

1852. Railroad

TORONTO, SIMCOE, & HURON RAILROAD.

QUESTIONS

Which ought to be Answered by the Railroad Committee To the Satisfaction of the Citizens of Toronto,

BEFORE THEY RECORD THEIR VOTES:

1st. Has the Route of the Proposed Railway been determined? If so, what is its course—where are the Stations and Termini to be located—and what will be the exact length of the line?

2nd. Has the proposed line of Country, via Barrie, been examined? Has any survey and section been made? And if so, will the plans be open for Public inspection before the day of Polling?

3rd. Has any detailed Estimate of the Cost of the proposed Line been made, and if so, by whom? Can the Public have access to it, and what is the estimated cost per mile?

4th. Has any detailed and trustworthy Statistical information been obtained upon which to frame an estimate of the probable receipts of the Railway when in full operation? and if so, by whom has it been prepared, and when and where can the Public have access to it?

5th. Has any Estimate been Made of the annual Working Cost of the Railway when in full operation? and if so, what profit may be anticipated—what Interest is the Railway expected to pay on the whole capital invested?

6th. What offers have been made by Contractors for the Construction of the line—especially as to the raising of capital, the terms of payment, the manner of the work, and the security for its proper execution? and is the company pledged to accept any offer yet made?

7th. If the Railway can be proved to be remunerative, and the necessary capital can be raised, what objection is there to opening the Contracts to Public Canadian Competition?

8th. Supposing that One Hundred Thousand Pounds be raised by this city for the purpose of the Railway, under whose management and authority is the same to be expended? and what security will the Public possess that the work will be executed in such a scientific and serviceable manner as will ensure its efficiency and permanence, and with such economy as will ensure a reasonable profit?

9th.—If the capital be raised as now proposed, will the past extraordinary expenditure of "The Toronto, Simcoe, and Lake Huron Union Trage Railroad Company," be paid out of such capital so raised? And especially, will any portion of such capital be subject to a charge of twelve-and-a-half per cent. commission, payable to any parties connected with the Railway, or for any purpose other than the legitimate and absolute cost of the construction of the Line?

10th. If the Railway can be profitably constructed, when subject to the above extraordinary and useless expenditure, would it not pay better if relieved from those charges, and executed in a more legitimate, prudent, and business-like manner?

11th. Are the Directors aware that on enquiry, as to the Steamboat traffic on Lake Simcoe, it will be found that such traffic was nearly six times less during the past season than it was from ten to thirteen years ago?

12th. If it be necessary to procure a new Act of Parliament, what is the nature of the power to be sought? Upon what principle is the Railway to be carried on? Is it to be a Joint Stock Railroad Company, or a Lottery Speculation?

13th. If the City of Toronto agree to raise One Hundred Thousand Pounds, as now proposed, what will be the future rate of City Taxation? Will it be less than Four Shillings in the Pound on all assessable property, and if so, how much less?

14th. If the enterprise be carried on, under a new Act, by a Joint Stock Company, will the present Railway Directors, and the members of the Toronto General Committee, pledge themselves to take Stock? If so, to what amount? and if not, why not?

**TO THE RATE-PAYERS OF THE CITY OF TORONTO.
GENTLEMEN,—**

Inasmuch as the Ratepayers of this City will shortly be called upon to decide whether they will sanction the raising of £100,000 by taxation for the purposes of the Toronto, Simcoe, and Lake Huron Railroad Company; we have considered it our duty for the protection of our fellow citizens and ourselves, to address the above questions to the Directors of that Company, in order that we may be put in possession of such full and accurate information as will guide us to a just, reasonable, and prudent conclusion upon the subject.

In doing so we are desirous of giving the Directors an opportunity of strengthening their proposal if the enterprise be really one of a good and substantial character; whilst on the other hand, if the Directors fail in establishing that character by full and satisfactory answers to these enquiries, we shall then without injustice, withhold our countenance and support from a scheme which appears to us, as at present submitted to the Public, to be a visionary and dangerous speculation, and as such must inevitably press heavily on the already burthened resources of our city, and very seriously retard the prosperity of its inhabitants.

We beg most respectfully to suggest that it would be prudent for the ratepayers of this City to refrain from any action in a matter involving such serious consequences, until a plain, straightforward and satisfactory statement shall have been made by the Directors in reply to the questions now before them.

We have the honour to be, Gentlemen,
Your most Obedient Servants,

George Monro, *Chairman*,
Alex'r Dixon,
J. A. Smith,
D. Paterson,
Thomas J. Preston,
John Bell,
James Beatty,
J. R. Armstrong,
Rich'd Kneeshaw,
Arthur Lepper,
Ed. Cooper,
Thos. D. Harris,
James J. Hayes, M. D.,

Jas. Lesslie,
Wm. McMaster,
Peter Freeland,
P. Paterson,
Charles Watkins,
Francis Richardson,
J. W. Skeiton,
Angus Dallas,
Robt. Britton,
J. E. Pell,
Richard French,
J. W. Drummond,
D. Mathieson,

John Harrington,
Alex'r Rennie,
James Taylor,
J. G. Beard,
A. B. Sullivan,
W. F. Meudell,
J. McMurrich,
John Henderson,
John M. Ross,
Jas. S. Ryan,
Alex'r Stewart,
H. A. Joseph,
Thos. Haworth,

James Trotter,
Walter Macfarlane,
James Shaw,
Jas. E. Small,
S. F. Urquhart,
Thomas C. Scott,
David Maitland,
James Beatty,
William Creighton,
Thos. Webb,
John Boyd,
John McIntosh.