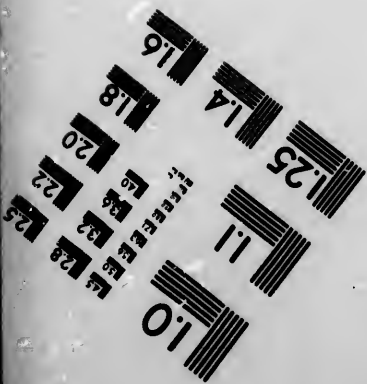
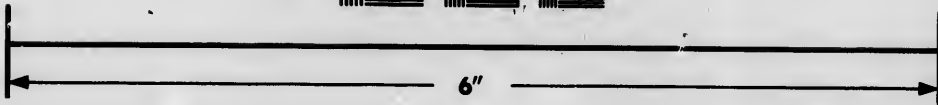
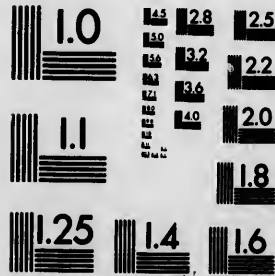


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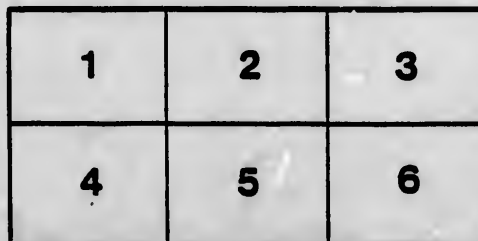
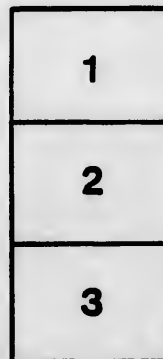
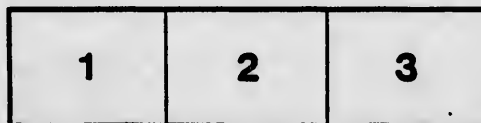
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1873  
TORONTO, GREY & BRUCE  
RAILWAY.

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**HAND-BOOK OF USEFUL INFORMATION**

RESPECTING THE LINE, AND THE COUNTRY  
TRIBUTARY TO IT.

FOR THE USE OF

SETTLERS, TRAVELLERS, INVESTORS, AND THE PUBLIC  
GENERALLY.

---

COMPILED UNDER THE AUTHORITY OF THE DIRECTORS,

BY

THOMAS ROBIN, TORONTO.

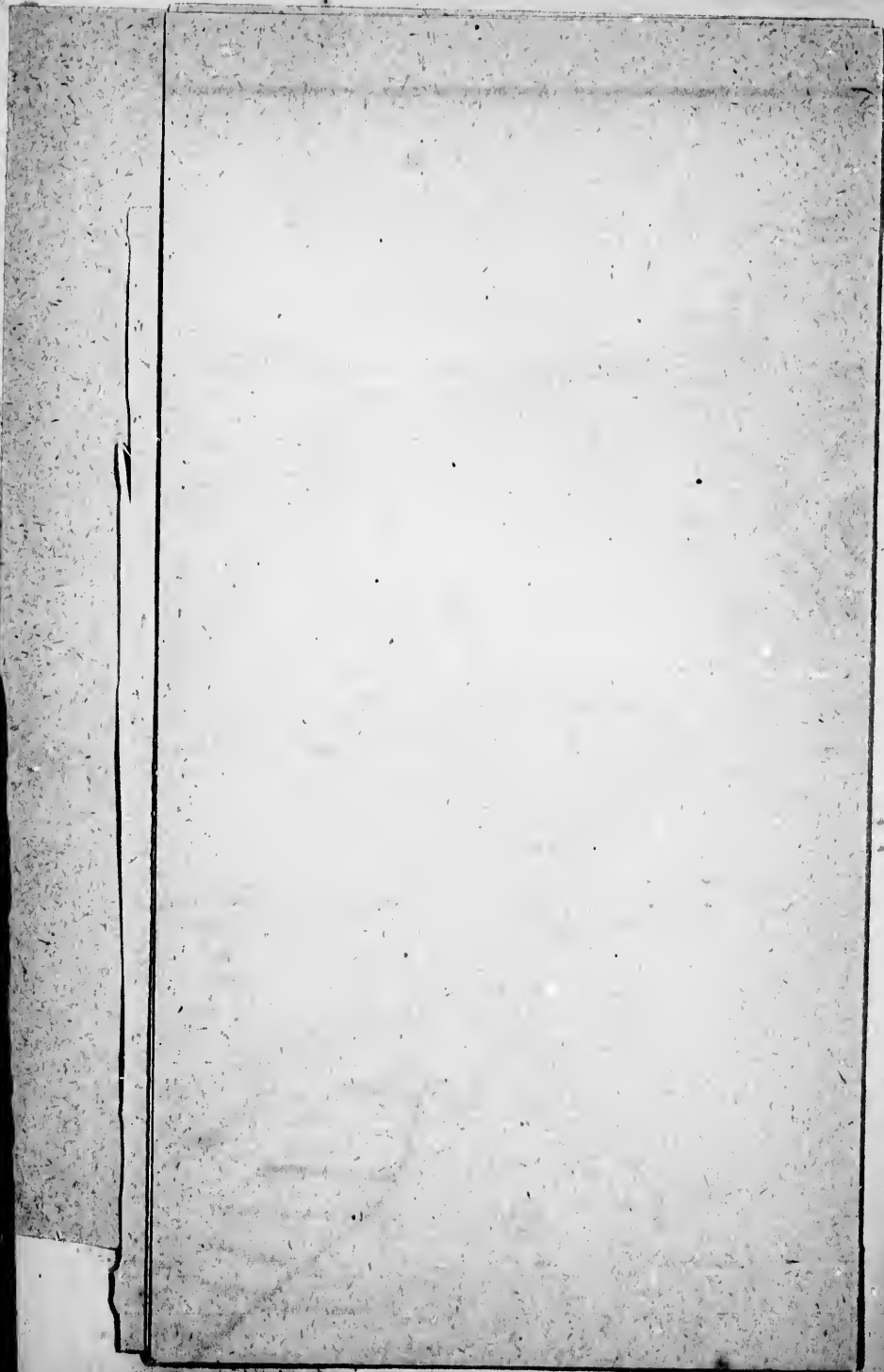
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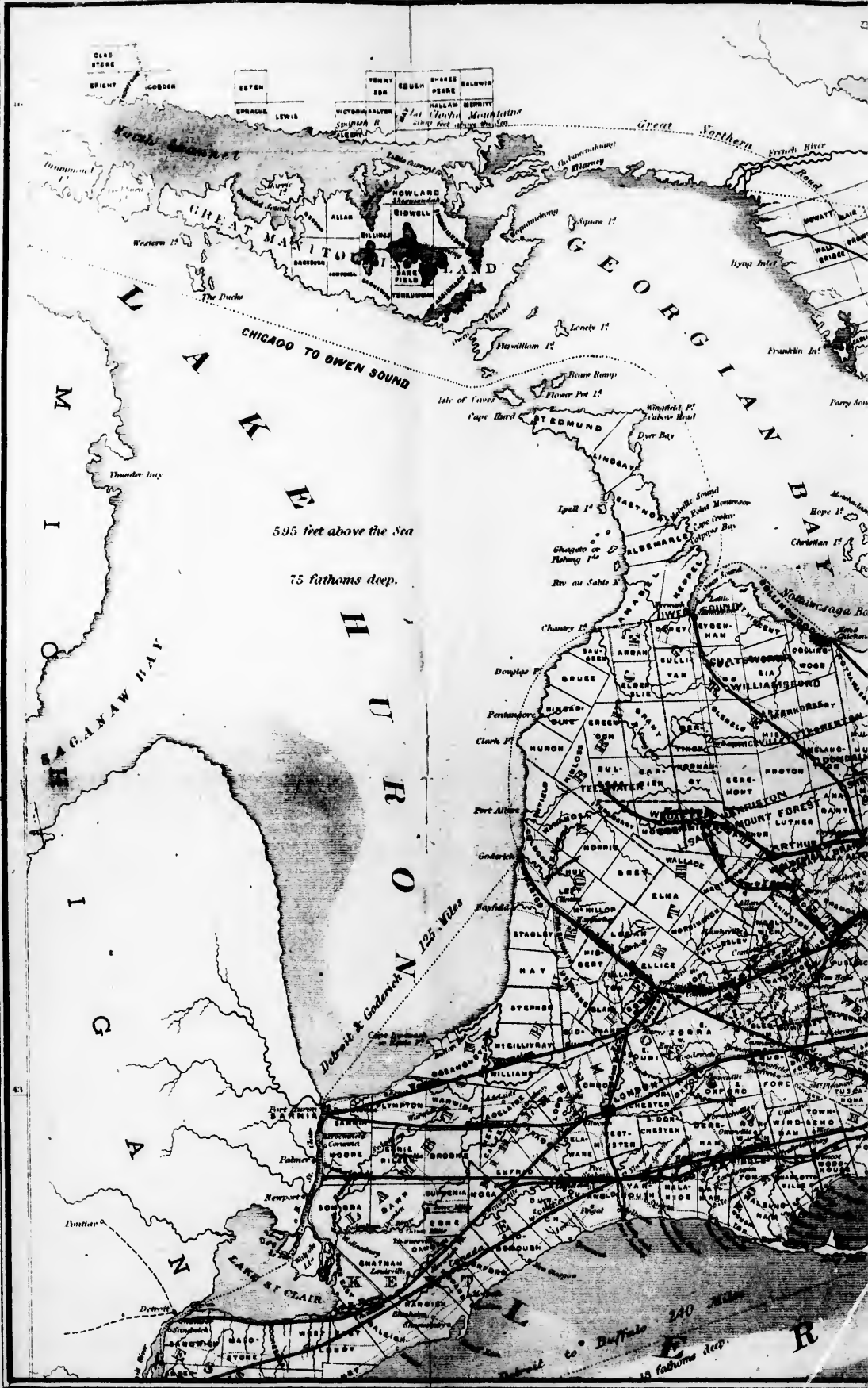
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CLAD STONE  
BRIGHT  
GODDEN  
ESTEN  
HENRY  
EDEN  
SHARPS  
BALDWIN  
WYOMING  
LEWIS  
WYOMING  
HALLAM  
MORRIS  
The Clerk  
Maitland  
The Duke  
The Duke

