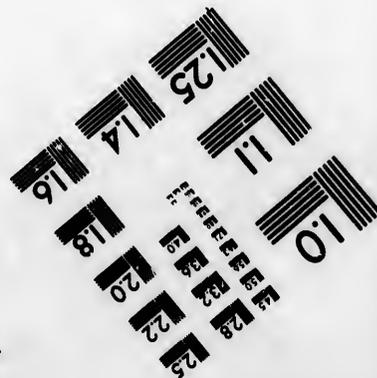
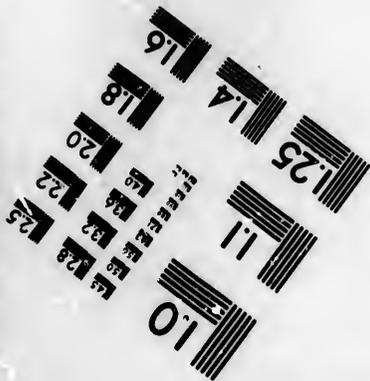
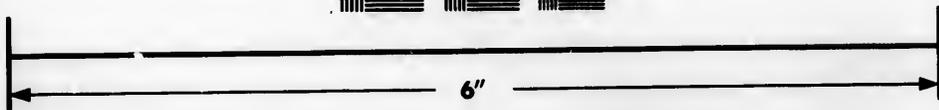
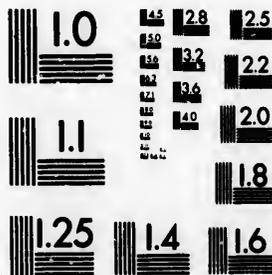


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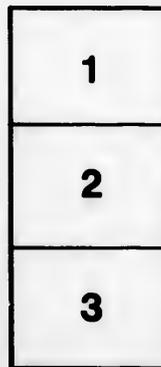
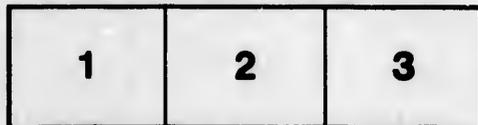
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The Railway for Grey.

FACTS FOR THE RATEPAYERS

CONCERNING THE

Toronto, Grey & Bruce Railw'y

Stockholders of the Toronto, Grey & Bruce Railway.

The following is a list of the stockholders of the Toronto, Grey and Bruce Railway Company on the 31st of July, 1869, when the Company was organized, and now amounting in all to \$325,000, of which one-half has already been paid up and expended on the road. Let the Wellington, Grey and Bruce Railway Company produce their stock list! They dare not; as the sum of it only amounts to \$30,000, and as most of the signatures are bogus:—

SUBSCRIBERS' NAMES.	SHARES.	AM'T.	SUBSCRIBERS' NAMES.	SHARES.	AM'T.
Gordon Mackay & Co	100	\$10,000	J. G. Worts.....	50	\$5,000
A. R. McMaster & Brother	100	10,000	T. C. Chisholm (in trust)	50	5,000
John Shedden.....	100	10,000	John Shedden.....	50	5,000
H. S. Howland	100	10,000	John Shedden (in trust)	50	5,000
Gooderham & Worts	100	10,000	John Gordon (in trust) ..	50	5,000
Robert Walker & Sons ...	100	10,000	John Gordon (in trust)...	50	5,000
E. H. King, Montreal ..	100	10,000	Lyman & McNab.....	40	4,000
Geo. Brown.....	50	5,000	John Ginty.....	40	4,000
Noah Barnhart	50	5,000	Dickey, Neil & Co.....	30	3,000
Bryce, McMurrich & Co... 50	5,000		Robertson & Cook.....	25	2,500
Thomas Lailey	50	5,000	John Gordon	25	2,500
Thomson & Barns	50	5,000	Wm. Elliot.....	25	2,500
Alexander Manning	50	5,000	Lyman, Elliot & Co	25	2,500
Rice Lewis & Son	50	5,000	Blaikie & Alexander	20	2,000
John McDonald & Co. ...	50	5,000	W. B. Hamilton.....	20	2,000
Thomas Dick	50	5,000	W. P. Howland.....	20	2,000
Sir Chas. Fox & Sons,			John Boyd & Co.....	20	2,000
London	50	5,000	W. & R. Griffith....	20	2,000

