORATED IS AUTHORIZED TO CONSTRUCT SHALL BE HELD AND CONSIDERED AS ONE WHOLE INDEPENDENT LINE, FROM THE COMMENCEMENT OF LAKE HURON TO THE POINT ON THE OTTAWA RIVER TO BE SELECTED BY THE SAID COMPANY AS AN EASTERN TERMINUS, OR TO THE POINT OF JUNCTION WITH ANY RAILWAY WITH WHICH THE SAID COMPANY MAY CONNECT; AND SO SOON AS ANY PART THEREOF NOT LESS THAN TWENTY-FIVE MILES IN LENGTH IS ACTUALLY COMPLETED IN A GOOD AND PERMANENT MANNER AS PROVIDED IN THE EIGHTEENTH SECTION OF THE SAID RECITED ACT. THEN THERE SHALL BE GRANTED BY THE GOVERNOR IN COUNCIL TO THE SAID COMPANY, A PROPORTION OF THE LANDS THEREIN MENTIONED EQUAL TO THE PROPORTION OF THE ROAD SO BUILT, AND IT SHALL BE LAWFUL FOR THE GOVERNOR IN COUNCIL TO GRANT THE SAID LANDS, BEING UNGRANTED LANDS OF THE CROWN LYING IN THE TERRITORY THROUGH WHICH THE SAID RAILWAY PASSES, AND BEING WITHIN THE WATER SHED OF THE OTTAWA RIVER.}

24. This Act shall be deemed a Public Act

The Order of the Day being read for the second reading of the Bill intituled, An Act to incorporate the Canada Central Railway Company:
The Honorable Mr. Crawford moved, seconded by the Honorable Mr. Matheson,
That the forty ninth rule of this House be dispensed with, in so far as it relates to this Bill, and that the same be read a second time presently.
After Debate.

The question of concurrence being put thereon, the same was resolved on the negative. Jpurnals of Leg. Council, 7 May, 1860

05/03/1861 Ottawa Citizen Brockville and Ottawa

The Brockville and Ottawa Railway project was set on foot at the same time, and through the management of their members of Parliament, mainly, it is now running from Brockville to Almonte, and in view of the efforts which are now being made, there is every reason to believe, that before twelve months have passed over, that road will reach the Ottawa at Arnprior.

It is useless to ask what has been done by Ottawa for her own protection. Brockville has obtained a railway and is taking away our trade and we, having in every way superior advantages, have not only obtained nothing, but we have not even looked after our Act of Incorporation. We have now to go back to the Legislature, and ask as we did 8 years ago, for an Act to authorize the formation of a Company, and that under the most unfavorable, circumstances If the Ottawa members did not know that it was their duty to look alter the interests of their constituent in a matter so plain and palpable, it must be quite evident that they were not fit to le entitled as members of Parliament, and if their fitness is shown, the facts only prove that they must have had some sufficient object in view for permitting our act of Incorporation to expire. In the old Act all the Directors named were Ottawa men, approved by the subscribers who contributed to the cost of the survey, and perhaps it was desired to have a change, but ifnot,we will not at present venture to say why the Charter and the land grant were got rid of. The loss to this city of the Upper Ottawa trade, is a serious matter. When the Brockville Railway touches the Ottawa river, we must consider that we are in a great measure at least cut off from the trade of the country above it. Year by year we shall feel it more. Already a very large portion of the Ottawa trade which, till last year passed through this city, now passes over the Brockville and Ottawa Railway.

Now, it must be clear and plain to every person, that if this evil is to be overcome, it we are to bring back aud retain to the City the trade of the Ottawa country, it is not to be done by personal abuse at public meetings and the uttering of trashy drivell by members of Parliament, who are fit for nothing else. It is a common practice to cry out that the place is being damaged if the facts are stated in any matter where they are unfavorable to our members. Of that we have bad quite enough, and this City has suffered quite enough from that, in this already. If some of our people hyave an ungovernable passion for farces we think they might be enjoyed in some way less expensive than ruining the trade of the City..

05/03/1861 Ottawa Citizen Ottawa and Arnprior

Ottawa and Arnprior Railway

If Ottawa city is to have the benefit of the Upper Ottawa trade, a means of communication, better than at present exists must be made between this city, and the Upper Ottawa country. Eight years ago steps were taken to secure that advantage to us. Most of our citizens will remember the proceedings at that time. An Act was obtained for the incorporation of a Company, and in 1856 a liberal land grant was also obtained in favor of the enterprise. The Act of Incorporation has been allowed by sheer neglect to expire by lapse of time, and the land grant has had the same fate..