CHICAGO TO OWEN SOUND

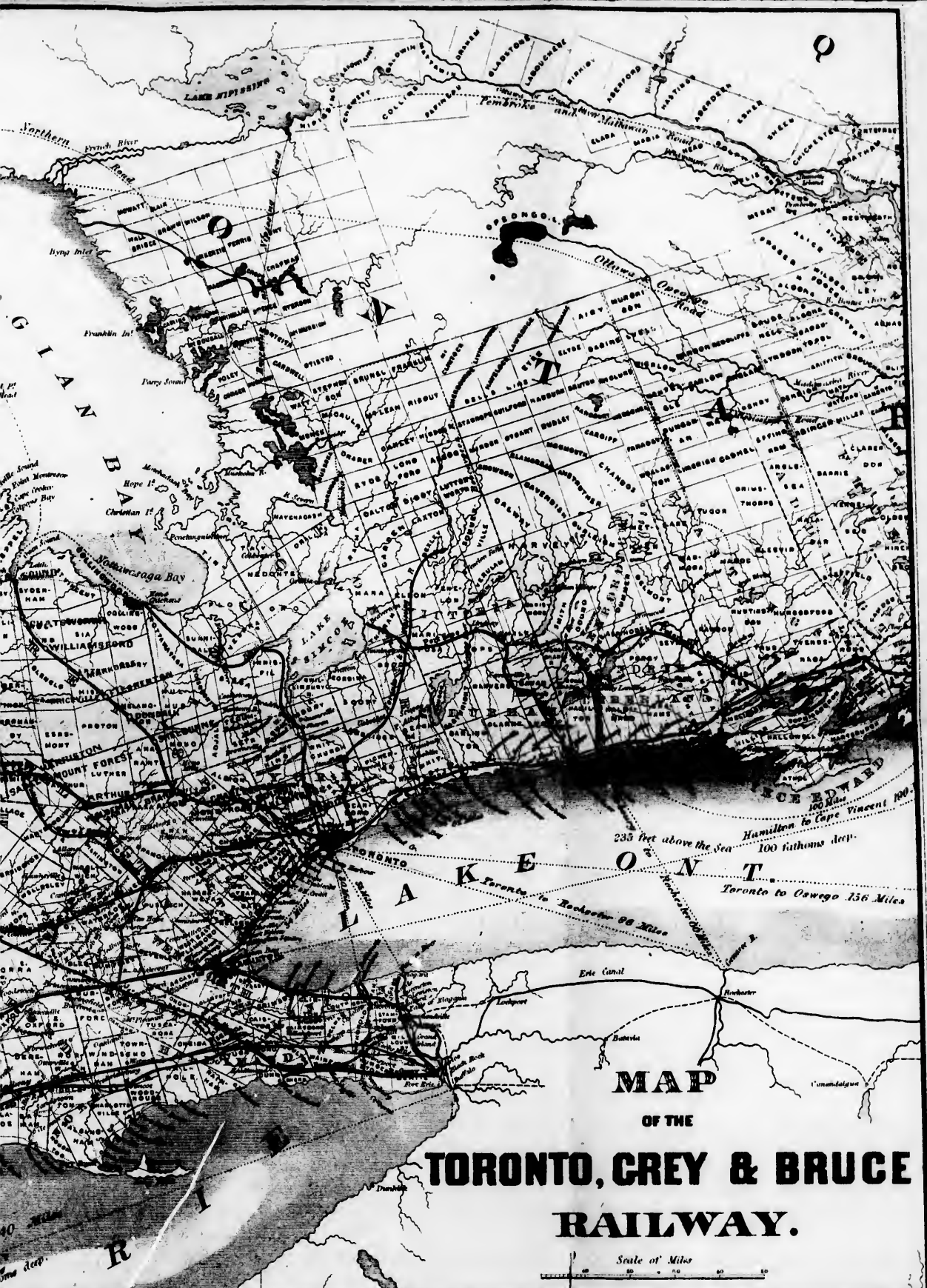
595 feet above the Sea  
75 fathoms deep.

Dobson & Godwin 125 Miles

Buffalo to...  
240 Miles  
18 fathoms deep.

43





**MAP**  
 OF THE  
**TORONTO, GREY & BRUCE**  
**RAILWAY.**

Scale of Miles



235 feet above the Sea  
 Hamilton to Cape Vincent 100  
 100 fathoms deep  
 Toronto to Oswego 136 Miles

TORONTO  
 K E O N T  
 Toronto to Rochester 98 Miles

G I A N

R I

TO

HAND

RES

SETTL

COMPILE

PRIN

**TORONTO, GREY & BRUCE**

**RAILWAY.**

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## PREFACE.

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This Pamphlet is prefaced with a sketch of the history of the Toronto, Grey and Bruce Railway, but its main object is to give to the public correct information respecting the trade, resources, and progress of the towns and villages along the route ; including also a description of the intervening sections of country in relation to agricultural development and timber supply. Conciseness and brevity have been specially studied in the topographical sketches. Parties disposed to settle anywhere in the vicinity of the railway can rely on the accuracy of the statements made, as facts have been gathered in the various districts from the best sources of information, and tested by personal observation.



## HISTORICAL SKETCH.

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Railway enterprise in the Province of Ontario received a mighty impulse to progress by the inauguration of the Narrow-Gauge System, and the indomitable energy and perseverance manifested by Toronto merchants and capitalists who sought to give it establishment, animated as they doubtless were with the conviction that the initiation of such an important railway undertaking would be fraught with the highest material good to the communities brought under its influence—as pertaining to the development of the commercial, agricultural, and manufacturing wealth and resources of the country; besides the healthful impulses given to business activity and advancement, and the ameliorating influences brought into operation by more enlarged facilities of intercourse with the great centres of trade and of commerce, of education, and of intellectual power.

Railway progress is taken by some as a fair measure of the progress of a country in general material prosperity; and, considering what the railway system has done to develop and advance the commercial and agricultural interests of Great Britain and the United States, the achievement holds good. But even more rapidly has Canada progressed, and in a larger ratio, in proportion to population, experienced benefit under the influence of railway enterprise. Vast tracts of desolate wilderness have been filled with teeming populations, and long, long ranges of primeval forests or silent woods have in a brief space become cheerful with the sounds and voices of rustic labor or of pastoral life. Villages, towns, and cities have sprung up almost like Jonah's gourd, and still continue to flourish and increase. Agricultural and manufacturing industry, as well as general commerce, have received an impetus to progress and development which has produced results—rarely, if ever surpassed in any district of the neighboring States.

Thus Canada, by these railway projects and other agencies, is striding rapidly forward to the position of a great nation; its railway system is fast approaching that maturity when the whole land will be environed with iron bands and traversed with iron roads; when its rich agricultural and mineral resources will have fair and full development, and it ultimately rivals, yea, even outrivals, as population increases, the commercial activity and greatness of the American Republic.

The early promoters of the Toronto, Grey and Bruce, and the Toronto and Nipissing Railways, desirous of increasing the prosperity of the Capital City of the Province, and also developing the vast resources of the country; considering also that the enormous cost of construction of the Broad-Gauge Railways might leave extensive ranges of country for an indefinite period virtually shut out from access to the best markets, having no means of communication or transport save by the primitive modes of travel, and having their attention directed to the Counties of Grey and Bruce, Victoria and Ontario, large sections of which were rich in undeveloped resources—resources in fertile lands and valuable timber—they sought to gather and acquired the requisite knowledge which ultimately induced them to embark with zeal in the enterprise, which led to the introduction of the 3 feet 6 inch railway gauge into Canada, and the formation of the Toronto, Grey and Bruce Railway Company.

These men, in adopting this system, wisely considered that they were placing railway enterprise on a safe and profitable basis; and the more surely to establish such a position, in addition to the stock subscribed, they sought and obtained aid by way of Bonuses from the Municipalities that would benefit by the lines projected. For, while they spared no effort to secure for Toronto her just share of the trade of the interior; and the benefit of being the headquarters of promising lines of railroad, which would bring the farm or forest produce to its market—they knew also, that along the routes of the new lines the merchants would find their business increase three or fivefold; their workshops, warehouses and vessels would be taxed to the limits of their capacity in supplying facilities for the new business which these roads would pour into the city. They knew besides that they were furnishing the Municipalities with easy access to the commercial emporium of Ontario and the best market, because the best distributing point for all that part of the peninsula north-west, north, and north-east of it. Further, that property would largely advance in value along the lines, population would rapidly increase, immigrants would be in great demand to cut and manufacture timber and cordwood as well as for other branches of industry; more men of capital would be induced to locate themselves in those districts favored with water privileges, for the establishment of mills and other manufactories, whilst the farming community would be prompted to greater activity in the introduction of all those modern appliances that would improve their land, enhance the value of their farms, and effect a larger yield of all marketable products in return for their labour and enterprise.

The Bonuses, or free gifts to the Company have reached the amount of \$1,183,000, given as follows:—



City of Toronto.....	\$250,000
Township of Albion .....	40,000
do Caledon .....	45,000
do Mono.....	45,000
Town of Orangeville.....	15,000
Township of Amaranth.....	30,000
do Luther.....	20,000
do Arthur.....	35,000
Town of Mount Forest.....	20,000
<hr/>	
County of Grey and town of Owen Sound.....	300,000
Township of Minto.....	15,000
do Howick .....	40,000
do Culross .....	43,000
do Turnberry .....	5,000
Government of Ontario.....	280,000

The Charter for the Toronto, Grey and Bruce Railway Company was obtained during the first Session of the Ontario Legislature in 1867-68. A Company was formed, Directors appointed, and ere long about half a million dollars were voted by Municipalities traversed by the road for the First Section of the Main Line. This progress made, a Prospectus was issued—the leading statements of which are rapidly becoming verified in the experience and progress of the Company:—

The authorized share capital of the Company is \$3,000,000, in 30,000 shares of \$100 each. The Company have power to issue Bonds to the extent of the paid up stock and the municipal and other bonuses, Government or otherwise, actually expended in works of construction upon the line, and cannot issue Bonds beyond that amount. The stock already subscribed amounts to \$325,000, seventy per cent. of which has been paid up to this date, the remaining 30 per cent. being called and payable early in the year 1873. The Company have been granted a Subsidy from the Ontario Government of \$2000 per mile for the section of their line from Orangeville. to Owen Sound, and from Orangeville to Harriston—making a total amount of \$230,000. They have also been granted by the Government, a Subsidy for the extension of their line from Harriston to Teeswater. The cost of construction of the line—including the laying of the track, plant, rolling stock, stations, and the purchase of the right of way for the sections finished has been nearly \$16,000 per mile.

From the period of the granting of the Charter, and the formation of the Company, no time was lost by the Directors for the perfecting of the arrangements for beginning the building of the line. The occasion of the visit of Prince Arthur was taken advantage of to give something like *eclat* to the commencement of operations. The ceremony of turning the first sod was performed at Weston by the Prince, on the fifth October, 1869. Since then the construction of the various sections of the line have been pushed on vigorously, and are being hastened to

completion with amazing rapidity. In eighteen months from the turning of the first sod, the track was laid to Orangeville, a distance of 49 miles ; and the first train was run through from Toronto to near that place on Monday, April 10th, 1871, having on board Mr. John Gordon, the President of the Company, Mr. Wragge, the Engineer of the road, and several of the merchants of the city. The trip was a successful one, although the road was then but partially ballasted. From that time the confidence felt in the road grew greater every day, and as the President said, "The achievement that had been accomplished that day settled all question as to the practicability of the gauge."

In September of the same year the road was formally opened for freight and passenger traffic as far as Orangeville. Shortly thereafter the rails were laid to Mount Forest; but the winter setting in, the ballasting of the Mount Forest section was delayed till the spring, and has since been completed. The extension from Orangeville to Owen Sound was commenced in the autumn of 1871, and from the energy and activity of the contractors, bids fair to be completed by the end of 1872; thus constructing 72 miles in the marvellously short period of eighteen months. The Bruce extension has also been commenced under an energetic contractor, and ere long the Directors will have the proud satisfaction of witnessing the successful accomplishment of their great work, and will be free to direct their energies and concentrate their efforts for the speedy development of the extensive and profitable traffic which the line cannot fail to command.

So far as completed, the line has given entire satisfaction to the public, and the following testimony of the leading merchants of Orangeville, in public meeting assembled, is worthy of record:—"Resolved that this meeting has entire confidence in the Toronto, Grey and Bruce Railway, and the Company is greatly entitled to the thanks of the public for the energy shown in constructing and equipping the road ; that we deem the gauge perfectly satisfactory, and the power and capacity of the Railway all that the trade of the country can possibly require ; that under the influence of the road the trade of this town has been augmented tenfold, and its wealth and population increased fourfold ; and that when the line is extended to the County of Bruce and Owen Sound, and thoroughly equipped, it will, judging from our experience of its operation during the past six months, afford every facility for the transfer of traffic and the accommodation of the public."

The Toronto Board of Trade Report for 1871 also declares : "It is matter for congratulation not only for this community but for the general interests of the Dominion at large, that these narrow-gauge railways have been built so economically, proved so successful in their working, and have fully met the expectations of the communities which supported them."

With these considerations in view, there is ample reason for indulging in the confident anticipation that, after the whole line is thoroughly equipped, the shareholders will soon realize a handsome profit on their investments, the stock will be held at a premium, and the bonds of the Company will prove as desirable a security as that of any corporation in Canada.

