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the line from both ends—and nothing short of this should satisfy the guardians of the County. The County of Grey was some fifty miles across, and say that twenty miles of the road was built and then work stopped, the Company could not be compelled to go on, and the north part of the County would have to pay for the twenty miles and still be without a road. The resources of the Toronto, Grey & Bruce Company to build then : Stock liable to call at any time, \$160,000 ; Bonds from Grey and Owen Sound, \$300,000 ; Bonds, \$450,000 ; Government aid he believed would be given to the amount of \$140,000 ; Making a total of \$1,050,000. He did not pretend to be in the confidence of the Government, but he believed if any line would be assisted in Grey it would be the Central, as it was the most direct line, and served a tract of country now without any railroad facilities. A word now as to the benefits to North Grey, and the saving in time and rates. It brought them 31 miles nearer lake Ontario than its rival ; it brought them within 8 miles as near the Suspension Bridge, by Toronto and Hamilton, as the Wellington, Grey & Bruce did ; and by water at Toronto, 30 miles nearer the States ; and if Owen Sound and North Grey was ever to participate in the trade of the great West, it was by the short and direct cut to lake Ontario, as freights, rates and time would be proportionably less.

He would now close by referring to the claims of the Toronto, Grey and Bruce Railroad on the Council and people of Grey—1st, they were of a material kind, being by all the odds line to serve Grey best ; 2nd, the Toronto, Grey and Bruce Railroad laid claim to their generosity, as had it not been for the projectors of those lines, of which Geo. Laidlaw was the great chief, Grey would not have two or three railroad companies wooing its trade. He referred to George Laidlaw more particularly, as much was said in the last campaign in Grey about unjust and wicked legislation in connection with the Toronto, Grey and Bruce Charters ; and now the first thing by the Wellington Grey and Bruce, or Hamilton City was to copy this very grouping clause, and by leaving out Egermont, which is as much benefitted as any of the townships, forces the unwilling townships in. The Toronto, Grey and Bruce could have played the same game last time, carried their scheme by leaving certain townships out, but declined, as such would be unjust ; 3rd, he believed the Toronto, Grey and Bruce had claims on their patriotism. They were determined to build lines to serve their own country, and develop the resources of this part of the Dominion—this grand Canada of ours—lines owned, worked and controlled by Canadians, and not a branch of another road, whose chief recommendation was to carry every fat steer to the States, as if the Yankees were the only people who could appreciate good beef.

What your own Reeves say.

The following is the petition to the county council of the Reeves & Deputy Reeves for the introduction of the By-Law in aid of the Toronto, Grey & Bruce Railway. Read it and say, ratepayers of Grey, if there is any humbug in it :—

TO THE WARDEN AND COUNCIL OF THE COUNTY OF GREY.

The Petition of the undersigned Reeves and Deputy Reeves of the following Townships :—HUGH REED, REEVE OF SYDENHAM ; JAMES GARDNER, DEPUTY REEVE OF SYDENHAM ; DR. MCGREGOR, REEVE OF HOLLAND ; R. J. DOYLE, REEVE OF SARAWAK ; WILLIAM LECKIE, REEVE OF ARTEMESIA ; B. GHENT, DEPUTY REEVE OF ARTEMESIA ; ROBERT MCGHEE, REEVE OF MELANETHON ; JOHN CAMERON, DEPUTY REEVE OF HOLLAND ; THOMAS PETTMAN, REEVE OF KEPPEL ; JAMES BEATTIE, REEVE OF SULLIVAN ; D. MCGILVRAY, DEPUTY REEVE OF SULLIVAN ; ROBERT LINN, REEVE OF DERRY.

Showeth that the Toronto, Grey and Bruce Railway Company having requested the following Townships—Melanethon, Proton, Glenelg, Osprey, Artemesia, Holland, Sullivan, Sydenham, Derby, Keppel, and Sarawak, being a portion of the County Municipality of the County of Grey, to grant them a bonus of two hundred and sixty-four thousand dollars.