08/03/1861 Ottawa Citizen Canada Central

CANADA CENTRAL RAILWAY Page 2 col 4

The importance of this to Ottawa is admitted on all hands. At present our position is isolated. As the capital of Canada, it is absurd to suppose that we are to remain so. It is necessary that we should have an easy communication with both front and rear. Our front is Montreal and our rear is the Upper Ottawa. What we want then is a railway extending on one side to Montreal, and the other to Arnprior, then to be continued at some future day through the Ottawa Valley to Lake Huron. It is inconsistent to expect that the construction of a continuous line of railway from Montreal to Lake Huron, the greater part of which must pass through a wilderness, should be undertaken in the present depressed state of finances. The most we can possibly look for, is first a railroad from this place to Arnprior, and afterwards its continuation in the opposite direction to Montreal. This we think is the only feasible plan. We must not however be understood to object to the simultaneous construction of these two sections. On the contrary, we should support it if we were satisfied of its practicability in the present death of finances.

A railway from this to Arnprior we must either have or suffer an irreparable loss in the destruction of our trade with the Upper Ottawa. The Brockvill [sic] and Ottawa road will in a few months be complete to Arnprior, and the inevitable result will be the diversion of a large portion of our trade to Brockville. Such a loss will soon make itself felt in our city, unless measures are immediately taken to prevent it.

The first thing to be done is to obtain an act such as the County Council of Carleton and a large number of the rate-payers of this city petitioned for a year ago, and which we should, without doubt, be now in possession of, had the member for Carleton, to whom the matter was entrusted, gone about it with an eye single to its accomplishment, as desired by the petitioners. Since the meeting of last week the difficulty of getting this Act has increased ten fold. On the one hand people are somewhat suspicious of Mr. W.F. Powell, and are not anxious to entrust him with it again, from the manner in which he conducted it last time. On the other, Mr Scott is unwilling to take it in hand, whether from fear of giving offence to Mr. Powell, or from doubting his own ability to carry it through, we know not. Thus the matter stands at present.

The necessity of immediate action is however, patent to all, and we think will lead to some arrangement for having a proper Bill introduced during the coming session. It is of no practical importance which of the two members takes it in hand, for the strenuous and cordial co-operation will be necessary to carry it through and to obtain a grant of lands in proportion to the undertaking. Once the required Act is obtained, let us see [sic] that it will not end in gass. [sic] Other towns of not nearly as population or importance can get railroads, and why cannot we ? - Bytown Gazette.

12/03/1861 Ottawa Citizen Canada Central

MR. POWELL'S DINNER

Short exerpt

His bill would bring the wastelands of the Crown into market and cause tiem to be worked. In doing what he had done in the matter of the Canada Central Railway bill he had been actuated by an honorable ambition to connect his name with a great public enterprise, and had his bill been carried, the country would I soon have a railway from Veaudreuil [sic] to Arnprior, at least.

The object of the said dinner was, to compliment Mr. Powell for the efforts put forward by him, to carry his Canada Central Railway measure through parliament during the last session. The merits of that measure and the provisions therein contained are already before our readers, and as to Mr. Powell's course they can judge for themselves. Only we may say here as to the facts in that relation, a number of our citizens about a year ago signed a petition asking parliament to grant an act to Incorporate a Company to construct a Railway through the Valley of the Ottawa by way of Ottawa and Arnprior, and thence to Lake Huron. This petition was entrusted to Mr. Powell. He used the petition and the names on it, to obtain a Bill of a different character and for a different route, not to touch Arnprior, or Ottawa, or to pass through this part of Canada at all. The petitioners were defrauded by Mr. Powell. That is admitted on all hands, without question. That the House of Assembly, on discovering the fraud, after Mr. Powell's Bill had passed sent a formal message to the Legislative Council and caused it to be stopped short, are matters well-known to every one and it is for those efforts in the line of fraud that the "Feed" was given. Being strongly Ministerial, however, and desiring to place this matter before the public in the most favorable light we give the requisition for the dinner which reads as follows [sic]:

TO W. F. POWELL, ESQ., M. P.