This brief sketch of the history of the Toronto, Grey and Bruce Railway is but preliminary to an account of the resources and expected traffic of the line, embraced in a description of all the sections of country through which it runs, and the villages and towns contiguous thereto whose freight and passenger traffic it will command; setting forth their advantages to the agriculturist, artisan, manufacturer and capitalist. Stimulating, also, a more rapid development by bringing under public notice the Flour and Grist Mills, Saw Mills, Woollen Mills, Foundries, Agricultural Implement Works, Carriage and Waggon Factories, and other manufacturing establishments; as also the Water Powers and Privileges, the Agricultural and Timber Resources along the whole route from Toronto to Owen Sound in the county of Grey, and to the terminus in the county of Bruce.

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## TOPOGRAPHICAL SKETCHES.

In submitting these topographical sketches, it is necessary to begin with the headquarters of the line—

### THE CITY OF TORONTO.

The rapidly growing wealth, power and influence of Toronto warrant the conclusion that it is certain of maintaining a vanguard position in relation to important schemes of railway and commercial enterprise. It is the grand centre for the principal lines of railway in the province, and hence the best market for produce of all kinds. Without disparagement to other cities and their noble advances towards commercial prosperity, Toronto has pre-eminently the lead in shipping, in produce and general trade; and from its advantageous position, is destined to be the Chicago of Upper Canada.

The site on which Toronto is built, on the north-west shore of Lake Ontario, was first selected by Governor Simcoe, after a survey in 1793 of the extensive basin then known as York Harbour, and deemed eligible for the ultimate creation of a city and the establishment of the seat of Government. Some ranges of the dense woods that skirted the shore on the east end of the Bay were speedily cleared for a town lot, and in the spring of 1794 the Governor left Niagara, the old Capital,

and established his residence in Little York (the early name of the place). Parliament Buildings were erected, and the Legislature assembled there for the first time in 1797. The progress of the place during the early part of the present century was slow, and it was not till the year 1834 that it was raised to the dignity of a city, and its name changed to Toronto. Since that period it has had a steady progress, and as the country became gradually opened up to the north and west, it assumed considerable importance as a mart of trade and commerce. During the last twenty years its growth has been rapid in every form of progress that tends to build up the greatness of a city.

Although Toronto is not specially picturesque in aspect approaching it from any given point, having no elevations of a striking nature, yet it is not devoid of interest and beauty in the characteristics of a modern city. It is well mapped out, its leading streets having considerable width and regularity. Its public buildings are substantial in workmanship, and some of them handsome and beautiful in architectural design. Many of the stores, especially the wholesale stores and private dwellings, are quite palatial in their outward aspect and interior structure. It is the seat of Law and Provincial Government, and the headquarters of the Educational Department of Ontario. The principal buildings in connection with these are Osgoode Hall, a fine classic structure, containing all the Superior Law Courts of the province; the Parliament Buildings, of plain exterior, but with handsomely decorated and furnished legislative chamber, and well equipped Government offices; the Lieut.-Governor's residence, a princely mansion; the Normal School buildings, of Italian design, containing offices and depositaries of the Council of Public Instruction; two model schools; one model grammar school and educational museum. There are several handsome common and grammar schools. In connection with higher education there is the University of Toronto, one of the finest buildings on the continent of America, and reckoned second to none as a seat of learning. It is of Norman architecture in its principal features, with massive tower and richly sculptured Norman doorway for its main entrance. It is beautifully situated at the western side of the Queen's Park, a noble public park for the recreation of the citizens, whose spacious avenues are ornamented on either side with rows of stately trees. In the centre of the Park, on an unpretentious pedestal, is a finely modelled and well executed bronze statue of Her Majesty, Queen Victoria, and a short distance from this there is a handsome monument, erected in honor of the memory of those Toronto Volunteers who sacrificed their lives in defence of their country during the first attempted invasion of Canada by the Fenian miscreants. Trinity College is another educational institution in connection with the Episcopal Church; and there is also Knox College, for the theological

training of students in connection with the Canada Presbyterian Church. The Upper Canada College is an extensive range of buildings, and has a high repute as a grammar school and boarding school for boys. There are two Schools of Medicine in the city, each having an efficient staff of professors. There is also an ably conducted Veterinary College. The public institutions are numerous, and many of the buildings appropriated for their purposes have striking features of architectural beauty. Amongst these may be enumerated, the Lunatic Asylum, the Crystal Palace, for holding the Provincial Agricultural Exhibitions; the Boys' Home; the Girls' Home; the House of Providence; the Protestant Orphans' Home; the Custom House; the Government School of Technology; the new Post Office, a fine specimen of the Corinthian order of architecture.

The manufacturing interests of Toronto are varied. There are several extensive iron foundries and engineering establishments, railway car building shops, rolling mills, several breweries and a mammoth distillery, carriage factories, tanneries, soap works, spice mills, cabinet factories, one of which is the largest in the Dominion, car wheel works, machine shops of all kinds, pork packing establishments—one of these in appliances and arrangements for killing and curing being modelled after the best Chicago houses—sewing machine factories, sash and door factories, and boot and shoe factories on an extensive scale. Besides these, many other varieties of manufacture and trade are carried on. Banking is well represented, there being eleven Banks in the city, four of which have sprung out of the enterprise of Toronto merchants, and are doing a profitable business. These are, the Bank of Toronto, the Royal Canadian Bank, the Bank of Commerce, and the Dominion Bank. The other seven have their head offices elsewhere and are branches of the Bank of Montreal, the Merchants' Bank, the Ontario Bank, the Bank of British North America, the Quebec Bank, and Molson's Bank. Insurance Offices are numerous and their business extensive. The principal public halls are the St. Lawrence and Music Halls, with several minor ones, and a large one in course of erection, with a suite of rooms attached for the Young Men's Christian Association. There is also a Mechanics' Institute: with class rooms, reading room and library. The churches are manifold, and present diversity of features, from the plainest in architectural outline to the most magnificent in symmetry and beauty—some of them even striking in magnitude and grandeur of external aspect, and splendid specimens of Gothic architecture.

During the last few years there has been a great improvement and extension of buildings of first-class character in Toronto, which bear evidence that commerce and wealth are rapidly increasing. This progress will be amply attested by the following memorandum of assessed

value of property in the city of Toronto for the years 1870, 1871 and 1872 respectively :—

1870—Value of Real and Personal Property.....	\$26,918,457
1871—“ “ “ .....	29,277,135
1872—“ “ “ .....	32,644,612

Toronto is favourably situated, in many respects, for trade and commerce of all kinds. It has a rich agricultural country surrounding it on the north, east and west. Its railway lines are numerous—the Grand Trunk Line east and west, the Great Western, the Northern and its Muskoka extensions, the Toronto, Grey and Bruce, the Toronto and Nipissing, besides other lines now projected and likely to come into operation ; then, its excellent harbor (with its island breakwater) into which vessels of any tonnage on the lakes can enter, and which is extending and improving as the demands of trade arise for more shipping facilities. With such a combination of advantages, it is rising rapidly in general commercial importance, and becoming the centre for the principal operations in the produce trade of Ontario. The value of goods imported into Toronto in 1870 was \$8,968,237, and that for 1871 was \$11,556,056, being an increase for last year of \$2,587,819. The exports of lumber and grain in value for 1870 was \$2,217,384; for 1871 it was \$1,885,752. But the Board of Trade Report for 1871 says :—“The statistics don't show the actual trade of Toronto. The statistics show for the year aggregate receipts of 3,388,557 bushels of grain and 131,396 barrels of flour ; shipments were 2,240,919 bushels of grain and 53,000 barrels of flour. To this add an estimate, based on reports received from dealers in produce sold in the city but shipped from outports, of 6,000,000 bushels of grain and 400,000 barrels of flour, making a total trade of 9,384,557 bushels of grain and 531,396 barrels of flour.” The shipments of barrel pork and bacon, butter, cheese and eggs were also extensive, besides large quantities of manufactured goods.

Another idea of the shipping trade of Toronto may be given by a statement of the Canadian and American tonnage, inwards and outwards, shewing the traffic by inland navigation between Toronto and the United States for the Dominion Fiscal year ending June 30th 1871 :—

INWARDS.			
Canadian Steam Vessels ..	269	Tons.....	93,834
“ Sail “ .....	632	“ .....	98,485
American Steam “ .....	1	“ .....	56
“ Sail “ .....	120	“ .....	23,720
<b>Total Inward Vessels .....</b>	<b>1022</b>	<b>Tons.....</b>	<b>216,095</b>

## OUTWARDS.

Canadian Steam Vessels .....	252	Tons.....	60,878
“ Sail “ .....	781	“ .....	116,120
American Steam “ .....	1	“ .....	56
“ Sail “ .....	113	“ .....	21,810
<b>Total Outward Vessels .....</b>	<b>1147</b>	<b>Tons.....</b>	<b>198,864</b>

The receipts for Harbour Dues for 1871 were \$10,267, an increase of \$1,316 over the year 1870.

Such is Toronto, a city with a population now bordering on 70,000, —which we have no doubt will be doubled within the next decade,— and whose prosperity is being consolidated and increased by such enterprises as the formation of that Railway whose route it is here proposed to describe, in testimony of which the Report already quoted, says: “Byreason of the Toronto, Grey and Bruce Railway, a large accession of new business has resulted to the city of Toronto, while a business vitality and spirit has been infused in the old and new settlements which is proving a very great boon to the land interest along the line of railway, and also to the commercial interests of the country.”

Passing onwards from Toronto, this line runs to Weston Station, a distance of nine miles, by a third rail on the track of the Grand Trunk Railway; but intervening, there is Carlton, where the Company have a siding for freight purposes on the Grand Trunk line.

CARLTON is a small village, with a population of about 150. It is in the township of York and county of the same name. There is a creek at this village called Black Creek, but it affords no special water privileges. It is within six miles of the city, and there being no works of any consequence except a good brick yard, the place does not make much headway. The principal freight that is unshipped from the Toronto, Grey and Bruce Railway cars is wheat for Howland's Mills at Lambton, of which a large quantity comes down the line from various places to this point.

LAMBTON is situated in the townships of York and Etobicoke, and numbers over 300 inhabitants. With the exception of an iron foundry, the flour mills already referred to form the chief feature of the place. The extensive nature of the milling operations may be conceived from the fact that there is ground annually about 100,000 bushels of wheat.

WESTON, the first regular halting place on this line, is a pleasantly situated village on the Humber River, and having a station both of the Grand Trunk and the Toronto, Grey and Bruce Railways, it has advantages for the establishment of an extensive manufacturing trade and also milling business which few villages possess. Its population is estimated at over 1200. It is in the township and county of York, with a fertile country around. The farms average an extent of 200

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acres and bear evidence of thrift and careful cultivation, many of them having good substantial brick dwellings and are worth from \$30 to \$45 per acre. The land is excellent, being a clay loam with streaks here and there of a sandy nature. Wheat and barley are largely produced, and a quantity also of peas, turnips and potatoes. There are two flour mills, both of which do a considerable business. A large proportion of the wheat supplying these mills is shipped from Orangeville, Mono Road, Bolton and other places on the Toronto, Grey and Bruce Line. There is one saw-mill in the village, another on its outskirts, and a third recently started in the immediate vicinity of the station of this line. The other works in this place are a woollen factory, an agricultural implement establishment, a foundry and machine shop, besides sundry minor establishments for waggon making, carpentry, etc. There are several good general stores, and two of the hotels are handsome and commodious brick fabrics. A considerable quantity of wheat is bought and shipped for various mill owners and produce merchants. With its additional railway facilities the village will in all probability now make progress more rapidly than it has done for some years, and the waters of the Humber can easily be utilized for the working of other mills and manufactories.

