

TORONTO,
GREY
AND
BRUCE
RAILWAY
DIARY

TORONTO GLOBE
C. H. RIFF

TORONTO, GREY AND BRUCE RAIL- WAY.

The introduction of the narrow gauge sys-
tem into Canada, as our readers are fully
aware, has met the most persistent opposi-
tion. It is needless to recall events well
known. Step by step the difficulties in the
way have been overcome, though sometimes
at the expense of a hard contest, and the
public are now pretty well convinced of the
advantages of the narrow gauge to our local
commerce. The convincing and conclusive
argument, founded on actual experiments,
has, of necessity, hitherto been wanting, but
we are happy to say, is now in a measure
supplied. Though there has been as yet no
formal opening of the Toronto, Grey and
Bruce line, enough of the work has been
done on it within the last week to place the
success of the narrow gauge beyond all rea-
sonable doubt. The "battle of the gauge,"
as far as regards local lines, is evidently
about over, though we learn that the rival
interests intend making a desperate and no
doubt final struggle when the by-law granting
a bonus to the narrow-gauge comes before
the people of Grey.

The work between Wrentham and Balham
having reached an advanced stage of com-
pletion, it was thought well that the pro-
prietors should have an opportunity of seeing
for themselves the condition of the line, and
judging its probable capacity. Accordingly
invitations were sent to the leading share-
holders and other gentlemen interested in the
enterprise to take a run over the line on
Monday. The following gentlemen were on
the trip—others to whom invitations were
sent were prevented by previous engage-
ments from attending:—Hon. M. G. Tan-
ner, Hon. D. I. Macpherson, Hon. John
McMurrich, Mr. John Gordon, Mr. J. G.
Wier, Mr. A. E. McMaster, Ald. Dickey,
Mr. A. W. Landon, M.P.P., Mr. G. W. Yar-
ker of the Montreal Bank, Mr. H. K. Horsfield,
Ald. Barber, Mr. E. Homer Dixon, Cash.
Dirk, Mr. W. H. Jacques, Dr. Ross, Mr.
McMillan, and Mr. Yarnum, of Mount
Pellet. Mr. Brooks, editor of the Chicago
Railway Review, and others. A Grand
Trunk "special" took the party to Wrentham,
where a train of narrow-gauge, consisting of
three passenger cars and a couple of platform
cars, with the "A. E. McMaster" engine,
was awaiting them. The run up to Wrentham
being over, some half of the mile of twenty-
five miles an hour, though the grading on
this portion is perhaps heavier than it will
be on any other part of the whole line. Be-
fore reaching the train ran up as far as
the track is laid, within a mile and a half
of Balham's village. The work of ballasting
and other operations is proceeding vigorously.
Two engines and a number of trucks are kept
constantly running. The road led to the
village of Balham, and by Wednesday the
entire line will be open.

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possibly can be made relatively broader with-
out increasing the danger of their meeting.
The result of the observations and consid-
eration of the party was to arrive at view, in
the department from "City" way in their case
an extension a few days ago, that the cap-
acity of the line will be fully equal to all the
demands that can be made upon it.

On returning to Woodbridge a cold influ-
enza was taken at the Woodbridge Hotel.
The President, Mr. Gordon, caught the
chill, and Hon. John Macmillan, the vice-
chair, and the guests apprehended to such a
pathetic were duly informed. In respond-
ing to the toast of "Her Majesty's Govern-
ment for Ontario,"

Hon. M. C. Dismore expressed the regret
that he had in the narrow gauge system—a
concession which he had in every understand-
ing, but which had been foolishly accomplished by
what he regarded as the working of the line
being terminated by the failure of the re-
pairs in the Tunnel, he believed in a re-
turn and general view that the Government might
be disposed to devote a portion of it to mil-
itary enterprise of this character.

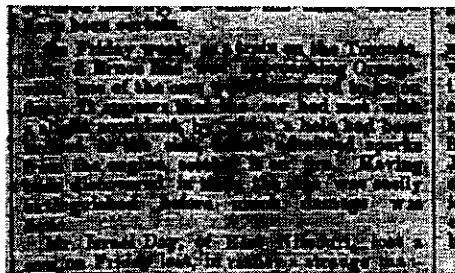
Hon. D. L. Macmillan, replying to
"The Railway," was still more emphatic in
his approval of the narrow gauge. He con-
sidered it was one of the ablest measures he pro-
posed that in the future in railway as Canada
do, designed for local traffic principally,
would be built with a broader gauge than
that of the Toronto, Grey and Bruce.

Mr. A. H. Macmillan, in his address, after
having been in sympathy with the railway
engineers of Ontario health, he had some-
times the Vice Presidency and his seat at the
conference he will not be a warm without in
the event and would do all he can, his power is
small.

The Secretary of the Chicago Railway Zi-
clopedia, that it was proposed in inter-
national railway congress at the St. Louis
France. It is a very valuable library adapt-
ed to the needs of your country.

The programme of the city about 1890
was:

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tion.

TORONTO, GREY AND BRUCE RAILWAY.

This line is now nearly completed to Arthur, a distance of 73 miles, and will be finished to Mount Forest early in December. The forward state of the works has induced the Directors to make arrangements for having a formal opening of the line, and we understand Friday, the 3rd of November, has been fixed for the celebration. Trains will be run on that day from both Toronto and Arthur to Orangeville, where a cold collation will be served by the Company to the invited guests. The people of Orangeville, as might be supposed, are determined to make the day one of rejoicing in the village, and are making great preparations to give the Directors and the large number of guests who are to accompany them, a hearty welcome. From our exchanges we notice that there is now every likelihood of the line being at once extended into Bruce. Bounties are about to be asked from all the townships interested, and already by-laws for a fair proportion of the amount wanted have been submitted by the councils of the townships of Calross, Minco, and Howick, and there seems reason to believe they will be carried.

T. A. T. FROM HALIFAX.

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M. P., while representatives of other roads—Mr. Muir, from the Great Western Railway, Mr. P. S. Stevenson, of the Grand Trunk Railway, Mr. Shelden of the Toronto & Nipissing Railway, and other leading men, including a fair representation of our "City Fathers" were also observed. There were about 400 gentlemen assembled. A detachment, headed by Mr. Isaac Carling, from the London, Huron & Bruce R'y were also present. The train consisted of eight first-class cars—some of them lent for the occasion by the Toronto and Nipissing Railway; and their comfort and neatness afforded general remark. Starting from the Union Station, the train proceeded, with occasional bounds, till it reached Weston station, where, leaving the rails of the Grand Trunk, it went on its own track. Speeding forward, the train, making splendid time, reached Woodbridge within the hour, crossing the Humber and running up a steep grade with ease. The two engines—the "Gordon" and the "Toronto"—were doing splendidly. At Mono Road there was a triumphal arch erected across the line, and a good many villagers were present on the platform. Shortly afterwards the ascension of the celebrated Caledon Mountain, and the passage round the well-known "Letter S" curve began, and excited general attention, and the outside platforms of the cars were crowded with persons anxious to see this great engineering feat. The train gradually wound its way around the hills, and it steadily gained a higher elevation, until the passengers had a fine view of the country lying at their feet. Approaching the top of the range, the engines made an extra effort, and very shortly afterwards the train drew up at the Charleston station. The heavy train ascended the steep grade of this part of the line at the speed of about twelve miles per hour. At Orangetown great preparations were made, the station being decorated with flags, arches, evergreens, &c. The destination of the Toronto party was reached about twelve o'clock.