COUNTY OF CARLETON

The undersigned Freeholders of the County of Carleton, wishing to testify their appreciation of your public services in Parliament, and to mark their approbation of the course taken by you with reference to the passage of the Canada Central Railway act of incorporation, during the last session of the Provincial Parliament [sic], beg you will accept of a PUBLIC DINNER, to take place at the Beaver Hall Hotel, in the City of Ottawa, on Thursday, the 7th March, next, at the hour of 6 o'clock P.M.

Touching certain names attached to this requisition we shall have much to say hereafter.

The report of the speeches at that dinner prove this beyond question, that the Citizen shows a proper Christian spirit throughout. While we are despitefully treated and persecuted by this shabby lot of fools, we labor to do them good, and in the most kindly manner try to lead them to the path of duty.

We desire very much to see a Railway from this city to Arnprior, and, however much others may rejoice, we regret, to see that measure put down.

Mr. Powell has neither the intention nor the ability to carry through any such measure. We have had a farce on a very respectable scale, and have heard Mr. Powell's abuse of others, but where is the benefit from all that? Can we raise money on that security to build a Railway?

We have been asked the question time and again in a very sharp way, by many of the friends of the Ministry, why, after having condemned Mr. Powell's bill in Parliament as a fraud, those ministers attended this dinner? To this of course we have given various answers which it is not necessary to repeat, but all things considered, it must be admitted that Brockville acted, badly. Half that town should have been here at Mr. Powell's dinner. His bill was solely for their benefit, and to our injury, and when our people put aside jealousy, and all feelings of self interest in the matter, it might at least have been shown that they appreciated Mr. Powell's services. We must come to the conclusion that they understood something and desired to keep aloof; leaving all to their member, Mr. Sherwood; and, judging from the past can we say they are wrong?

LEGISLATIVE ASSEMBLY

Bills were introduced to Incorporate the Canada Central Railway

THE CANADA CENTRAL RAILWAY Page 2 col 3

Mr. W.F. Powell moved the second reading of his bill to incorporate the Canada Central Railway Company.

Mr. J.S. Macdonald said all our railroad bills had been a farce, a failure, and disgrace to the country. In England, the practice was that the capital should be subscribed, a survey made, and an assurance given that the railway should be made before a charter was granted. Here the contrary was the case, and our Legislature was ready to grant a charter for a railway to the moon if it was asked for. We always began at the wrong end. Last year a bill just like this was introduced by the Hon. member for Carleton, by which a large portion of the public domain narrowly escaped being granted away, and this year there was another, introduced by the hon. member for Argenteuil, under very auspicious circumstances. If this bill were carried, he supposed agents would be sent out to canvass England, Scotland and Ireland, and the country be flooded with spurious bonds. Moreover this measure involved the granting, for the purposes of the proposed company, of a large amount of the public lands. Did the Government consent to it? There had been a railroad something like this before the North Shore line, for which 4,000,000 acres were formerly appropriated - what had become of it now? Was it not a farce? And then there was a railway to Vaudreuil! - what had become of that? He did not think railroad men in England would put their names to Canadian railroads now. There had been a time when they would - when the Barings and the Glynn's and the government put their names to the head of the list; but people would not be gulled any more now. He was not opposed to the scheme it was as feasible as many others that had been introduced; but we should hear, if we passed this bill, that affairs in the United States, or the Syrian massacres, or affairs in Europe, had prevented the capital from being subscribed, and necessitated an appeal to the government to defray the expenses of the survey. Besides, if this railway were chartered and built, the municipalities interested in the Brockville Railway and the Prescott Railway Company would come down to the House for aid, or for relief from their indebtedness, as we had chartered a rival line to theirs. Besides, what was the hurry about this road? The hon. member had better wait until the government was at Ottawa, and the trade demanded it. No man would be more delighted than he to see a railway built through the Ottawa country, where he himself had some interest, but it must, be taken on hand by men who had capital of their own to embark in it, and would not appeal for every farthing to British widows and orphans.

Mr. R. Scott said these remarks must be very amusing. So far from the Prescott and Ottawa Railway opposing this measure, it would be the greatest benefit to them.