At Weston the Grand Trunk track is left and the Toronto Grey & Bruce Line begins its independent course. From this point it passes on to Humber Summit Station. The Humber is here crossed by a bridge of considerable length and elevation, having five spans of 50 feet each, and one span of 83 ft. 6 in., with stone piers. A short distance from this station is the

**HUMBER VILLAGE**, a small place containing about 120 inhabitants, whose trade is limited to some waggon makers and blacksmiths' shops, a cabinet-maker's establishment, a couple of general stores, with a flour mill about a mile from the station.

The next station reached is Woodbridge, 16½ miles from Toronto, where there is and will be a considerable traffic by reason of the large mills and manufactories in the neighboring villages of Woodbridge and Pine Grove.

**WOODBIDGE** (formerly named Burwick), looking towards it from the station, appears lying in a valley between rising grounds on the north and south which are crowned with pines and other umbrageous trees, whilst the Humber (which has two branches that form a junction here) courses through the village in considerable breadth of stream. On the north-east on an elevation there rises to view a neat Gothic church with a little tower and spire, giving a picturesque effect to the back-ground. Woodbridge has its location in the township of Vaughan, county of York, and in population numbers 900. The land in the vicinity and for miles



around gives a large yield of produce to the farmers. The farms are well stocked and have substantial steadings and are of similar value to those around Weston. Some of them are 100 acre lots, but many extend to 200 acres. Wheat and barley are extensively cultivated as the soil is well adapted for these products. The leading manufactory here is Abell's Woodbridge Agricultural Works. These works are amongst the largest of the kind in the Dominion. They cover an area of 2½ acres. There are two ranges of buildings, the main building being 200 feet long and three storey high, containing the offices, machine shop, wood work shop and pattern room. The other range of building contains the foundry 65x36 feet, and the paint shop on a second flat. Between three and four hundred tons of pig-iron are used annually in the works, besides 125 tons wrought iron, and a large quantity of scrap iron; 225 tons of coal are also yearly consumed. In the wood work 100,000 feet of lumber are annually made use of, and there is constantly kept on hand a three years' supply of lumber, or 300,000 feet, to insure it being well seasoned and dry before using. From 130 to 150 men are constantly employed. All kinds of agricultural implements are manufactured, and also mill machinery of every description, besides engines, boilers, &c. Complete saw mills are made up and all requisites provided, including frame of building, sawing machines, engines, boilers, and gearing of every kind. Goods are sent from this establishment to all parts of the Dominion. Mowing and sawing machines have also been sent from here to England. There is another extensive agricultural implement works near the village. A woollen factory is here, manufacturing blankets, flannels, tweeds, &c., employing about two dozen hands. A stave factory does a good business for the mills in the neighborhood. There are two saw mills in the village and one extensive saw mill about two miles north of it, on what is known as the Graham Estate, embracing about 500 acres chiefly covered with good pine trees. It is estimated that this mill will send for shipment by this railway between 4,000,000 and 5,000,000 cubic feet of lumber annually. About two miles from Woodbridge there is a flour mill, and half a mile further another one is in operation, whilst at

PINE GROVE village Messrs. Gooderham & Worts of Toronto carry on an extensive milling business. This village contains a population of 170. The Pine Grove Mills are situated on a branch of the Humber, one mile from Woodbridge; they have four run of stones, and can produce about 1000 barrels of flour per week. The wheat supplying them is partly bought in the district, but a large portion of it comes from stations on the Toronto, Grey and Bruce line. Two of the general stores at Woodbridge and one at Pine Grove do an extensive trade, and their owners deal largely in produce of various kinds. Thus the trade of Woodbridge and neighborhood will add largely to the traffic of this railway.

Leaving Woodbridge, and traversing other five miles of railway, the next point reached on the line is

**KLINEBERG**, in Vaughan township, with a population of 300. It is situated between two branches of the Humber river, and is favored with a large extent of water power. There are several saw-mills in the immediate neighborhood, and the timber supplying these is of a diversified character, such as pine, hemlock, and various kinds of hard wood. A flour and grist mill belonging to Mr. Henry Howland is also in operation with three run of stones and ample water power for a large increase; at present 100 barrels of flour per day are sent out. A stave factory here does a large business and supplies various mills. A large portion of the stave timber is got in the district, and some of it from other places on this line. The only other establishment of consequence is a good tannery, and the minor trading is confined to blacksmiths' and tinsmiths' shops and some good general stores. The country around is rich in agricultural resources. The soil along the Humber banks is a light clay loam, and receding from the river the clay becomes heavier. The farms run from 100 to 200 acres, and through a large section there is a heavy yield of barley, besides wheat, peas, etc. The dairy produce is also considerable, and there are several good stock raisers in the neighborhood. The Galloway breed of cattle is raised numerously, and the father of one of the farmers here, named Richard Graham, was the first to import this breed into Canada. The Devon and Durham breeds are also largely raised. There are several villages a few miles back from Klineberg, a great portion of whose carrying trade this railway will secure, such as Nobleton, Schomberg and Lloydtown; a brief notice of which may here be given:

**NOBLETON** is about four miles north of Klineberg, with a population of over 200. A stage runs between the village and Klineberg station of the Toronto, Grey and Bruce Railway. It is in the township of King, county of York, and the valuable country around creates considerable trade.

**LLOYDTOWN** has a population of 380, and is also in the township of King. Various trades are carried on, such as carpentry, waggon making, cabinet making, harness making, brick making; there are blacksmiths, tinsmiths, coopers, and shoe-makers; several good stores and a flour mill, saw mill and carding mill. A stage runs between the village and Klineberg Station.

**SCHOMBERG** is about 12 miles north of Klineberg, and in the township of King. A branch of the Holland River affords the village some water privileges. There is over 300 inhabitants. A large quantity of hogs, butter, eggs, and other produce is bought by the merchants, whose stores are well stocked and their business as a rule prosperous.

There are several carriage and waggon makers, two foundries, a woollen carding mill and a grist mill, sundry smaller manufacturing shops are also in operation. A stage runs between the village and Klineberg Station.

Following the Railway line, Bolton comes next in order, at a distance from Toronto of  $26\frac{1}{2}$  miles.

BOLTON is an old settlement, dating back to 1821, and till the Toronto, Grey and Bruce line was formed, has been hitherto shut out from railway facilities. It is beautifully situated—being nestled in a valley encircled with gently rising uplands, whilst the Humber flowing placidly through the village adds to the beauty of the place. The population of Bolton numbers over 750, and measures are being taken to secure for it an Act of Incorporation. It is in the township of Albion and county of Peel—near the border line between Peel and York counties. Its leading establishments are a flour and grist mill, a woollen mill, a tannery, a foundry and agricultural implement works, which although only three years in operation, is doing a large and increasing business. As an evidence of the advantages of the railway to manufacturers and others at a distance from the city, the proprietor of this establishment (Mr. Dick) can now get his raw material from Toronto for a freightage charge of \$4.50 per five tons or car load, and his cost of carriage previously when teaming it on the gravel road was \$1.00 per ton. The literary element is not wanting in the village as a weekly newspaper has been established, named "The British Standard." The country around has a repute for good barley, and for sending to market a considerable quantity of hogs and dairy produce. The farms are well cultivated and range in value from \$30 to \$45 per acre. A commodious grain warehouse has been erected at Bolton Station.

MONO ROAD STATION is six miles from Bolton and  $32\frac{1}{2}$  from Toronto. The village proper which this station accommodates is Caledon East,  $1\frac{1}{2}$  miles distant. But around the station there is an hotel, a few houses, and a steam saw mill. There is an excellent wheat and barley country in this section, and a large quantity of produce is brought here, of which 20,000 bushels were shipped during last winter. To promote this traffic the company have erected at the station a grain warehouse, capable of storing 15,000 bushels of grain.

CALEDON EAST is a village bordering on the townships of Albion and Caledon, with 200 inhabitants. Its trade is dependent on the farming community around, but it is likely to improve and make headway by reason of the railway facilities it now possesses.

About  $2\frac{1}{2}$  miles east of Mono Road there is the village of SANDHILL, situated on the border line of the townships of Albion and Chingua-cousy, county of Peel, numbering about 200 inhabitants. Beside general merchandise, its trade is embraced in the operations of several

carriage and waggon makers, blacksmiths, harness makers and a tannery. The traffic of this village and district will find its way to Mono Road or Bolton Stations.

Six miles from Mono Road there are extensive beds of fine sandstone reputed equal in quality for building purposes to the Ohio sandstone. These are designated the Caledon Hill Freestone Quarries. It is of very great importance to a city like Toronto to have at such a comparatively short distance such an abundant supply of valuable building material. The lack of railway facilities for transport has hitherto prevented the investment of capital in working these quarries. But now, with this railway in the vicinity, and the growing taste for a first-class style of building for stores and public edifices, this stone will doubtless be introduced into the city, which it can be at a moderate cost, and aid greatly in improving and beautifying the aspect of its streets. The railway will also benefit by the traffic created thereby. In the same neighborhood there is a large supply of excellent flagstone and limestone. It has been strongly urged on the Company to build a short branch to those quarries, which would equally serve the water power in the neighborhood of Church's Falls. The matter is favorably thought of by the Company.

CHARLESTON, (formerly called Caledon), is a village of 300 inhabitants, in the township of Caledon and county of Peel. It is surrounded by a good wheat country. Barley also has considerable cultivation. The railway has done good service to the farmers in Caledon, for since it was opened the value of their land has risen 25 to 30 per cent. Besides grain and other goods, a large quantity of cordwood has been shipped from Charleston to Toronto, there being a good supply of beech and maple at various short distances from the station. The clause in the Company's charter respecting the carrying of cordwood has operated in a very profitable way for the landholders around here and other places along the line. This article, which, previous to the opening of the line, realized only at the outside price \$1.50 per cord at Charleston, Alton and Orangeville, gradually rose last winter (the first railway season) to \$3.50 per cord, and at the two last named places it reached \$4.00. Thus an immense profit accrued, and will still accrue, to the farmers, who are the principal parties who will benefit most largely under this new phase of railway advantages. It will also prompt them to be careful of their timber and prevent it going to waste, whilst the railway will command a large addition to its traffic from this source. A large portion of the traffic at Charleston Station will come from Church's Falls and Belfountain.

CHURCH'S FALLS (also called Cataract) is situated in a deep valley or rather gorge on the south-west side of Caledon Hill, and four miles from Charleston Station. The Company have a general scheme in view,

by which the whole of this valley will be served by its railway. The River Credit courses rapidly down the gorge in never-failing stream, and affords one of the best water powers in the Province. The sides of the hill and the ranges of the valley are well covered with wood of various kinds, consisting of rock elm, hemlock, basswood, beech, cedar, and maple. The resources of this valley are varied, and to a large extent undeveloped. Besides the timber, there is good freestone, flagstone, water-lime, and a very fine clay, or fuller's earth, equal to any now in use by woollen manufacturers. Church's Falls is named after the founder of the village, who has here a flour and grist mill, saw mill, and a shingle and stave factory. The Falls may more aptly be designated a short series of rapids, falling 80 feet in the course of 300 yards. In a distance of  $3\frac{1}{2}$  miles, the river has a descent of 380 feet, thus affording, without much trouble or expense, a natural adaptation of water privileges for numerous mills and manufactories. There is here, also, a woollen mill and flax mill, and a mile nearer Charleston, another saw mill, doing a considerable business. The population is estimated at 200, but may rapidly increase; for with these natural advantages and railway facilities now at hand, Church's Falls will, in all probability, become a place of considerable importance, the Railway Company being determined to offer every facility to develop this fine water power so contiguous to the line.

BELFOUNTAIN is also in Caledon township, seven miles from Charleston, where there is excellent water-power, but the number of works, as yet, is limited to a flour mill, tannery, and two saw mills. The timber around the district embraces beech, maple, hemlock, elm, and ash. The farms are good, the land well cultivated, and thrive the general characteristic of the tillers of the soil.