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SUBSCRIBERS' NAMES.	SHARES.	AM'T.	SUBSCRIBERS' NAMES.	SHARES.	AM'T.
Wm. H. Howland.....	20	\$2,000	Noah Barnhart, in trust	10	\$1,000
Henderson & Bostwick ...	20	2,000	John Rankin, Montreal...	10	1,000
A. W. Lauder.....	20	2,000	Thomas Lailey.....	10	1,000
W. H. Bently.....	20	2,000	Ed. Haveluan, Brantford	10	1,000
S. A. Oliver.....	20	2,000	Adam, Stevenson & Co...	10	1,000
John Taylor & Bros.....	20	2,000	Hugh Allan, Montreal...	10	1,000
R. G. Dallas.....	20	2,000	James Morrison.....	7	700
W. C. Chewett & Co....	20	2,000	John Robertson, Son & Co	5	500
B. H. Dixon.....	20	2,000	Jenning & Brandon.....	5	500
John J. Vickers.....	20	2,000	John Fiskin.....	5	500
Dunspangh & Watson ...	20	2,000	James Shields.....	5	500
Booth & Son.....	20	2,000	Gardner & Ramsay.....	5	500
J. & J. Taylor.....	20	2,000	Morrison, Taylor & Co ...	5	500
David Buchan.....	20	2,000	Jas. B. Sorley (in trust)...	5	500
E. Leadlay.....	20	2,000	C. J. Campbell.....	5	500
Frank Smith & Co.....	20	2,000	J. G. Joseph & Co.....	5	500
M. Staunton.....	20	2,000	E. H. Graham.....	5	500
J. Shields.....	12	1,200	W. Arthurs.....	5	500
H. E. M. Boulton, by W.			John Canavan.....	5	500
H. Boulton.....	10	1,000	C. T. Hurrell.....	5	500
James E. Smith.....	10	1,000	Wm. Pyper.....	5	500
Thos/ Griffith & Co.....	10	1,000	Hugh Miller.....	5	500
P. & F. A. Howland....	10	1,000	John McCarter.....	5	500
J. Morrison.....	10	1,000	H. W. Cuff.....	5	500
Jacques & Hay.....	10	1,000	Larratt W. Smith.....	5	500
John Kay.....	10	1,000	Hughes Brothers.....	5	500
O'Keefe & Co.....	10	1,000	James Paterson.....	5	500
James Young.....	10	1,000	Osler & Moss.....	5	500
James Michie.....	10	1,000	H. Loyd Hime.....	5	500
Brown Brothers.....	10	1,000	George Harding.....	5	500
R. A. Hoskins.....	10	1,000	A. S. Irving.....	5	500
Parson Brothers.....	10	1,000	Thomas Hodgins.....	5	500
John B. Smith.....	10	1,000	Arthur Leppar.....	5	500
Jos. Simpson.....	10	1,000	Neil Currie.....	5	500
Robert H. Gray.....	10	1,000	W. A. Murray.....	5	500
Aldwell & Co.....	10	1,000	Walter S. Lee.....	5	500
Robert H. Gray.....	10	1,000	J. Saurin McMurray.....	5	500
Joseph Robinson.....	10	1,000	Edward Hardman.....	5	500
G. McGaw.....	10	1,000	G. Hagne.....	5	500
E. M. Chadwick.....	10	1,000	E. O. Bickford.....	5	500
Wm. Ramsay & Co.....	10	1,000	Thos Thompson.....	5	500
W. D. Matthews & Co ...	10	1,000	Maitland McCarthy.....	5	500
Joseph Leslie.....	10	1,000	J. E. Boyd, St. John, N. B	5	500
J. R. Armstrong.....	10	1,000	John Riddel.....	5	500
Wm. Burke.....	10	1,000	C. Perry, in trust.....	5	500
Neil Currie.....	10	1,000	J. S. Keith.....	5	500
W. Jeffrey.....	10	1,000	Hurd, Leigh & Co.....	5	500
John M. McKay.....	10	1,000	Cubit Spankhal.....	5	500
P. Burns.....	10	1,000	H. Hewitt & Co.....	5	500
J. Gardhouse.....	10	1,000	John Green, Orangeville.	5	500
Campbell & Cassels....	10	1,000	J. Stock.....	4	400
P. Paterson & Son.....	10	1,000	W. W. Colwell.....	4	400
Wm. Galbraith.....	10	1,000	Douglas Laidlaw.....	4	400
C. E. Jones.....	10	1,000	Noah L. Piper.....	3	300
B. H. Dixon.....	10	1,000	W. Cayley.....	3	300
George Barker.....	10	1,000	Edward Morphy.....	3	300
Geo. Stephen, Montreal..	10	1,000	McKenzie & Scott.....	3	300
Benj. Lyman, Montreal..	10	1,000	James Cox.....	3	300
Geo. Laidlaw.....	10	1,000	A. T. McCord.....	3	300
W. H. Boulton.....	10	1,000	Joseph Davids.....	3	300