The Arthur party after a pleasant run of 24 miles, reached Orangetown about an hour before the Toronto party. They numbered about 200, including deputations from Arthur, Harriston, Mount Forest, Wilmot and other points. The length of line traversed to-day and now open for traffic is seventy-four miles—from Arthur to Tor-

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session of the late Assembly in 1867. Every member of the Legislature might well be proud that the attempt that had been made by the energy and enterprise of the gentlemen who had undertaken the construction of narrow-gauge railways had at last been crowned with success, which the pleasant gathering of that day and the late gathering of the Toronto and Nipissing road attested. Those who recalled the efforts that were made to oppose the introduction of the narrow-gauge will remember that it was a struggle of no ordinary magnitude. What was promised them with regard to the economical construction and the durability which would be connected with these railways was, no doubt, at that moment realized. They were not to calculate the construction of a road which had found its way into the centre of that populous district in which they were assembled. Nothing had gratified him so much in the course of a long political career than to find himself within the space of three years after the inauguration of this narrow-gauge policy witnessing this grand demonstration in favour of a work of such magnitude. (Cheers.) If nothing else were his reward, as a humble member of that body, and he claimed no more honor than what was due to every member of that Legislature, then to find that they had encouraged a system of railways which had produced such a gladdening exhibition as that he now witnessed. Since the close of last session members had gone to their constituents, and he ventured to say that if there was any body present who had been returned again, and these were those who had not had the good luck to be returned, they would bear him out in saying that one of the prizes brought against them at the hustings was

which would fill the whole of our western peninsula with a network of railways. (Hear, hear.) The farmers residing near these railways knew that by means of them they could get their grain to the leading market of the country with great facility, and that through them their farms were enhanced in value. Whatever might be the difference of opinion in people's minds with regard to politics, no one could but admit that a great deal of the credit of securing these railways to the country was due to the present ministry of the Province. The Dominion Parliament would soon be building the Pacific Railway, and he hoped that the members of that Legislature would be as well received after that road was built as his friends of the Local Legislature had been that day, and whatever might be in store for them they might never be switched off. (Laughter and cheers.)

Captain MONTAGUE proposed "the Bench and the Bar" in a few words.

Mr. Justice GALT briefly responded, on behalf of the Bench.

Mr. ADAM CROOKS, Q. C., was also called upon, and after a brief reference to the presence of so many eminent legal gentlemen, made a few eloquent remarks as to the benefits which resulted to every country from improved railway communication. Places which might as well, without railways, be situated in the deserts of Africa or Arabia, were rendered capable of the greatest progress by their construction. But this material progress must also be accompanied by intellectual and moral progress. (Hear.) In Canada, he was glad to say, this material progress had been made. The bar had done its duty in this respect, and would compare favourably with that of other countries. The high character

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volunteers were to be carried to the front when their services were required against such rebels as O'Neill or Riel. (Applause.)

Lieut.-Col. J. G. CHAMBERLAIN, M. P. P., also responded for the volunteers.

The CHAIRMAN then proposed, in enlogia, the terms, the Dominion and Local Parliament.

The toast was received with enthusiasm, and Mr. Hillyard Cameron rose, and said he would make way for the Attorney-General and Mr. Blake.

Hon. J. M. MACDONALD was received with loud cheering. After acknowledging the compliment which had been paid to the Assembly in this toast, he said that the present gathering was owing, no doubt, to the legislative proceedings which marked the first session of the late Assembly in 1897. Every member of the Legislature might well be proud that the attempt that had been made by the energy and enterprise of the gentlemen who had undertaken the construction of narrow-gauge railways had at last been crowned with success, which the pleasure and gathering of that day and the late gathering of the Toronto and Nipissing road attested. Those who recollect the efforts that were made to oppose the introduction of the narrow-gauge will remember that it was a struggle of no ordinary magnitude. What was promised them with regard to the economical construction and the durability which would be connected with these railways was, no doubt, at that moment realized. They were not to calculate the construction of a road which had found its way into the centre of that populous district in which they were assembled. Nothing had gratified him so much in the course of a long political career than to find himself within the space of three years after the inauguration of this narrow gauge policy witnessing this grand demonstration in favour of a work of such magnitude. (Cheers.) If nothing else were his reward, as a humble member of that body, and he claimed no more honor than that was due to every member of that Legislature, than to find that they had encouraged a system of railways which had produced such a gladdening exhibition as that he now witnessed. Since the close of last session members had gone to their constituents, and he ventured to say that "there was any body present who had been returned again, and there were those who had not had the good luck to be returned, they would bear this out in saying that one of the crimes brought against them at the meeting was verily not that they had voted in fa-

vor which he could not understand, between the flourishing village of Oranville and the principle of confessions. But we will adjourn the discussion of this point a few days, or a few weeks; he would leave it to the Attorney-General to name the day when it should be resumed. (Loud laughter.) He was ready at the proper time, in the proper place, and under the proper circumstances, to fight the question with his friend as he had fought before, and he believed he should do so with a little better luck this time. Mr. Blake resumed his seat amid loud cheers.

Hon. J. G. CAMERON responded on behalf of the Dominion Legislature. He said they all felt that this enterprise was one which should bring men of all politics together, because it marked the beginning of an era which would fill the whole of our western peninsula with a network of railways. (Hear, hear.) The farmers residing near these railways knew that by means of them they could get their grain to the leading market of the country with great facility, and that through them their farms were enhanced in value. Whatever might be the difference of opinion in people's minds with regard to politics, no one could but admit that a great deal of the credit of securing these railways to the country was due to the present ministry of the Province. The Dominion Parliament would soon be building the Pacific Railway, and he hoped that the members of that Legislature would be as well received after that road was built as his friends of the Local Legislature had been that day, and whatever might be in store for them they might never be switched off. (Laughter and cheers.)

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lighted up, and with its gay decorations presented a pleasing aspect. Dancing commenced about ten o'clock to the music of the full band of the Queen's Own, and will probably continue until daylight. The assemblage numbers about seventy couples, including several ladies and gentlemen from Toronto and other places. Before dark all the hotel accommodation was bespoken, and it is expected that many will have to remain in the ball room until the train leaves at seven o'clock in the morning.

New York has now really two fine specimens of the French "flat" style of architecture; one is being completed by Mr. Frank Stevens, the other is on the corner of Fifteenth street and Fifth avenue, and was remodelled from the old New York Club House. The latter has seventy-four suites of apartments, for twenty-four different families, all of which are occupied, and the demand for house-room in a central location can be imagined when suites or "apartments" for families upon the fifth floor rent for twenty-one hundred dollars per annum, and on the fourth for twenty-two hundred dollars for the same period of time. The lower the floor the higher the price; a reverend editor and his wife paying two thousand dollars per year for four rooms only. The rents in these cases absorb at least half the cost of living, but then the method redness considerably the cost and trouble of the other half. The rooms connecting, there is none of the trouble of going up and down stairs; no door bells to answer, no halls to keep clean, no furnace fire to keep going; and a general restaurant and laundry at a moderate charge being connected with the establishment, no cooking or washing to be done, unless preferred. One servant is therefore sufficient for the needs of a family; while the mistress of the house is relieved of two-thirds of the burden of the care and anxieties. The high prices and limited accommodations restrict them at present to persons of liberal income, and it is rather curious to note that the majority of the first occupants of the best class of French flats are the families of distinguished editors and journalists who have lived very much abroad. When the idea, as exhibited in these structures, becomes a popular fact, it may afford the most reasonable solution of the present vexed question of housekeeping. Even now it points to a quiet revolution in many of the formalities and usages of society, and as an indication of a new social departure, is worthy of attention.

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of \$2,000,000, or one per cent. of the total value of gold during the half-year was \$78,000,000, while the increase in the working balance is only \$10,450, leaving an available balance of \$68,000,000. You will perceive, therefore, from the paragraph relating to the matter in the report, that the mode in which the American receipts have been dealt with has been most satisfactory. It is there stated that "the average rate of conversion was 114 as compared with 114 in the corresponding half of last year," and that "the average price of gold during the half-year was 115." In the same paragraph—paragraph 4—it is stated that "the amount of specie in America at the end of last July was \$348,022,41, as compared with \$322,084,69 at the commencement of the half-year." The tonnage of freight and live stock carried shows a decrease of over 200,000 tons above the corresponding half of last year. This is in fact a most remarkable result. In the half-year ending in July, 1871, the amount was \$60,377,098; in the corresponding half of 1870 it was only \$48,111 tons, showing an increase of no less than \$22,266. This seems to corroborate the statement to which I have alluded, to the effect that the amount of business which we do is pretty well measured by the power which we have to carry traffic in other words, by the extent of our rolling stock. The rates have not quite equalled those of the preceding year. The traffic which we have exchanged with the New York Central—one of our best allies—during the last half-year, is as follows:—Received from \$209,724, handed to \$273,203. So that, what we have been very large contributors to the New York Central. In the corresponding half of last year, the Michigan Central, the amount which we received was \$372,315, and the amount which we handed over to them \$189,000. So that, in accordance with the nature of things, the bulk of our forwarding from western traffic going eastward. At the last meeting I stated that we were endeavoring to make a new and more permanent arrangement with the Michigan Central. We had an arrangement with them for two years on a joint-hire system; that would have ended at the close of the present year; feeling that the arrangement which existed was one which worked well for us as well for them, we were desirous to enter into a fresh agreement; and I may now say that we have completed a binding arrangement to which I shall have to ask your sanction to last for ten years to come.