ALTON,  $44\frac{1}{2}$  miles from Toronto, is the next station on the line, after passing Charleston. The village is 1 mile from the station, to which the villagers have built a good gravel road, and also granted the Company sufficient land for station buildings and siding. It is in the township of Caledon. The population has steadily increased since the opening of the line, and now numbers 500. The River Credit flows through the village. Three saw mills, and two flour and grist mills are in operation, and another large one in course of erection, with four run of stones, power and capacity for other two run of stones, and whose machinery will cost \$6,000. Besides these, there is an axe factory, a woollen factory, two cabinet factories, and a steam shingle and lath factory. Adjoining the Station there is an abundance of limestone said to be of the very finest quality; lime-kilns are already being erected here, and there will be quite a brisk trade in this business next season. The timber in the neighborhood consists of hemlock, cedar, elm, beech, maple and a small quantity of pine. In the space

of 1½ miles, there are seven water privileges already formed, and ample facilities for a large increase. There are other establishments, such as waggon factories, carpenters and blacksmiths' shops, etc. About two miles from the village, is the fountain-head of the main branch of the River Credit. This consists of a chain of lakes, three in number, called the Caledon Lakes. They connect with each other, and the first one, almost circular in formation, covers a space of over 100 acres. They are encircled with wooding, which, affording shelter from any strong winds, gives to the waters always a peaceful aspect, whilst the rolling nature of the country around, with here and there a wood-crowned upland, aids in giving a picturesque beauty to the whole scene. The lakes abound in speckled trout, and afford excellent sport for the numerous disciples of Isaac Walton who frequent the place, and come hither from far and near.

This railway also commands the carrying trade, by Alton station, of HILLSBURGH, a thriving village in the township of Erin, county of Wellington, seven miles from Alton, with a population of 400, where a branch of the Credit River gives water-power to two grist mills, a woollen mill and a tannery. A considerable farming trade is done in the village, and the general stores, in consequence, do an extensive business.

Two miles from Alton Station, towards Orangeville, there is a saw mill and oatmeal mill—also a tannery, at a small village named Melville.

ORANGEVILLE follows next in order after Alton, being 40 miles from Toronto. No village on the whole route of this railway has so rapidly prospered by reason of the direct operation of railway facilities as Orangeville. About the period of the commencement of the railway survey the population of the village numbered scarcely 1,000, and since then it has doubled that number. Village property will now realise twice its former value, and farming land around has increased in price 25 to 30 per cent. The village, although ranked in the township of Garafraxa, county of Wellington, is situated on the border of three townships, Mono, Caledon and Garafraxa, on an elevated plateau with well cultivated country around—rising on the west and north with a gentle slope, and fringed here and there with narrow strips of woodland, which gives a pleasing effect to the background of the landscape. A few miles north-west of the village the land attains its highest altitude between Toronto and Lake Huron, an altitude of over 1,400 feet above the level of that city. The streams or rivers below this point all find their way to Lake Ontario, but beyond that point of altitude they pursue an opposite course and flow towards Lake Huron, with the exception of the Grand River, which finds its outlet in Lake Erie. Orangeville is an

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incorporated village, fast rising to importance, and being the junction of the line from Bruce with the main line from Owen Sound, is bound to become one of the leading inland towns of Ontario. It has at present flour mills, woollen factories, two foundries, steam planing mills, two saw mills, two carriage and waggon factories, one cabinet factory (steam power), one pump making establishment, two brick-yards, a large tannery and several smaller works. There are several handsome brick blocks with spacious stores; some substantial and commodious brick hotels; and the churches are tasteful brick structures of Gothic design. A branch of the Credit River runs through the village and affords water power to several of the mills. As a grain market Orangeville has risen to considerable importance since the railway was opened; for about four months during last winter twelve to sixteen car loads of grain were daily shipped from the Orangeville Station, besides large quantities of other produce; a considerable amount of cordwood, cedar posts, fence rails and other timber. Four to five car loads of store goods also reach here daily from Toronto for supplying the stores in this place, and several of the villages in the Grey section. A large grain warehouse for the accommodation of the merchants has been provided by the Company at the Station, besides a commodious structure for general freight, and three large grain warehouses are now in course of erection at this Station, by private enterprise, the whole having a storage capacity of 100,000 bushels of grain. A bi-monthly Fair has been established for the buying and selling of cattle and other live stock, and the success attending the efforts of its promoters will necessitate an immediate change to a monthly Fair. As at other stations, cordwood has more than doubled in price since the railway commenced conveying it to Toronto; To aid the enterprise of the village two weekly newspapers have been started—the "Sun" and "Advertiser," and bid fair for permanent establishment. The railway will have a heavy traffic from this place, ever increasing with the rapid development of the resources of the surrounding country, the land being not only excellent for grain, but admirably adapted for grazing purposes and the rearing of fat cattle from the number of fine water springs in the district. No place appears to have a brighter future than the plucky town of Orangeville.

A short distance from Orangeville the line divides into the branch leading on by Mount Forest and Harriston to the county of Bruce, and the main line in an almost straight course through the heart of the county of Grey, to its terminus at Owen Sound. The county of Grey, although comparatively a new county, its general settlement not dating back much over twenty years, yet its progress has been more rapid, with only one or two exceptions, than that of any other

county in Ontario. During the last decade Grey has increased in population no less than 57 per cent. The population of Grey in 1861 was 37,750, in 1871 it was 59,395. If this extraordinary rapid influx of population and consequent commensurate progress in the development of the country has resulted without railway facilities, it is reasonable to anticipate that such a fine county will more than double in population and material prosperity, during the next ten years, when it is now to be in the possession of all the advantages and blessings of railway communication.

The first station after leaving the Junction, and pursuing the Bruce line, is AMARANTH, 56 miles from Toronto. A large quantity of timber will come for shipment to this station. It and the next two stations will also command a large portion of the trade of Garafraxa township, which skirts the south side of the line, all the way from Orangeville to Arthur, and is a rich agricultural township in the county of Wellington. Not far from Amaranth Station, is a small village named LAUREL, with about three dozen of population.

WALDEMAR STATION follows Amaranth, at a distance of  $2\frac{1}{2}$  miles. The village as yet is very small, but there is excellent water-power, and an abundance of timber. The line here crosses the Grand River, which rises in the county of Grey, on the borders of Melancthon and Proton townships, and flows on to Lake Erie, through the counties of Wellington, Waterloo, Brant, and Haldimand. These townships, with Osprey and Artemesia added, form the watershed for this and the principal rivers that flow into Lake Huron and the Georgian Bay, with the exception of the Maitland and the Sydenham. The Grand River has two little rivulets for feeders from Luther and Amaranth townships. The people around Waldemar formed a road to the station, and gave station ground to the Company. The railway bridge over Grand River is one of the largest on the line, with stone piers. There is a saw mill on each side of the river, and another proposed to be started a short distance from the station. A considerable space of ground has been laid out for town lots, and there is every prospect, from the thrift, industry and enterprise of the people, of it becoming a prosperous place.

Near Waldemar, the line enters the township of Luther, and runs for about  $10\frac{1}{2}$  miles through bush land. Through this section the railway runs along what is called the *blind line*, between two concessions—the farm-houses fronting the concession roads for the most part, whilst the farms stretch back to this bush as their terminating line. Though the farms terminate in bush yet through the greater part of their acreage the soil is fertile and in a high state of cultivation. Throughout this bush the timber is diversified. There are numerous ridges where there is good rock elm, beech, and maple. Some of the



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rock elm trees, when cut down, measured 63 feet, 12 x 12. On the low swamp ground, there is an abundance of cedar, hemlock, tamarack, spruce, and a small quantity of pine. Thus, apart from the agricultural resources of the surrounding country, the timber of this extensive bush will yet yield a large carrying trade to the Railway. In this bush is situated, 3½ miles further on the line than Waldemar,

LUTHER STATION, where there is a village with a population numbering only about 60, but rapidly increasing, and with the water power of the Grand River at hand, for saw mills, flour mills and other works, it promises to be a thriving and stirring place. There is already a saw mill and woollen mill in operation here.

ARTHUR, is next approached, marked on the mileage posts 73 miles from Toronto. It is an incorporated village in the township of the same name and county of Wellington, but bordering on the four townships of Arthur, Luther, Peel and Garafraxa. It is chiefly formed of one long street stretching out on the Garafraxa road from one rising ground to another. Near the east end of the village and at the foot of a slope runs a small stream which rises in Luther township, flows through the township of Maryborough and joins the Irvine River, which connects itself with the Grand River in Waterloo. The village is being extended at various points branching off from the main line of street. The inhabitants number 800, with every prospect of speedy increase by new settlers. The traffic here for the railway will include wheat, oats, barley, lumber, wool, butter, cordwood, &c. The soil is a good, sandy loam, with here and there a light clay with gravelly subsoil. The value of improved farms ranges from \$20 to \$30 per acre, and bush farms or but partially improved from \$12 to \$15. The railway has caused an increase in value of village property of about 25 per cent. The stores in the village are for the most part owned by the storekeepers, who are, as a rule, prosperous. There are three saw mills, which command a supply of timber in the district, such as cedar, hemlock, beech and maple. There is a water power and a steam power flour and grist mill, a woollen mill, a tannery, a shingle mill, potash works, several waggon factories, blacksmiths' and carpenters' shops, &c. From the favourable position of Arthur, bordering on so many townships through which there is a good wheat country, it ought to become an extensive grain market, and it will doubtless, with its railway advantages, command the trade of a large portion of the townships of Arthur, Luther, Peel, Garafraxa and Maryborough.

About midway between Arthur and Mount Forest, in the centre of Arthur township, is KENILWORTH, another station on the line, in the midst of a fine farming country.

**MOUNT FOREST**, a place fast rising in importance and becoming a station of very considerable consequence on this railway. Its settlement only dates back nineteen years. The population is 1650. It is situated at the corner of the townships of Egremont and Normanby in the county of Grey, and Arthur in the county of Wellington, but for municipal purposes it is rated in Wellington. It is supplied with water privileges from the south branch of the Saugeen River, which, rising by small creeks in Proton, Egremont and Arthur, flows on to its junction with the north branch or Rocky Saugeen near Hanover, on the borders of Bruce and Grey, and the united waters pursue their course by Walkerton and Paisley, merging into Lake Huron at the harbour of Southampton. There is considerably more water power in Mount Forest than is yet appropriated for mills or other works. The works at present established consist of two saw mills, two water power and one steam power flour and grist mills—one of these having an oatmeal mill attached. The owners of the latter (Messrs. Martin and Son) recently took the first prize for oatmeal at the Guelph Agricultural Exhibition. There are two woollen mills, a large carriage and agricultural implement manufactory, three other carriage and waggon shops, an iron foundry doing a large and rapidly increasing business, two tanneries, two brickyards, and several blacksmiths' and other establishments. A pottery is about to be set in operation, as there is excellent clay in the neighbourhood for the purpose. There are two newspapers printed here, the "Examiner" and the "Confederate", whose large subscription lists evidence prosperity. During the railway agitation in Wellington, Grey and Bruce, the people of Mount Forest took an active part, and the "Examiner" strongly advocated the claims of this Railway Company. The railway has increased the value of village lots and property 25 per cent. A monthly Fair for live stock has been established, and the show of cattle is yearly improving, as several farmers in Egremont are making a specialty of cattle-raising, and in Normanby they are making advances towards improving the quality of their cattle. The Company has already carried down to Toronto as many as 400 head of cattle from a single fair. This place is also rising to the position of a good produce market; for, although in Egremont and Normanby there are many gravel ridges along the farms, yet in both townships the soil is generally good, the farmers enterprising, and the wheat excellent in quality. Sheep are reared in large numbers around this section of country, and Mount Forest last season did well nigh as much trade in wool as Harriston, Clifford and Walkerton combined. There is an excellent opening in Mount Forest for a stave factory and a shingle mill. Banking facilities are supplied by a branch of the Ontario Bank; a large farmers' trade comes to the village, and the general mercantile business is extensive.

The educational and other advantages of the place are commensurate with its requirements, and everything gives evidence of solid progress.

