

THE RIVAL RAILWAYS.

We notice that a Bill to charter the Toronto, Grey and Bruce Railway Company has been introduced in the Legislative Assembly. This, as was to be expected, is the result of the agitation which has for some time been going on in favor of the construction of a narrow gauge line from Toronto to some point in the north west part of Bruce. It is quite evident from the way in which the promoters of this line have lately been agitating its construction, that they are determined, if possible, to carry it—that they are not to be put about by trifles or frightened by difficulties. They have only just concluded a series of meetings which were held at all the leading places where it is supposed the projected line would touch, and at which they were successful to a certain extent in getting up a considerable amount of cheap enthusiasm in favor of their pet scheme. Were the agitation to end here we would regard it as very harmless indeed. But the men who have taken this project in hand are not content to rest satisfied with the approving applause of public meetings, or the motions which may have been unanimously carried in favor of their line. These can often be got up to order, and sometimes are not worth the paper on which they are written. But they are also working with energy in the quarter where their efforts will tell. They are besieging the Halls of our Legislature, and seeking by every argument they can employ to convince members that the narrow gauge line is the line for the North West, and they descend eloquently on the small amount it will require to build the road, and the great advantages which its construction would confer on that portion of the country which it would traverse. Most of the Directors are prominent merchants in Toronto, or men largely engaged in business in that city. They can rightly estimate the immense advantages such a railway would be to the Queen City, as it would secure to it a large share of the trade of the North-west portion of the Province. It would open up to the wholesale men of Toronto in a great measure a new and profitable market, but above all it would be employed in transporting the grain and other products of the flourishing countries north of us. We do not wonder, therefore, that the capitalists and business men of that city have taken hold of the enterprise with so much spirit, and are using every means to carry it into effect.

the country offers but poor encouragement for local traffic or travel. Here then we have a line which from the nature of the country through which it passes must cost a very large sum to build it, and when built will not be able to secure sufficient local traffic to make it pay. Moreover, look at the disadvantage—the absolute loss—of having the terminus of the road at Toronto. The dealer who wishes to ship his grain or flour or stock to any point in the west or to the States, must first take it to Toronto, then re-ship it on the Great Western Railway, by which a long and unnecessary detour is made before it reaches its destination.

Bearing in mind all these disadvantages, let us now look at the Wellington Grey & Bruce line. Having its southern terminus at Guelph, the shipper has the command of both lines of railway. He can take the Great Western to Hamilton or Suspension Bridge, or if he chooses an eastern market he has the Grand Trunk to Toronto or Montreal. He is not at the mercy of either, but is left free to choose. Then through what a thickly settled, prosperous country it passes. The farmers are intelligent, enterprising and industrious. At the distance of every ten miles or so we come upon thriving villages where are grist mills and distilleries in full operation. The railroad would skirt the great travelled route at present used to reach the towns and villages north of Guelph, and on the lakes. Thus at the very start the local traffic would yield a handsome return, and the impetus given to business and agricultural pursuits by the construction of a railway would soon largely increase it. As regards the cost we have the matured opinion of an able and experienced engineer that it will be very moderate. We published only two weeks ago the report on the survey of the south part of the line made by Mr. Lowé last fall, and he says it can be built for \$15,000 a mile, which includes right of way, general management, engineering and all other contingencies. He also says:—"The district of country traversed presents no obstacle whatever to the construction of a cheap and easily worked line of railway. In fact, I know of no part of Western Canada north of the line of the Grand Trunk Railway and west of Toronto, which presents so many favourable features for the building of a line of railway at once durable and inexpensive."

We have taken up so much space in our comparison of the two roads, that we are obliged to leave to another day any remarks respecting the proposed ways and means for building them.

