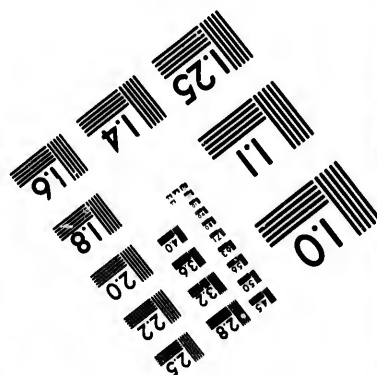
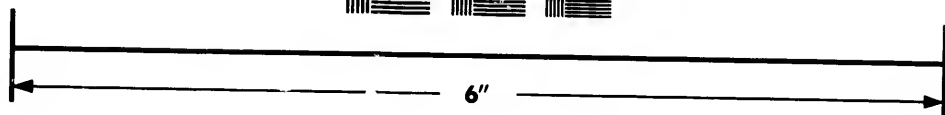
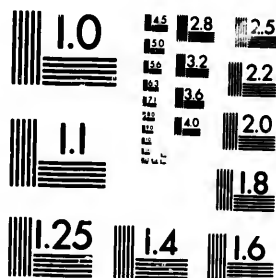


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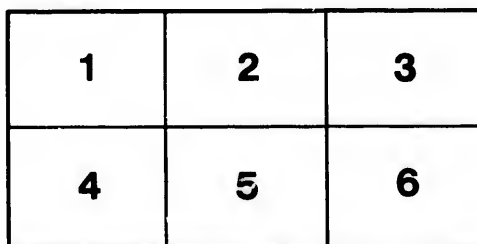
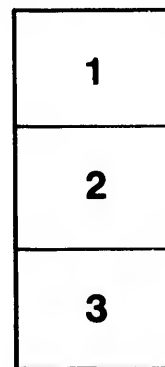
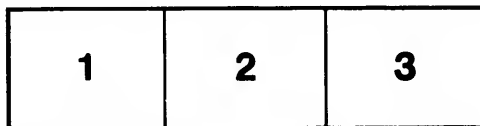
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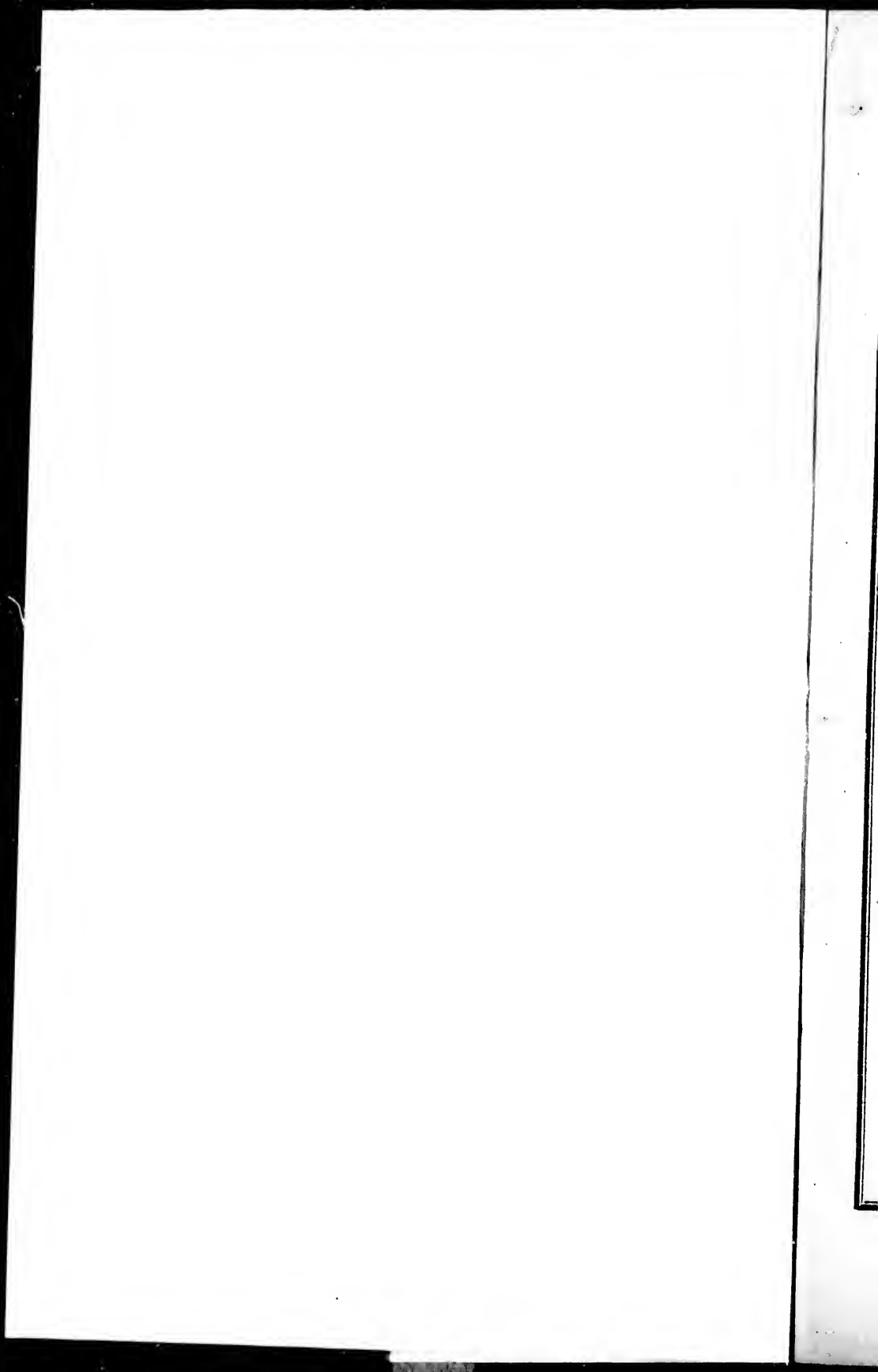
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RAILWAYS
TO THE
NORTH-WEST;
A LETTER
TO THE PEOPLE OF THE COUNTIES
OF
WELLINGTON, GREY AND BRUCE.

