The Spectator.

"Hearts resolved and hands prepared
The blessings they enjoy to guard."

HAMILTON, ONTARIO:

TUESDAY EVENING, JULY 27th, 1875.

THE HAMILTON RAILWAY BY-LAW.

We print to day a [illegible] statement from the Directors of the Hamilton and Lake Erie, and those of the Hamilton and Northwestern Railways, the commencement of which will be found on the first page. We have no opportunity for comment to day, but commend the statement to the careful [illegible] and the perusal of our readers.

HAMILTON AND RAILWAYS.

Whenever a railway question is before the people of Hamilton it is the fashion with certain people who either will not study the bearings of a project upon their own merits, or who are incapable of doing so, to hold up the old Hamilton and Port Dover railway as a fearful warning against all such enterprises. With these people, apparently, the lesson of a failure is "never try again." The Hamilton and Port Dover matter may now be said to belong to a past generation; very few of those who are bearing the responsibilities of the present day know anything about the facts of the case, except that five hundred thousand dollars were obtained from the city for it and the road was not built, but how its failure came about very few know at the present day, and without having the facts fully presented it is impossible to say what lesson should be drawn from them. But after all was it so disastrous a failure? At the time it was so undoubtedly. Still, there was substantial work done on the line, and it was that work which enabled the Hamilton and Lake Erie Company to build the present line. Had the work not been done the present Company could not have attempted their enterprise with the resources in their possession. So that all the money sunk in the old Hamilton and Port Dover was not lost.

Adopting the method of those who hold the old Hamilton and Port Dover as a scarecrow, let us look at the history of Hamilton's connection with railways and see whether or not our experience has been disastrous. In pursuing this inquiry let us keep in mind the fact which is apt to be lost sight of, namely, that the condition of a city's existence is that it shall have a territory to trade with and to live that territory there must be roads or travel into it; these are the links which bind the two together. Every foot of Hamilton depends for its value upon that condition being fulfilled. Cut off Hamilton's railway facilities and it would not maintain a population of 10,000 people, and its property which is now a valuable possession would shrink in value to ruinous proportions, increase the facilities attach more territory to us and the reverse and pleasanter process sets in.

Hamilton is the pioneer of the Canadian [illegible] for its Great Western stock if it had kept it. So that the Wellington, Grey and Bruce really cost us nothing more than a loan which has been more than repaid. For that loan we have 167 miles of railway directly tributary to the city, and the attack made on it by Toronto was defeated, and the position saved.

Next in order was the Hamilton and Lake Erie, to which we contributed $50,000. With this assistance we secured its construction, and [illegible] that in the [illegible] we venture to say have saved [illegible] of cordwood alone we have [illegible] more than the amount of the bonus since the road was opened, not to mention its other advantages.

If the amounts mentioned above are added together it will be found that we have expended not much over three quarters of a million of dollars, and taking the main line and the Toronto branch of the Great Western into account we have nearly five hundred miles of railway to show for it, built at a total cost of nearly thirty millions of dollars. Taken as a whole this is not a record which ought to frighten people.

ANOTHER GRIT GONE.

Judgment was delivered yesterday in the North Renfrew protested election case, and the respondent, Mr. William Murray, was unseated for the corrupt practices of agents. This will necessitate a new election which will be the third in that constituency for the Commons [illegible] like service. Mr. White's friends are confident of his obtaining the seat. The case is proceeding to day.

Judgment will be delivered in the Chambly (P. Q.) election case on the 3rd proximo. The respondent is M. Amable Jodoin. This is the second time for Mr. Jodoin to go through the election ordeal. The first case was a very [illegible]

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HAMILTON AND NORTHWESTERN RAILWAY.

[Continued from first page.]

[illegible] ty and also in [illegible] the [illegible] and want of energy [illegible] of the Board, and it was [illegible] that if the work were [illegible] competent contractors would come forward to undertake it. About this time Mr. Proctor suggested that if some additional aid could be procured on the section between here and Georgetown, so as to fill up the gap in the bonus system between that city and Wellington Square, and also supplement the deficiency in Halton, beyond the Square, he might be able to arrange a contract for the whole road.

The Board were reluctant to entertain the idea of again applying for aid to the city, but they felt that they must do so if there was no other alternative. There appeared to be such an alternative in the possibility of finding a contractor to take the work on the resources of the Company as they stood, and in order to test the matter the Board determined to advertise for tenders on that basis. This was done in January last by the following advertisement published throughout Canada and in the *Railway Gazette* of the United States:

Sealed tenders, addressed to the secretary, will be received up till the 23rd day of February next, for the various works, including the furnishing of rails, spikes and bolts, required in the construction of the Hamilton and Northwestern Railway, from Hamilton to Barrie, and from Clarksville to Collingwood, about 127 miles. Tenders will be received for the construction of the whole line, for separate sections of same, for rails, etc., and for the different classes of work. Plans and specifications will be ready for inspection on 1st of February next, and forms of tender, and further information, can be had from the Chief Engineer at the Company's offices, Hamilton. The Company do not bind themselves to accept the lowest or any tender.