With regard to the working expenses, it is very gratifying to us that we have been enabled to reduce the amount. The percentage of working expenses, including renewals, for the half-year ending in July, 1871, was 88-40, against 61-68 per cent. for the corresponding half of 1870. The ordinary

Mr. McKibbin, of Quilness; **Mr. MacCannell**, of Minto; **Mr. Fisher**, of Turnberry; **Mr. McManis**, M. P., of Mono, and **Ald. Mr. McManis**, M. P., of Toronto.

Mr. DAVID THOMSON briefly proposed success to the narrow gauge roads, a toast which was received with great enthusiasm.

The CHAIRMAN responded in a few sentences. He alluded to the building of the Ontario, Grey and Bruce Railway, and in referring to the assistance that had been given to the road by the various municipalities, he promised that had been promised by the Company except that relative to time had been fulfilled. He hoped that by this time next year they would be able to celebrate in the prosperous town of Owen Sound the completion of the road to Lake Huron. (Cheers.) He would take this opportunity of stating that the whole bonded debt of this Road, on its completion from Mount Forest to Toronto, would not be over \$7,000 per mile, and he believed that the whole system to Owen Sound would be completed for a bonded debt of not over that amount. This light proposition of debt on the line would mean that they could carry freight at far cheaper rates than roads on which bonded debt was much heavier. The CHAIRMAN concluded his remarks by referring to the exertions of Mr. George Ladlow in promoting the interests of the Road, and in greeting his unavoidable absence.

The band then played "God Save the Queen," and the proceedings terminated. The patriotic party returned to the station, and accompanied by many Orangeville and Mount Arthur people who were offered the ride and return passes, started for this city on the 2:30 train at half-past five. Good time was made to the Weston Grand Trunk Junction, but from that point to the city, there were the usual veritable delays. The Union Station was made at nine o'clock, a run of three-and-a-half hours from Orangeville.

THE BALL

(My Telegrams from our Reporter.)

Additional cars is being given to the opening of the railway by a ball which the citizens of Orangeville are giving to-night in honour of their visitors. The affair is taking place in the hall and which is brilliantly lighted up, and with the gasolene lamps recently presented. Dancing commenced about ten o'clock to the music of the fall band of the Queen's Own, and will probably continue until daylight. The assemblage numbers about seventy couples, including several ladies and gentlemen from Toronto and other places. Before dark all the hotel accommodations were booked, and it is expected that many will have to remain in the ball room until the train leaves at seven o'clock in the morning.

New York has now really two line spots.

population sought by the promoters of this enterprise, being guided by what he considered to be the best interests of the community at large. When, however, during the long course of legislation he had supported the scheme, it had not only received his vote, but his hearty support, and he thought that the Legislature had a right to be proud of what it had done in this respect. In attempting, as the promoters of this enterprise had attempted to construct a railway by going directly to the public, the parties interested, and informing them that they themselves undertook for large sums in order to secure the construction, these gentlemen gave a very difficult task to undertake—different because the public of this country had not yet forgotten the unfortunate circumstances formerly attending railway enterprises which had been aided by the Government of the country. They had not yet forgotten this municipalities had incurred liabilities by issuing bonds for which they had received no value whatever. This imposed great difficulty upon those who undertook the construction of this narrow gauge road and he was surprised, looking back in the state of things three years ago, that we should have found

amount handed over by the local municipality towards the construction of this work. His friend, the Attorney-General, had said that his tongue was not very readily tuned to the language of praise, but he could not refrain from saying that the promoters of this enterprise were deserving of the warmest thanks of the entire Province. They could justly congratulate them to-day on the triumphant results of their unwearied exertions. He hoped they would find the same spirit of enterprise accompanied with caution and foresight—architects throughout the whole of this wide Dominion. He trusted that future undertakings would be conducted with equally careful and vigilant inspection, in attempt at speculation, at dishonesty or imprudence of conduct on the part of those who held the purse strings, having ever been charged against them. (Cheers.) They were now realizing what might be done by the application of cash towards the construction of public works—your debtors' notes are equivalent to cash. The Attorney-General had touched slightly upon the subjects to which he (Mr. Blake) had not intended to refer. He drew a parallel which he could not understand, between the flourishing village of Orangeville and the province's necessities. Just as we will adjourn the discussion of this point a few days, or a few weeks, he would leave it to the Attorney-General to nurse the day when it should be resumed. (Loud laughter.) His place was ready at the proper time, in the proper place, and under the proper circumstances, so that the question with his friend as he had sought before, and he believed he should do so with a little better luck this time.

Mr. Blake resumed his seat and looked

МОН. Т. О. ОМОНОВ таърифдорона баъзе

J. DAVENY, Denton, La. Col., Lieutenant, 7
J. ELLIOT, Alfred Rivers, F. Rowe, Capt. Wallace
James Thompson, Woodbridge, W. B. Lee,
Thos. Miller, Dr. Thibault, F. S. Stevens,
Geo. H. R. D. Rand, C. G. Roberts,
A. Boultbee, Newmarket, O. H. Greene,
James Graham, T. and N. Ely, John Taylor,
E. Jeffrey, James Young, J. G. Wort, D.
S. Keith, H. J. Boulton, J. Vickers, John
Key, Charles Lindsey, J. A. Donaldson,
Wm. Jacques, A. M. Smith, Thomas Par-
ker, M.P.; George Perry, M.P.; Nath-
aniel J. Casselle, Lorette, W. Smith,
John Blake, ———— Hamden, Jas. Brown,
John Davis, D. Spry, Rev. Horatio Cook,
England; Samuel Sprent, W. T. Mason, A.
T. Nelson, J. C. Ethel, W. H. Beatty, soli-
citor to C. G. and B. H. G. P. Frankland,
Beth Wilson, Macksville, John Shields, I.
K. Bellamy, J. F. Wardner, ———— Wyeth,
———, Jeffery, John Goodhouse, J. N. Bolton,
David Stoddard, Bolton, Dr. Twitler, Wm.
Tadlow, Edgar J. Jarvis, W. Barber, George
Town, Joseph Draper, Alastair Morrison,
C. O. Grosvenor, E. J. O'Callaghan, George
Church, W. White, George Moore,
Arthur, II. Craig, Fernu News Record,
Anthony Ryan, Deputy Mayor of
Arthur, Quebec, Saunders, ————
Father, Peter Hansen, Arthur; Hugh
McConnell, Father; Leas Maria, Keave-
re Children; Geo. McManis, M.P.; Chas.
Clark, Milford, H. Hunter, Heirs of
Beat Garabaza, Jas. Jala, Arthur; Alex.
Hambrook, Fergus; ———— Dawson, Luther;
John Anderson, Arthur; Dr. Armstrong,
Jas. Mac, Four Rivers, H. H. MacIntyre,
J. M. Barker, Benjamin Kemball, John Cor-
bett, Joseph Wetulo, F. Munroe, Advertiser,
Granville, William Church, Unsettled;
G. Gillespie, W. Lamb, Quapp Mariner, &c.

The loyal hosts having been duly hon-
oured,

Mrs. first vice-Chairman, Hon. John Mor-
rison, proposed the Army and Navy of
Great Britain and our loyal Canadian Yel-

† Captain W. F. McLaughlin responded on behalf of the navy in brief and appropriate terms.

† Lieut. Col. Gurnea, of the Queen's Own, responded on behalf of the volunteers. He said that volunteers would always take an interest in such enterprises as this one they had met to celebrate the opening of the day, for it was a memorial of railways running across the land in all directions that the brave inland volunteers were to be married to the front when their services were required: agalons such as O'Fallon (or Rio) (Apollon).

† Lieut. Col. J. G. Gurnea, M. P., also

The Chairman then proposed, in allusion to the fact that the Dominion and Local Traffic would make way for the Attorney-General and Mr. Blake, that the toast was received with enthusiasm, and Mr. Hilliard Cameron rose, and said he would make way for the Attorney-General and Mr. Blake.

THE BANQUET.

On the arrival of the Toronto train, the whole party adjourned to the drill-shed, where the dinner was to take place. The town of Orangeville did itself justice, triumphal arches, &c., being very numerous. One of them bore the appropriate and quaint motto:—"Good-bye, stage-coach, good-bye!" The hall was very prettily decorated with evergreens, banners, &c., the names of the chief promoters of the road being on the wall. The Queen's Own band, which came up from Toronto on the special, played several times during the dinner.