Col. Playfair was surprised that the hon. member should oppose the motion. The time had come when the back country must be opened up, and it was through the Ottawa Valley that they looked for opening up communication with the Red River. This railway was a step in the right direction; they did not ask any public appropriation, but simply the right of road. It would be the first link in the chain of the great Pacific Railway.

Mr. W. F. Powell regretted the opposition of the hon. member for Cornwall, and he promised the hon. member that he would take no advantage of his absence from the Railway Committee to pass it. He would give him timely notice, and he believed that when he heard it fully explained even his objections would vanish. The project was not a new one, for it was embodied already in several charters, which, however, were found from the diversity of provisions, to be unworkable in their present state. All the bill asked from the Government was the very lands which had been appropriated already to these very companies; so that there would be no new grant of public domain. The Ottawa country had contributed largely to the other enterprises of the country, and it was exceedingly illiberal in parties living at the front to oppose the very first measure in which the new capital was interested. Ottawa was in direct commercial intercourse with Montreal and Quebec, and required to have better means of reaching them than they had at present. He had no doubt the scheme would lie constructed cheaply. The country was level, and most of the material required could be had on the spot. If he had followed the prompting of his own ambition he would have asked to go to the Pacific shore, but he confined himself within narrow limits. If however, the Railway Committee were of opinion that the extent asked for was too great, he was willing to take it as far as Arnprior. The county he represented was one of the most prosperous in the Province, and what was better, was free from debt, and he thought it was quite reasonable that when asked for this charter, it should at least receive respectful consideration.

Mr. Patrick thought the bill was one which could very properly be allowed to go to the Committee.

Attorney General Cartier understood that there was an arrangement made between the several railway companies alluded to in favor of the bill. The Vaudreuil Company was the only one whose charter had not expired; but it was a provision of the several charters that each company would have the power to take up and carry out the very schemes if the others failed, in which case it would be entitled to the lands appropriated to them. Now the Vaudreuil Company was in a position to do that, and if there was such an agreement as had been named, there was no necessity for a new grant. After some more discussion, the bill was read the second time.

The House then adjourned..

30/04/1861 *Ottawa Citizen**Canada Central*

The new Canada Central Railway Bill has been brought before the House. Mr. Powell has so far yielded to public opinion, as to insert the words "by way of Ottawa and Arnprior" in the description of the route of the proposed Railway. This is gratifying, as Mr. Powell announced at the city meeting his intention to introduce the same bill this session. We append lists, old and new, for the benefit of those interested:

17/05/1861 *Ottawa Citizen**Canada Central*

CANADA CENTRAL RAILWAY

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Page 2 col 2 and 3

In an Act to incorporate the Canada Central Railway company, and to amend the Act entitled an Act to provide for, and encourage the construction of a Railway from Lake Huron to Quebec, " which has very recently become law it is provided, that "so soon as any portion of any of the said railways, (those provided for in the act), not less than twenty miles in length, shall be actually completed in a good and permanent manner, with stations, rolling stock, and other appurtenances sufficient for the proper working of such Railway," that company is entitled to its proportion of a grant of four millions of acres of land, "and if no ungranted lands of the Crown front on the said Railway, then such grant of lands may be made from the vacant lands of the Crown lying within the watershed of the Ottawa river." According to this Act the Brockville and Ottawa Railway is one of the "said railways,"e and it has over twenty miles completed and in operation, with all the materials, machinery and the appurtenances required in terms of the Act. It would therefore seem that the Brockville and Ottawa Railway company may now claim their quota of land.

The total quantity of land to be granted to the several railways forming the Canada Central Railway combination, is four million acres. As already observed, a most important condition is, that "such grant will be made from the vacant lands lying within the watershed of the Ottawa river, " for no vacant lands front on these Railways. The North Shore Railway and St. Maurice Navigation and Land Company, are to have three tenths, - that is one million and two hundred thousand acres,- which will be equal to about twenty full townships. As yet, however, they are not in a condition to claim it. The remaining seven-tenths of the four million acres are to be divided proportionately, according to the number of miles between Montreal and Pembroke, amongst several companies.

But if any of these companies can claim its share of land, "so soon as any portion of the said Railway" be completed and equipped to the extent of twenty miles, then it is clear that the Brockville and Ottawa Railway company, before referred to, may proceed at once and obtain their share of the land; which will amount to about eleven or twelve townships, or twenty odd, ten by five miles' limits.