MAITLAND YOUNG,
Secretary.

Hamilton, Jan. 23, 1875.

Over seventy applications were made for information and tendering papers, but only thirteen tenders were sent in, most of them for iron; only two of them for construction, while none of them were at all eligible or such as the company could deal with.

These tenders were subsequently examined by a Committee of Citizens and by the Railway Committee of the Council, who were equally satisfied that none of the offers were of a practical character.

The following letter from Mr. Plunkett was received with other tenders, viz.:—

MONTREAL, 20th January, 1875.

The President and Directors Hamilton and North Western Railway, Hamilton:

DEAR SIR,—Referring to your advertisement, calling for tenders for the construction of your line of railway and to our former letter in regard to that matter, we now beg to state that we are willing—if you should desire to treat on such a basis—to negotiate a contract with your company embracing the entire completion and equipment of the Railway taking payment in municipal and other bonuses, together with such an amount of the companies' securities as may be agreed upon between us.

As such a contract would involve on our part the arrangement of a complete financial scheme before commencing the work, we would require a reasonable time to effect one before proceeding with the construction of the line.

In consequence of the depressed condition of all railway enterprise in this side of the Atlantic, the financial arrangement referred to will require some time, and be accompanied with some difficulty. We therefore desire to say in advance, now, that should your Board deem it advantageous to entertain such a proposal from us, we would require, as a preliminary step to such negotiation, some assurance that all the resources of the Company shall be available for the purposes of the contract, we would not require satisfactory guarantees that the contract will [illegible] assumed in behalf of the Company, [illegible] their stock [illegible] [illegible]

In the meantime the secretary of the [illegible] pany will give every information in [illegible] to bonuses and Government aid or a[illegible] [illegible] possession of the Company.

In regard to the provisional contract [illegible] with Messrs. Hendrie and P[illegible] has been formally intimated to the H[illegible] Mr. Hendrie [illegible] desires to can[illegible] contract and it may therefore be con[illegible] practically cut of existence.

JOHN STUART, Pres[illegible]
M. LEGGAT,
P. W. DAYOOT,
WM. HENDRIE,
JOHN FIELD.

Hamilton, April 10, 1875.

I agree to resign my connection [illegible] Board on condition that Mr. McGiver[illegible] twenty citizens who are assessed [illegible] estate to the amount of $1,000, and [illegible] sent Board to name nine gentlemen [illegible] the Board from the twenty gent[illegible] named, and the present liabilities a[illegible]

ANTHONY [illegible]

Mr. Hendrie (Mr. Proctor bei[illegible] absent in England) with equal re[illegible] made way for Mr. McGiverin, as [illegible] seen by the following letter:

To the President and Directors of the [illegible] and North-Western Railway, Hamil[illegible]

"HAMILTON, 9th April [illegible]

GENTLEMEN,—Referring to the m[illegible] your Board and Citizen's Committe[illegible] day, at which I was invited to be p[illegible] heard a letter read from Mr. Wm. M[illegible] addressed to the Mayor and Alderm[illegible] City of Hamilton, making offer to u[illegible] and enter into a contract at once [illegible] construction of the Hamilton and [illegible] Western Railway, without the [illegible] aid of $100,000 being granted.

I then stated, that I thought so [illegible] the contract, with the addition [illegible] $100,000 attached thereto, I was pr[illegible] give way and allow the offer, [illegible] made through the City Council, to [illegible] tained by the Board, but that acq[illegible] did not leave my offer open unt[illegible] found out whether Mr. McGiver[illegible] could be accepted or not.

The Board and Committee conc[illegible] communicate with Mr. McGiverin [illegible] him the contract in terms as con[illegible] his letter, and I therefore feel myself [illegible] to withdraw from the contract as I f[illegible]

In conjunction with Mr. Proctor [illegible] was made to your Company, w[illegible] thought entailed the assumption [illegible] responsibility and risk, with doubt [illegible] pect of adequate return. Appar[illegible] views are not shared in by others, [illegible] in positions to exercise adverse inf[illegible] the scheme, in the city, and from [illegible] motives thus actuated, some fro[illegible] different opinions might have [illegible] pected, are not disposed to [illegible] carrying through what seemed to [illegible] only available way of secu[illegible] construction of the road at the pre[illegible] This has caused a delay in pr[illegible] the work quite different to what it [illegible] ticipated, and has interfered materi[illegible] our plans. I therefore think it pro[illegible] timate to your Board that, in view [illegible] facts, I now propose to withdraw [illegible] conditional contract entered into [illegible] Company, and this letter to you i[illegible] to that effect.