The chair was occupied by Mr. John Gordon, President of the Road, and the several vice chairs by the Hon. John McMur- rick, Vice-President; Captain W. F. Mc- Master, Mr. Wm. Ramsey, Mr. John Mc- rison, Ald. Dick and Ald. Medcalf, Direc- tors. On the right of the chairman were the Hon. J. S. McDonald, the Hon. Judge Galt and Judge Duggan; and on the left, Mr. E. Blake, M.P., Hon. John Carling, Hon. J. H. Cameron and Mr. M. McCarty, Mayor of Orangeville. Among the names of guests present we also noticed the following gentlemen:—

A. B. McMaster, J. B. Smith, James Mil- che, Ald. Drakey, Ald. Howson, Ald. A. A. Riddell, Ald. F. Riddell, Lieut.-Col. R. L. Denison, John McNab, P. D. Conger, Major Arthur, N. G. Bigelow, John Snodden, E. C. Caspell, T. D. Harris, Ald. Medcalf, Ed- mund Wragge, Chief Engineer T. G. & B. R.; C. Moberly, Northern Railway; Adam Crooks, M.P.P.; J. Carling, London; W. Elliot, W. H. Howland; W. Sutherland Tay- ler, Secretary T. G. & B. R.; Ald. Turner, Ald. Moffatt, Ald. Hynes, Capt. G. H. Wy- att, Ald. Dick; A. W. Lander, M.P.P.; Major Futrova, Deputy Minister of Militia; J. Rankin, Montreal; Thos. Hamilton, N.R.; J. D'Arcy Boulton, Lt.-Col. Gillmor, Henry Abell, Alfred Rowe, F. Rowe, Capt. Wallace James Thompson, Woodbridge; W. S. Lee, Hugh Miller, Dr. Thorburn, P. S. Steven- son, G. T. B.; D. B. Read, Q. C., Toronto; A. Bonklee, Newmarket; C. H. Greene, James Graham, T. and N. R.; John Taylor, E. Jeffray, James Young, J. G. Wertz, D. S. Keith, H. J. Boulton, J. J. Vickers, John Kay, Charles Lindsay, J. A. Donaldson, Wm. Jacques, A. M. Smith, Thomas Pax- ton, M.P.P.; George Parry, M.P.P.; Noah Piper, C. J. Cassels, Larratt W. Smith, John Flakes, Henderson, Jas. Brown, John Davies, D. Spry, Rev. Horrocks Cocks, England; Samuel Spruell, W. T. Mason, A. T. Patton, J. C. Fife, W. H. Beatty, sol- icitor to T. G. and B. R.; G. F. Frankland, Seth Wilson, Mackville; John Shields, L. E. Bolton, J. F. Warbrick, Wroth, Jeffray, John Goodhouse, J. N. Bolton, William Stoddard, Bolton; Dr. Trotter, Wm. Laidlaw, Edgar J. Jarvis, W. Barber, George- town; Joseph Draper, Malcolm Morrison, C. C. Greene, E. J. O'Callaghan, George Church, W. W. White, George Moore, Arthur, E. Craig, Fergus News Record; Anthony Buttle, Reeve of

large portion of it was wrong, were, as I hardly say, anxious that they should have time for repentance. (Laughter.) He had a peculiar interest in replying to this toast, as a member of the Local Legislature, because he was the representative of a county towards which this gateway was stretching out its arms. His county was indeed being wooed by more than one suitor but had not yet been favoured by the engagement of any. He was of course anxious—he thought as anxious as any member of the Legislature could be—to see railway enterprise prospering throughout the land. He remembered very well the difficulties in the Legislature which this enterprise had encountered. In the first Legislature they were told that this narrow gauge principle was a delusion; they were taught, or attempted to be taught, the lesson that the great interests of the country would suffer most seriously if a charter were granted allowing the municipalities, capitalists or companies, to build a road with a gauge of only 3 ft. 6 in. Personally he had no faith in that Company, and whatever little faith he might have had in it was greatly diminished by the fact which he soon observed, namely, that the loudest objectors were those who were in- terested in rival enterprises. (Hear, hear.) They had, he remembered, a very close division upon the vital question of gauge, and that many who had cried out in favour of the narrow gauge were found voting against it! He rejoiced that the promoters of the scheme had been enabled to carry it through, and had obtained the privi- lege of constructing their road upon the narrow gauge. He rejoiced that that which was then problematical—for though the sys- tem had been adopted in other countries it was entirely new in this—had been proved by the success which had attended the con- struction of the road whose formal opening they had now met to celebrate. (Cheers.) He had sometimes felt it to be his duty to fight against legislation sought by the promoters of this enterprise, being guided by what he consid- ered to be the best interests of the commu- nity at large. When, however, during its long course of legislation he had supported the scheme, it had not only received his vote, but his hearty support, and he thought that the Legislature had a right to be proud of what it had done in this respect. In at- tempting, as the promoters of this enterprise did attempt to construct a railway by going boldly to the public, the parties interested, and informing them that they must them- selves subscribe for large sums in order to secure its construction, these gentlemen had a very difficult task to undertake— difficult because the public of this country had not yet forgotten the un- fortunate circumstances formerly attending railway enterprises which had been aided by other sections of the country. They had not yet forgotten that municipalities had in- curred liabilities by issuing bonds for which they had received so value whatever. This imposed great difficulty upon those who under- took the construction of this narrow gauge road and he was surprised, looking back to the state of things three years ago,

(Cheers.) They had thousands of miles of railway constructed or about to be construct- ed in the Province, and these with the great Pacific road that they thought would shortly be built, would testify to the progressive spirit of the people of Canada, and would induce others to settle in this country, coming even from the States, when we showed that we were possessed of equal energies, and offered such fields for labour. If they wanted railways the mun- icipalities interested should come forward, and the Legislature had resolved that they should be assisted. He thought that in five or six years every county in the Province would have its railway. The name of the Great Western Railroad had been referred to, and he regretted that the very excellent Superintendent of the road, Mr. Muir, was not present to respond. That Company had the interests of the country at heart, and its road would compare favourably with any of its American connections. (Cheers.)

Mr. C. W. Mossart responded on behalf of the Northern Railway, congratulating the Directors of the Toronto, Grey and Bruce Railway on the success that had attended their enterprise.

Ald. Drakey proposed the next toast, in doing which he said that without the aid of the municipalities through which the Nar- row Gauge Railway passed, the citizens of Toronto would have had great difficulty in constructing them. He proposed prosperity to the municipalities through which the Toronto, Grey and Bruce Railway passed and to their representatives. (Ap- plause.) Mr. Drakey made a lengthy refer- ence to the Railway Aid Fund, and spoke of the assistance it was likely to be to railway enterprises.

The following Reeves who were present made short speeches in response to the toast. —Mr. Chisholm, of Owen Sound; Mr. Mc- Carthy, of Orangeville; Mr. Gibson, of Haw- sask; Mr. McKibben, of Chulross; Mr. Mc- Connell, of Minto; Mr. Fisher, of Turnberry; Mr. McManus, M. P. E., of Mono, and Ald. Medcalf, for the city of Toronto.

Mr. DAVID THOMSON briefly proposed success to the narrow gauge roads, a toast which was received with great enthusiasm.

The CHAIRMAN responded in a few effec- tive remarks tracing the building of the Toronto, Grey and Bruce Railway, and referring to the assistance that had been given to the road by the various munici- palities. Every promise that had been made by the Company except that relative to time had been fulfilled. He hoped that by this time next year they would be able to celebrate in the prosperous town of Owen Sound the completion of the road to Lake Huron. (Cheers.) He would take this opportunity of stating that the whole bonded debt of this Road, on its completion from Mount Forest to Toronto, would not be over \$7,000 per mile, and he believed that the whole system to Owen Sound would be com- pleted for a bonded debt of not over that amount. This light proportion of debt on

November 4

1871

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Journal at six o'clock.

TORONTO, GREY AND BRUCE RAILWAY.

SPECIAL GENERAL MEETING.

A special general meeting of the shareholders of the Toronto, Grey and Bruce Railway, to authorize the issue of bonds of the road, was held at noon yesterday, the President, Mr. John Gordon, in the chair.