AM'T.	SUBSCRIBERS' NAMES.	SHARES.	AM'T.	SUBSCRIBERS' NAMES.	SHARES.	AM'T.
\$1,000	Thomas Best.....	3	300	Steward Wells.....	1	100
1,000	L. Wilson.....	3	300	George Verral.....	1	100
1,000	T. Swinarton.....	3	300	W. W. Colwell.....	1	100
1,000	Livingston, Johnson & Co	3	300	W. Bickford.....	1	100
1,000	G. B. McLellan, by W.			R. Hall & Co.....	1	100
1,000	H. Boulton.....	2	200	R. Robinson.....	1	100
700	John Nasmith.....	2	200	F. Pearson.....	1	100
500	Sydney Hamilton.....	2	200	L. H. Moffatt.....	1	100
500	Davidson, McVittie & Co.	2	200	G. M. Yarker.....	1	100
500	D. Galbraith & Co.....	2	200	Bronsdan & Patton.....	1	100
500	Robert Jaffray.....	2	200	G. W. Warner.....	1	100
500	Pellatt & Osler.....	2	200	W. B. Searth.....	1	100
500	J. D. Edgar.....	2	200	G. Duggan.....	1	100
500	James Fleming.....	2	200	W. Paterson.....	1	100
500	James Thorburn.....	2	200	John Cayley.....	1	100
500	M. A. Thomas.....	2	200	F. Cayley.....	1	100
500	S. M. Jarvis.....	2	200	R. B. Butland.....	1	100
500	Chandler & Platt.....	2	200	W. Bayley.....	1	100
500	Sam. Montgomery.....	2	200	R. Reynolds.....	1	100
500	W. B. Phipps.....	2	200	Wingfield & Thomas.....	1	100
500	T. G. Mason.....	2	200	A. Hamilton.....	1	100
500	Alf. J. Mason.....	2	200	J. Jackson.....	1	100
500	J. H. Mason.....	2	200	A. W. Morrill.....	1	100
500	John Boulton.....	2	200	D. E. Boulton.....	1	100
500	S. Evans.....	2	200	H. E. Boulton.....	1	100
500	W. T. Sterne.....	2	200	R. Godbold.....	1	100
500	L. R. Boulton.....	2	200	Elizabeth Godbold.....	1	100
500	David Bee.....	2	200	John Ritchie.....	1	100
500	George Gibson.....	2	200	Thomas Wylie.....	1	100
500	W. T. Mason.....	2	200	Justus Lemon.....	1	100
500	Villiers & McCord.....	2	200	J. Knight Riddel.....	1	100
500	N. Johnson.....	2	200	Charles Robinson.....	1	100
500	Ford & Forbes.....	2	200	Nathan Clark.....	1	100
500	R. W. Laird.....	2	200	Duncan Cameron.....	1	100
500	J. H. Ince.....	2	200	Pat. Murphy.....	1	100
500	Columbus H. Green.....	2	200	Edward Ward.....	1	100
500	Mrs. S. Kennedy.....	2	200	Alex. Lewis.....	1	100
500	Philip Chamber.....	2	200	Jackson Potter.....	1	100
500	T. H. Ince.....	1	100	Thomas Harrison.....	1	100
500	David W. Smith.....	1	100	James Bell.....	1	100
500	Alex. Gemmel.....	1	100	Adam Hunter.....	1	100
500	Joseph Gearing.....	1	100	Alex. Ferguson.....	1	100
500	Robert Davis.....	1	100	Thomas Sanderson.....	1	100
500	M. Morrison.....	1	100	Wm. Hunter.....	1	100
500	Blake, Kerr & Wells.....	1	100	Donald Lamont.....	1	100
500	J. Garvin.....	1	100	Alex. McLaren.....	1	100
500	J. Proudfoot.....	1	100	Wm. Clark.....	1	100
500	H. J. Morse & Co.....	1	100	Wm. Stone.....	1	100
500	Jas. Bain.....	1	100	John Willoughby.....	1	100
500	E. Harris.....	1	100	James Harrison.....	1	100
400	W. S. Durie.....	1	100	Walter McLellan.....	1	100
400	G. J. Whitehead.....	1	100	R. H. Oates.....	1	100
400	Toronto Tea Company.....	1	100	James Cameron.....	1	100
300	J. C. Shapter.....	1	100	Edgar J. Jarvis.....	1	100
300	P. M. Clark.....	1	100	Wadsworth & Unwin.....	1	100
300	M. Shears.....	1	100	W. Deyer.....	1	100
300	S. Heward.....	1	100	Robt. Jordan & Co.....	1	100
300	J. H. Morris.....	1	100	W. J. Simcoe Kerr.....	1	100
300	F. H. Stayner.....	1	100			

A Straight forward Statement.

Read the following address which was delivered by the President of the Toronto, Grey & Bruce Railway, John Gordon, Esq., to the County Council of Grey, at Owen Sound, on the 9th day of March, 1871, as reported in the Owen Sound papers. He undertakes to build the road he represents, from both ends simultaneously, in eighteen months. Mr. Turner, one of the Directors of the Wellington, Grey & Bruce Railway, told the council that if his company was forced to do the same, that "the county might keep their bonus and be d----d." If really in earnest about building their road, why should the Wellington, Grey & Bruce Railway Company object to work from both ends at once? Why? Because they never intend to go beyond Durham! That is their little game! They to stop at Durham and Cumberland with his North Grey Bantling to stick at Meaford.

Mr Gordon, in addressing the County Council to show the ability of his Company to build the extension to Owen Sound, would briefly advert—1st, to the financial position of the Company; 2nd, to what the Toronto, Grey & Bruce Railway, a narrow gauge, had done. The *bona fide* capital already subscribed was \$325,000; of this sum there was paid up enough with the bonuses from the municipalities and bonds for \$6,000 per mile "they had sold" to finish the line to Mount Forest. That line extended from Toronto 90 miles. The rails were now laid to the summit of the Caledon Hills, and would be laid to Orangeville the first week of April, to Arthur Village in July, and to Mount Forest the first of October! Work was going on along the entire distance of this 90 miles simultaneously, and Mr. Shanly, the Contractor, was to receive a bonus of one thousand dollars per week for each week that he would be in advance of his contract—or say, if he finishes to Mount Forest first of September, he receives \$4,000 extra. Rolling Stock for that section was provided for as follows. Three Locomotives now on the line employed in work of construction, four more to be delivered in May; eight passenger cars to be delivered in May; fifty box cars delivered; fifty box cars constructing; fifty flat cars delivered; fifty flat cars constructing. The Contract was let in November, 1869, from Toronto to Arthur, and the Company would have 90 miles of Railway finished, fully equipped and ready for traffic, with Station houses and grain warehouses, all done with their own means and the assistance of the municipalities who so generously confided in the men at the head of the Company; and in the scheme they advocated, all this was achieved without any foreign aid. The Company was determined to have an independent line, free from either English or Yankee control. They were also determined not to mortgage the road for \$12,000 per mile as proposed by a rival Company, as such a mortgage (admitting that the road would ever be built) would so encumber and hamper the traffic, and cause such dear freights, that such a monopoly would be a curse to the County of Grey, instead of a benefit. He could refer them to an able report of one of Hamilton's best merchants as to the grasping monopoly of the Great Western Railroad and the want of competition experienced by Hamilton. The Preston Berlin Railroad, controlled at one time by the Great Western Railroad Company, was abandoned, and the iron, &c, sold to the Grand Trunk.

