

*broad gauge* railway, with light rails, and used at moderate rates of speed, connecting with the existing lines, and for which their locomotives and cars would be available. And this is the very thing that Mr. Shanly, in the letter already alluded to, strongly advocates.

Ten years ago there was constituted in Toronto the "North West Railway Company." The President was J. B. Robinson, Esq.; the Vice-Presidents John Duggan, Charles Allen, and W. K. Flesher, Esqrs; and the Directors, Hon. William Cayley, M. P. P., Hon. J. H. Cameron, M. P. P., George Jackson Esq., M. P. P., William Clarke, Esq., M. P. P., John G. Bowes, Esq., M. P. P., and Alexander McNabb, John Hutchison, John Harrington, George Duggan, James Beatty, Marcus Rossin, W. F. Meudell, and John Ewart, Esqrs. That, you might say, was a pretty strong representation of Toronto interests, certainly. To these gentlemen, and with their entire approval, Mr. Sandford Fleming reported in favor of a line from Guelph to Southampton or Saugeen, with a branch from some point north of Durham to Owen Sound. So it appears that in 1857 the Toronto people had not yet come to entertain the absurdity of making a new mountain ascent expressly for a "Central" line, but were prepared to support what was just the present proposed "Wellington, Grey and Bruce Railway" line, under another name. And in their support of this line they were sustained by the professional opinion of Mr. Fleming. I question whether the Toronto Railway men of the present day can show, to your satisfaction, fair and honest grounds for differing with their predecessors of ten or eleven years ago, as to the superior advantages of this line.

Last year, Mr. Tate, civil engineer, reported on the "Toronto and Owen Sound Railway," (Mr. Fowler's line.) On page 6 of his report, he concedes "a certain advantage" of the Guelph line in the following terms:

"That there is a certain advantage in the double