I shall be pleased to find [illegible] have met with parties who will [illegible] carry through your undertaking [illegible] favorable terms than contained in [illegible] tract, and shall do what lies in my [illegible] assist you in carrying it to complet[illegible] In the event of a failure, the blam[illegible] thing that would have carried th[illegible] out, complete and without fail, mus[illegible] by Mr. Wm. McGiverin, who con[illegible] this late stage of the proceeding; to [illegible] opportunity was open [illegible] the 1st of February last [illegible]

Yours truly,
(Signed) WM. H[illegible]

The Board of Trade at this [illegible] a meeting to consider the ma[illegible] appointed a Committee to dea[illegible] The Committee conferred with [illegible] restore and with Mr. McGiverin [illegible] their the Directors gave over[illegible] assurance as well as the above [illegible] undertaking that they would [illegible] every facility and assistance to [illegible]

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[illegible] Hamilton [illegible] Company [illegible] Hamilton [illegible] contractors was not [illegible] to [illegible] them [illegible] their hands in the manner proposed, on the extremely uncertain contingency of the possible success of the Westmen in [illegible]

[illegible] the [illegible] in the existing state of things with regard to railways, the resources of the Company were not such as to induce contractors with capital to come forward and there remained the only alternative [illegible] the Hamilton [illegible] aid to apply on the line as before referred to.

The [illegible] decided on entering into a provisional contract with Fraser, Proctor and Hendrie, and on applying to the city for the amount mentioned [illegible]

The application [illegible] Hamilton met with unfavorable reception, but the Directors [illegible] they [illegible] investigated and discussed [illegible] interested, and that the majority of the people would not fail to [illegible]

The Board in the first place made [illegible] to the Council, and there [illegible] the Council a number of [illegible] but this is quite untrue. Premium [illegible] to a committee [illegible] Council [illegible] Shall the Board of Directors [illegible] would not then [illegible] intelligent report [illegible] negotiations with the Council [illegible] their report was adopted by [illegible] forty. The [illegible] shall [illegible]

The ratepayers are asked to [illegible] their votes whether the [illegible] city taking $100,000 of stock in [illegible] Hamilton and North Western Railway [illegible] to be debentures [illegible] goes on between Hamilton and [illegible] town *pro rata* per mile on the capital [illegible] Company [illegible] Engineer [illegible] and countersigned by an engineer [illegible] by the Council.

The important conditions are:

That the Hamilton and North Western and the Hamilton and Lake Erie Railways [illegible]

That the entire Company shall be completed [illegible]

[illegible] within [illegible]

That the terminus of the [illegible] Lake Ontario shall be [illegible]

[illegible] to [illegible] but subject to reduction [illegible]

[illegible] by [illegible] Company [illegible]

[illegible] Yours truly,

Signed, W. SMARTT.

[illegible] Hamilton [illegible] University [illegible] Simeon Bolton will have an awful [illegible]

[illegible] Chamber of Commerce [illegible] of Trade.

[illegible] Hamilton [illegible] Company [illegible] Hamilton [illegible] contractors was not [illegible] them [illegible] their hands in the manner proposed, on the extremely uncertain contingency of the possible success of the Westmen in [illegible]

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[illegible] to [illegible] but subject to reduction [illegible]

[illegible] by [illegible] Company [illegible]

Our Subscribers.

The City Circulation of the DAILY SPECTATOR *has been placed in charge of Mr. FRANK W. COLE, and he is authorized ... the ... and ... be ... is ... ap- ... OR. ... the ... ter, ... is our agent in Ancaster for the distribution of the* SPECTATOR.

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WEDNESDAY EVENING, JULY 28th, 1875.

Hamilton and Northwestern Railway.

MEETING IN WARD NO. 3.

Last evening a large meeting of the electors of No 3 ward was held at the Bay street engine house. The following prominent citizens were present: Messrs. Tuckett, Davis, Fitzgerald, McElroy, Smith, Sadlier, McGill, McGiverin, Barry, Walker and Mills.

Mr. ROBT McELROY took the chair upon motion of Mr. Davis, seconded by Mr. G. E. Tuckett.

The chairman formally opened the meeting, and stated that the meeting was called for the purpose of discussing the Hamilton and Northwestern by-law now before the people, and called upon Mr. Barry to address the audience.

Mr BARRY regretted that he had been called upon to speak. In speaking on the subject of the by-law he would not speak against the Directors of the railway, but of their representative positions, as they were all good citizens. If the point at issue were only the granting of $100,000, he would not be here to speak against it. But he had no confidence in this By-law. The real issue was, whether it was putting $100,000 in the pockets of the Directors and contractors or not. All our property was mortgaged to one-fourth of its value through grants to other railways. The people wanted to know whether the granting of this $100,000 would secure them this railway; but they were not sure of this, nor was the By-law binding; but they could legalise it, as we now had a government in Ontario that would legalize anything at all, no matter what it was, as they had already legalized an Act which has no equal in any civilized country—he referred to the law allowing Directors to be contractors. He had no confidence in this Company for this reason, and the fact that they would be owners of the road when it would be finished.