Now it is plain that if the Brockville company be so entitled to take lands at once, as appears to be the case, they will know enough to select the lands that will pay them best, and as regards limits, they will not be likely to pick out the worst. And it is also perfectly manifest and beyond question that if this Canada Central Railway Act be carried out, according to its own terms, that the several companies which form the combination must of necessity, become the owners of four millions acres of the lands now under license to the lumberers - or that through them, the lands will pass into the hands of parties who will advance moneys to build the Railways. Either this is inevitable, or the Railway Act is a dead letter. The Act of 1856, which granted land to aid the construction of a line of railway from Lake Huron to Quebec, did not limit the section of the lands to the Ottawa Valley, but left the lumberer's country and unmolested. And this Bill makes no provision whatever, for any kind of compensation to the occupant lumberers for their works or improvements. No mention is made of anything of the kind.

It is interesting to contemplate the extraordinary revolution, in the business of this part of Canada, which must take place if this act be carried into effect. Five Railway Companies, or their creditors, will rule the Ottawa Lumber trade. Licenses to cut timber will have to be obtained from them. The present order of things in that trade will disappear. Men holding valuable limits, who have expended very large amounts on dams and slides and roads and other works, will find themselves obliged to bid up against competitors under the auctioneer's flag, and pay for the own improvements. Indeed, it is impossible to describe the results in detail.- it is melancholy, however to think that either we must do without the necessary and most important improvements, or submit to such ruinous consequences to our most valuable trade.

21/05/1861 *Ottawa Citizen**Canada Central*

Prorogation of Parliament
 QUEBEC. Saturday, p.m.
 LEGISLATIVE COUNCIL

This day, at two o'clock p.m., His Excellency the Governor General proceeded in state to the Chamber of the Legislative Council in the Parliament Buildings.

The Members of the Legislative Council being assembled, His Excellency was pleased to command the attendance of the legislative Assembly, and that House being present, the following Bills were assented to in Her Majesty's name by His Excellency the Governor General, viz -

 To incorporate the Canada Central Railway Co. and to amend the Act intituled an Act to provide for the encouragement and construction of a Railway from Lake Huron to Quebec

25/05/1861 *The Tribune, Ottawa**Canada Central*

The act to incorporate the Canada Central Railway has passed both houses and as far as Parliament can do it 4,000,000 acres are set apart to help build it. More.

The Grand Reception.

We have been accused of ill-nature or ill-feeling in not sooner reporting the grand reception of members of Parliament, which came off on a very small scale last Thursday evening, on their return home to this city. Now, to be blamed in this way is very unfair, for in the first place we were not asked by the Secretary of the "Reception Committee" for "the favour" of our company, as the notices had it; and, in the next place, the said Secretary was not polite enough to send us a report of the proceedings. The most energetic efforts have since, however, been employed on our part to remedy this untoward omission, and at great cost and trouble we are now enabled to give a very particular account of that momentous event.

To enable the public to understand all about it, it is proper to state that Mr. W.F. Powell telegraphed to certain parties here that a grand-reception was required, and that he and Mr. Scott and Mr. Loux would arrive at the Railway Depot in this city on last Wednesday evening. Preparations were slow or people were slow, and therefore the members delayed a day in Montreal to allow the time required for proper fixings. Though notices were issued requesting, in each case, "the favour of your company," &c, for that evening, the great event was, by announcement postponed till Thursday evening. On that evening all was in readiness. The "Reception" Committee and friends were on hand at the Railway Depot, The train arrived on two, but no members with it. The discovery was then made that a torch-light procession had been desired, and it was shrewdly suggested that, as the sun was shining brightly, the torches would not make a very imposing display, and that, to avoid competition in that way, the members must have, in their wisdom, taken the route by the Ottawa River from Montreal, so as to arrive late at night. It was also known that Christy's Negro Minstrels were coming up by the same boat, and it was considered that this of itself was a great inducement for the members to come that way, as the presence of the distinguished Minstrels and their fine band would give eclat to the reception..

