

Harriston also mentioned to me a most extraordinary fact in connection with his own township, and I refer to it with very great pride as a Canadian - I mean the Township of Minto, which has already given \$80,000 in aid of railways, and may therefore justly be called the Banner Railway Township of Ontario. He tells me that the first year the railway tax in that township was 17 mills, and that now the whole taxes are only 6 mills in the dollar. There, at any rate, the good old proverb as to the cheerful giver is fulfilled to the letter. I take the advantages of the railway to the County of Grey as a fair example of what they are to the other Municipalities, because, admitting that the older townships have not the timber and other coarse freights that Grey has, they have in far greater excess cereals, cattle, &c.

PROSPERITY AND WEALTH OF THE TOWNSHIPS.

I may further call attention to the ability of the Municipalities along the line of the Toronto, Grey and Bruce Railway to grant aid to any scheme that this meeting may adopt for the improvement of the road. They have already received back from the Municipal Loan Fund about one-third of the bonuses granted to this Company, and apart from the figures I have given you already, I would direct your attention to the extraordinary development and increase in wealth of the group of townships in Grey, before alluded to. I find that their assessed value in 1870 was \$3,140,000, whereas in 1877 it is \$6,430,000. I find that the Township of Luther, which has hitherto refused any aid to the Toronto, Grey and Bruce Railway, has improved from \$206,000 in 1870 to \$823,000 in 1877, and that the aggregate assessment of the Municipalities which aided the Toronto, Grey and Bruce Railway (exclusive of Toronto) was in 1870 \$8,741,000, while in 1877 it had reached \$19,253,000. You see, therefore, gentlemen, the astounding and rapid growth in wealth of those Municipalities. I will not say that each Municipality has benefited in the same degree as those I have been more particularly referring to, but I have no hesitation in saying that the least favoured townships will admit that the aid given to the Toronto, Grey and Bruce Railway has been the very best investment they ever made.

THE ORIGINAL PROSPECTUS.

It is not for me to urge the adoption of either one scheme or the other. Having built the road, I felt that my labour should then