Mr. SADLIER said he wished the Directors to speak for themselves. He took a deep interest in the by-law and wanted to know in what direction the road was to come. At the meeting in No. 2 ward they thought it some discussion, but he thought this was a very good policy. (Cheers.)

Mr. SCOTT, President of the company, was then called upon, and said he was pleased to meet with so many influential electors here to-night. He said that Mr. Barry was incompetent in railway matters. He was sorry that Mr. Barry was really in favor of the By-law, but had so far committed himself that he felt that he should be consistent. He had supported a by-law in the county which was framed in the same way in which this was, but he used his influence against this one because it would tax his stock property. (Cheers.) The new road would connect three lakes and would have four terminuses, Lake Ontario, Lake Erie and the Georgian Bay would be united.

[illegible] ordered him off the platform and suiting the action to the word endeavored to push him off. This action of the chairman's was received with shouts of derision and cries of "free discussion," "fair play," and "three cheers for Mr. Stuart," which last was heartily responded to. Mr. Fielding at this point climbed upon the table and said he would like Mr. Stuart to answer him a question. This increased the uproar. A majority of those present ordered Fielding to get down or they would throw him out. Some of the enemies of the by-law rushed forward to the table and shaking their fists in Mr. Stuart's face, said he was afraid to answer an honest question, while at the same time that gentleman was doing his best to make himself heard, but finding that that would be impossible, he retired from the platform, leaving Mr. Magill to address the electors.

That gentleman commenced by saying that the company was a pack of robbers and leeches on the body politic. That it was their intention to ruin the city as the Hamilton & Port Dover road had done before. [Shaking his fist in Mr. Williams's face, he said: The Ontario Parliament had passed an act allowing Directors to be contractors, and that it was a most ——]

Here Mr Magill became incoherent, and could do nothing but scream and shake his fist in Mr. Williams's face.

Recovering himself slightly, he yelled that if saints went into the Hamilton and Northwestern company, they would come out devils. Here he was interrupted by groans and cries of "Pull him off the table for the sake of the cause," "Take that madman away, etc." One of Mr. Magill's friends pulled him by the coat and advised him to sit down which he did after he had thanked the audience for listening to him.

Mr WILLIAMS, M. P. P., here stept upon the table and said his career as a public man had been attacked by Mr. Magill, but those present knew what weight Mr. Magill had, what his public character was and what his private life had been, and—here Mr. Magill sprang forward and struck Mr. Williams with his walking stick. Mr Magill was thrown back into the corner however, and a scuffle averted.

Some parties present commenced to shout "turn him out," "apologize or we won't hear you," "no, no, Williams is right."

Mr. WILLIAMS replied that if he had injured the feeling of any one present he regretted it. (Cheers.) Some parties had been trying to make capital out of his action in regard to the act authorizing directors to be contractors, but when the public feeling cooled down—Here the chairman, Mr. McElroy, interrupted the speaker.

Mr. JOHN SMITH asked the Chairman to keep orderly himself, and thus show a good example to those present. (Cheers.)

The Chairman ordered Mr. Smith to "shut up," or he'd turn him out. (Groans and hisses.)

Mr. MAGILL stepped upon the table at this juncture and moved, seconded by Mr. Barry, that the the electors here present do pledge themselves to give the by-law under consideration their most determined opposition.

The Chairman declared the resolution carried.

Some one hinted to him in a whisper that it would be well, "just for the look of the thing," to put it to a vote.

After some hesitation the Chairman did so. The show of hands was so equally divided that it would be quite impossible for an impartial Chairman to decide which had the majority. The Chairman, however, declared the resolution carried.

The meeting then adjourned.

Hamilton and Lake Erie Railway Shareholders' Meeting.

RESOLUTION PASSED INDORSING AMALGAMATION WITH THE HAMILTON AND NORTHWESTERN RAILWAY—THE REASON WHY.

Yesterday afternoon, at four o'clock, a large attendance of shareholders of the Hamilton and Lake Erie Railway assembled at the Company's buildings, corner of Cannon street and Ferguson avenue. Mr. James Turner in the Chair.

The Secretary, Mr. A. A. ANDERSON, having read the advertisement calling the meeting,

The President, Mr. JAMES TURNER, said that this could only be regarded as an informal meeting, as the necessary legal notice [illegible] was said by the [illegible] Toronto [illegible] almost daily something was said through the press in reference to Canadian financial affairs, even the old Hamilton debt was not forgotten. The question had been discussed, and the best brokers of London spoken to, both without success. The Grand Trunk had been interviewed, and that Company wouldn't and couldn't do anything towards giving a guarantee. Amalgamation was necessary for the salvation of the road, so far as its independence was concerned.