Among those present were the following gentlemen;—Messrs. W. Netherland Taylor, Secretary; W. H. Beatty, Solicitor; John McNab, J. G. Worts, Hon. John McMurich, Capt. McMaster, John Morrison, Edmund Wragge, Chief Engineer, George Hague and J. J. Vickery.

The President having stated the object of the meeting,

Mr. WORTS moved, seconded by Capt. McMaster, a resolution authorizing the issue of bonds to the amount of \$168,720, which was carried.

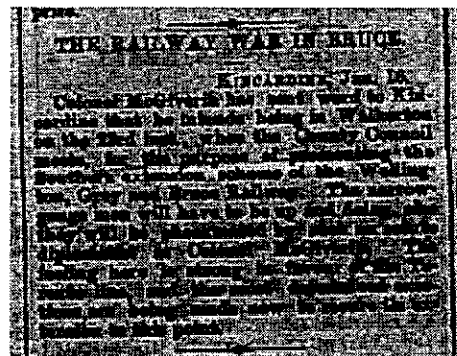
The President stated that two trains a day were now running regularly to and from Mount Forest, and although since they had commenced there had been some heavy falls of snow, they had always been on time, their progress not having been impeded in the slightest degree. (Clear, hear.) He also stated, although the matter was not one to be taken up at that meeting, that he thought that bonds that might be issued for the purpose of borrowing money to complete the Grey extension of the road should not be made to bear interest at a higher rate than seven per cent, nor to run for a less period than ten years.

Mr. WORTS did not agree with the President. He felt so assured of the success of the road that he thought they should continue to issue five-year bonds bearing interest at eight per cent. As the narrow gauge railways were Canadian enterprises, he would like to see their bonds made to suit the Canadian market, and to see them absorbed in this country.

The President said that he was as anxious as any one to see the bonds negotiated in Canada, but his experience had been that they could be sold to better advantage in England than in this country.

There being no further business, the meeting then adjourned.

December 20
1871

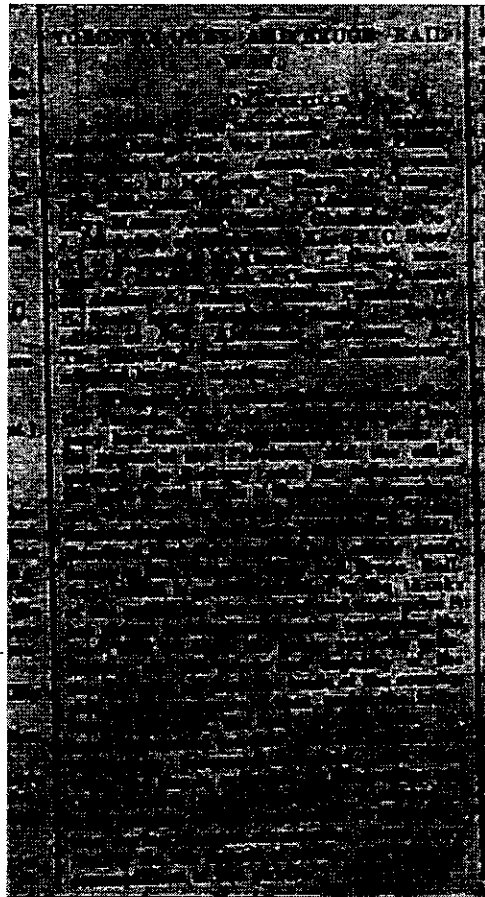


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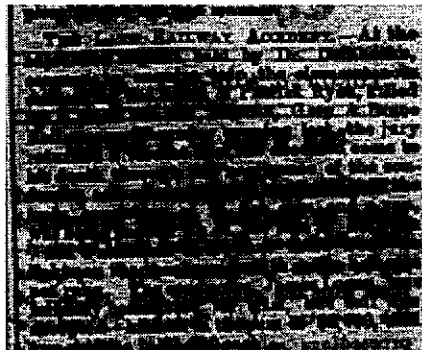
**TORONTO GREY AND BRUCE
RAILWAY**

At a meeting of the Directors of this company held yesterday the question which has been mooted for some time past, of the Green Extension from Mount Forest to Gordons and Windsor station, was opened and considered. The Directors finally agreed to the contract to Messrs. Macdonald & Co. Toronto and Owen Sound, their tender being the lowest. This firm is the same who has been awarded the contract for the Maritime Division of the Grey Branch of the line and work on which has been expeditiously pushed forward so far, by now nearly completed and ready for the trial. Although the line runs in the opposite direction, the completion is yet four months distant. Thus the one road for the New South Wales line will have such good links as will for its speedy accomplishment of that much to be desired object, the bringing of the vicinity of Owen into direct communication by rail with the city of Toronto.

February 22
1872



February
24
1872



May 27
1872

THE LATE RAILWAY ACCIDENT.—At the adjourned inquest held by Dr. Gatahook, coroner, on Monday last, the circumstances concerning the death of Patrick Ryan, killed by a train on the Toronto, Grey & Bruce Railway on Thursday evening last, the jury returned a verdict that the deceased came to his death through the negligence of the conductor, J. B. Macdonald, in allowing the train, consisting of 12 passenger cars and a tug, was being backed up at the rate of 10 miles an hour, and that the conductor, James Logan, was not running the train with due diligence. The conductor, James Logan, was formally committed for trial, but bail was accepted in the sum of \$2,000, and two of the 12,000 each.

May 27
1872

T. G. & E. RAILWAY PIC-NIC.

The annual pic-nic of the employees of the Toronto, Grey and Bruce Railway was held on Saturday, in the grove at Woodbridge, one of the stations on this road. The affair was of a highly pleasing and successful character. About 600 persons were present; among them, John Gordon, Esq., President; Mr. Ed. Wragge, Chief Engineer; Mr. N. Weatherston, General Superintendent; Mr. W. Sutherland Taylor, Mr. George Dixon, and others belonging to the company's staff. The recreations on the ground consisted of games, dancing and other amusements, all of which were entered into with the greatest heartiness by the company. The prize list was large, and the Games Committee were sincere in their expression of thanks to the Hon. George Brown, Hon. John Crawford, Messrs. F. Shanly, John Shedden and other gentlemen for their contributions towards this end. Everything passed off in a satisfactory manner throughout the day, closing with the delightful trip home—twirling around the curves and gradients of the road where, in places, it almost seemed as if the occupants of the different cars were face to face. The quadrille band, which was present throughout the day, added to the pleasure. The following is the

PRIZE LIST.

QUOITS—1st, J. Jillett; 2nd, J. Dickson; 3rd, F. Stuckly.

PUTTING THE STONE—1st, E. Varrall; 2nd, J. Morrison; 3rd, W. Osborne.

JUMPING WITH POLE—1st, H. Shuttleworth; 2nd, H. Davidson; 3rd, M. Redmond.

September
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1872

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face. The quadrille band, which was pre-
sent throughout the day, added to the plea-
sure. The following is the

PRIZE LIST.

QUOITS—1st, J. Jillett; 2nd, J. Dickson; 3rd, F. Stucky.

PUTTING THE STONE—1st, E. Farrell; 2nd, J. Morrison; 3rd, W. Osborne.

JUMPING WITH POLE—1st, H. Shuttleworth; 2nd, H. Davidson; 3rd, M. Redmond.

MEN'S FLAT RACE—300 yards—1st, E. Farrell; 2nd, M. Redmond.

Egg-SPOON RACE—1st, W. Watts; 2nd, John Taylor; 3rd, W. Coneyworth.

RUNNING HIGH JUMP—1st, E. Wragge; 2nd, J. J. Clarke.

HOP, STEP AND LEAP—1st, J. J. Clarke; 2nd, H. McMan; 3rd, W. Hyde.

FLAT RACE—150 yards—1st, J. Murphy; 2nd, W. Varrell; 3rd, W. Newman.

GIRLS' RACE—Under 12—1st, Miss Watson; 2nd, Miss A. Pilgrim; 3rd, Miss Olive Brown.

SACK RACE—1st, W. Coneyworth; 2nd, W. Osborne; 3rd, T. Logan.

FLAT RACE—Men over 40 years—1st, G. Macdonald; 2nd, F. Spry; 3rd, T. Rae.

FLAT RACE—Boys under 12—1st, S. Davidson; 2nd, C. Moody; 3rd, J. Spry.