It behooves the friends of the Wellington, Grey and Bruce Railway narrowly to watch the doings of those who are urging on the construction of this rival road. It would be preposterous to build the two roads, but it is equally certain that one of the two will be commensured before long. The necessities of the country north of us require a better and more expeditious means of communication than now exists. Whoever first extends a helping hand to the industrious farmers in those counties will be first welcomed, and will reap all the advantages to be derived from the connection. At the same time no one who compares the two routes, and the sections of country through which they will pass, but must be convinced that the first projected line—that of the Wellington, Grey and Bruce—is in every respect the best, the most desirable, and the one which in the end will prove most remunerative. We do not now intend to draw any comparisons between the broad and narrow gauge lines, but there is no denying the fact that there is a great deal of clap-trap used in favor of the narrow gauge. We are told how much less it will cost than the other; how easily the road can be built; and many specious promises are made which when put to the test will turn out to be mere moonshine. Let us, however, look at the two routes, and we will find that the advantage whether as regards construction or the profitable running of the road when opened, are all on one side.

Starting from Toronto, the Toronto Grey and Bruce line for the first fifty miles runs almost parallel and within a short distance of the Grand Trunk and Northern Railways. The wants of that part of the country are already fully supplied with railway accommodation, and a third line is as little required there as a fifth wheel to a wagon. It then passes through a rough, mountainous country where the construction of a railway would be most expensive, and where the grades would be very heavy. More than all that, the section of country through which the projected line would pass is about the poorest in the western part of the Province. The farmers as a general rule have but little enterprise, the land is poorly cultivated and consequently unproductive. Large tracts are but thinly settled, and the general aspect of

ERAMOSA VOLUNTEER BALL.—The annual ball of the Eramosa Volunteer Company came off at the Centre Inn Hall last Friday night, and was well patronized, their being about 80 couples present. The Hall was nicely decorated for the occasion, the music was good, and dancing was kept up till an early hour in the morning. Mr. Armstrong of the Centre Inn provided an excellent supper. The ball was quite a success and everything passed off well.

DOUGLAS.—In Guelph, on the 25th inst., the wife of Mr. Geo. Douglas, of a daughter.

MARRIAGES.—MARTIN—BRIBER.—On the 21st inst., at the Manse East Puslinch, by the Rev. E. McDonald, Frederick Martin to Magdalene Briber, both of Puslinch.

CAMPBELL—TAY.—On the 23rd inst., by the same at the residence of the bride's father, Mr. Alex. Campbell, teacher, to Jane Tait, both of Puslinch.

THE KINGSMILL SURVEY

The undersigned is prepared to treat with parties desirous of purchasing on favourable terms as to payment, &c. The property now offered for sale comprises

75 Building Lots

Ranging from one-fifth to one-fourth of an acre each, in the Kingsmill Survey, and 1 1/2 acres in one block, beautifully situated on the Paisley Hill.

CASTLE GARDEN SALOON

THE Subscriber begs to inform the public that he has leased the above premises for a term of years, and has refitted it in a very superior and substantial manner, and hopes to share a portion of the patronage of the public.

THE BAR

Best Wines, Liquors and Cigars

LUNCHEON!

OYSTERS AND GAME, Etc. Dinner and Supper parties provided on short notice, at reasonable charges.

FRENCH'S Condition POWDER,

HEAVE REMEDY.

HEAVES

Thick and Broken Wind, Coughs, Colds, Inflammation of the Lungs,

A. B. PETRIE Chemist and Druggist, Apothecaries' Hall, Market Square, Guelph.

SALE OF CUTTERS AND SLEIGHS.

The undersigned is instructed by Mr. GEO. A. BRUCE to sell by Public Auction,

On the Market Square, on Fair Day (2nd February) at 12 o'clock noon, a good number of new and second-hand Cutters and Sleighs, single and double.

W. S. G. KNOWLES, Auctioneer Guelph, 29th January, 1868.

NOTICE.

All Accounts and Notes due to HOGG & CHANCE

remaining unpaid on the 5th February ensuing will, without any distinction of person, be handed in to Mr. Baker for immediate collection.

HOGG & CHANCE. Guelph, 28th January, 1868.

ACKNOWLEDGMENT.

We beg to return thanks to the Royal Insurance Company, through Francis Hewart, Esq., for the prompt settlement of our claim of \$9000, through loss by the late fire at the Alma Block.

JAMES MASSIE & CO. Guelph, 28th January, 1868.

Sewing Machine for Sale

FOR sale, a superior Family SEWING MACHINE. Apply at this office.