The Secretary here read a report that was to be submitted, in reference to amalgamation.

Mr. WATSON wished to have a report adopted in order to show the general feeling of the meeting.

Dr. BILLINGS wished to know if the capital stock of the Hamilton and North Western Company was but $25,000 how its amalgamation with the Hamilton and Lake Erie Railway would benefit the latter road? Would it in fact be detrimental to the H. & L. E. Railway?

Mr. JOHN STUART said that Dr. Billing's question was a very proper one, and should be answered fairly. The Hamilton and North Western had a small share of capital at present, but it was proposed to increase it, and by an arrangement between certain parties here and in England, to take up a large amount of stock so as to create a share capital in a fair proportion to the bonds. This was the arrangement to which some people objected, because it was said that the parties taking up the stock would have too much power. Now, if they subscribed the stock, surely it was right they should have the power. Who else should govern the road but the stockholders? These stockholders intended to do their own work instead of employing strangers and paying them a profit. This was all that was proposed, and it was hard to see where it was wrong or did injustice to any one. The Company have a clause in their amended charter giving the sanction of law to their proceeding. It was approved by the Government and by Parliament; not a member of the House opposed it. It was absurd, therefore, to characterize this act in the way the opponents of the By-law were doing. Mr. Stuart said he was not surprised at the opposition of some men, whose motives were well known, but he was surprised at Mr. Tucket and such as he who had so great a stake in the city, and showed so unfriendly a feeling to the promoters of the road. He assured the meeting that only the passing of the By-law could save either the Hamilton and North Western or the Hamilton and Lake Erie.

Mr. JAMES WATSON thought the Directors of the Hamilton and Lake Erie Railroad had stuck to their duties like men, and had done all in their power to foster the interests of the road. And now when a road of 160 miles could be secured by amalgamation, he thought the opportunity should be taken advantage of. The road was for the interest of Hamilton, it would be second to none in the country, it was a first-class scheme, and a happy future was in store for the city if the amalgamation took place.

Dr BILLINGS wished to know if the road was now paying expenses.

Mr. STUART said it was just about paying current expenses and the interest on the debt, and it was the most economically managed road in the country.

Dr. BILLINGS said if the road was doing a benefit to Hamilton, as alleged, the people of Hamilton would give an additional $100,000 to aid it now.

The President thought the citizens of Hamilton would be a very extraordinary set of folks to give $100,000 to a road like the H. & L. E. Ry. when by giving the same amount they would secure a road 160 miles in length.

Mr. GEORGE TUCKETT said he was not opposed to the H. & N. W. Ry. being built. He would like to see it built; but the citizens wanted to know what guarantee would be given them for the investment of their money. He had no personal feeling in the matter, and didn't believe there was a ring.

Other remarks were made on the subject by His Honor Mayor Beach, J. M. Williams, John Winer, J. C. Fields, Joseph Lister and others.

Mr. JAMES WATSON submitted the following motion:

Moved by Mr. JAMES WATSON, seconded by Mr. ROBERT CHISHOLM, "That this meeting

[illegible]

The McGiverin Tender.

To the Editor of the SPECTATOR.

SIR,—Noticing in the [illegible] last night some remarks in regard to my views in reference to the Hamilton and North Western Railway, I would only take notice of one point, viz: The question of Directors and the contract. (Col. McGiverin's proposed tender was founded on precisely the same terms as the proposed tender of Hendrie & Proctor, and he most distinctly made it a condition that he should nominate a Board of his own choice who would see to the carrying out of the contract. This I would have agreed to, but the proposed contractor was a Toronto gentleman taking an interest in the North Eastern Extension Railway, and I for one would never have agreed to accept a tender from such a source without the City of Hamilton selecting a Board entirely distinct from Col. McGiverin and his friends. With the present Board the case is very different, as both Directors and Contractors are Hamilton citizens, and have resided in the city for many years and interested in the city's progress, and I would far rather pay $100,000 extra to Hamilton men than trust our interests to those who were strangers and who might be hostile as well.

Yours, etc.,

JAMES WATSON.

To the Editor of the SPECTATOR.

A correspondent of the *Evening Times* of July 1st, speaking of the accident which occurred on the 12th inst., states that Mrs. Fitzpatrick received her injuries when trying to pass through the procession (her motives were to take her child from the opposite side of the street where some boys were quarreling.)

The facts are that when the accident happened there was no child on the opposite side of the street (King and John), and there was but one man standing there, and no boys to quarrel. But it was an attempt by Mrs. F. to injure the large drum, with some weapon in her right hand, holding the skirt of her dress over her head and pushing up to the drummer saying, "Will you play the drum in Hamilton streets" when she was stopped by a committee man and the drummer, who in stepping back she fell against the [illegible] of the street car. He hitched to the right and forward and drew her down. The driver called out "whoa" and turned our broken, but not in time to stop the car from injuring the woman.