—•••—
BY JOHN MACLEAN.
—•••—

HAMILTON:
PRINTED AT THE "SPECTATOR" STEAM PRESS, PRINCE'S SQUARE.

1867.

8.8 (Pon. Co.)

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To the Reeves, Councillors, and Ratepayers of the Counties of
Wellington, Grey and Bruce :

GENTLEMEN,—The following remarks, by Mr. John Maclean, of this City, who has given much attention to the controversy which has been going on for some time, on the subject of a railway through the Counties of Wellington, Grey and Bruce, are so appropriate, and contain so much that is deserving the attention of those who are expected, whatever route is selected, to contribute towards its construction, that we have no hesitation in commending them to your earnest attention. We are glad to be in a position to state that such steps are being taken as will, should you, gentlemen, deem the subject of sufficient interest to justify you in extending a bonus to the road, of which we have no doubt, ensure its immediate commencement and early completion. We are satisfied that no intelligent man can doubt that your Counties will be much more benefitted by a railway connecting directly with the two great Provincial railways leading to the United States and to the seaboard, than by any of the other routes that have been suggested. Even the people of Toronto, who are now so anxious to secure your assistance to a line which will make your townships tributary to that City alone, have given evidence in the past that they regard the Guelph route as the most practical in every point of view. The first steps taken towards the survey of that route were taken by gentlemen in Toronto, but that was before the construction of the Harrisburg and Guelph branch of the Great Western. So long as the Guelph route connected only with the Grand Trunk and thence with Toronto alone, they had no difficulty in admitting that it was the route which should be chosen. Their change of opinion is due, not

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to the discovery of a superior route, but simply to the fact that the extension of the Great Western to Guelph now permits this City, as well as Toronto, to compete for your trade. Of the advantages of that competition to the merchants and farmers of your magnificent Counties, there can be no doubt; and the opportunity for that competition which now exists, will, we are sure, but enhance the merits of the Guelph route in your estimation. Commending the remarks of Mr. Maclean to your earnest consideration,

We are,

Gentlemen,

Your obedient servants,

ADAM BROWN.

THOS. WHITE, JR.

Provisional Directors,
W. G. & B. R. R.

HAMILTON, May 22d, 1867.

RAILWAYS TO THE NORTH-WEST ;

BEING

A LETTER TO THE REEVES, COUNCILLORS AND RATEPAYERS

OF

WELLINGTON, GREY AND BRUCE.

GENTLEMEN :—

A long and exhaustive discussion of the comparative merits of all the various railway routes proposed for the accommodation of your district of country, might be too much of a tax on both your time and your patience to attend to. But there are a few points of first-class importance to which your attention may very briefly be directed, and which ought to be sufficient, if duly considered, to settle the question in your minds. There are three lines before you for approval, viz., the Central, from Toronto to Durham, direct, thence to Owen Sound and some point on Lake Huron ; the Angus and Durham, in connection with the Northern Railway ; and the line running north-west from Guelph. I propose to show why the former two lines, which lead to Toronto only, are to be objected to ; and why the North-western line, which will place you in connection with both Hamilton and Toronto, is by far the best for your interests. The principal objection to the Central Line is the enormous expense—far beyond all that the public seem yet to have been made aware of—that its construction would involve ; and to the Angus and Durham Line, that it is a long

roundabout sweep, going nearly three miles for every two of direct distance reached, while after all it would accommodate but a very limited portion of the district now in want of railway accommodation. Both of these lines, again, have against them in common what is a very weighty objection indeed, viz., that they will place you in connection with Toronto only, while the North-western, as already mentioned, connects you with both Toronto and Hamilton: thus giving you the choice of two competing railway routes for a great portion of the distance, and what is perhaps of more importance still, the choice of two markets, both to buy and to sell in.

First, then, I am to show that the Central Line would be enormously expensive; so expensive, in fact, that, though it may be ever so much talked of, you may be sure it will never be built in our time. I must here ask your attention to a certain great fact in connection with the engineering or scientific aspect of the question. But do not be alarmed, as if I were about to trouble you with details which only professional men can understand. It is something which you will all understand at once when brought before you. Most probably many of you have thought of it before, but it may be advantageous should you think it over yet further, until you fully realize its importance. Sir William Logan, in his *Geology of Canada*, has described for us what he calls the Niagara Falls escarpment, or Middle Silurian ridge, which in Canada extends from the Falls to the long point of land that juts out from the north of the County of Bruce, terminating in Cabot's Head and Cape Hurd, and separating the Georgian Bay from Lake Huron. This ridge—or wall, rather—sweeps around from Queenston along the south shore of Lake Ontario to Hamilton, thence around Burlington Bay through Ancaster and Flamboro', thence again through Nelson, Esquesing, Caledon, Melancthon, &c., to the long point of land