WOMEN'S RACE—1st, Miss Kirk; 2nd, Miss M. Spry; 3rd, Miss Hunt.

MARRIED WOMEN'S RACE—1st, Mrs. Evans; 2nd, Mrs. Dunn; 3rd, Mrs. Barton.

SPECIAL RACE—Mr. Abell's employees—1st, C. Bentley; 2nd, R. Williams; 3rd, C. Bell.

CONSOlation RACE—1st, J. Hunt; 2nd, J. Ellis; 3rd, S. Edwards.

SCRATCH RACE—1st, Miss Spry, 310; 2nd, Miss Nerty, locket; 3rd, Miss Campin, cruet stand.

September 2 1872

Messrs. A.H. Baxter, Hugh Miller, Henry Pellatt, W. S. Lee, E. Wragge, J. G. Wort, John McNab, Thos. H. Lee, G. J. Campbell, J. M. Trent, Hon. John McMurich, and Major Arthur.

The notice calling the meeting having been read, the Secretary read the annual report, which was as follows:

ANNUAL REPORT.

Toronto, 11th September, 1872.

The Directors have the honour to submit their report for the period ending 30th June, 1872.

It is accompanied by a report from the Chief Engineer, recording the progress made with the construction of the railway, and by the audited balance sheet of receipts and expenditure relating thereto; also by appendices giving in detail the results of the working of the traffic during the first six months of the present year. Since the last annual meeting, the Directors have entered into agreements with the Townships of Minto, Howick, Thornberry and Culross, under which by-laws granting bonuses in aid of the extension of the railways from Mount Forest through Harriston, Gorrie and Wroxeter, to Tecumseh, have been passed in those townships. A contract has been entered into with Messrs. MacKenzie & Co. for the construction of this extension from Mount Forest to Gorrie and Wroxeter Station, a distance of 22 miles. The Government of Ontario have granted aid to this Company from the funds placed at their disposal by Parliament, to the extent of \$250,000 to be applied to that portion of the railway between Orangeville and Harriston, and to the Grey extension of the amount a sum of \$75,000 has been paid over to the Company by the Treasurer. The Board claimed \$1,000 per mile from the Government for the Grey extension, who, however, only awarded them \$2,000 per mile, but the rough nature of the country for railway construction, the quantity of land still unsold there, together with the quantity of land still unsold there, together with the large amount owing the Government by settlers who have taken up land in the county of Grey, and are unable to pay for the same by reason of the remoteness from markets, thereby preventing its de-

By balance of Revenue Account \$12,000 12
(Signed)

W. SUTHERLAND TAYLOR,

Secretary and Treasurer.

Audited and approved

(Signed)

G. A. BARNER,

SAMUEL SPRUELL,

Auditors.

The CHAIRMAN, in moving the adoption of the Report, said he was sorry that they were not in a position to open the Grey Extension as early as they had expected, on account of the non-arrival of the engines ordered from England last year. The main line was now completed to Mount Forest, and in running order, and he expected they would have the line to Owen Sound finished before the time required by their bond, August, next year, notwithstanding the non-arrival of the engines. The iron for the Grey Extension was already all in Ontario, the great bulk of it being at Owen Sound, and at the junction at Orangeville, ready for laying. With regard to the locomotives, which by contract were to be delivered by the month of May, he said he had done all he could while in England with the contracting firm in Bristol, the Evansdale Engine Company, to have the contract completed within the time stipulated, but the state of matters arising from strikes in England was such that they could not help themselves. They had been fairly at the mercy of their workmen. It was, he believed, entirely on account of strikes that the contract had not been fulfilled at the proper time. The Board had made every effort to carry out their undertaking to the County of Grey, and had they been in the possession of those locomotives this road would have been to Owen Sound six months before the time stipulated. With regard to the way in which the accounts were brought down, he stated that the directors thought it best to have them squared up to the 30th of June, so as to enable the board to have ample time to have the accounts brought down at the annual meeting which is held in September.

Mr. W. S. Lee asked if there was any

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September 11

1872

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in hands of the contractors, it was only for the accommodation of the road the earnings made during that year had been therefore credited to the account.

the present year the road between the and Mount Forrest has been for the period under construction, and consequently, only been worked to state the public. The working expenses of this portion have less been placed to the revenue ac-

count traffic receipts for the half-year to 30th June, 1872, have with these been amounted to \$61,212.46, while the expenses have been \$44,619.33, the rate of 89 per cent of the gross receipts. This leaves a net profit of 13 as the result of six months' work. This provides for interest on the cost of the bonds from Toronto to the, and for more than half the interest on the bonds from the Mount Forrest. The receipts are showing a steady and this fact, as well as the complete railway to Mount Forrest, leads them to feel sure that the working of the road for six months will ensure an ample interest all the interest on the bonds and current charges for that section of the road. All of which is respectfully advised.

Signed) JOHN GORDON,
President
W. SUTHERLAND TAYLOR,
Secy. and Treasurer.

CHIEF ENGINEER'S REPORT.
President and Directors of the Toronto & Grey's Railways—

Sir, Since the last annual report of the railway between Toronto and Mount Forrest have been very nearly completed, as the close of the month will see the road finished to the Mount Forrest.

Work of construction of the Grey extension commenced at the end of the last September last year, and the road from the Mount Forrest to now nearly completed. The extension is from the Mount Forrest to the Mount Forrest and the Mount Forrest to the Mount Forrest.

houses voted by them to the company, he said the township had received back their debentures, the courts where the suit was tried having decided in their favour. The company had done all that was possible to construct the road within the required time, and he considered, though not legally liable for the amount of their bonds, the township was morally so. (Hear, hear.) He would strongly recommend to the successors of the Board that they should at the earliest opportunity ask of the Legislature that the company should not be bound to carry the roadwood of that township at the same rate which the charter compels them to do for the others. For himself, if elected to the board again, he would take every means in his power—and the board he thought should all do the same—to compel the township to pay their just share of the cost of completing the road, directly or indirectly. Considering the great efforts the company had made to complete the road within the given time, and the very short time which they were behind in the undertaking, he thought a very good case could be made out for the company in appealing to Parliament. The road had been actually taken a considerable distance out of its direct line to accommodate this part of the country, and but for the promise of support they had received from the township, it would have taken another route altogether. He would do his utmost to carry out these views himself. Two or three other townships, while they had not actually refused to submit to the by-law, had neglected to do so, and he thought they should be dealt with in the same category. It was very unfair that townships should have to pay large bonuses for the road, and have only equal privileges with those who had paid nothing at all. With regard to the Government aid, he thought that the Board should claim \$3,000 per mile for the extension through Grey, considering the large amount of land which the Government held in that county and the advantages due to it from that part of the country, which had been paid up since the building of the road, and which they would not otherwise have had. He believed the company was entitled to this amount, and he thought the county of Grey could with justice expect that amount. With reference to the bonds, which had been sold in England, he thought they were