Accordingly the reception force mustered at the wharf about nine o'clock. The boat arrived soon after, and with it the minstrels and two membeia, Messrs. Powell and Scott. The reception band played and so did the Minstrels. Both played charmingly, and the boys came running in crowds, and caused much annoyance to the passengers. Three carriages - it is said one of them was a one horse vehicle, were in readiness for the members, and the friends drummed up by the reception committee. These friends and the committee altogether numbered eight, and as they took possession of the carriages the Band had to walk behind them. After the band came five boys carrying torches, but these seemed to be as badly off as the lamps of the foolish virgins, for they soon went out. However, the cortege proceeded up Sussex street. This was the critical moment. The object was to produce effect of course, and it was a grand success, for never was there a more solemn funeral looking cortege, as they slowly pursued their way in the most melancholy manner, from the wharf to Mr. Scott's house on Sandy hill, at the east end of this city.

Immediately after their arrival at Mr. Scott's house, the eight friends and the band being drawn up in the yard. Mr. Powell mounted a doorstep, and favoured them with a very loud and eloquent harangue. We should mention here that outside the fence, on the street there was a considerable crowd of boys, and some dogs. Two respectable men we understand, stood outside also near the gate. The speech was a gem in its way. Mr. Powell magnified his immense services to the country. his herculean labors in Parliament, by which he terrified all opposition, and carried the Canada Central Railway Bill in spite of all difficulties. Without explaining whether this referred to bullying and insulting our friends in Parliament, to such an extent, that Ottawa has hardly a friend left, and in consequence is in danger at this moment of suffering immense and irretrievable injury, he next fell foul of the press of Ottawa City. It did not admire him or support him and it was therefore bad. It even exposed his misdeeds in relation to the Canada Central Railway Bill. The whole press of the city was bad. The Citizen "malignant," and the Union was as bad as the Citizen only not quite so "malignant." He then asked in frantic tones, and looking over the fence, if there was one man in Ottawa connected with the press who had any claim to respectability? All being silent on both sides of the fence, he cried out, - No, not one. None of them would be listened to about anything. What were they? or what claims had they to be regarded? To these several questions there was no reply of any kind. The orator then pronounced a very favorable opinion of himself, and very faintly intimated that he was graciously pleased to think favorably of Mr. Scott and Mr. Loux. Their humility to him, was in his eyes at least commendable.

The friends and the band were then treated to refreshments, outside the house, in the yard, and they soon after left. The party outside the fence also moved off, and the dogs, which had assembled in considerable numbers, left about the same time. So ended these very important and imposing proceedings.

NOTE - As regards respectability, Mr. Powell reminds one of a certain class of aged females who vend fish in Market towns in the old country, whose conduct and language are proverbial as being objectionable. Not one of the members of the press in this city would be willing to be seen in Mr. Powell's company, and most of them would deem it discreditably to permit him to enter their houses. They can well afford to treat him with coolness and contempt. No wonder he complains.

31/05/1861 *Perth Courier*

Canada Central

It may be as well to mention, that the passage of the Central Canada Railroad Bill in its present shape was owing to the exertions of Robert Bell Esq., the member for North Lanark. Mr. Powell the member for the County Of Carleton, had Bill in charge - in fact he was pledged to carry some such Bill, or lose his seat. To get the assistance of Mr. Sherwood he had to give the B. & O. Railway Co. a share in the land grant; but a large number of the Ministerialists were opposed to the Bill, and without considerable assistance from the Opposition, it bid fair to be lost, and if so, Mr. Powell would lose his seat. In this dilemma recourse was had to Mr. Bell, who got the Bill altered so as to confer the greatest possible benefit on Lanark and Renfrew, and then went to work among the members of the Opposition, and succeeded in getting a sufficient number of them to support the Bill to carry it through, and it is now law. It an unfortunate measure, however, for Mr. Powell. as it is just the reverse of what the inhabitants of Ottawa city wanted, and he in all probability lose his seat, in consequence. The people of Ottawa want a Railroad from that city to Arnprior, and they don't care a straw whether it ever extends any further in either direction.- As the Canada Central Railroad Bill does not place them in a position to accomplish this, the Ottawa papers are out bitter against the Bill and its framer, Mr. Powell. The fact is, Ottawa members have sold themselves cheap to the Ministry, and in consequence have had to appeal to the Opposition in order to carry an Ottawa Bill.

The Canada Central Railway Act.