already mentioned. This point of land, as also the Manitoulin Island, stretching off still further to the north-west, are simply continuations of this ridge. Take any map which shows the country as far west as the foot of Lake Superior—cast your eye along this point north-westward, thence along the Manitoulin Island and the whole string of lesser islands beyond, and you will see at once the *stretch* in that direction of this identical Niagara Mountain ridge. To get a right idea of what it is, you must imagine yourselves standing somewhere on the lower plain to the north of Lake Ontario, and looking at a wall which faces you, from three hundred to six or eight hundred feet high. At the foot of this wall lies the country on the Lake Ontario level, which from Queenston round to Flamboro' East is but a narrow strip, but beyond that widens out into all the rest of Upper Canada lying east of the ridge. Make the ascent of this wall, and you stand on the level which is above the Falls, that is, the level of Lake Erie and Lake Huron. The country above the ridge is a high table land, with a slope towards Lake Erie, the River St. Clair, and Lake Huron, in each of these directions respectively. From the big swamp which, with its outliers, extends throughout Melancthon, Proton, Luther, Amaranth, and thereabouts, flow the Grand River, the Maitland, the Credit, and the Saugeen. You do not require to be professional men—civil engineers—to understand from a consideration of these facts what the “lay” of the country actually is. Your district of country is on the Lake Huron level, with something additional, represented by whatever fall of water there may be between your respective localities and the lake. The market you want to reach, be it Hamilton or Toronto, is on the Lake Ontario level—the level of the lake itself, in fact, as the cars at both these places run to the water's edge.

Now, this ridge, or wall, or Middle Silurian escarpment, as Sir William Logan calls it, is a great natural fact, which has to be considered in connection with any scheme for connecting your district of country with Lake Ontario, by railway. There is no way of evading it, or of getting round it, and giving it the go-by. From the Lake Ontario level, you have to ascend Niagara Falls, the Niagara River rapids, the St. Clair River rapids, and something else besides: that is, the rise of your own local streams. Put all these together, and you have the level of your own district, where you live. The advocates of the Toronto Central route propose to cut their way up and through this ridge, somewhere in Mono, Caledon, or thereabouts. They tell you that they have found an uncommonly easy spot, a place where there is, in fact, but very little mountain at all. This I beg to assure you, and you will all see it at once, is all bosh. The produce of your farms grows six or eight hundred feet, more, in some places, above the level of Lake Ontario, and up to your level the railway must come. No jugglery—no manipulation, either of figures of arithmetic or figures of speech, can do away with the great fact, that the ascent of the mountain must be made. The Central route people propose to make it. Have they considered the cost, or do they wish you to consider it? Doubtful. Have you ever heard what it cost to get the Great Western Railway up from Hamilton to Copetown? I have not the figures by me as I write, but it is well known that the cost of this particular piece of road very much astonished the engineers, the shareholders and everybody else; and at one time threatened to swamp the Company itself. What it cost the Grand Trunk Company to get up the steep I have not heard, but any one going over the line, from Georgetown to Rockwood, with his eyes open, will probably come to the conclusion that it must have cost a heap of money to

make *that* piece of road. It will be urged, perhaps, that though the Central has undoubtedly to make the ascent of the mountain through hard rock, it will not have such a sink as the Copetown swamp to encounter. Won't it? indeed! I say to the Central route people, if they find that they can go through Amaranth, Luther, Melancthon, Proton, or that neighborhood, without getting into a swamp far bigger and deeper than the Beverley swamp, they had better write at an early day and let us all know. Perhaps, again, they will pretend to show, by levels taken, that the ascent by Mono Mills and Orangeville is not so very steep after all. I answer, that if the actual face of the steep,—the mountain wall—appears any less where they come square up against it, it will be because they have already made *so much* of the ascent through the rough and difficult country in the township of Albion, and thereabouts. The ascent has to be made somewhere, you may depend upon it. Positively that difficulty cannot be evaded. A little topographical explanation, relative to the country lying between Toronto and the Mountain ridge line, may be useful here. Back of Toronto, the proposed Central Railway, like the Northern Railway, already constructed, has to ascend the great Oak Ridge, as it is called, which, butting endwise against the Niagara Mountain wall in the northern part of the township of Albion, takes its course thence at nearly a right angle to the Mountain line, and extends eastward to Darlington. This ridge is about seven hundred feet above the level of Lake Ontario; something of a steep to get up, you will say. Now I do not say that the Central will have to *cross* this ridge, as the Northern Railway does, but I do say, that whatever may be taken off the height of the Mountain face, where it is reached in Mono, will have been already ascended through a most difficult country, in Albion, Caledon, and Mono together,

on the Oak Ridge or outlying portions of it. Look at any map on which the Central is laid down, and note the great sweep around which the line makes, between the Gore of Toronto and Amaranth. You may depend upon it the engineers saw something in their way there, when they made that sharp turn out of the straight track. A glance at the map, merely, may give you a hint of something that needs to be enquired into, and that very particularly, in connection with this Central Railway line through Albion and Mono. Between the tremendous ascent of the mountain steep, and the extensive swamp lying back of the mountain—in which swamp and its outliers, as I have already mentioned, the Grand River, the Credit, the Saugeen and the Maitland take their rise—there will be found, from somewhere in Albion to somewhere in Amaranth or Proton, fifteen or twenty miles of road that will cost more to make than a hundred miles lying next to Kincardine, Inverhuron, Southampton, Owen Sound, or other points proposed to be reached. No competent civil engineer will deny the substantial truth of what I here affirm, as to the great difficulty and immense cost that would be incurred in making this particular piece of road. Here is what Mr. Shanly says on this point, in his letter to Mr. Adair, Reeve of Southampton. After describing the kind of road he would recommend, he says:—