Bending south-west from Mount Forest, and continuing the line through north Wellington, it directs its course to Harriston, where it crosses the Wellington, Grey and Bruce Railway.

HARRISTON, in the township of Minto, is situated on a branch of the Maitland River which rises in this township, and flows through Howick, Turnberry, Wawanosh and Colborne townships, terminating in Lake Huron at the town of Goderich. Harriston is distant from Toronto *via* Mount Forest 98 miles. The people of Harriston and of the township of Minto generally have manifested great interest in railway progress, and have evidently a high appreciation not only of the vast importance to a community of railway communication, but also of the great advantages of railway competition where there is a fair field for its exercise; for after having voted a very large bonus to the Wellington, Grey and Bruce line, they voted an additional bonus to the Toronto, Grey and Bruce railway; and with these two lines in full operation, Harriston must deservedly enter on a course of rapid prosperity. Symptoms of this are already manifest, for, with the prospect of such splendid railway facilities, the assessment roll of Harriston has increased since last year 150 per cent., and the township assessment 50 per cent. The population is 900, and the works now in operation are two saw mills, two shingle mills, one flour mill, two planing mills, two woollen mills, two cabinet factories, two foundries and agricultural works, two bakeries, besides sundry waggon makers', blacksmiths' and carpenters' establishments, and the prospect of another foundry. The owners of property are willing to give special facilities to parties wishing to establish factories and other works. The stores are numerous, with four hotels and two large grain warehouses, with prospects of immediate increase. A newspaper, the "Harriston Tribune," conducted with spirit, has recently been started with every prospect of success. Steps have been taken with a view to the incorporation of the village. The railway will here command a large produce trade from a wide range of country where the land is rich and fertile, ranging in value from \$30 to \$45 per acre. Spring wheat and barley are produced, with a proportion of fair fall wheat; root crops are largely cultivated, and the farmers are thrifty and prosperous. The following statistics of population and resources of Minto township have been kindly furnished by Mr. Young, editor of the "Harriston Tribune:" Minto contains 71,119 acres; total assessed value, \$720,009.42; population, 4,390; cattle, 4,222; sheep, 4,227; hogs, 2,300; horses, 1,273. Families, 816, divided into religious denominations thus:—Presbyterian, families, 395, or 2,227 souls; Church of England, families, 131, or 676 souls; Wesleyan Methodist, families, 57, or 328 souls; Primitive Methodist, families, 32, or 206 souls; New Connection

Methodists, families, 54, or 275 souls ; Roman Catholics, families, 55, or 312 souls ; and the balance of other denominations of smaller proportions.

Crossing the Wellington, Grey and Bruce line, this Toronto Railway still pursues a south-westerly course from Harriston to Gorrie and Wroxeter Station, a distance of 12 miles. Four miles from this another station will be placed for the convenience of a village named Lisadel.

LISADEL is in the township of Howick and county of Huron. The population is about 150. A branch of the Maitland River flows through the village, on the margin of which are two grist and saw mills. Besides these, there are several waggon makers', blacksmiths', carpenters' and other workshops. An excellent limestone quarry is in the neighbourhood, and the farms around partake of the general characteristics of the country along the line from Harriston on to Teeswater—rich in the quality of its timber and in the fertility of its cleared lands.

GORRIE is a thriving village, and has some just claim to beauty of situation. It is built on the ridges, slopes and intervening hollows of rolling land, skirted on all sides with wood, and having the Maitland River flowing through its centre. Near the village this stream runs through a channel whose banks are of some elevation, and in consequence having a natural formation for gathering a considerable head of water to give power for mills or other works. It is in the township of Howick, all through which the water power is abundant, affording ample opportunity for making it pre-eminently a manufacturing township. Gorrie is 23 miles from Mount Forest, and has a population of 400. There is here one of the largest saw mills throughout all this section, doing a business of over one million feet of lumber annually, which alone will give a large carrying trade to the railway from this station; especially so when conjoined with the product of another extensive saw mill at Wroxeter, which sends out three quarters of a million feet annually. The timber cut at this mill is pine, hemlock, and some beech, maple and elm. Besides the saw mill there is a large shingle mill and a flour mill, two tanneries, a foundry, a carriage factory, and a cheese factory. In the interests of the agricultural population a Monthly Fair has been established. There is a fine country around with a good loam soil and richly productive.

WROXETER, three miles from Gorrie, and in the same township, has a population of 700. It is also situated on the Maitland River, which gathers additional volume of water, after leaving Gorrie, from an adjoining creek. This is a place of growing importance for produce of all kinds. A large quantity of grain, butter, pork, and wool is bought here. One buyer alone purchased, last season, 12,000 lbs. of wool. There are four grain warehouses. Sheep and cattle are reared exten-

sively in the district, and the monthly Cattle Fair held here is well attended. The village trade is various. There is the large saw mill already referred to—conjoined with which is a planing mill, and sash and door factory; a flour and grist mill, with three run of stones, and two run of stones about to be added, as the proprietors intend to prosecute flour milling largely for shipment, as soon as the railway is completed to this point. There is a cabinet factory carrying on a considerable business; an iron foundry is in course of erection, and there are several carriage and waggon factories. As in all villages, in proportion to size, there are several shoemaking and tailoring establishments, and carpenters' shops. The general store business is extensive and yearly increasing. As an evidence of the business importance of the place, it is represented, on good authority, that there is more money passes through the post-office of Wroxeter than any other post-office in the counties of Huron, Grey and Bruce. Of course, places where there are bank agencies established must be exempted from comparison under this representation. The village of Belmore, about five miles distant, near which there is a large cheese factory, will, in all probability, send its traffic with the east by Gorrie and Wroxeter Station. Howick is the most populous township in the county of Huron, its numbers being 5,500, with 1,100 ratepayers. Many of the farmers of the adjoining township of Carrick, in its south-western section, will bring their trade to this station, although their position may be nearer to Clifford, on the Wellington, Grey and Bruce line, as the roads to Clifford are very hilly and rough, whilst to Wroxeter they are of a different character. Besides, Toronto and the east is evidently considered by the majority of the people in these parts as the best outlet for their produce trade, for although Harriston has had railway connection with Hamilton and the Great Western line since the beginning of last winter, and naturally, from its proximity to Howick, the people of that township might have been supposed to have generally sent their grain there for shipment; along the Wellington, Grey and Bruce line, yet the greater part of the traffic in produce from Wroxeter and other places around has gone a much further distance to Seaforth, for shipment on the Grand Trunk line to Toronto, and other places east. This traffic, then, will naturally find its way to the Toronto, Grey and Bruce line, when the Gorrie and Wroxeter station is opened for business.

The railway as projected will be carried through from Wroxeter to Teeswater, in the county of Bruce, and may ultimately be extended to Lake Huron

TEESWATER—one of the prettiest and most romantic situations in the western peninsula, and bound to grow—with the railway line carried thence direct from Gorrie and Wroxeter Station, will be

120 miles from Toronto. It is a village whose inhabitants, as well as those of the township of Culross (in which it is situated), displayed—headed by their worthy Reeve, George McKibbin, whose large heart is too big for his body—extraordinary energy and enterprise in their endeavours to secure the advantages of this railway connection. Culross is in the county of Bruce, and the Clinton and Walkerton gravel road runs through the township by way of Teeswater. The stream from which it derives its name rises near the boundary of Carrick and Culross, flows through the village, coursing on to Riversdale and through the township of Greenock, joining the Saugeen River near the village of Paisley. The mills in the village are flour and woollen, but there is ample scope on the Teeswater for the further extension of water privileges. An iron foundry is in operation, whose business is being pushed with energy, and is rapidly increasing. Besides, there are several other minor workshops and a tannery. The principal notable building feature in the village is a good Town Hall, the best in the county. Northward about  $4\frac{1}{2}$  miles there are good grist and saw mills, called the Moscow Mills; another saw mill one and a half miles down the Teeswater. Three miles from the village, at the confluence of a creek and the Teeswater, there are oatmeal and flour mills; a steam saw mill about five miles south, and another about six miles in the same direction, both carrying on a large business. The stores do a considerable country trade. Good limestone abounds on the banks of the river, a large quantity of which is here burned and disposed of over the country. There is little swamp in the township, and the timber consists largely of pine and hemlock, with a quantity of excellent beech, maple, oak and rock elm. The farms are well cleared, and vary in size from 100 to 200 acres. The soil is rich, being a clay loam with a limestone gravel subsoil. The agricultural population consists chiefly of Scotch, a goodly number of Germans, and a few Irish. The staple produce is wheat, with a proportion of other cereals and root crops. A large amount of cattle are raised, and the butter produce, also large, is of excellent quality. From various surveys of the geological formations in and around Teeswater, and other observations, it is confidently anticipated that salt will be found here by an average depth of boring. A company is in process of formation to conduct experiments, and a considerable amount of money has already been subscribed for the purpose. When the railway reaches Teeswater a considerable portion of the trade of several of the townships of south Bruce will find its way thither, and the value of the traffic of this line will be enhanced accordingly.

WINGHAM, ten miles south-west of Wroxeter, is a young but growing village, which will contribute considerable business to the Railway, as offering the most direct route to the best market in the Province.

There is another village on the Maitland River, four miles from Wingham, named BLUEVALE, with a population of 300, which, with its flour and saw mills and other works, will give a large amount of carrying trade to the railway.

KINCARDINE village, although distant from the present proposed terminus of this railway at Teeswater about twenty-three miles, yet it will send thither to increase the traffic resources of the line a large portion of its salt and other products. The range of country intervening which has hitherto traded largely with Kincardine in wheat and other cereals as well as wool, pork, butter, eggs, and root crops, will doubtless transfer a large portion of that trade to Teeswater. Kincardine is situated on the shores of Lake Huron, is favoured with lake shipping facilities. It has large salt works, one of which is the largest in the Dominion, and the salt produced is reported to be superior in strength and purity to any other in the country. There are quite a number of mills and workshops of divers kinds, and the place gives evidence of steady progress.

The description of the progress of the line through the county of Bruce being concluded with Kincardine, it is necessary now to follow its course from Orangeville Junction to Owen Sound through the county of Grey.

Passing from Orangeville Junction, the line skirts along the north-east corner of Amaranth township, crossing the boundary of which it enters the county of Grey, beginning with the township of Melancthon, in which there are large tracts of forest, whose timber is of great value, both east and west of Shelburne (the first station reached in this section), varied by birch, rock-elm, beech, tamarac, maple, hemlock, and some basswood. Approaching Shelburne, at a distance of  $64\frac{1}{2}$  miles from Toronto, the line strikes the gravel road known as the Toronto and Sydenham Road, and several other roads lead off at this point, to rising villages and important agricultural districts, whose trade will be drawn thither when railway communication begins.

SHELBURNE is a village, with a population of about 100. Railway prospects have brightened the hopes of the villagers and proprietors, and also wrought wonders towards shaping the future of the place. Already, the cleared farm land in the neighborhood brings \$30 per acre, which, but a short time ago, could only realize from \$16 to \$20. Bush land, which, before the railway was projected, did not average more than \$10 per acre, now brings easily \$15—a block of 900 acres of bush land having changed hands at that price, a few months ago, and the value of lands is still in the ascending scale. The trade of the village consists of a waggon and carriage factory, some blacksmiths' and carpenters' shops, and a few general stores—several new stores being in course of erection. With a view to induce settlement and increase,

ground for stores, manufactories, or dwellings are being offered at extremely moderate prices. The position of Shelburne for a railway station is an important one in relation to the trade of a wide extent of country and likely to lead to the establishment of a large grain market. A large portion of the traffic on the Toronto and Sydenham Road will be intercepted at Shelburne, and a great deal of the produce of Mulmur township, in the county of Simcoe, that was wont to be carried to stations on the Northern Railway, will be diverted from thence, and brought to this point. The northern portion of Mono township will also aid in building up a trade at Shelburne Station. The soil around Shelburne is a clay loam, and to the east and north wheat is the chief product, whilst west there is a large proportion of oats and barley. From the large quantity of timber, steam saw mills will doubtless be established, for which there is a splendid opening. A woollen mill would also find ample raw material for an extensive business, and a tannery likewise. Besides the rural districts, there are several villages within a few miles, in various directions, the outlet for whose trade will be by Shelburne and its railway station, such as Rosemont, Primrose and Horning's Mills.