Already the part is interested in the provisions of the Canada Central Railway Act appear anxious to proceed to realize their wishes. There can be no doubt that they will take advantage of it to the fullest extent, and it is quite as clear that for the Brockville and Ottawa Railway, - which is of most consequence to us at present, and is now rapidly reducing the trade of the city, - Mr. Powell has been the means of obtaining for them, to our injury, the aid which they required. While we are left without an opportunity to make an effort on our own behalf, they are liberally aided. - Those who are interested in the Brockville Railway, may well comfort themselves upon their success, and laugh at the conduct of Mr Powell in relation to this very extraordinary Railway Act. In late number of the Bathurst Courier, after copying a few lines of the subject from this Journal, proceeds to say:-

"The Act alluded to particularly specifies the Brockville and Ottawa Railway Company as one of those companies entitled to a share of the four million acres of lands granted to aid and assist in the construction of a railroad from Lake Huron to Quebec and it is further enacted, that so soon as any of the railroad companies mentioned including the Brockville and Ottawa shall have twenty miles of road completed, equipped, and in running order, then the Company shall be entitled to a share of the land grant alluded to. The Brockville and Ottawa Railway Company have not only twenty miles, but sixty miles in full operation and if the Act means anything, as stated by the Citizen, the B. & O. Railway Company may proceed at once to select and take possession of some ten or twelve townships of land, which will embrace an area nearly as large as the entire county of Lanark. The vast importance of this arrangement in its bearing upon the final completion of the B. & O. Railway to Pembroke, must be apparent to everyone who will give the subject but a few moments consideration. With such a large tract of land at the disposal of the Company, forming a basis in real estate to back them up, combined with what assistance the Municipalities may be able to render in the way of waving their claim for interest for a few years, the Company should have very little difficulty in raising means to push on the road vigorously during the ensuing summer. The first thing to be done, it would appear, in order to reap the benefit of this arrangement, is that the company should at once proceed to locate and get possession of, the lands to which they are entitled. With the title deeds in their possession, they will have a tangible basis to work upon, which may be turned to great advantage. The lands may not be of much value just now but as settlements progress backwards, they will increase in value, and may ultimately realize sufficient to pay the whole cost of the railroad from Brockville to Pembroke. Besides, in the meantime, the lands may embrace valuable yimber limits, and as soon as the titles are obtained, the timber licenses will become payable to the Railroad Company instead of to the Government. In this way they may be made to yield a considerable revenue until they could be disposed of to advantage. In view of these considerations and advantages, the Company should lose no time in taking the necessary steps to get possession of the land. That once obtained, the ultimate success of the B. & O. Railway will be placed beyond doubt.

It may be as well to mention that the passage of the Canada Central Railroad bill in its present shape was owing to the exertions of Robert Bell, Esq., the member for North Lanark. Mr. Powell, the member for the county of Carleton, had the bill in charge - in fact he was pledged to carry some such Bill, or lose his seat. To get the assistance of Mr Sherwood he had to give the B. & O. Railway Company a share in the land grant; but a large number of the Ministerialists were opposed to the bill, and without considerable assistance from the opposition, it did fair to be lost, and if so, Mr Powell would lose his seat. In this dilemma recourse was had to Mr Bell, who got the bill altered so as to confer the greatest possible benefit on Lanark and Renfrew and then went to work among the members of the opposition, and succeeded in getting a sufficient number of them to support the bill to carry it through, and it is now law. It is an unfortunate measure, however, for Mr Powell as it is just the reverse of what the inhabitants of Ottawa city wanted, and he will, in all probability, lose his seat in consequence. The people of Ottawa want a railroad from that City to Arnprior, and they don't care a straw whether it ever extends any further in either direction. As the Canada Central Railroad bill does not place them in a position to accomplish this the Ottawa people are out bitter against the Bill and its framer Mr. Powell. The fact is, the Ottawa members have sold themselves too cheaply to the Ministry, and in consequence have had to appeal to the opposition in order to carry an Ottawa bill.

As to the correctness of this statement of facts, that cannot be a question, so far as it goes. Much might be added, as regards other parties who used Mr. Powell for their own purposes in a similar way. Indeed taking the act itself, it bears proof of this on the face of it, - but the clear explanation illegible illegible the Act was never intended to be of service to us but only illegible and intended to serve electioneering purposes for Mr Powell. Such a ridiculous illegible of a railway act has never before been seen in Canada and even for purposes of delusion and deceit, I much eligible

The following extract from the Brockville Recorder, on the same subject, gives us much additional evidence as to the views entertained in relation to the effect of this Act. If we had a railway from Ottawa to Arnprior, we could afford to look on without concern, but being deprived of that and being afforded to our competitors, the effect upon this city and neighboring country must be deplorable.

