

facturers, large shippers and capitalists looking out for localities in which to settle, had a prejudice against the line of the Toronto, Grey and Bruce Railway on account of its break of gauge. Those and other strong reasons were very forcibly urged upon me why at this meeting something more than the mere renewing of the road should be considered, and the wider scheme brought forward. I must admit that there is a great deal of force in the arguments advanced, as I know in my daily intercourse that business men have raised the objection, and urged it to my face, that they would not embark in enterprises at the stations of the road where large transit facilities were required, for the simple reason that they could neither receive or ship to a distant market without breaking bulk.

I felt it was my duty to take all those matters into consideration and lay them before you, as you are really the parties interested in the Toronto, Grey and Bruce Railway and its welfare. If it is true that the gauge is a bar to the general improvement of the country, and that it is desirable to change it, it is for you to consider the cost. I must admit that I am more anxious to see the road in efficient running order with steel rails, than to change the gauge. If the Municipalities, however, think differently, it is for them to take into full consideration all the interests involved. There is no doubt, as I have already stated, that the general situation has altered since the railway was built. You are now surrounded by the standard gauges of the country, and it would be unwise to shut your eyes to the objections and to the grievances already referred to.

ADVANTAGES TO THE COUNTRY FROM THE RAILWAY.

It will be admitted by every one knowing the country, that the road has been of vast benefit to the locality served by it; and in support of that statement I trust the meeting will bear with me whilst I lay before them a few figures appertaining to the group of townships that aided the railway in Grey, and which the Grey extension traverses. The quantities carried are from the official returns of the Company, and are correct. The figures showing the saving to the Municipalities are conjectural, but I believe are very much within the mark; I will be glad whilst going over them to be corrected if found wrong. I assume that in that group of