W. WALKER,
Brickman's Corners,
Barton.

The Railway Question.

To the Editor of the SPECTATOR.

SIR,—I notice that a meeting, not of ratepayers generally, but of those opposed to the Hamilton and North Western Railway, has been held.

The warmest friends of the road cannot but admit that the tone of Mr. Barry's speech was reasonable, and they must also admit that to him, and to any gentlemen, who honestly oppose the by-law, possibly from the want of a full knowledge of the facts, the fullest possible information ought at once to be given.

The remarks of Mr. Magill I pass over without comment, as "full of sound and fury—signifying nothing." To Mr. William McGiverin, however, a little attention may be paid, and in that gentleman's remarks must have been amusing and interesting, although, beyond showing an insight into his own inconsistency, by no means instructive, a few remarks on the subject may not be amiss.

Mr. McGiverin's best objection against a bonus should be given instead of one being taken, needs no answer. It is well known to a large majority of the ratepayers that the Hamilton and North Western Directors were anxious, in every possible way, to meet the views of the City Council in the Hamilton

The H. & N. W. would be bu
de. It was not Barri
seeking as a terminus. Be
thirty miles beyond that, you come to the
great lumber ...ne of Ontario, where mil-
lions and millions of feet of timber are being
cut yearly, even in these hard times. The
electors would have to give up the idea of
136 miles of road, as they would have to ex-
... it thirty miles further, to the shores of
Georgian Bay. Mr. Barry and others
said that the Ditentors had stated that
when they got the first $100,000 they would
not want any more. Now, they could never
have said this, as they at the time had not a
cent besides it. When they were canvassing
in the direction of Simcoe, asking for bonuses
the people refused them, saying "if you
own people at home at Hamilton won't trust
you with their money, we won't trust
you with our." It was generally sup-
ed that a favorable arrangement could
be entered into with the Company and the
Great Western Railway to use the rails of
the latter Company between Wellington
Square and Hamilton, the Hamilton and
North Western to run their trains on the
Great Western from Hamilton to Welling-
ton Square and then go off on their own line.
The Great Western would not agree to this
only on one condition, which was that the
Hamilton and North Western Railway would
make Wellington Square its terminus and
give up its trade there to the Great Western
Railway. Under this consideration the Great
Western would allow them the use of the
line between Hamilton and Wellington
Square. This was preposterous; and yet the
Times had come out against this Company
because they were opposing the
interests of the Great Western Railway.
To finish their road independently to Hamil-
ton they were obliged to come here for
help. From the county of Halton they had
expected a bonus of $110,000, but they only
received $65,000. Then again, the county
of Peel refused a bonus of $50,000 and cut it
down to $30,000, which was another good
reason for them coming to Hamilton for ad-
ditional aid. It was necessary that they
should get this additional $100,000 to fill up
this vacancy made by the loss of the
bonuses between here and Georgetown.
They were prepared to give all their lei...
...ens every chance of tendering for the
contract. True, their condition only gave
intending contractors the road to Barrie.
This was to give the people beyond that to
understand that the road would not go an
inch further unless they helped it along.
(Cheers, and cries of "That's all right.")
They had enough money to build the road
from Wellington Square to Georgetown, when
the necessities of the case would force those
interested to help the scheme further in both
directions. In case that there should be
any misunderstanding, contractors would be
guaranteed $6,500 a mile as the work was
done. He now read the clause that Mr.
Tuckett objected to.

"Intended contractors will take notice
that the Company are allowed to issue $35,
000 per mile in bonds, and it is the intention
of the Company themselves to sell the
bonds if found practicable to do so. Con-
tractors will say how much they will take in
cash in lieu of bonds, if paid within six
months after the completion of contracts."

He said this was the fairest way of doing, as
they could not divide up their bonds and give
them piecemeal to this man and that man
as they would not be saleable, and contractors
had generally to sell their bonds in large
quantities. He defied Mr. Tuckett to point out
where the absurdity in this clause came in,
and it was merely a claptrap to say there
was any absurdity about the clause. Here
Mr. Stuart was interrupted by Mr. Magill,
who, swinging upon the table beside him,
asked him what right he had here, and turn-
ing to the audience yelled "Mr. Stuart is
trying to kill off this meeting by talking
against time." (groans and yells of derision.)
Mr. Stuart replied that the people had asked
for information and he had come
here prepared to give it. (cheers.) The
scene which followed baffles describ-
... There stood the two speakers,
Stuart calm and composed awaiting the
... of the meeting and Mr. Magill beside
... to crowd him off the plat-
... wound his head and
... from his lip furiously at
... Mr. Stuart opened
... to speak that as
... invited here to address the meeting
... the speech (cheers)
... interrupted him and on

rangements with the connecting companies,
the Great Western, the Grand Trunk and
the Canada Southern, which would have en-
abled them to sell their bonds. The last
named of these, however, met with financial
misfortune in the commercial depression
which prevailed, and the other two had
withdrawn from the arrangement. Since
that time the Directors had endeavored to
make seperate arrangements with the Grand
Trunk and with the Canada Southern, but
had failed to do so.