September 11

1872

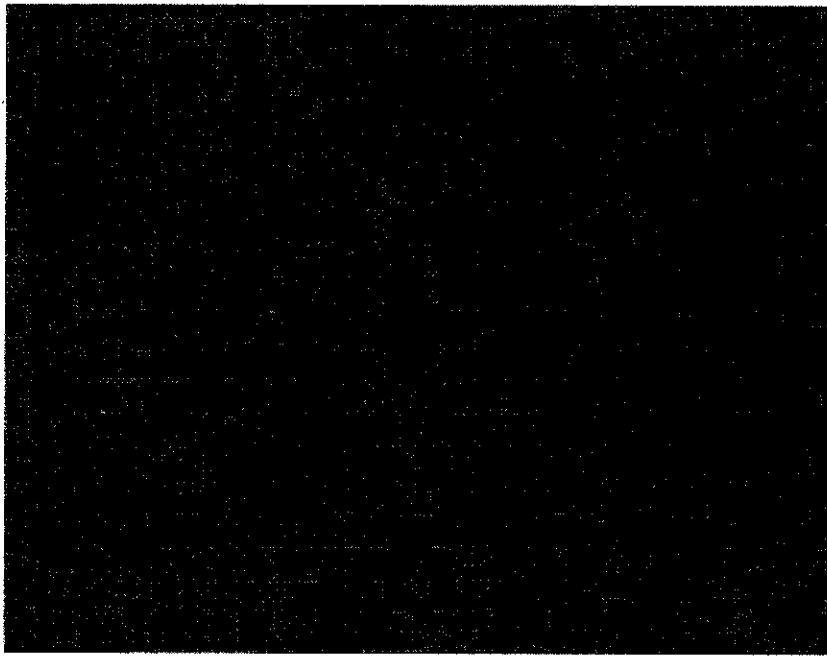
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could all agree with him that it was very satisfactory indeed. It was rather an unusual thing for a railway in the first year of its existence to be able to pay its way in the manner in which it would appear from the report this road was able to do. He did not intend to take up their time with any lengthened remarks; the statement which had been submitted spoke for itself. They were not one of those enterprises that needed bolstering up. On the previous day he was out on the line as far as Woodville with Mr. Potter, President, and Mr. Brydges, Managing Director of the Grand Trunk Railway, and he was happy to say that the first named gentleman several times expressed the satisfaction he felt in looking not only at the works of the road but also at the fertility of the country through which it passed, and said that he felt that the road was and would be commercially a great success. (Applause.) Further than this, Mr. Potter said that he knew that whatever bonds the Toronto, Grey and Bruce Railway Company would have to issue in addition to those they had already issued could, if put into his hands, be sold at a rate of not more than 95 per cent. (Reserved applause.) With regard to gauge, Mr. (the chairman) expressed his opinion that the 5 ft. 6 in. gauge would be sufficient for the traffic of that part of the country for the next twenty years, but if the time came when the Toronto and Michigan lines communicated with the great Pacific Railway, it might be to their interest to change the gauge to 6 ft. 6 in. At present he was satisfied with the 5 ft. 6 in. gauge, looking at the amount of traffic passing and pending in the immediate future. He said that the road was a very successful one, and that it would be a great success in the future. He said that the road was a very successful one, and that it would be a great success in the future. He said that the road was a very successful one, and that it would be a great success in the future.

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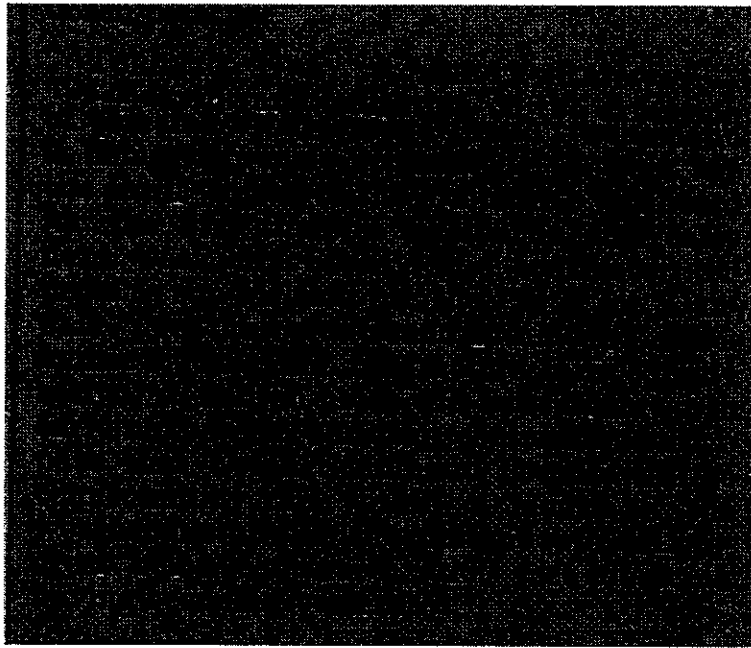


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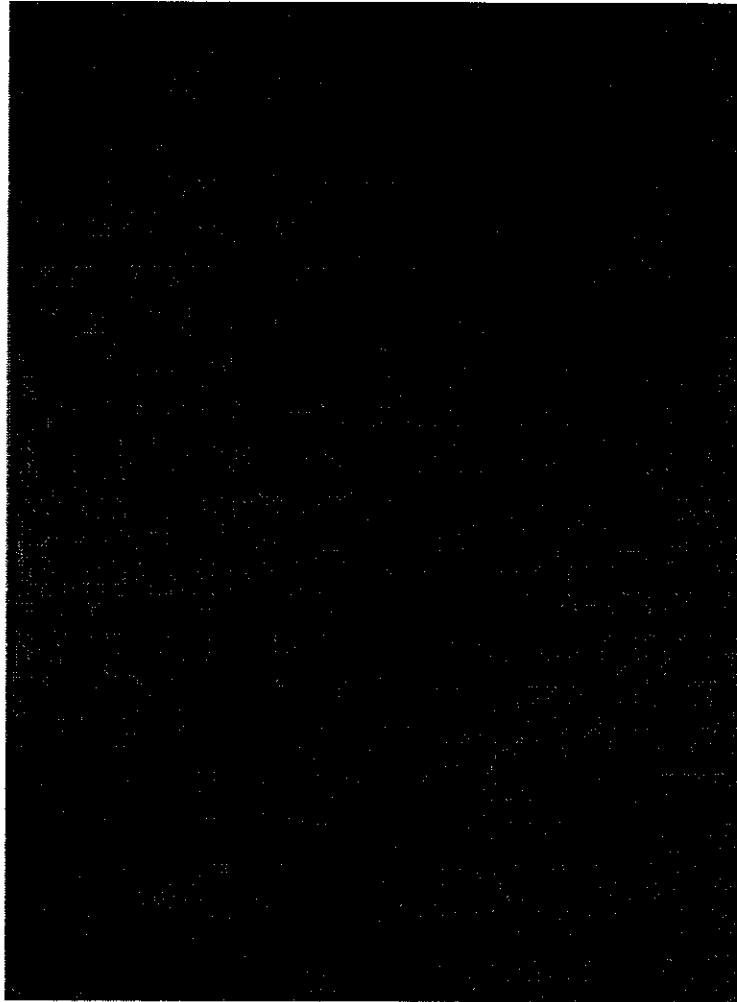
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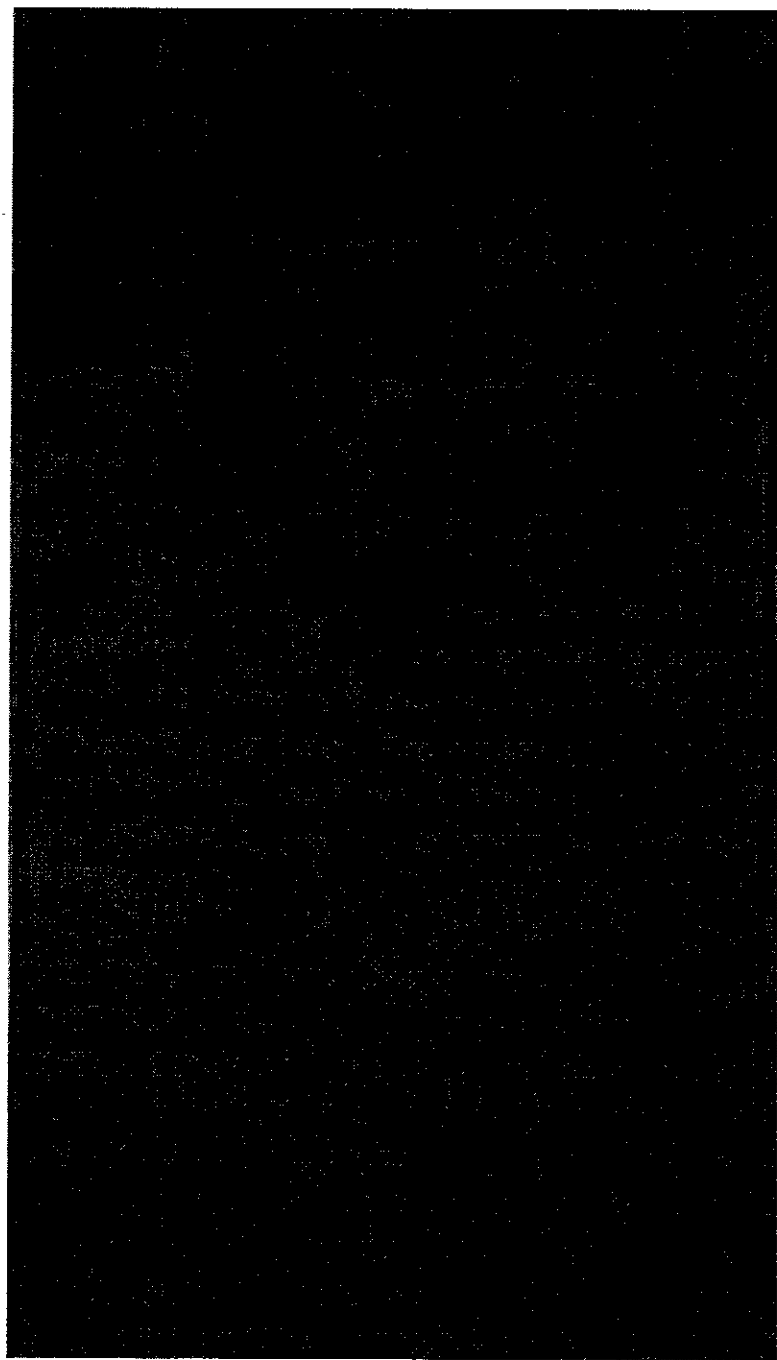
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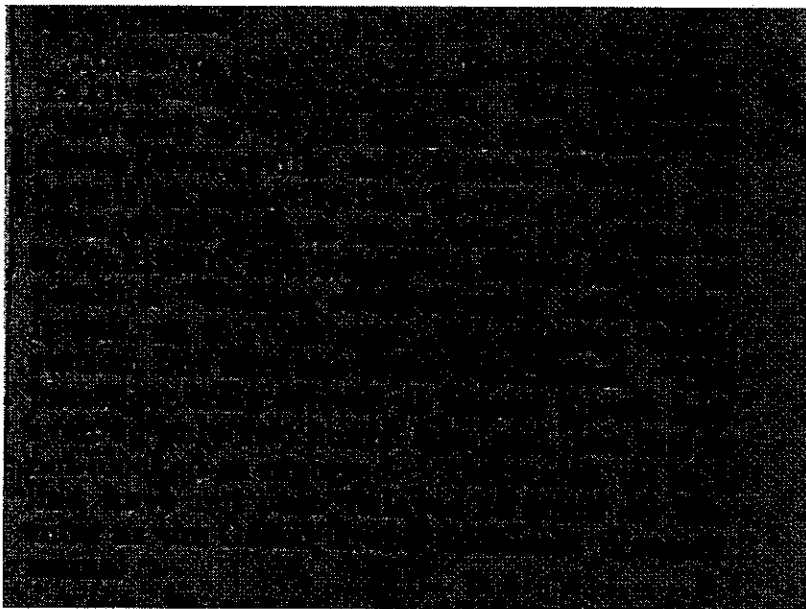
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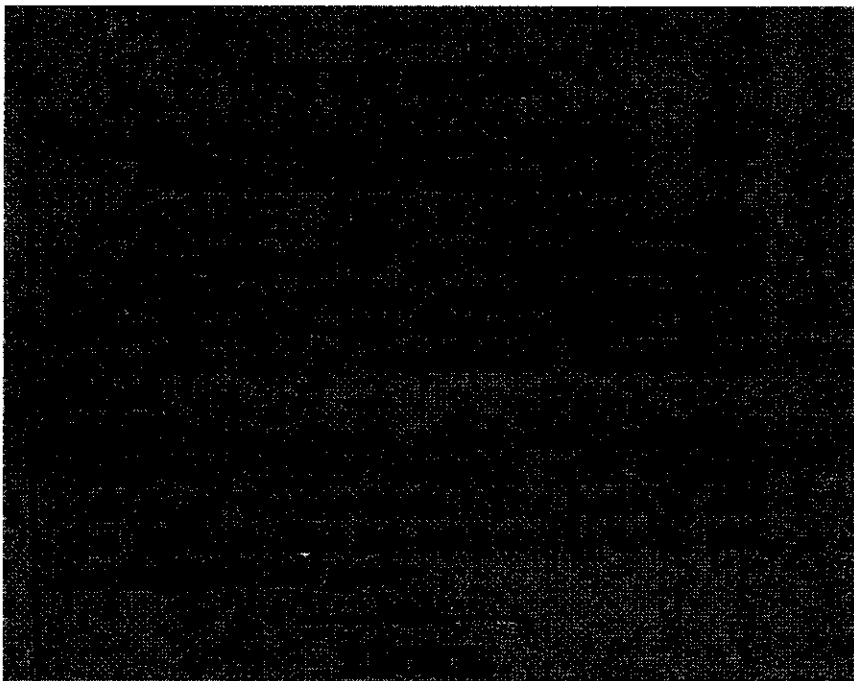