He would now come to the important question before the Council, the extension to Owen Sound, which would be about 70 miles long, and how he proposed to build it. The Company would undertake to build this section in 18 months, and in order to render full justice to the County of Grey, they proposed to begin at both ends of the line at once, and to continue the work simultaneously until finished, and to give ample security to the corporation of Grey to carry out their obligations in every particular. He held that no security or bonds from any Company, "however wealthy," were equal to this—namely, building

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 the 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 benefited 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 MELANCTHON; JOHN CAMERON, DEPUTY REEVE OF HOLLAND; THOMAS PETTMAN, REEVE OF KEPPEL; JAMES BEATTIE, REEVE OF SULLIVAN; D. MCGILVIRAY, DEPUTY REEVE OF SULLIVAN; ROBERT LINN, REEVE OF DERBY.

Showeth that the Toronto, Grey and Bruce Railway Company having requested the following Townships—Melancthon, 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.

We, the said Petitioners, in conformity with chapter forty-one, thirty-three Victoria, Ontario, desire to aid, to the extent aforesaid, in the construction of the said Railway and to be assessed therefor.

We, therefore, pray that your Council shall pass a by-law, and submit the same to the vote of the qualified ratepayers of that portion of the Municipality of the County of Grey aforesaid, for the purpose of raising the said sum on that portion of the County of Grey above set forth, by the issue of debentures of the said Municipality of the County of Grey for the amount of said bonus, payable in twenty years, and for the delivery of the same to the Trustees appointed, or to be appointed, under the Act of Incorporation of the Toronto Grey and Bruce Railway Company, under the following terms:

1st—There shall be a Freight and Passenger Station at or within one mile of Shelbourne, in the Township of Melancthon.

2nd—A Flag Station at a convenient point near Dundalk Post Office.

3rd—A Flag Station at or near Lot 190, 1st Concession, Toronto and Sydenham Road. (S. W.)

4th—A Freight and Passenger Station, at or near the Durham and Collingwood Road, at the most practicable point between Flesherton and Side Road No. 20, North Durham Road, in Artemesia.

5th—A Freight and Passenger Station at or near Side Road No. 100, south-west of Toronto and Sydenham Road, in the Township of Glencol.

6th—A Flag Station at or near Side Road No. 60, Toronto and Sydenham Road, S. W., in the Township of Holland.

7th—A Freight and Passenger Station at, or as near as practicable to the Village of Williamsford.

8th—A Freight and Passenger Station at, or within one mile of the Village of Chatsworth, and a Flag Station between Chatsworth and Owen Sound.

9th—The Railway shall come to the water of Owen Sound Bay, and that there be a Freight and Passenger Station in the Town of Owen Sound, within one and a quarter miles of the Town Hall, in Owen Sound.

10th—That the construction of the Road be commenced at Owen Sound and Orangeville, and carried on simultaneously, and be completed within eighteen months from the delivery of the Debentures to the Trustees, under the Act incorporating the Toronto, Grey and Bruce Railway.

11th—The said Bonus shall be expended (pro rata) wholly in the County of Grey, between the Town of Owen Sound and the Town of Orangeville.

12th—That before the delivery of the Debentures to the Trustees, the said Company shall give their Bond to the County of Grey, in the Penalty of Two Hundred and Sixty-four Thousand Dollars for the performance of the terms above mentioned.

13th—That the said Company shall enter into an agreement with the said Corporation of the County of Grey to complete the said Railway, and have it running within eighteen months from the delivery of the Debentures to the said Trustees, and to pay, by way of liquidated damages, the sum of Five Thousand Dollars per month for each and every month, after two years, that the said railway remains incomplete and not actually running, from the time of the delivery of the Debentures to the Trustees aforesaid.

Owen Sound, 7th March, 1871.

D. MCGREGOR, REEVE OF HOLLAND; R. J. DOYLE, REEVE OF SARAWAK; WM. LECKIE, REEVE OF ARTEMESIA; B. GHENT, DEPUTY REEVE OF ARTEMESIA; ROBT. MCGHEE, REEVE OF MELANCTHON; JOHN CAMERON, DEPUTY REEVE OF HOLLAND; HUGH REED, REEVE OF SYDENHAM; THOS. PETTMAN, REEVE OF KEPPEL; JAS. BEATIE, REEVE OF SULLIVAN; D. MCGILLIVRAY, DEPUTY REEVE OF SULLIVAN; ROBT. LYNN, REEVE OF DERRY; JAS. GARDNER, DEPUTY REEVE OF SYDENHAM.

