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to offer to our customers Boots and Shoes of the best
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THE TRADE REVIEW

AND

Intercolonial Journal of Commerce.

MONTREAL, FRIDAY, FEBRUARY 14, 1868.

THE BATTLE OF THE ROUTES AND THE GAUGES.

THE battle of the routes and the gauges continues to be fought out in Toronto and Hamilton with a good deal of spirit, and it is satisfactory to know that whichever of the three competing companies wins this day, Grey and Bruce will be opened up by a railway. The Wellington, Grey and Bruce scheme would open up the country by a broad gauge running in connection with some point on the Great Western Railway, and so into Hamilton. The Angus and Durham project would open up those counties by a broad gauge running in connection with the Northern Railway. And the Toronto, Grey and Bruce line would bring about the same result by an independent narrow gauge line running straight from Toronto. It is proposed to build the two first mentioned broad gauge lines on the cheap principles and it is contended by their advocates that this can be accomplished so as to make their cost of construction no greater than what will be required to build the narrow gauge. And if this is true; if a broad gauge line can be built and equipped as cheaply as the narrow gauge; and if, when constructed, the one will be as good as the other, and that they can be maintained in repair and worked as economically, the one as the other—then without doubt the broad gauge ought to be adopted. Further, if these assertions are true, the broad gauge will be adopted; because the broad gauge will be in conformity with all the lines of the Province.

But it is by no means proved that the broad gauge line, constructed even on the cheap principle, can be built as economically as the narrow gauge. It stands to reason that a five feet six inch line must be every way a more costly line than a three feet six inch line. The one will require larger embankments, larger cuttings, larger curves, larger bridging, larger ties, perhaps heavier rails, and, it may be, larger and heavier rolling stock than the other. Common sense would tell us that; and eminent engineers who have had practical experience in the working of narrow gauge lines tell us the same thing. Mr. Boyd, whose name as a narrow gauge man is well known by this time in Canada, claims that a line, three feet six inch gauge, can be built for one half the cost of a five feet six inch gauge constructed in the usual way; and in some instances, he

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MORLAND, WATSON & CO.,

General Agents for Canada.

FRED. COLE, Secretary.

Inspector of Agencies—T. C. LIVINGSTON, P. I. S. 9-ly

says, it can be constructed for less. The Toronto, Grey, and Bruce line, he says, can be built for about \$12,500 per mile. The cost of maintenance of the narrow gauge must be less, because the perishable parts are less expensive to replace. Major Adelsköld and Mr. C. D. Fox, narrow gauge engineers say of them that the working expenses have been considerably lower from the decrease in the resistance in the curves, from the lessening of the dead weight, and from the lighter quality of engines, which do not wear out the rails so easily as the heavier engines on the broad gauge. It is also proper to say that even Canadian engineers do not take the view that a broad gauge can be constructed as cheaply as a narrow gauge. Mr. Shanly admits that they will cost from five to ten per cent. more than the narrow gauge. Sir Charles Fox makes the difference 80 per cent. It is possible, however, to construct a five feet six inch gauge with rails of the same weight and engines of the same weight as those on the three feet six inch gauge. But then this result follows: The cost of the broad gauge will be thirty per cent. greater, while the engines on both gauges being of the same weight will only be able to draw the same tonnage of freight. Why, then, it may be naturally asked, expend this thirty per cent., which, on a line the length of the Toronto, Grey, and Bruce, will amount to in round numbers half a million of dollars?

Besides all this, the narrow gauge is an experiment which ought to receive a fair trial. It is said to be peculiarly suitable to a difficult and to a poor country. It has answered very well in Norway, the climate of which is not very different from that of Canada. And those parties who wish to introduce it into Canada intend to do so at their own expense. They ask no Government grant. The promoters of the scheme are among the first business men of Toronto; and they out of their own means, and with the assistance they will receive from the various municipalities along the route, intend to build this independent and necessary railway that is to open up one of the finest agricultural districts and one of the most populous and rising settlements in Canada. All these men ask the Legislature for is a charter. Let them by all means get it. We have experience enough in building broad gauge and dear railways; and although we freely admit the incalculable benefit the country has derived from the Grand Trunk, the Great Western, the Northern, and other railways, yet it is undeniable that they have cost too much. It is also unquestionable that if they had cost only a legitimate price they would have done the country ten thousand times the benefit they have conferred on it. And further, it is admitted that if the Northern Railway and other railways in Canada had in the first instance been constructed on the narrow gauge, they would not only