

"Mr. Snow came into Canada from the States, representing himself as an extensive Telegraph Contractor, &c. He succeeded in getting some most respectable business men in Toronto and other towns to permit the use of their names as Directors. Having succeeded in this, he and his agents went about the country, holding meetings, and parading these names, and getting stock taken very extensively for his lines. Directorships without number were urged upon prominent men in different places, many of whom found their names on the list without their authority, and, on the strength of which names, many people were induced to subscribe. Snow held meetings all through the country, telling the people that it was a most favorable time for establishing a new Telegraph Company; that the business was merely in its infancy; that the profits were immense, and plenty of room for two Companies: Assessments were to be very light, &c., &c. The Stockholders being very numerous, and scarcely any holding enough stock to take an active interest in the affairs of the Company, but all taking for granted that the *very respectable Directors* or *somebody* was looking after the management in a proper manner, a thousand miles or more of lines were hastily built, and Mr. Snow, who manipulated the whole business, then went about, gathered up the balance of his subscriptions, and immediately returned to the States. The lines soon went into a state of premature decay, and the business seemed likely to come to an end altogether. An attempt, however, was made to revive the concern. A number of "Trustees" were appointed, and funds borrowed to start again under a new management. The lines worked on for a year or so longer, and again got into a state of chronic decay, and were sold out to Mr. Wm. Weller, of Cobourg. After endeavoring with his large means and energy to carry on the business, it soon again failed, and the old material of the line was finally sold for a mere nominal sum. Snow, it was reported, made \$100,000 out of the operation, but not a single one of the original shareholders ever got back a cent of their money in any shape."

We do not vouch for the accuracy of this strange, eventful history, but of Snow's return to the States, and of the death and burial of the Company, we are certain. The evidence against Snow thus proceeds. The Dominion Company calls the Great Western Telegraph Company of Chicago its "right bower." Snow is secretary and director to the Great Western Company. In the Western circular his name appears; in that circular as reprinted in Canada his name is kept out. This, however, is merely suspicious. The next charge is that Mr. Reeve the secretary of the Dominion Company, is a relative of Snow's. This, too, we consider merely suspicious. The next charge is that Snow is working up a similar speculation in the States, in connection with the Dominion Company. This may be quite true, and yet Snow may not be directly interested on this side.

It appears that the Montreal Telegraph Company and Mr. Snow had some communi-

cation so late as last spring. It is stated by Mr. Dwight, the Toronto manager of the Montreal Company, that overtures were made to his Company by Mr. Snow, with the object of arriving at a mutual agreement "that neither company should reduce rates." This mysterious appearance of Snow had a mysterious opportuneness about it. The Dominion is started here with the proclaimed object of reducing rates, and if it can be proved that its promoters first tried to fasten high rates on our people by a preconcerted arrangement with a company which it proposes to compete with, we can only say that deception at the outset augurs a bad ending.

As we have said, we are by no means disposed to take as proved all the allegations alluded to; and we should be loth to injure an enterprise by condemning it without a full examination of the evidence on both sides. So far a strong *prima facie* case of suspicion is made out, and before the public can be reasonably called upon to further or take stock in the Dominion Company it should and must clear itself. The names on the board of direction are of the highest character, and we call on the board to come forward and let us know what the true state of the case really is. Did those gentlemen whose names appear there accept gifts of stock, or are they *bona fide* subscribers to the concern? Did they examine into the enterprise or take every statement for granted? Has Snow anything to do with them? Who obtained the contract for building the road? What prices are to be paid for doing it? No object is to be gained by concealment. Questions such as those we have put are in everybody's mouth, and the sooner they are answered the better for the reputation of those who lent the enterprise the use of their names, and the better for the Dominion Telegraph Company. We have already heard of parties who talk not only of declining to pay future instalments on this stock, but also of demanding back what they have paid, simply because they consider that the statements made, under which they were induced to subscribe, over-shot the bounds of truth.

#### THE NARROW GAUGE RAILWAYS.

It is indisputably desirable that the districts lying to the north-east and north-west of Toronto should have railway service connecting them with this city. There is direct mutuality between the city and the country in this matter, and as the advantage is alike to both, it is reasonable that both should contribute in the measure of their ability and interest. The townships interested have already, to a considerable extent, pledged

their means in support, and the city of Toronto is now invited to adopt by-laws authorizing aid to these lines to the amount of \$400,000. The aggregate of bonuses for the first division of each of the projected railways is \$5,000 per mile, in sums of from \$20,000 to \$60,000. The time seems, therefore, to have arrived when we should take a careful survey of the situation in order to ensure the fullest success at the least possible cost, and to the avoidance of those errors which, in past times, have overclouded promising enterprises by the rashness, imprudence, and corruption by which they were promoted.

The Toronto, Grey and Bruce Railway has three divisions. The first division starts from Toronto on a right of way reserved by the city for railway purposes, runs along the bank of the Humber for a short distance, thence north-west *via* Caledon East and Charleston to Orangeville, thence in a westerly direction to some point in Arthur, and thence to Mount Forest. The second division embraces a line through Bruce to Southampton, and a branch from Mount Forest to Owen Sound. The whole length of railway will be about 300 miles; the first division being 85 to 90 miles long. The territory to be served is estimated at 435,000 square miles of the richest and most fertile lands in Canada, leaving a corresponding extent of country tributary to the other railroads. The trade immediately available is estimated as equal to that done by the Northern, for although the Northern does a very large export business in pine lumber and timber, which would not be expected by this railroad, yet the import traffic of pine lumber, and the export of square timber and staves, together with a much larger cattle, grain, provision, produce and passenger traffic, should make the total business exceed that of the Northern so soon as the trade shall have adopted this new channel of communication.

The route of the Toronto and Nipissing Railway is in a direct north-easterly course from the city of Toronto, through Scarboro, Markham, Uxbridge, Brock and Eldon to a point on the Gull River, at or near Cobocconck, thence northerly to a point on Lake Nipissing. The first division of the road extends about 100 miles, and is all that the Company undertakes to build on its own responsibility, according to present arrangements. The remaining 150 miles of road would be through new and unsettled country, and it is not contemplated to build it without a Government subsidy, either of land or money.

The grain and passenger traffic to be secured by this road to Lake Nipissing will not, it is considered, exceed half that of the Northern, but the practically inexhaustible