It was arranged at length that he and Mr.
W. J. Copp should visit England, with a
view to selling the bonds. They arrived
there at the unfortunate juncture when the
London *Times* thought it necessary to dis-
credit the scheme, which Sir Hugh Allen
was trying to float. Its articles, together
with the letter of Mr. Potter, had succeeded
in throwing all Canadian Railway bonds into
through discrepute. He had letters of intro-
duction to twenty houses of good financial
standing, and had presented but one of them.
He had reason to believe that they were
making good progress with that house when
the unfortunate discussion sprung up, but
the feeling which that had evoked would
have made it madness on their part to offer
the bonds on the market at all, and they
withdrew. Previous to their departure for
England, they had made a provisional ar-
rangement with Mr. Hickson, Manager of
the Grand Trunk, for running arrangements
on their line for ten years, the consideration
being the moral support of the Grand Trunk
in the floating of our bonds; that arrange-
ment would have been of great assistance to
their mission, but unfortunately, Mr. Potter,
the President, refused to agree to it, and
would listen to no proposals other than a
permanent arrangement. They had had
several interviews with Mr. Potter in refer-
ence to such an arrangement, and he had
called a meeting of his Directors to consider it,
but the...fectors came to the conclusion
that in the present depressed state of trade
they could not go the length of giving a rail-
way guarantee. Mr Copp and himself had endea-
vored to make themselves acquainted with
all the information necessary to the floating
of bonds and to find out what was the strength
and the weakness of their scheme. They
found that it was at any time extremely dif-
ficult to get capitalists to take hold of a
small scheme, and moreover that the expense
of floating a small scheme would be as great
as that for floating a large one. They also
found that the private capital invested in an
enterprise must be something considerable
in order to make the enterprise attractive.
Bonuses and Government subsidies were not
regarded as a satisfactory basis for an enter-
prise. Capitalists require that the private
interest of those in charge of the enterprise
should be involved in it as well as their
own, as a guarantee that it would be properly
managed. These facts would indicate to
them what he found to be the weakness of
their scheme. Its strength lay in the fact
that the earnings of the road were regarded
as very satisfactory, and its expenses were so
small as scarcely to obtain belief. It was to
remedy the weak points that he had pro-
posed an amalgamation with the Hamilton
and Northwestern. He believed that such
scheme would strengthen the other. We
would bring to them the strength of a road
already in running order, and they would
bring us the strength of a large scheme, with
a fair amount of private capital invested in
it. With this amalgamation he was satisfied
that the bonds of the company could be
floated as soon as times brightened, and the
Hamilton and Lake Erie would be reserved
as an independent and competing line as
was the original purpose, and as it was vital-
ly in the interest of the city that it
should be. The two Boards had met
and had arrived at an agreement; under it
five of the members of the Hamilton and
Lake Erie Board of Directors were to become
members of the Board of the amalgamated
company, their names were J. M. Williams,
J. Stuart, W. J. Copp, and Jas Turner. Four
of the Directors of the Hamilton and North
Western would also become members of the
amalgamated Board, viz. John Field,
Matthew Leggat, F. W. Daynes and Wm.
Hendrie—that was unless Mr. Hendrie be-
came a contractor. He believed this plan
would meet the purpose which they all had
in view, and he hoped it would commend it-
self to their approval.

Mr. W. J. Copp said, he fully endorsed

proposed agreement by the respective share-
holders of the two companies."

The motion was put and carried with but
two dissenting voices.

The meeting then adjourned.

Police Court.

WEDNESDAY, July 28.

David Hammond was charged with selling
liquor illegally. Case dismissed.

John Beaty was charged with being drunk
and disorderly, but the prosecutor failed to
appear and the case was dismissed.

Ann Hooper is a vagrant, and will can't
realize the st...
position $2 w...
some twenty ...

Henry Tod...
and toddled ...
and this mor...
free man.

Catharine ...
"vag." She ...
its phases, and ...
jos and outs ...
Katie, come ...
let her cou...
What have ...
And then Mr...
her tongue w...
was cruelly in...
days," and M...
more Am lia...

Julia Maloney was charged with beating
the child of Mary Bourke. Julia and
Mary are relations, and a happy family they
must be, scarcely a week rolls around but
what one or both of them appear in the
Police Court with some petty charge. In
fact they are fixtures almost, and without
their shrill piping voices and quarrelsome
tongue the court would scarcely go on one
week. This time Mrs. Bourke didn't appear
on time, and the case was dismissed. Then
there was weeping, wailing and knashing of
teeth in the Bourke household, but all in
vain, and Mary this time went unavenged.