“Without going further into details now, I estimate “a road of the above description fully equipped, (with engines, cars, and all else, he means, as the context shows,) “and including right of way and fencing, at “fourteen thousand dollars per mile, if built from some “point in the County of Bruce to Guelph, or other point “above what is known as the “Mountain Range,” say “not further east than Acton. A line carried direct to “Toronto or Hamilton would undoubtedly cost not less “than 10 per cent. more, and the proportion of maximum “grades and minimum curves would also be greatly “increased.”

I venture to say that if any of you ever have the opportunity of obtaining, from Mr. Shanly or other competent authority, a more detailed statement of opinion on this point, you will find that the above is but a hint to you merely, of the very serious objections which professional men see to the making of a new mountain ascent. The level of the Grand Trunk Railway line at Rockwood is *nine hundred and sixty-eight feet*, (968,) above the level of Lake Ontario; a fact which may give you the idea that the ascent from the lake to the crest of the Mountain ridge is no joke, after all. Make a road with curves no less, and with grades no greater, than those on the Great Western and the Grand Trunk, and you will have ten or fifteen miles of road that will cost you as much as a hundred miles beyond will cost. Try to save this expense, or some of it, now—as I fear the Central route people have it in their minds to do—by sharp curves and steep gradients, and you will entail upon the road, for as long as it lasts, the enormous additional expense of running, which railway men will tell you is inseparable from these conditions, with a great increase of danger from accidents besides. I challenge the advocates of the Toronto Central line to answer these objections, if they can.

I know that it was not the swamp that was the real difficulty with the Great Western people at Copetown, in Beverley, when they were building the road. The “great sink” which for a long time seemed to defy all their efforts to fill it up was, in fact, nothing else than an immense body of *quicksand*; which was a great many times worse, and more difficult to make a road over, than any ordinary swamp would have been. This quicksand was met with just at the crown of the ascent, and before the swamp was reached, going up. The Burlington Bay and Dundas valley, stretching up through West Flamborough, Ancaster and Beverley, terminated in this

quicksand ridge and the swamp beyond it, from which the waters flowed every way; on one side flowing to Fairchilds' Creek, thence by the Grand River to Lake Erie, and on the other by the Dundas creek into Burlington Bay and Lake Ontario. It is proposed to run the Toronto Central Railway over the high table land which takes in the townships of Melancthon and Proton, the greater part of Luther and Amaranth, and a part of Arthur, to the south; also the township of Osprey and a portion of Artemisia, to the north. This stretch of table land is doubtless the highest land of equal extent between Huron and Ontario; (*vide* Mr. Tate's report, page 4.) Over a considerable portion of it extends the great swamp in which the following rivers all have their sources, viz: the Grand River, flowing into Lake Erie, the Maitland and the Saugeen, flowing into Lake Huron, and the Nottawasaga, the Beaver, and the Bighead rivers, which fall into the Georgian Bay. The plan of running a railway up on to the highest table land of the whole Western Peninsula, does look a little foolish, certainly, when we think of the great swamp which must be encountered *somewhere* up thereabouts. It would be out of place to trouble you with difficult scientific details, but I do affirm, and let scientific and professional men pass their *dictum* thereupon, that there are good reasons for apprehending that not only the great swamp, but great quicksands also, will be met with on the proposed track of the Toronto Central, the latter on the borders of the former, probably either on or near to the crest of the ridge. A man going over the proposed line through Amaranth and Proton, with a sharp pointed pole, about forty feet long, in his hand, would probably be able afterwards to make a "report" of incalculable value to the Company and all others concerned. I would advise that some reliable person, skilled in the use of such an instrument as that mentioned, be sent out to examine

and report, before incurring the expense of a thorough professional survey.

Bear in mind that I am not at present arguing the question of "cheap railways," or the narrow gauge, as opposed to the system already in operation in Canada. That is a question nearly altogether irrelevant to the question of route ; although I do notice, nevertheless, that the Central men seem to be endeavoring to mix the two together in the public mind. It does appear to me as if they were trying to get the public to take the words "cheapness and economy," not alone in connection with the system of narrow gauge, light rails, cars and engines, and low rates of speed—where the words do apply, but also in connection with their favorite line of location of the road, where the words do not apply at all. What they aim at is to throw the color of "cheap" from one thing over to the other, by confusing the two together. But, let these two questions be discussed separately, each on its own merits. If a cheap narrow gauge railway is the thing for you—which I very much doubt, after all—it can be laid down on one line as well as another. Only, it would not answer except on an independent line, reaching a desirable terminus without connecting with any of the existing broad gauge lines. I think, however, as above indicated, that I can detect one reason why the Central men are in such ecstasies over the cheap railway system. A 3 ft. 6 in. gauge, with light rails, must of course cost a good deal less, wherever laid down, than a 5 ft. 6 in. gauge with heavy rails. My suspicion is that the Toronto Central route people, having an inkling in their own minds of the enormous engineering difficulties and consequent high cost incident to their line, are driven to take up the cheap system of construction as the most feasible means of lessening the figures which they have to present to the public. Of course there may be such a thing as a *cheap*

broad gauge railway, with light rails, and used at moderate rates of speed, connecting with the existing lines, and for which their locomotives and cars would be available. And this is the very thing that Mr. Shanly, in the letter already alluded to, strongly advocates.