I, JOHN GORDON, President of the Toronto, Grey and Bruce Railway, hereby, on behalf of the said Company, agree to the said terms.

JOHN GORDON,

President Toronto, Grey and Bruce Railway Company.

Progress made by the Toronto road.

The Toronto, Grey & Bruce Railway Company will have built no less than 90 miles of Railway in little over eighteen months, in proof of which read the following letter from Mr. F. Shanly, the contractor, who is doubtless well-known to the ratepayers of Grey. Have the Wellington, Grey & Bruce Railway Company paid their contractor yet for the work he has done, or did they blacken his eyes instead? Ask Mr. Reekie? Why is that gentleman not sent to Grey as he was to Bruce, when the Bruce By-Law was before the people? Why, because he has been swindled by the Hamilton Company, and has found out that they are a bogus concern? Ask where is Reekie:

Toronto, 31st March, 1871.

TO THE PRESIDENT AND DIRECTORS OF THE TORONTO, GREY AND BRUCE RAILWAY.—GENTLEMEN,—Having recently returned from an inspection of the works being carried out under my contract between Weston and Arthur I am enabled to state, that notwithstanding the winter weather, which from the constant thaws has been peculiarly unfavorable to the excavations, as well as to the delivery of material, everything necessary for an early completion of your line is in as forward a state as can be expected or desired.

The Grading up to Orangeville is all completed, with the exception of about a ½ mile, which is however in progress, and will not in any way obstruct the laying of the track which should reach there, say in two weeks from now.

The material for the fencing, not erected last year, has all been delivered, and the building will be commenced immediately the frost leaves the ground. The station buildings are all up, and nearly completed between Weston and Orangeville, including those of the latter point, and if the ballasting is proceeded with, immediately the weather permits, there will be nothing to prevent the line from being opened for traffic by the beginning of July as far as Orangeville.

From Orangeville to Arthur operations have not ceased during the winter, the extreme wetness of the summer and fall of last year, together with the scarcity and high price of labour, having materially retarded progress on this portion of the line, obliging me to continue work into, and during winter at a great disadvantage, in order to allow of the track being laid without interruption from Orangeville, when after reaching that point, and they having adopted this course, no delay is anticipated, as the Bridge at Grand River, and the long and heavy embankments there and at Boyne Creek will be completed in good time to allow of the work reaching Arthur by the first of August.

On the Section from Arthur to Mount Forest—15 miles—for which I closed a contract with you on 25th January, the works are progressing favourably, a large quantity of material for Fencing, Bridging, &c., and also Ties, have been delivered, and the whole of such material provided for.

The grading has been commenced at all important points, and so soon as the ground is sufficiently dry a large force will be engaged on this work. The buildings are also so far arranged for that they will be commenced immediately, and I am in hopes by the 1st of August to be ready to lay track at Arthur, and to continue, without interruption, until Mount Forest is reached; the ballasting will be proceeded with simultaneously, and if no unlooked for obstacle occurs, the line will be ready for traffic throughout by the first day of October next.

The promise of an unusually early opening of the spring, and the prospect of a moderately dry summer, gives me confidence that with an average supply of labour we will not be disappointed in our expectations.

Yours truly,

F. SHANLY.

SARAWAK;
OF ARTEME-
N, DEPUTY
PETTMAN,
LIVRAY,
AS. GARD-

way, hereby,

Company.

The Bubble Burst.

The great bugbear the enemies of the Narrow Gauge have tried to frighten the people with, is that these roads would prove a failure in our climate. It was nothing to them that these roads have worked well in Norway, with a climate as rigorous and snows as deep as ours—they still stuck to it that they had not been tried in Canada and would prove a failure here. This last support is now knocked from under them by the letter of Mr. Wragge, Chief-Engineer of the Toronto, Grey & Bruce Railway, a gentleman of large experience in the building of all kinds of Railways.

Narrow Gauge Railways.

To the Editor of the *Times*.—Sir, I understand that in the contest now taking place in the County of Grey, between the Toronto, Grey and Bruce and the Wellington, Grey and Bruce Railways, both of whom are seeking for bonuses in aid of their construction, the old cry against the efficiency of Narrow Gauge Railways is being brought up again.

I have not up to the present time taken any active part in the discussion of Broad vs. Narrow Gauge Railways, but when I find statements made which are wholly at variance with the facts, I feel bound to come forward in the interests of those Railway Companies who have entrusted me with the charge of their works, and to prevent the ratepayers of the County of Grey from being led away by statements from unscrupulous persons whose only object is to mislead.

With your permission, therefore, I will as briefly as possible give a few facts connected with Railways of 3 feet 6 inches gauge, to show their capabilities of carrying all the traffic which is likely to come upon a Railway through your section of the country. In doing this, let it be understood that I mention nothing which has not come either within my own personal experience or that of the authorities I name in each case.

There are four points upon which I will touch, being those most often controverted—namely: Speed, Safety, Snow, and capacity for carrying freight and Passenger traffic.