Guelph, 28th Jan, 1868.

SPECIAL NOTICE. CANADIAN National Series of Reading Books,

Authorized by the Council of Public Instruction for Ontario, NOW READY FOR DELIVERY.

PRICES: First Book, with 31 illustrations, strongly bound in limp cloth—five cents. Finer Book, 2nd Part, 54 illustrations, strongly bound in limp cloth—ten cents. Second Book, 56 illustrations, strongly bound in cloth boards—twenty cents.

THIRD BOOK, 41 illustrations, strongly bound in cloth boards—thirty cents. FOURTH BOOK, 48 illustrations, strongly bound in cloth boards—forty cents. FIFTH BOOK, 58 illustrations, strongly bound in cloth boards—fifty cents.

Storekeepers supplied at the lowest Toronto wholesale price for cash only. T. J. DAY, Opposite the Market, Guelph, Guelph, 29th January, 1868.

JOHN A. WOOD

WILL SKILL INCERSOLL FACTORY CHEESE!

Goderich SALT AT THE LOWEST RATES, Wholesale and Retail WYNDHAM-ST., GUELPH.

Guelph, Jan. 20th, 1868.

HUNDRED PERSONS

Will do well to call and examine those solid meat Oysters which I sell by measure. Bring your bowls and pails, and thus save the price of cans and canning. My Oysters are not

James River, Hampton Roads, Lynhaven and Baltimore Oysters constantly on hand.

KILLED EATING OYSTERS IN GUELPH.

Solid Meat Oysters by the keg, can, or measure. Also, Finnan Haddies and fresh and salt Fish of every description, wholesale and retail.

HUGH WALKER. Wyndham Street, Guelph, nearly opposite the English Church. Guelph, 18th January 1868.

SPECIAL NOTICE!

DURING the year 1868 I have determined to sell Goods lower than ever, but my terms will be strictly CASH, and on no condition will Goods be charged.

T. J. DAY, Bookseller, opposite the Market. Guelph, 11th Jan'y, 1868.

Medical Dispensary

Hair Brushes, Tooth Brushes, Nail Brushes.

Soaps & Perfumery, Of every description.

No. 1 WHITE COAL OIL Only 15 cts. per Gallon.

E. HARVEY Chemist and Druggist, Opposite the English Church, Wyndham-st., Guelph, Ontario.

Guelph, 25th Jan, 1868.

NOTICE.

PERSONS having claims against the estate of the late Hon. A. J. Ferguson Blair will please send particulars of them to D. Guthrie, Esq., Barrister, Guelph, for adjustment.

G. D. FERGUSON, Executor. Guelph, 28th January, 1868.

Apartment Wanted.

WANTED, within a few minutes walk of the market, furnished apartments for two young gentlemen, either with or without board.—Apply, stating terms, to X. I. S., Box 120, Guelph, Guelph, 28th Jan, 1868.

NEW ADVERTISEMENTS. GREAT AUCTION SALE.

HAVE YOU BEEN AT ROBT. CUTHBERT'S ATTRACTIVE SALES?

YES! AND AM GOING AGAIN TO-NIGHT.

There is not a place in the Dominion where you will get so much value for your money.

Guelph, 29th January, 1868.

With Clouds For A. O. Bucham

A choice lot of Clouds just opened—selling Cheap. Also, best RIBBONS, in Black and Fancy.

Guelph, Jan. 25, 1868.



ENGLISH AND AMERICAN MAGAZINES.

ENGLISH MAGAZINES.

Table with columns for magazine names and prices. Includes titles like 'All the Year Round', 'Army List', 'Astronomical Register', etc.

AMERICAN MAGAZINES.

Table with columns for magazine names and prices. Includes titles like 'Good Words', 'Homilet', 'Hunt's Yachting', etc.

NEW PERS. MAGAZINES.

Table with columns for magazine names and prices. Includes titles like 'The World', 'Our Own Paper', 'The Englishman', etc.

Orders for any of the above Magazines received, and will be supplied reglar. AT DAY'S BOOKSTORE, Opposite the Market, Guelph. Guelph, 18th January, 1868.