Ten years ago there was constituted in Toronto the "North West Railway Company." The President was J. B. Robinson, Esq.; the Vice-Presidents John Duggan, Charles Allen, and W. K. Flesher, Esqrs; and the Directors, Hon. William Cayley, M. P. P., Hon. J. H. Cameron, M. P. P., George Jackson Esq., M. P. P., William Clarke, Esq., M. P. P., John G. Bowes, Esq., M. P. P., and Alexander McNabb, John Hutchison, John Harrington, George Duggan, James Beatty, Marcus Rossin, W. F. Meudell, and John Ewart, Esqrs. That, you might say, was a pretty strong representation of Toronto interests, certainly. To these gentlemen, and with their entire approval, Mr. Sandford Fleming reported in favor of a line from Guelph to Southampton or Saugeen, with a branch from some point north of Durham to Owen Sound. So it appears that in 1857 the Toronto people had not yet come to entertain the absurdity of making a new mountain ascent expressly for a "Central" line, but were prepared to support what was just the present proposed "Wellington, Grey and Bruce Railway" line, under another name. And in their support of this line they were sustained by the professional opinion of Mr. Fleming. I question whether the Toronto Railway men of the present day can show, to your satisfaction, fair and honest grounds for differing with their predecessors of ten or eleven years ago, as to the superior advantages of this line.

Last year, Mr. Tate, civil engineer, reported on the "Toronto and Owen Sound Railway," (Mr. Fowler's line.) On page 6 of his report, he concedes "a certain advantage" of the Guelph line in the following terms:

"That there is a certain advantage in the double

"outlet from Guelph, cannot, I think, be denied, and
 "should secure for this line favorable consideration,
 "provided the position of the line and branch north of
 "Mount Forest was such as to afford facilities of com-
 "munication to the Counties of Grey and Bruce, as would
 "command the required amount of pecuniary support to
 "secure its construction."

Mr. Fowler's scheme, it appears, is now defunct. It may be worth while quoting what Mr. Laidlaw says of it in his recent pamphlet in favor of the "cheap Central," or proposed "Toronto, Grey and Bruce" cheap Railway. I give the italics as in the original.

"Mr. Fowler's scheme did not interest the citizens of
 "Toronto, because they *knew* the money for such a road
 "could not be obtained, and he was easily overpowered
 "by Mr. Cumberland's Northern Railway friends and
 "the apathy of the supporters of the Central Route,
 "although *numbering all other citizens* excepting those
 "who were afraid the Central Route might connect with
 "the G. T. R. at a point west of this city." (Toronto.)

Mr. Laidlaw here lets the cat out of the bag. He makes but a slight allusion to a fact which is of very great importance indeed. A principal reason, it is said *the* principal reason of all—of Mr. Fowler's ill success with the Toronto people was that not a few, but many of them, were afraid of this very thing, viz:—That the proposed "Central" *would* connect with the Grand Trunk somewhere west of Toronto, Nor were their fears altogether unfounded. On the map accompanying Mr. Tate's pamphlet, you will see laid down an "independent" Central line, cutting across the Grand Trunk at Brampton. This appearance of an "independent line," upon the map, however, hardly agrees with Mr. Tate's printed explanations. He mentions three proposed locations of the line from Toronto to about Orangeville, all using the Grand Trunk for a distance. The first

leaves the Grand Trunk at Weston, eight miles from Toronto. The second branches off a few miles further west. The third branches off at Brampton, twenty-one miles west of Toronto, and is the line which Mr. Tate evidently recommends, though he professes to refrain—in the absence of actual surveys,—from instituting decisive comparisons. I must ask you carefully to read, and maturely to consider, what I will now quote from his report, page 21.

“As there would not be much business to be gathered up between Brampton and Toronto, and as the river crossings upon that part of the line will be expensive, it would in my judgment be advisable if possible to arrange with the Grand Trunk Railway Company to lay down a second line of rails alongside their track. The additional construction to be added to the road bed—culverts and bridges between Brampton and the city—for a second track, would not cost more than one third the sum a new line would require for its construction; and the arrangement might include the use of the Union Station, which I understand that Company are about erecting in Toronto, for the passenger trains of the Central.”

After reading the above, you will not wonder at all that among the citizens of Toronto, as Mr. Laidlaw says, there were those who were afraid the Central Route might connect with the Grand Trunk at a point west of Toronto. They had passably good reasons for their fears, I should imagine. It may interest Mr. Laidlaw to know that there are those who in 1867 entertain exactly the same fears relative to his own favorite line, that were entertained relative to Mr. Fowler's line in 1866, viz:—that it will very probably indeed, after all that has been said about an independent line, simmer down to a connection with the Grand Trunk somewhere west of Toronto. It must be allowed, to be sure, that Mr. Laidlaw's rather uncomplimentary style of allusion to the Grand Trunk is not particularly suggestive of any design on the part