1st. Speed.—I have traveled both here and in Norway on Narrow Gauge Railways, at a speed of 35 miles an hour with perfect safety. The manager of the Queensland Railways writes as follows: "I have run trains at speeds of 30 miles an hour, and found them smoother than on an ordinary English Railway at similar speed; our ordinary trains run at a speed of 20 miles an hour, including stoppages." The working expenses depend in a great measure to the speed at which the trains are run, in Norway, Railways of 4 feet 8½ inches, and of 3 feet 6 inches gauge, made by the same Engineer and worked by the same manager, all run at similar speeds, and the Narrow Gauge Railways cost less to work than the broad gauge.

2nd. Safety.—The floor of our Passenger Cars is at a level of 2 feet 7 inches above the level of the rails, and they are 8 feet 6 inches in width. The broad gauge cars are 4 feet 6 inches above the rails, and they are 11 feet 6 inches in width. It does not need a philosopher to see that of the two the narrow gauge cars are the safest, as the width of the car compared with the height of the centre of gravity renders them less liable to oscillation. Mr. Pihl, the Norwegian Government Engineer, writes as follows: "As to the safety of fast running, engines and carriages run as safely and steadily at 30 miles an hour on the 3 feet 6 inches gauge as they do on one of 4 feet 8½ inches. I have run at upwards of 40 miles an hour with as much feeling of ease and security as I have felt while running on a broader gauge." The Manager of the Queensland Narrow Gauge Railway says: "We have never had a train off the line, no engine has ever been damaged seriously, and no train has ever been delayed more than 30 minutes since the opening of the line three years since." A pretty good record.

3rd. Snows—Major Adelskold, Government Railway Engineer in Sweden, says, "Experience during several severe winters here has shown that our lines have been kept as free from snow as the broader ones. The narrow gauge may thus be said to have given satisfactory results in Sweden." Mr. Pihl says that in Norway, "our snow ploughs make no difficulty at three feet of snow or more." I have run our engines through cuttings with two feet of snow or more in them, on the Toronto, Grey and Bruce Railway *with only the cowcatcher in front of them*, as we had no snow plough at all at work during last winter. So much for the bugbear.

4th. Capacity—Our own gravel trains carried a load of 100 tons, paying load, as a regular thing when at work last fall, and if only ten of such trains ran daily, there would be a capacity of over 300,000 tons of freight carried in a year, a traffic far in excess of what may be expected for many years, I am afraid. I need go no further than this for facts. As for passenger trains, Mr. Scott, the Secretary of the Madras 3 feet 6 inches gauge railway says: "We have carried upwards of 20,000 passengers over our Railway of 20 miles in length on one of the festival days." Why the Northern Railway has never carried more than 150,000 in a year, and the Thorondjen Railway in Norway carries annually 2,100 passengers per mile of Railway, half as many again as the Northern. I get this fact from the Norwegian government returns.

I am glad to say, Mr. Editor, that that terrible difficulty, the Caledon mountain, has vanished into the air. We should never be able to get an engine up it and all such balderdash was the song six months ago, our engines are now working at Charleston, 3 miles beyond the top of the mountain, and will be at Orangeville before the 18th of April, but I suppose our Hamilton friends won't believe even this fact. I am sir, your obedient servant,

EDMUND WRAGGE,
Chief-Engineer, T., G. & B. R.

Toronto, March 28th 1871.

A Falsch od Nailed.

The Hamilton Company would have the people of Grey believe that the Narrow Gauge is a failure. Read what Messrs. Gooderham & Worts, one of the largest milling firms in Ontario; John Abell, the well-known manufacturer of farming implements, and Roe & Brother, the enterprising storekeepers of Woodbridge, have to say on the subject. These firms all live in the country, and on the line of the Toronto, Grey and Bruce Railway, and daily see the engines at work. They know all about the working of the line; and, unsolicited, give their testimony about it. Read their letter, furnished by Grey, and when Hamilton falsehoods about the inefficiency of the Narrow Gauge are endeavored to be foisted upon you, nail them with it.

WOODBRIDGE, April 4, 1871.

To the Directors of the Toronto, Grey and Bruce Railway:—

GENTLEMEN,—We learn that some people, in the interest of Hamilton, are endeavoring to throw doubt upon the working capacity of the Toronto, Grey and Bruce Railway. During the months of December, January and February last, your road carried for us 200 car-loads of freight between Weston and Woodbridge, all of which was done with regularity and despatch.

We had many opportunities during the winter of witnessing the working of the Railway, and we have no hesitation in expressing our conviction that it can be operated readily, and experiences no more difficulty from snow-storms than a broad gauge railway does.

ALFRED GOODERHAM, (for Gooderham & Worts),
Pine Grove Mills.

JOHN ABELL, Woodbridge.
ROE & BROTHER, Woodbridge.

Toronto v. Hamilton or Wall Street to a China Orange.

Hear what the great Adam Hope, leading merchant of Hamilton says of that city, as compared with Toronto. The following are his words, as printed in the *Hamilton Spectator* of 24th February, 1871.

