

the Company were nearly worn out, and that unless replaced soon the road would certainly have to stop, as the Company had no means of their own, and could obtain none, to relay the road with iron. The unsuccessful result of that meeting you are all aware of.

REASON OF PRESENT APPEAL TO MUNICIPALITIES.

I felt on submitting the matter to the Government that I had exhausted all resources, and that it then only remained for the Board to simply run the road in the interests of the country just as long as they could safely do so. A number of influential friends of my own, and also friends of the road along the line, took, however, another view, and knowing the condition of the track, and knowing what was certain to happen unless something was done, and aid obtained from some source, they advised me that it was my duty at once to lay the case before the representatives of the Municipalities. My friends urged that it would not be in keeping with my general character and position to allow the road to be stopped without making one more and final effort to avert the catastrophe. They urged me that if I was even not more successful with the Municipalities than I had been with the Government, at any rate it would be a satisfaction to me that I had vindicated my own character in the matter, and had shifted the onus from my own shoulders to those of others.

PREJUDICES AGAINST THE GAUGE.

It was at this time that the Mayor of Orangeville, and with him several other influential Municipal officers, suggested that a meeting of representative men from the townships and towns should be convened to consider the situation, and I was asked if a deputation of the Board would attend. I assented, and hence, gentlemen, the reason I appear before you to-day. Our friends further urged that it might be better, as the road would at any rate have to be renewed with rails, to at the same time take up the whole scheme of the change of gauge. They urged that although the road fulfilled all the promises of the promoters, the old prejudices against the gauge more or less still existed, the consequence being that the villages, towns, and country through which the road passed were not improving or thriving as fast as those upon the broad gauge roads. It was urged that manu-