Watson he said his name was, but John
Knowles it proved to be, was arrested with a
face all skinned and clothes all covered with
mud. It was only drunkenness, though;
the John was impertinent and impecunious,
thus it happened he got $5 00 or fifty days.

Detective McPherson made a complaint
against Dr. A. C. Trueman, charging him
with practising medicine without being
legally registered. Case adjourned until to-
morrow morning.

RATHER MIXED.—Our correspondent who
reported the Canadian Order of Odofellows
excursion, Monday last, in some way got
things a little mixed. In the report Messrs.
Cugner, Platt, Passmore and Hall were
spoken of as "rowdies who attempted to
raise a fuss". This was all wrong, as the
gentlemen named contributed the singing of
the occasion, and deserve the thanks of all
who attended the excursion. The error cer-
tainly rose through misapprehension. Our
correspondent asking for the names of the
parties who were obnoxious was understood
to ask for the names of the gentlemen who
did the singing. Hence the error, which was
entirely unintentional.

SOCIAL PIC-NIC.—The pic-nic given by the
Christ Church congregation at the Beach
yesterday was a very enjoyable affair. The
time was passed most pleasantly, and the
day spent in boating, swinging and music.
All spent a delightful time, and will look
with pleasure for the next *fête* given by the
members of this church.

PERSONAL.—Mr. Shawoross, secretary of
the Young Men's Christian Association, takes
his farewell Friday evening next.

—The Railroad was waxeth warm.

By-law or no By-law, that is the mooted
question of the hour.

—Ward's Juvenile Concert at Temperance
Hall this evening.

—The report that a hackney member
of the Canadian Press Association was
tipsy at Niagara is a libel on the
gentlemanly and charged somebody
else during the excursion. There is no
foundation. He is still a happy man.

Read T. C. Watkins advertisement.

Peart & Wanless advertisement should be read.

WARD MEETING
2/2
HS 28 July 1875

...ness of great regret.

The chair beyond present at the meeting
should be led away by such a statement—
given no doubt with the air of being strong
ought, believed in by the speaker himself—
if it is advisable to look further into this.

Suppose, then, Mr. McGiverin's estimate
of $720,000 to be correct, which, of course,
put the $100,000 now asked for, will be a
profit of $620,000; and it is more natural to
ask how came Mr. McGiverin to give up this
enormous sum, without a struggle, when he
and his associates, Mr. Manning, of Toronto
to begin, and Mr. Stuart had in within their
grasp.

...its that his offer to
...is in good faith. The
...ymony of a man
...insomuch as he has
...the outside of the in-
...mean the President of
...r. Watson, distinctly
...ness offered every
...cGiverin to carry out
...

...ewin give a reason for
...wing is to go to the
...lton and North West-
...giverin seemingly sur-
...nage, he has been en-
...degree of disinterested-
...n such as it seems
...ent, Mr. P. regret for
...ney, singularly out
...of accord with Mr. McGiverin's unusually
appropriation of a large proportion
of the money lately awarded to the Wellington,
Grey and Bruce Railway—an appropriation
which ignores the claim of men like
Mr. Adam Brown, Mr. Spreat, and many
others, whose efforts in furthering that pro-
ject were more continuous, more effectual,
and more praiseworthy, inasmuch as they
were put forth from disinterested and not as a
means of self glorification.

What evidence, I ask, has Mr. McGiverin
ever given that Mr. Walter Beatty was
willing to join him in a contract? On what
confidence can the ratepayers have in mak-
ing a contract from a man of Mr. Manning's standing and well known
connection with a railway (the Northern)
which must of necessity look upon any Ham-
ilton scheme, such as the present, as a rival?

In the face of all these circumstances
seems to me monstrous that Mr. McGiverin
has the effrontery to assert that his offer to
build the road was made in good faith.

As Mr. McGiverin drew a comparison be-
tween his own pecuniary public record and
that of the President of the Hamilton and
North Western, a few words on this sub-
also might not be amiss.

Walk in, Mr. McGiverin's public record
Beyond being one of the first Directors of the
Wellington, Grey and Bruce Railway, so
as Hamilton is concerned, he has done
so far as the public [illegible] is con-
cerned, it is well [illegible] how few people are aware of it.

This Mr. McGiverin [illegible] the giving of a bonus [illegible] the
northern road to be built. [illegible]
was what I think, from [illegible]
[illegible] a great public
[illegible] the Wellington, Grey and Bruce
Railway, [illegible] reasonably expected from the [illegible]
[illegible] Great Western, unexpectedly in any [illegible]
by the City of Hamilton [illegible] throughout
the County, [illegible] giving to every [illegible]
way to Toronto [illegible]