of himself and his co-Directors of the Toronto, Grey and Bruce cheap railway, to use that line, for more or less of a distance west from Toronto, as a part of their own. Still, people are so puzzled to make out the sense of building a new railway, between the Grand Trunk and the Northern, through the townships lying near to Toronto, that they can scarcely believe the project is seriously intended. Some there are who ask : How much will the townships of York, Toronto, the Gore, Chingacousy, Caledon, Albion, and Mono, give towards the proposed Railway? And further : what will be the probable cost, in that part of the country, of the right of way? Can this be bought cheap, or will it not in all likelihood be held uncommonly dear by the owners? Mr. Tate's allusion, too, to the expensive river crossings just to the north-west of Toronto, may cause some people to shake their heads in a thoughtful manner. These are some of the reasons which operate on men's minds, and which, in spite of other appearances to the contrary, keep alive the apprehension that the proposed Toronto Central may end in a Grand Trunk connection, *somewhere to the east of Guelph*, after all. Now that it is for your interest to have a connection with the Grand Trunk I do not deny ; nay, I urge it upon you as most desirable. But the connection, I affirm, should be at Guelph, and at no other place. It seems, however, that the Toronto people, who ten years ago had not a word to say against Guelph as a starting point for the then proposed North-west Railway, would now move Heaven and earth, if they could, to prevent that particular connection, just because it is also a connection with Hamilton. Leave aside rivalry between the two cities, and I defy any Toronto man to show, with a regard to your interests, why forty-five or fifty miles of new road, next to that city, should be built, when the Grand Trunk to Guelph already answers the purpose in view. Still worse does the case appear when

we consider that this forty or fifty miles of wholly unnecessary new road, lying next to Toronto, will almost certainly cost more than all the rest of the proposed road lying within the limits of your own district. Do you think it a sensible proposition to ask you--the farmers of Wellington, Grey and Bruce--to put your hands in your pockets for the building of a railway through Caledon, Albion, Chingacousy and Toronto township, towards which the people of these townships will not contribute a red cent? Ah! but, says somebody, don't you see the danger in making our new railway "tributary" to the Grand Trunk and the Great Western? I cannot see this danger at all, simply because the standing competition between these two roads prevents me from seeing it. You might as well talk of your road being "tributary" to the Grand Trunk below Toronto, to the Great Western as a route to the States; to the New York Central Railway, which may carry your produce to New York, or to the lake and river vessels, which may carry it to Montreal or Halifax. But I will tell you the danger that I do see, and which *you* would do well to keep before you, in your mind's eye. I see very great danger indeed, that when the Central Route people get their surveys, levels, and estimates made, for as far up as into the township of Amaranth or thereabouts,--and when the fearful expense of their first fifty miles of road can no longer be concealed, they will drop the project, or that part of it, like a hot potato, and then--what will happen? Why, this, namely:--that they will at last alter their line, and bring it to Rockwood or Acton; as far east of Guelph as they can go without having to make the mountain descent on their own hook. Their own line, the portion of it next to Toronto, is so tremendously expensive, and so impracticable, that you may depend upon it this will be the conclusion of the matter, if you give them the means to make a start. How much it

would be for your interests to have the line kept a few miles away from Guelph, for the express purpose of keeping from you the benefit of the competition which at Guelph would take place between two railways and two markets for your produce, I think I may safely leave for yourselves to determine. If it is the interest of the Toronto people—or if they think it is—to prevent that competition, it is just as clearly *your* interest that such competition for your trade and traffic should be established on as permanent a basis as possible.

But how is it proposed to get over this great natural difficulty that I have been telling you about? it will be asked. I answer—the job is already done to your hands in two places. The Great Western has done the job of ascending the mountain in West Flamboro' and Beverley, and the Grand Trunk has done it in the Township of Esquesing. There is really no more sense in making a *third* mountain ascent, when there are two already made and every way convenient, than there would be in putting the third wheel to a cart. Remember, when this needless expense is talked of, that there will be no wealthy proprietary in the old country to fall back upon, as in the case of the two great companies just mentioned. The idea of making a third cut up the mountain ridge, when it is cut through already, and a railway built in two places, one right on your road to Hamilton, and the other right on your road to Toronto, is the most outrageous folly,—sheer moonstruck madness. The man who seriously proposes to you to do it ought to be taken charge of by his friends, and placed somewhere for safe keeping.

I come now to another point. It may be said—True, we have the great natural difficulty spoken of already overcome by both the Great Western and the Grand Trunk; but are these lines available for our use? The answer is, that both these roads are not only available

for all the traffic you can send them, but that they will always be keen competitors for the same. Make the shortest and easiest line of all, viz., that from Guelph north-west, and what then? Why this, namely, that when your produce reaches Guelph, you have the Great Western competing to get it to carry to Hamilton, and the Grand Trunk competing to carry it to Toronto. It is a fact pretty well understood now in the Western Peninsula, that while from all places having connection with one of these railways only, freights are comparatively high, from all places where the two railways meet, freights are comparatively low. Guelph is one of those competing points, and has felt the benefit of the competition. You will easily perceive the advantages of having this competition operating on the cost of freight, *over as much as possible of the distance between yourselves and Lake Ontario.* There is another consideration which ought to add still greater force to this one. By coming to Guelph you not only secure the advantage of this competition over a considerable distance of ground, but you also *place* the competition—permanently to exist between the two principal railways in Canada—*on and over that portion of the distance between your district of country and Lake Ontario, which is the most costly to build upon at first, and permanently the most expensive to run freight over.* Your own district furnishes a comparatively easy level country to run over, while the difficult country, the steep grade up and down the mountain, is already managed by the Great Western and the Grand Trunk. Once get your produce to Guelph, and you need not trouble yourselves as to whether the road thence to the lake is a roundabout or an air line—an easy or a difficult line to build and to run. There you have the two great Canadian railways competing for your traffic, and doing it for you at the cheapest possible rates. Very probably you would not have to

invest capital in cars and locomotives at all, for either the Great Western or the Grand Trunk, or both, would be only too glad to use their own rolling stock on your road.