The city of Toronto has long enjoyed the priceless advantages of two rival and competing lines of railway, and hence her rapid growth in manufactures, population, and commercial activity. Hamilton, on the other hand, with but one railway, is little better than a mere way station, and hence the slow growth of our city in all that characterizes the rapid progress of the neighbouring city. Toronto commands "through" rates from England by Portland and the Grand Trunk Railway, or by New York and the Great Western. Hamilton again is entirely at the mercy of the "courtesy" of the Great Western Railway. We do not require to go far to seek a remedy for this unsatisfactory state of things, but if allowed to slip out of our hands the opportunity may never again be ours, and therefore, we would earnestly recommend a direct connection with the Grand Trunk Railway. It has become a necessity for Hamilton, if she is not to sink into a second-rate town, to see that she is brought into direct connection with the Grand Trunk system, the great national railway of the Dominion, at the earliest possible moment, and that, too, irrespective of what the Great Western Railway may think, say or do in the premises. An accommodation train leaving Goderich every morning at an early hour for Hamilton, and returning the same evening, would do more for the trade of Hamilton than even the Wellington, Grey and Bruce Railway. Hamilton has been gradually losing her trade on the Buffalo and Lake Huron Railway from the difficulties connected with the transfer of traffic at Paris. We are also threatened with a withdrawal of the co-operation of the Great Western Railway in the Wellington, Grey and Bruce Railway scheme. The share property of the Great Western Railway (if really liable under an act of the Local Legislature) has been loaded down with a million sterling in the foolish outlay on the Glencoe Loop-line, the interest on which would have swept away more than the last half yearly surplus for dividend, but for the increase in the local traffic.

Hear also how the *Owen Sound Advertiser* shows up the absurdity of comparing Yankee Hamilton with Toronto, the Queen City of Western Canada :

"A few figures will best illustrate the choice of market question :—From Owen Sound to Hamilton *via* Clifford, 148 miles. From Owen Sound to Toronto *via* Orangeville, 118 miles, showing a distance of 30 miles in favor of Toronto market ; from Owen Sound to Suspension Bridge *via* Orangeville and Toronto, 199 miles; from Owen Sound to Suspension Bridge *via* Clifford, 191 miles, a distance of eight miles against the Orangeville route. Certainly a small thing to boast much of and a slender base for the exclusive privilege of doing the carrying trade to the American market. Eight miles is but a small difference of distance considering the total length of the road, and on account of the more economical character of the Orangeville road, it will be able to compete successfully with the Clifford road. Hence we find the choice of market really lies with the Toronto, Grey and Bruce Railway. For surely this eight miles is more than compensated, apart from the question of competition, by the advantage of having the Toronto market open at 118 miles, especially when is taken into account that the great bulk of the business connections of this county already formed with Toronto, and that most of our produce finds its way to the Atlantic sea-board, whence also our importations of goods are received. The great advantage of a direct route will be seen here at a glance. The Toronto, Grey and Bruce railway running straight towards the great St. Lawrence highway of trade, recommends itself as paramount to all others. Certainly, the W. G. & B. road, by way of Clifford, will not bear comparison with it. And besides, the latter would shut us out of the Toronto market altogether, as no one would think of going to Toronto *via* Hamilton. So far then as the choice of Markets is concerned, and indeed in almost every other respect, the Toronto,

Grey and Bruce Central line is immeasurably to be preferred to the round-about W. G. and B. Route. This Company undertake to build the road in eighteen months, and incur heavy damages if the road is not completed at the end of two years. Among other things they also bind themselves to commence at both ends of the road simultaneously. Such is the bond they will give. But these guarantees the other Company refuse to give. The Toronto, Grey and Bruce in this also recommends itself to us. It is, in fact, just the road we want. Here then, is our opportunity; let us not miss it."

A Comparison.

Read the following table of distances between Owen Sound and Lake Ontario, as per Toronto, Grey & Bruce Railway and Wellington, Grey & Bruce Railway, and listen to what Mr. W. K. Muir, the General Superintendent and Manager of the Great Western Railway, has to say on the subject, as per his letter in the *Toronto Globe* of 30th Jan., 1871. He intends, as you will see, to carry all your freight from Owen Sound to Toronto over 70 miles more road than via the Toronto, Grey & Bruce Railway, and he will make the people of Grey pay sweetly for doing so if he gets the chance. Don't let him have it, men of Grey. His promises to the contrary are no guarantees.

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Table of Distances, and Saving in Freight, &c.

NAMES OF PLACES.	PARTICULARS OF SAVING EFFECTED BY THE TORONTO, GREY AND BRUCE RAILWAY.									
	Distance by Toronto, Grey and Bruce Railway.		Distance by Wellington, Grey and Bruce Railway.		In Passenger's Fare each way.	On 100 barrels of Flour.	On 100 Bushels of Wheat.	On each Car of Live Stock.	On each ton of General Freight.	
	MILES.	MILES.	MILES.	MILES.						
Owen Sound to Toronto.....	118	188	70	3½	\$ c. 2 10	\$ c. 8 75	\$ c. 2 45	\$ c. 8 75	\$ c. 1 00	
“ to Hamilton,	157	149								
“ to Suspen'n Bridge	200	192								
“ to Suspen'n Bridge by Toronto & Steamer	161	192	31	1	0 93	5 00	1 40	5 00	0 50	
“ to Lake Ontario,...	118	149	31	1½	0 93	5 00	1 40	5 00	0 50	

NOTE.—A Passenger can travel from *Owen Sound to Toronto*, by the Toronto, Grey and Bruce Railway, transact his business, and return *home the same night*. He would have to spend Seven hours longer time on the road by the Wellington, Grey and Bruce Railway. He can go to *Toronto and back*, by the Toronto and Grey and Bruce Railway, in Three hours less time than he could go to *Hamilton and back* by the Wellington, Grey and Bruce Railway.