ROSEMONT is twelve miles distant to the north-east of Shelburne, in the township of Mulmur, and has a splendid farming country around it. The inhabitants number 250. Besides the produce trade and general merchandise business, there are flour mills, sash and blind factories, waggon makers', blacksmiths', harness makers', chair makers', carpenters' and other establishments.

PRIMROSE is situated in the north-west corner of the township of Mono, and possesses water power from a branch of the Nottawasaga River, which rises with different branches in Mono and Mulmur. The village is distant four miles from Shelburne, and besides several minor works, has good flour and saw mills in operation.

HORNING'S MILLS has a fine situation both for its water power and the agricultural resources around. It is on the Collingwood road about seven miles north of Shelburne. Near the village is a small spring water lake surrounded by woodlands—out of which flows a fine trout stream affording excellent fishing sport, and at a short distance joins another stream which unitedly flow into the Nottawasaga; with the combination of wood, lake and stream, the village has quite a pleasant position. The population is 150. The bush land is chiefly filled with hardwood, although there is a small proportion of other timber. The saw mills are two in number, and there are also two flour mills and a woollen factory. The indispensable waggon makers' and blacksmiths' shops are also here. There is ample water power for a number of mills or works to be added to those already in operation, seeing that for the distance of half a mile on the course of the stream there is opportunity



for forming a water privilege almost every twenty rods. The land around here and for several miles stretching north is as rich and fertile as any in Canada. The soil is a rich sandy loam with streaks of clay, and is well cultivated. Wheat and barley are largely produced, and the wheat, in quality, is on the average as good as any that is sent to Toronto. Peas, potatoes and oats are also excellent. The trade in produce and timber from this important section of country will swell up to considerable dimensions the traffic of the railway from Shelburne Station, and aid materially in giving it the importance already indicated.

DUNDALK is the next station on the railway, which from Shelburne to here passes through a densely wooded country that it will open up, and by the development of its timber resources create a large carrying trade, as the timber is good, and chiefly hardwood. The village is situated about twelve miles north of Shelburne, and ten miles south of Flesherton, and from its position must command considerable business. Since it became known that the road would be projected from Orangeville to Owen Sound, a steam saw mill with several other buildings have been erected, and altogether, the place affords a good opening for mechanics and other business men.

A short distance from Dundalk, the railway enters the township of Proton. A large proportion of the land in this township—as well as in Melancthon—belongs to the Government, and is still undisposed of, and, it is understood, is open for sale at moderate prices to actual settlers. The land here is generally well timbered. The line crosses the northern corner of the township, and has a station located between eight and nine miles from Dundalk.

PROTON STATION is close to the boundary line between Proton and Artemesia townships. Besides the trade of Proton, the railway will, at this station, command considerable traffic from portions both of Osprey and Artemesia. One of the small streams which form the south branch of the Saugeen, rises in this township, near the village of Cedarville, where there is a flour and saw mill. The traffic from this station, will rise with the development of the country to a considerable amount.

The course of the railway is next through the valuable township of Artemesia, and near the middle of which is the Flesherton and Priceville Station. This designation is given because it is designed to serve as a station to the two villages bearing those names, which are over four miles apart, and although the station is not equi-distant from each, it is placed as near as engineering arrangements would possibly admit of.

FLESHERTON is favourably situated for a progressive village. The Toronto and Sydenham, or Owen Sound gravel road strikes through the village, whilst the stage road to Durham branches off here, and

these direct connections with a large section of country cannot fail to raise Flesherton to a position of importance in relation to trade when the railway is completed. The landscape around the village has characteristics of beauty. The land is rolling—the uplands covered for the most part with wood, and the foliage of the trees in the background harmonize with the well tilled fields on the slopes and in the hollows, whilst the winding course of a branch of the Beaver River gives variety and imparts life to the scene. This, which is the main branch of the Beaver, rises in a small lake, covering about 75 acres, two miles southwest of the village, and in its course is enlarged by various small streams—pursuing its way through strath, and wood, and glen—finding its outlet at the lovely little village of Thornbury, on the Georgian Bay. Flesherton is a comparatively new village, having only been started about twelve years, and is named after one of the leading business men and earliest settlers, the present member for East Grey in the Dominion House of Commons. It is rising rapidly, and has a population over 300. By the railway, it is  $86\frac{1}{2}$  miles from Toronto,  $34\frac{1}{2}$  from Owen Sound, and by the gravel road, over 13 miles from Durham; but the railway station from Durham is only 12 miles. There is a large saw mill, with water power from the Beaver, and also a flour mill and carding mill. Another flour mill is in operation on the Beaver,  $1\frac{1}{2}$  miles from the village, and about two miles down the river there is a fall of forty feet. The course of this river for some miles gives scope for many water privileges, and doubtless more mills will soon be erected in and around the place. There is here also a tannery, and near the station an ashery, besides several waggon and carriage makers', carpenters', cooperage, and other establishments. The stores are prosperous, and their business of considerable amount. There is considerable hardwood scattered over the surrounding district, and also over the township generally. The pine grows to some extent, and for export there is a large quantity of elm and birch. The timber is plentiful along the water-courses, and on the low lands good cedar and tamarac abound. The value of the railway to the village and district is manifest from the fact that village property has recently advanced from 20 to 40 per cent., and good, cleared farm land will now bring \$35 to \$40 per acre. Over the district there is a good average loam soil, although some small sections partake of gravel, and the crops are generally a fair average in wheat, barley, oats, peas, and root products. The railway at the station, by way of Flesherton, will command two-thirds of the traffic of Artemesia township, including the village of Eugenia Falls, about one-half or more of Osprey, and the south-east portion of Euphrasia. A rapidly prosperous career is thus evidently in store for Flesherton village.

PRICEVILLE is west of Flesherton about four miles, not far from the boundary of the township of Glenelg, also in the county of Grey and

ten miles from Durham. It has also a population about equal to that of Flesherton. Much of what has been here described of the country around Flesherton applies to Priceville, a large portion of the land contiguous to Priceville is very superior in quality, and highly cultivated. A branch of the Saugeen River runs near the village, and the Durham road crosses the stream at this point. There is excellent water power for the saw mills and the flour mills that are here erected, and the rising prosperity of the village may soon lead to greater utilization of the water power and the establishment of more mills or factories. Besides the mills there is a brickyard and several tradesmen's establishments of divers kinds, which with the stores give evidence of a thriving condition. Priceville will benefit largely by the railway connection, for besides a portion of the trade of Artemesia, the greater part of Glenelg township will send its produce here with a view to purchase, or railway shipment, and a portion of Bentinck produce will also find its way thither for the Toronto Markets.

DURHAM, by way of Priceville, will be only about 98 miles from Toronto, and this is by far the shortest route which this town can command for reaching the leading markets of Ontario. Whatever arrangements may be entered into by the people of Durham for railway travel, the Toronto, Grey and Bruce line will drain the bulk of the trade of the surrounding townships in cattle, timber and grain.

EUGENIA, or, as it is more commonly called, Eugenia Falls, is one of the most romantic villages in Upper Canada. It is five miles north of Flesherton, and was originally a Government town plot, 800 acres in extent. It was first surveyed during the Crimean war. A village was cleared and the projected streets named after "Alma," "Balaklava," "Raglan," "Codrington," &c. In 1858 two brothers named Purdy commenced the clearing of the place near the Falls,—a saw mill was erected in 1859, and a flour mill in 1865. There is now another saw mill added, and a woollen factory. The water privileges here are unusually good, and will, doubtless, attract capitalists. The scenery is very grand in the neighborhood, and the place is consequently of great interest to tourists. The town plot is a mile and a quarter in length by one mile in breadth. A branch of the Beaver rising in Osprey courses through the village in rapid stream and pours over a precipice, giving a fall of 70 feet perpendicular. Around the village there are dense woods, and in the background there are heights covered with trees from the bottom to the summit. Beginning at the Falls a long, deep, wild glen stretches away from the village in the direction of Ephrasia, down which the stream rushes in a course of rapids till in the distance of a mile from the village it reaches a depth of fall of over 350 feet. The glen is narrow, and its lofty sides, from the rugged channel to their greatest altitude, are lined with tree, and shrub, and brushwood; and

the wooded heights stretch straight onwards for some distance, then broaden out and bend to the right ranging onwards as far as the eye can reach—the whole scene being one of singular grandeur and romantic beauty, reminding one forcibly of the rocky and wooded dells that constitute to such a large extent the romantic scenery of Scotland. This lovely spot hitherto has been little known, but with railway travel through the district it will soon be brought into fame, as it well merits the attention of all lovers of the beautiful.

The abundance of water power on this branch of the Beaver has been referred to, and it may further be remarked that the stream is steady and durable throughout the year and is almost entirely free from freshets. Along the banks of the river there is good building limestone. The timber ranges around are extensive and exceedingly valuable, there being here superior black cherry, butternut, elm and rock elm, birch, basswood, maple, spruce, hemlock, and some pine.

With the resources of all these important villages and places of interest brought to bear on railway traffic and travel, the Flesherton and Priceville Station will become a busy place, and will materially affect the Company's statements of passenger and freight traffic.

MARKDALE is the next station on the line, which runs right along the south end of the village. The distance from Toronto is 92½ miles. The village is known better in the county of Grey by its former name of Cornibus, it being now designated Markdale in honour of its founder. It is favourably situated for commanding a large country trade, being near the corner of the four townships of Artemesia, Glenelg, Euphrasia and Holland. It has made a progress gratifying and encouraging to its early settlers, and with special rapidity since the projection of the railway. The population numbers 250, and the prospect of it becoming an important centre for the buying and selling of produce, and the export of timber, will ere long add largely to the number of inhabitants. A tributary of the Rocky Saugeen flows along the outskirts of the village a few paces from the railway line, on the margin of which a woollen mill is in course of erection, and on the same stream about a mile distant a saw mill is in operation, and also a flour mill. Another saw mill with steam power has been erected in the village, and there are privileges on the water course yet to be taken advantage of for the establishment of several new mills and factories. An excellent opening here exists for a tannery, a foundry, a cooperage, chiefly for making butter tubs, which are largely in demand, and the timber is plentiful for their manufacture. There are good clay fields for the establishment of a brick yard, and there is scope for additional tradesmen, such as tailors, carpenters, &c. There are several waggon makers already here, but a proficient carriage maker could establish a profitable business. Sundry other smaller places are doing a thriving business in their

various branches of trade. The railway, as in other places, has here enhanced the value of property and land. In the village building lots have nearly doubled in value, and the farming land around has increased in price from one-fourth to one-third, according to position. Good cleared land, according to distance from railway station, ranges from \$18 to \$30 per acre, and bush land from \$12 to \$15. The farms vary from 50 to 200 acres, but the majority range from 100 to 200 acres. The land, especially back a few miles to the north and north-west, is most excellent soil, Euphrasia township being exceedingly fertile, and its timber valuable. Besides good grain, there is a large quantity of fine butter produced, and also good wool, the cattle and sheep raising being extensive. One merchant in Markdale bought last season 30,000 lbs. of choice butter, and 5,000 lbs. of wool, the produce of the district, and others bought in varying quantities. This cattle raising, dairy and sheep farming, may have more prominence and large increase as the railway gives proper outlet for the trade arising therefrom, and provides ready access to the best market. Besides, the country is well watered with good springs, and favourable for development in this direction. There is some splendid timber spread over the contiguous township, available for various purposes. For cordwood supply there is an abundance of the best quality. An old settler here could undertake on his own account, with railway facilities, to lay down 5,000 cords yearly of good dry wood, and maintain the supply for several years. The timber is varied with elm, beech, maple, birch, basswood, hemlock, some pine, some good oak, spruce, tamarac and superior cedar. According to the calculations of the best informed parties in the district, Markdale Station traffic will embrace the produce and mercantile trade of one fourth of Artemesia, about one half of Euphrasia, a part of Glenelg, and a large portion of Holland. Markdale is destined for rapid progress, and the railway *via* Markdale for an extensive and profitable carrying trade.