One objection to the Angus and Durham line, from what ought to be your point of view—taking your district of country as a whole—is the very limited portion of that district which it would accommodate. It is not to be wondered at that Mr. Cumberland addresses his letter, which is entitled “Railways to Grey,”—to the Warden, Reeves and Deputy-Reeves of the *South Riding of Grey*. The people of North Wellington and Bruce will easily see the reason why. I need not further enlarge upon this part of the question, I should say. But the great and conclusive objection to this line in its immense roundabout sweep and needless length. From Toronto to Angus, by the Northern Railway, is 73 miles; thence to Durham, 47 miles; total, 120 miles. From Toronto to Durham in a direct line is only 83 miles. In other words Durham is reached from Toronto by a line nearly half as long again as the air line between the two places. To be a little more exact, this route is 44 per cent. longer than the air line, or shortest possible one. Mr. Cumberland passes trippingly over this little item of extra distance, as if it were not of much account. But pray reflect a little and see what it really involves. It involves *for all time*—as long as that route is made use of—an extra, useless, unnecessary and easily avoidable addition of 44 per cent. to distance travelled, and of course to working expenses and freight charges. Think of what this needless 44 per cent. additional would amount to on the whole freight carried in ten years, in twenty years, or in forty years. Forty-four per cent. additional is something to think of, let me assure you, in connection with big figures of tens of thousands, hundreds of thousands, and millions. Let me quote

what the Toronto general committee, in its report recently published, says on this point:—

“When the people of these counties have to choose “between a railway which will bring their produce by “the shortest route to the best port on Lake Ontario, “and another, which, besides being circuitous, would “after all, be tributary to another railway, there ought “to be no two opinions as to the project to which they “should give their support. If they elect to take the “circuitous route they must expect to pay extra freight, “*and to pay it for all time*. It would be the greatest “folly for the farmers of these counties to burden themselves *and their posterity for all time*, with the “charges necessary to bring traffic *around two sides “of a square*, in coming to Toronto, when the direct “route can be obtained, and a large and *perpetual “saving effected.*”

I need scarcely, after the above, coming from the Joint Committee of the Toronto Board of Trade, Corn Exchange and City Council, say any more on this point. But there is one objection mentioned, which might be suggested as applying to the Guelph line, and which I must anticipate. Note the words—“tributary to another railway.” Applied to the Angus and Durham line, this objection has great force, for the “tributary,” is to *one* railway only. The Guelph and North-Western would be “tributary” also, but, remember, not to one railway only, *but to two*. There is a world of difference between the two cases, as you will perceive. Bring your produce to Guelph, and, as I have already said, you have the Great Western and Grand Trunk in competition for the carrying of it. Bring it to Angus, and you have the Northern Railway alone, master on its own ground, and able to dictate terms. I need not further enlarge upon this consideration, the force of which is so obvious at a glance. But a word or two in anticipation of another objection to the Guelph line, that seems to be implied in the above quotation from the Toronto report. There is

a little of a roundabout or curve in coming from Guelph to Toronto by the Grand Trunk, and also in coming by the Great Western to Hamilton. But practically this is nothing to you at all. For these roads compete with each other from Guelph, and from Guelph, freight will always be carried to Lake Ontario as cheaply as it is possible for a railway to carry it. To show how this competition actually operates now, you have but to recollect that the Great Western carries freight from Guelph to Hamilton, $46\frac{1}{2}$ miles, thence to Toronto, 39 miles further,—total, $85\frac{1}{2}$ miles, for about the same rates that the Grand Trunk charges over its 48 miles from Guelph to Toronto. The Guelph line, located in your own district of country, will be perfectly straight, or nearly so, to some point Northwestward, whence it will have to be continued in one direction to Lake Huron, and in another to the Georgian Bay. Any line whatever, to accommodate your district generally, *must* branch off somewhere, to reach these two different shores, both of which will certainly claim to be accommodated. Within your own district there would not be a single superfluous mile of railway by the Guelph line; every mile would tell directly. The very little roundabout that your produce will have to be taken after reaching Guelph need not count for a feather's weight in your consideration; for the competition of the Great Western and the Grand Trunk will relieve you of all trouble on that score.

Then, as to the question of markets. The Guelph line will secure to you the command, not only of two competing lines for a considerable portion of the distance to Lake Ontario, but the choice of two markets. "Reciprocity" has ceased to exist now, but it is still worth while to have an eye to the future, and we may have reciprocity again by-and-by. The indications are that the Americans have already realized what a blunder they have made in terminating the old arrangement,

and it is possible that some other arrangement of the sort will be devised before long. Hamilton, besides being fully equal to Toronto as a lake shipping port, for either Oswego, Montreal, or the Maritime Provinces, has this further advantage, that it is on the direct land route to the other side. The great consideration of having the two markets—Hamilton and Toronto both—instead of Toronto only—ought of itself to settle the question in your minds, if there were nothing else to be said in the matter.