He can go to *Hamilton and back* in equal time by either Railway.

All Freight by the Wellington, Grey and Bruce Railway to Hamilton would have to be transhipped, either at Guelph or Harrisburg, from 5-ft. 6-in. gauge to 4-ft. 8½-in. gauge. The small quantity to be transhipped from the Toronto, Grey and Bruce Railway, at Toronto, can be done at quite as low a cost as on the Wellington, Grey and Bruce Railway.

The saving in time and expense will be correspondingly less on intermediate Stations to Lake Ontario, by Toronto, Grey and Bruce Railway.

Extract from Mr. Muir's letter to the *Globe* :—

"No one would suppose that the people of Hamilton and the W. G. & B. Company took such energetic action in building and extending this road for the Grand Trunk Company's cars to take the freight from it, and away from the Great Western. The bondholders, I presume, have something to say about that ; and, I think, so long as the freight from the north is taken in GREAT WESTERN CARS to TORONTO, and to and for all other points to which it is consigned, at rates NEVER HIGHER than those charged by the Grand Trunk and with quite as much despatch, we believe shippers of freight and the promoters and bondholders of the road will have no cause to complain."

Would not a branch of a railway bonded for \$12,000 per mile, like the Wellington, Grey and Bruce Railway, be really more of a curse than a benefit to the County of Grey—and is this not the reason why the Great Western Railway are already threatening to withdraw their co-operation, as Mr. Adam Hope says they are.

Cordwood.

Do the farmers of Grey wish to continue in the future as they have done in the past, burning their valuable cordwood at a cost of \$14 per acre, when by voting for the Toronto, Grey and Bruce By-Law they can turn it into money, and earn by the sale of it three times as much as will pay the entire railway tax of the county? Surely not. The Toronto, Grey and Bruce Railway Company is bound by the terms of its Charter to carry cordwood at 2½c. per cord per mile for distances of over 50 miles, and 3c. per cord per mile for less distances. Wood, in Toronto, is now selling at \$8 per cord, whereas in Hamilton it is only \$4. What says the Wellington, Grey & Bruce Railway Company to this? Let them show the people of Grey in their charter a clause binding them to carry cordwood if they can. They intend in this matter to follow the selfish example of Mr. Cumberland, and the Northern Railway, and by refusing to carry wood, will keep the price down to \$1.50 per cord, so that their engines can be cheaply run. Farmers of Grey look out for this huge swindle on the part of the Hamilton Company, and by voting for the Toronto, Grey & Bruce By-Law, show that you appreciate the efforts made by the Toronto Company, (guaranteed to you by their charter) to turn your cordwood into money.

The Question at Issue.

Farmers of Grey you have now the case before you. On one side you have an independent line to the capital of Ontario, the best market in the Dominion ; a line backed by the best men in the Province, and bound to carry out their promises. As an evidence of their good faith

can be done at quite as low a cost as on the Wellington, Grey and Bruce Railway. The saving in time and expense will be correspondingly less on intermediate Stations to take Ontario, by Toronto, Grey and Bruce Railway.

and ability, their names are before you. They promise to commence boldly from both ends of the line and work until finished, with a bonded debt only of \$6,000 per mile. On the other hand you are offered a Branch from Clifford, running for 40 miles parallel, within 14 or 16 miles of the Bruce Branch to Southampton, as crooked as a ram's horn, bonded for the enormous sum of \$12,000 per mile; and, if ever built to North Grey (of which there is not the least chance), the monopoly would be a curse instead of a blessing to the county. Your farms would be forever taxed to pay the bloated English bondholders. But what chance has North Grey of ever getting the Wellington, Grey and Bruce Road, even if the people voted for it? There might be a chance for Normanby, but certainly none for North Grey. Next, if built, would the Great Western Railway work it! *Never!* Rest assured of this! Your road and money would share the fate of the Preston and Berlin Road which was built; but the Great Western Railway finding it a non-paying concern, sold the rails to the Grand Trunk, and the line remains a standing monument until this day, of Great Western Railway broken faith. Again take the Hamilton and Port Dover road, which was graded, and ties and rails laid upon it, yet it was never finished. The ties were allowed to rot, and the rails sold to the Northern Railroad Co. Take now an example nearer home. You know what was done by this Hamilton Company with the County of Bruce, and how the people of that section have been treated. It is now over two years since the Bruce Bonus was voted, and not a sod has yet been turned in that county, nor is it likely one ever will be. More atrocious still: last session of Parliament the Wellington, Grey & Bruce Co. got an act of Parliament passed, giving them another year to get to Bruce, and this without the consent of the people. Will you support a bottomless Company like this? Let it be hoped, never! You are independent men, and will support an independent railway like the Toronto, Grey & Bruce.

Come out, farmers of Grey, in your night on the 18th of April, and vote early in support of your best interests, and the Toronto By-Law.

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