"B. & O. Railroad. - At length is a good chance for extending this railroad to Pembroke. An act has been passed lengthening the period of completing the road to Pembroke for five years, and from six to seven hundred thousand acres of land have also been secured in aid of the road already built, by giving it a connection with the contemplated railroad from Lake Huron to Quebec. The opening up and sale of the six or seven hundred thousand acres of land ought to insure the completion of the road to Pembroke, and the sooner steps are taken to bring the land into the market the better. "

Ottawa Board of Trade Meeting

A meeting of the Council of thenOttawa Board of Trade, washeld at the City Hall on Tuesday the 4th inst.

CANADA CENTRAL RAILWAY.

Moved by Mr. Perry, and secondod by Mr. McGillivray :

"That the Secretary be requested to lay the following questions before the members of the City Council, requesting them to ask legal advice thereon from their solicitors :

1st. - Does the Canada Central Act afford the proper or needful provisions to enable the : parties incorporated as the Canada Central Railway Company. to become organized, with the powers required to enable them to construct a Railway from Ottawa city to Arnprior. and obtain their share of land, independently and irrespective of the "Brockville and Ottawa" Railway Company, the "Carillon and Grenville," the "Vaudreuil and Bytown," and the North Shore Railway Company, or any of them?

2nd. - If so, how are they to proceed to that end ?

3rd.. - If not, how is amalgamation and organization to be effected, with a view to the construction of the Ottawa and Arnprior section?

4tn. - Can all or any of those Companies claim land under this act, irrespective of the Ottawa and Arnprior section ?

5th. - if the portions of the lines already constructed, not being part of the direct Line, can claim their proportion of the land located for the construction of a Railway between ' Montreal and Lake Huron, for instance, such part of the Brockville and Ottawa Railway as is already built? Carried.

The new arrangement which started yesterday affords speedy traveling between this city and Montreal. Passengers leave Ottawa at 7 a.m. and arrive in Montreal at 2 p.m. thus making the run through in seven hours, and affording the Quebec passengers the opportunity to transact business in Montreal. From Montreal to Ottawa the run is made in eight hours - leaving Montreal at 8.30 a.m. and arriving in Ottawa at 4.30 p.m.

BROCKVILLE & OTTAWA RAILWAY.

Resolved - that the Superintendent be, and he is hereby requested to report in writing at the next meeting of this Board, if any and what reductions can be made in the working expenses of the Road, having due regard to its safety and efficiency.

To the President and Directors of the Brockville & Ottawa Railway Company:

GENTLEMEN - In compliance with a resolution passed at the Meeting of your Board on the 3rd of July last. I beg to report that I do not know how any saving can be made in the working expenses of the Road at present.

The men employed on the Track Repairs are partially employed at Ballasting, Ditching, and completing the construction of the Permanent Way, necessary for the maintenance of the Rails, Rolling Stock, &c.

Repairs of Rolling Stock: this department under the immediate direction of Mr. Cockfield is, I believe, conducted with a strict regard to economy, but from its want of sufficient machinery, the cost of repairs is necessarily greater in proportion to the work done than in shops where the amount of work and the facilities for doing it are more extensive.

I remain Gentleman

Your ob't serv't

(Signed) A. BROOKS,

Superintendent.

Superintendent's Office, Aug. 22nd.

BROCKVILLE & OTTAWA RAILWAY

TO CONTRACTORS

TENDERS will be received, addressed to the Subscriber, to the 8th of October next, at noon, for the putting up a FREIGHT HOUSE at Irish Creek, and a WOOD SHED at Carleton Place and Franktown.

Plans and specifications may be seen at the Railway Office.

ROBT. HERVEY

Secretary

Brockville, 30th Sept. 1861.

At the Rideau Falls--

A railway along the river front for two thousand feet, carries the lumber after it is sawn, and there are half a dozen railways branching towards the river, where slides carry it to the vessels at the wharves--

City Council

--and one from Francis McGuire and others complaining of a new track about being laid down by the Ottawa & Prescott Railway Company, which was likewise referred to the Streets Committee but accompanied with the request that they report upon it at the next meeting of council.