A report has reached this country, to the effect that the Great Western and the Grand Trunk Railway Companies have agreed upon reciprocal running arrangements and a uniform tariff of rates. It may be that a fair arrangement of this sort will not only be beneficial to the interests of the Companies themselves, but will be satisfactory to the people of Canada as well. But, says some one, what if this new arrangement does away with the *competition* you have been laying so much stress upon? I answer, that the competition for freight to carry between any two points, which are both touched by both railways, will still continue, nevertheless. Granted that the rates of freight from Guelph to Lake Ontario are the same by either railway, there will still be such a competition *to get hold of the freight to carry*, as will permanently insure that your interests will not suffer. The great complaint, where complaints have been made in the West, has not been with reference to the rates charged, but that cars could not be obtained and despatched when wanted. Suppose that the competition to carry at what are called "ruinously cheap rates" is done away with, there will still be a competition for the gaining of your custom, through civility and obliging conduct, with prompt despatch and good care taken of your freight. This sort of competition is practically the most valuable of the two, and will not be done away with.

Just one thing more, and I have done. If you hear anything said about "selfish aims," and all that sort of thing, please note that the Toronto people ask you to support a line that connects you with their city alone. The Hamilton people, on the contrary, ask you to support a line which connects with *both* places, giving you *always* afterwards your choice of the two. It *may* be said that the Toronto people are selfish in their aims, but this *cannot* be said of the Hamilton people, who advocate a line that favors Toronto equally with their own city. That this line—the Guelph and Northwestern—also favors *your* interest the most of any yet proposed, will be, I trust, obvious enough to you all.

I am, Gentlemen,

Your obedient servant,

JOHN MACLEAN.

HAMILTON, May 20th, 1867.

P. S.—Since the foregoing was in type, I have read in the Toronto *Leader* of May 21st, an article which professes to discuss the two Toronto projects on their merits. The *Leader* supports the Angus and Durham scheme, and in so doing mentions some facts relative to the Central scheme, to which I beg to direct your attention:

"It is noticeable, however, so far as we have observed, that there has been no attempt on the part of the Toronto, Grey and Bruce company or its promoters to give a practical estimate of cost applicable to this country; no statement of the mileage of their proposed line, and therefore no indication of the amount of capital requisite to its construction and equipment. This is the more to be regretted, because we happen to know that in the question of the gauge the Joint Committee, whose report, professedly "compiled from information received from civil "engineers" has recently been published, have adopted

views in direct opposition to those expressed in the ablest papers presented to them."

The report above alluded to is that of the Toronto Joint Committee, from which I have already quoted; and, which, however erroneous in some of the conclusions reached, has certainly a few words of sound sense in the passage which says that "it would be the greatest folly for the farmers of these counties to burden themselves and their posterity forever with the charges necessary to bring traffic around two sides of a square:" that is, by the Angus and Durham route. But now mark how what I have said as to the difficulty of the proposed Mountain ascent through Caledon or that vicinity is corroborated by the *Leader*. The fact is, the Toronto railway men *must* be aware of this fatal objection to the "Central" route: and it is astonishing how some of them still urge its adoption, and strive to keep the general public in ignorance of the engineering difficulties incident to the third mountain ascent. Says the *Leader*:

"Of the Toronto, Grey and Bruce railway we do not learn that any survey whatever has been made; and the discussion is all the more prejudicial because the valleys of the Humber and the Credit rivers offer—as we see in the case of the Grand Trunk—very serious and expensive obstacles; whilst it is notorious that in the township of Caledon great engineering difficulties must be encountered."

On another point the *Leader* thus remarks:

"Nor is it necessary to do more than refer to the fact that, pending the obtaining of chartered powers, no municipalities, even if so disposed, can legally grant, or promise to grant, aid to a scheme only provisionally represented and having no corporate existence. This introduces a new element of doubt and delay, which must tend either to the indefinite postponement of any railway at all, or to the ultimate absorption of the Grey and Bruce by the prompter, and more practical attractions of "the ambitious little city." To this end, too, the action of our representative commercial bodies seems

to be surely tending; for whilst it has been possible, and certainly most desirable, for Toronto to get into close and friendly co operation with South Grey, whose Reeves appealed to us for a hearing, we somewhat rudely rejected their advances by telling them that, as we had views of our own, we had no intention of consulting their opinions or of conciliating their good-will; and no desire to entertain or to discuss any other project than one from which they had already intimated their dissent!"

I have mentioned, taking the statement from the best scientific authority, that the Grand Trunk Railway line at Rockwood is 968 feet above the level of Lake Ontario. But it should further be mentioned, that from Rockwood or Acton northwards along the ridge, through Erin, Caledon, Amaranth and Melancton, there is still more of a rise, terminating in the latter township in "a flat broken-edged semi-dome," 1,600 feet above the level of the sea, or 1,368 feet above that of Lake Ontario. It has therefore to be remembered that a railway going northwestwards through Albion, Caledon and Amaranth, will have to reach a still higher level than the Grand Trunk does in Esqueness or Eramosa.

Of the two Toronto schemes, sensible people may well be puzzled to say which is the most absurd, and the least calculated to suit your case. The Angus and Durham scheme is so absurd on the face of the map alone, that you will scarcely bestow on it many minutes consideration. The "Central," again, looks well on the map—for Toronto—but the survey which I propose, by the man with the long sharp-pointed pole in his hand, is all that is required to condemn it for good.

GENTLEMEN:—The Guelph and Northwestern is the line for you, and against it no such objections can be urged.

J. M.