Coursing through the woodlands that lie between the uplands that stretch away from Markdale to the north-west, the railway, at a distance of five miles, reaches its next station,

**BERKLEY**, adjoining which there is a small village of that name in Holland township. The population is about 150. There are several large wood ranges leading back from the village on the south-west and north, and not far distant are two saw mills. Like the majority of the villages connected with the railway stations through Grey, it is on the Toronto and Owen Sound road.

From this point on to Chatsworth the railway runs through a fine timber country, in which, besides a considerable amount of varied hardwood, there is a large quantity of pine. Five miles from Chatsworth there is a station projected to suit, as conveniently as the route

would admit of, the traffic of the village of Williamsford, situated between two and three miles west of the station on the Guelph and Owen Sound road.

WILLIAMSFORD has its boundaries partly in the townships of Holland and Sullivan, and numbers its inhabitants by 170. A branch of the Saugeen River rises near the north-east border of Holland, crosses the township in a westerly direction, and flows through Sullivan by the village of Williamsford. On this stream around the place there is ample water power for quite a number of mills. Already there are two saw mills, a flour mill and woollen factory. There is also a shingle mill, an agricultural implement establishment, and several minor workshops. Besides the village trade a portion of that of Sullivan and Holland will form the traffic of Williamsford Station. Around the village and towards the station there is an abundance of timber.

CHATSWORTH is the last village of any consequence on the route to Owen Sound. On both sides of the line, for some distance from Chatsworth, there is a considerable extent of forest, whose resources supply the saw mill that is erected on a branch of the Sydenham River that runs near the village. By the railway course Chatsworth is 109 miles from Toronto and 12 miles from Owen Sound. There are about 450 inhabitants in Chatsworth, and its position for gathering a large railway traffic is most favourable, as the two leading gravel roads in the county intersect here, and there is a monthly Cattle Fair that is fast rising in importance. The works of the village embrace, besides the saw mill, an iron foundry, a flour mill, a waggon and agricultural implement establishment, a cooperage, several blacksmiths', saddlers' and harness makers', and various tradesmen's shops; the general store business is also well represented. Chatsworth, being partly in each of the townships of Holland and Sullivan, will draw traffic from both, but chiefly from Sullivan, where there are excellent farms, not only for cereals, but for the raising of cattle. The south end of Sydenham township will also add to the railway traffic from Chatsworth, which will consist of grain, dairy produce, cattle and timber.

Passing Chatsworth, the course of the railway to Owen Sound is through the township of Sydenham, and the only station intervening is at ROCKFORD, five miles from the former place. Here there is an hotel, the "Rockford Castle," a superior establishment, externally and otherwise. There is a considerable rural population in the surrounding district, and the railway will speedily create a large traffic from this point.

OWEN SOUND is the terminus of this railway in the county of Grey, and leaving Toronto out of view, is the most important place along the whole line, whether for population, present trade, or future prospects.

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It is pleasantly situated on the southern shore of the Georgian Bay, being built on a small plain, surrounded on three sides with wood-crowned heights ranging in elevation from fifty to one hundred and fifty feet. The Sydenham River, rising in a small lake in the township of Holland, winds its course from the high lands around a lovely spot known by the name of Inglis' Falls, down through a picturesque valley to the plain on which the town is built, pursues its way past the dwellings and mills clustered here and there on its banks, and pours its waters into the Sound that opens northwards on the Bay. The Sound forms the best natural harbour on Lake Huron. It is twelve miles long from the town to its mouth, where it has about five miles width, and throughout its entire length it is completely sheltered on both sides. It has good anchorage ground and considerable depth of water, so that vessels of any capacity on the lakes can sail up to near the mouth of the Sydenham with perfect safety. With the width at its opening, vessels tempest tossed by the storms that often prevail on the Georgian Bay can without difficulty or danger run in here and find a secure haven. With these superior advantages combined, Owen Sound should, and, with the enterprise that will spring up with direct railway connection with the Capital City of Ontario, yet will command an extensive shipping trade. It will draw to it also the largest portion of the commerce of Lake Superior, and will become the leading channel for the exports and imports to and from Manitoba and the North-West Territories; as well as for the ores from the rich mining lands, now being extensively opened up on the waters of the northern lakes. Thus a considerable amount of through traffic will be secured for the railway. Already a large number of vessels are engaged in the grain and lumber trade. A considerable quantity of lumber is imported from Spanish River, Parry Sound, Algoma Mills and other places. The grain business is extensive. There are five grain warehouses with elevators to each, representing a capacity for storing 250,000 bushels. This trade must largely extend, for there is a wide range of country north-east and west of the town admirably adapted and always improving for grain production, whilst the farm lands in its vicinity are eminently fertile. Besides grain there is a large quantity of live stock raised in the surrounding districts, and there are considerable exports from here of horses, sheep, hogs and cattle. The Company are providing at this place grain elevators of the most approved style capable of holding 250,000 bushels. They are also making extensive preparations to accommodate the vast lumber and timber trade of the shores of the Georgian Bay, and the rafting capacities of their harbour will doubtless render it one of the busiest places in the Province for this trade in a few years. The town plot of Owen Sound was surveyed and mapped out in 1842, and about sixteen years ago had reached the popu-

lation and importance warranting its incorporation as a town. In common with the county of Grey it has rapidly increased in population during the last decade; it now numbers about 3,900, and has attained the position of being the largest town in the northern parts of the Province. There are a number of mills of diverse kinds in and around the town, with ample scope through water power and other facilities for the establishment, of a great many more. At one point on the river there are three establishments adjoining each other driven by water power, a flour mill with three run of stones, a woollen mill, and a cabinet factory, doing a large business and supplying furniture over a wide section of country. In the immediate neighbourhood of these is a large foundry for the manufacture of mill machinery of all kinds, turbine water wheels, &c., in connection with which there is a sash and door factory. In another part of the town there is another large foundry of a similar character. There are several other iron foundries, some of whom manufacture agricultural implements and engines. Various other public works may be enumerated, such as a large steam saw mill, attached to which is a lath and shingle mill, four carriage and waggon builders' establishments, three tanneries, another sash and door factory, two breweries, two brickyards, a large number of blacksmiths' shops, a sewing machine factory in course of beginning operations, a marble cutting establishment, several lime-kilns, for supply of which there is abundance of stone in the district. There is a considerable export of lime northwards from Owen Sound. The lime-stone is of two kinds, white and blue, and much of it is well adapted for building purposes. About a mile from town there is another saw mill on the Potawatomie River, and between two and three miles up the Sydenham River there is a flour mill and a woollen mill doing a good trade in Canadian tweeds and other woollen cloths. These are at Inglis' Falls, where there is a splendid water power with a perpendicular fall of forty feet. From this point down to Owen Sound the Sydenham has a gradual fall of two hundred and eighty feet, giving facilities for the easy formation of water privileges for a number of mills and other public works. Owen Sound being the county town of Grey, has in consequence a Court House, Gaol and Registry Office substantially built of stone. It is also supplied with a commodious Town Hall, a tasteful brick structure. The leading hotels are capacious buildings, built of brick, and many of the stores are of a similar character and carry on an extensive business. There are Bank Agencies of the Merchants' and Molson's Banks, and three Weekly Newspapers, the "Advertiser," the "Times," and the "Comet." There is ample school accommodation, and one fact in connection with this may be worthy of note,—that there are more children of school age in Owen Sound in proportion to population than in any other town in Ontario. Thus Owen Sound stands unrivalled on the

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shores of the great Northern Lakes for advantageous commercial position, and will compete successfully with all other places on these Northern shores as a great commercial emporium, draw thitherward ships that will yet be richly freighted with the varied mineral resources of the great mining regions around Lake Superior, command a large share of the lumber trade of the North, and of the extensive through traffic that will be developed as the tide of emigration rolls on, and the Red River Territory and the fertile valley of the Saskatchewan become thickly peopled with industrious settlers.

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### CONCLUSION.

In the foregoing pages, there has been presented a brief account of the progress of this railway enterprise, and an unvarnished description of the numerous villages and towns to be benefited thereby; with a consideration also of the wealth of the varied natural resources of the lands along which the iron bands of this line are stretched. It has been seen that this undertaking will communicate manifold blessings to the communities located along the vast extent of country traversed; developing manufactures, stimulating agricultural enterprise, whereby there will be a higher cultivation, increased production, and marshes converted into arable land; affording accessibility to markets, and by so doing enlarging the profits of the tillers of the soil, and leading to an immense increase in stock raising and wool growing; and aiding powerfully in building up the commercial importance, not only of the Queen City of the West, but also of many thriving towns and villages. It has also been seen in these topographical sketches, that the extent, variety, and value of the timber and cleared lands; the abundance of water power in the multitude of streams and rivers, the host of mill privileges, the great opportunities for grain and lumber trading, the facilities and outlets for commercial enterprise, the diversity of public works, the openings for the various mechanical and manufacturing industries, and the healthy spirit of progress now pervading all sections of the country under review, afford inducements for settlement to the skilled mechanic, to those seeking desirable farm homesteads, to the farm servant, to lumbermen, and workmen of divers kinds, and in an especial manner to the capitalist and manufacturer; and, doubtless, as the railway intercourse diffuses throughout the Dominion the information here sought to be conveyed, there will gradually result therefrom a large influx of population to the districts described, and a more extensive investment of capital in lands and timber, and in the various branches of industry—such as will bring round an era of more rapid prosperity than has even yet been manifest in those splendid

counties which are now to realize in a direct form the benefits of railway communication. In this connection, it may further be observed that the Government have yet, in various parts of the county of Grey, extensive tracts of land, which can be obtained on favourable terms; and now that there are railway facilities in existence, the inducements are great for intending settlers to arrange for the possession of those lands.

The prospective traffic of this railway may, to some extent, be judged from the extent of territory and amount of population that will be tributary to it. The distance from Toronto to Owen Sound is 121 miles, and the breadth of country that will contribute to the railway traffic may be safely averaged at ten to fifteen miles on each side of the track; and in the same proportion may be added the 71 miles from Orangeville to Teeswater. The proportion of population also that will contribute to the traffic of the line, may fairly be estimated at 200,000, which will be ever increasing.

In relation to the profits accruing to the Company from the work they have undertaken, it was the original design to secure a supporting railway business from the local traffic; and that this mere support of the line will not only speedily be accomplished, but a handsome annual surplus realized, must be abundantly evident from the nature of the line, and business resources of the country. But a lucrative through traffic with the regions around and beyond the great Northern Lakes will, ere long, be created—Owen Sound being the most magnificent natural harbour on the Georgian Bay, and being now brought into direct railway communication with the capital city of the Province, her trade will ever gather and increase—adding immensely to the business operations of the Company, and enhancing the value of their shares by the natural result of an accumulative traffic.

This railway is a great national work, and its influence will be felt on the country's progress. Forests prepared for the ploughshare, extended settlement, multitudes of new homes, villages rising into towns, and towns passing beyond the mere embryo of cities, increased manufactures, enlargement of trade and commerce, with all their attendant blessings—such will be the grand results, in a national sense, of this and kindred enterprises, and their realization, in a special sense, will yet rejoice the hearts of the promoters of the Toronto, Grey and Bruce Railway Company.

N. B.—Since the above was written, tracklaying has been actively prosecuted on the section of the line from Orangeville to Owen Sound, through the county of Grey—the iron having been laid simultaneously from both the Owen Sound and Orangeville ends of the Line. The city of Toronto and the town of Owen Sound will undoubtedly be connected by rail in a month, or by Christmas, 1872.