December 17
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December 24 1872

Globe



August 11 1873

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TORONTO, GREY, AND BRUCE RAIL- WAY.

(To the Editor of the Globe.)

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SIR,—Referring to the late report of the Toronto Board of Trade, and the desirability therein expressed of the Toronto, Grey, and Bruce Railway Company building an independent line from Weston to Toronto, thereby avoiding the vexatious delays and uncertainties caused by using the Grand Trunk line, and alluding also to the recent letters which have appeared in the public press, both in the city and country, on the same subject, I beg to state that these complaints are not new to me, but as old as the line itself. I have kept them, however, as far as possible in the background, so long as I saw but little prospect of an early remedy, preferring rather to direct the energies of the Board towards building the railway through to Grey and Bruce, as originally intended. I have much pleasure in stating that after overcoming difficulties, opposition, and prejudice of no ordinary kind, the road is now open, and trains running regularly, both to Owen Sound and Harriston. From the latter place the grading is nearly completed to Teeswater, in the county of Bruce, and premising that the moderate aid asked for from the Ontario Government is granted, I have no hesitation in saying that the Board, during its present tenure of office, will be able thoroughly to complete and equip the line to Owen Sound, and to the county of Bruce, giving thereby to Toronto close upon 200 miles of railway, penetrating and spreading its two arms into a large portion of country hitherto entirely neglected and undeveloped.

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To effect this, unfortunately for its own comfort, the Company committed the grand error of undertaking so much work with so little means. The Company is now under heavy liabilities to contractors and others, and after the closest application of all resources, present and prospective, there must remain to be carried a heavy floating debt,

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February
19
1874

large portion of country hitherto entirely neglected and undeveloped.

To effect this, unfortunately for its own comfort, the Company committed the grand error of undertaking so much work with so little means. The Company is now under heavy liabilities to contractors and others, and after the closest application of all resources, present and prospective, there must remain to be carried a heavy floating debt, even should the line from Weston to Toronto never be touched. And here I feel it my duty publicly to state that, although a source of weakness to me in the country, still, at the time it was entered into, the arrangement with the Grand Trunk was a capital one, both for the City of Toronto and for the railway; and I must further say that the Grand Trunk Company have, I think, most faithfully endeavoured to carry out their part of the agreement. Did they simply consider their own interests, they would have put an end to the arrangement with our Company long ago.

Now, some two years ago I was strongly urged by leading citizens to agitate the matter of an independent line from Weston into the city. I determined not to do so then on the following grounds:—1st. I preferred to show to Toronto some results from the bonus already voted, and that the Company had made good its promises in carrying out their original programme. 2nd. I thought it right, before making another and final call upon the city, that Toronto should experience some of the benefits accruing from the line being in operation. 3rd. The Board had enough to grapple with in penetrating to the distant termini, knowing that this end of the line would take care of itself.

I feel now, however, that further silence on my part would not only be an error, but culpable. Apart from the difficulties in conducting the traffic of such an extended line

February
19
1874

I feel now, however, that further silence on my part would not only be an error, but culpable. Apart from the difficulties in conducting the traffic of such an extended line as the Toronto, Grey, and Bruce over the track of another Company, and that a single one, having already an enormous business of its own, such has been the urgent need of funds by this Company that its obligations to the Grand Trunk Company, so far, have been redeemed in promises only. This, of course, cannot continue much longer without causing a stoppage of the road, a contingency upon which the large interests of the Toronto, Grey, and Bruce Railway should not, I maintain, be allowed any longer to depend.

The Company has been adding lately to its rolling stock and locomotive power, and has been preparing for an increased traffic, which, although not yet up to original expectations, is still steadily increasing. For many years to come, however, the traffic must consist largely of that coarse, heavy freight, which is more or less destructive to plant and road-bed, and which leaves but little profit to the Company for renewals and improvements.

I would, therefore, propose that the President of the Board of Trade should call a meeting of that body, and invite the Mayor and the members of the City Council to discuss the situation. If action be deemed necessary, a Committee might be appointed to meet the Directors of the Railway. Whatever is to be done, I may say should, for special reasons, be done promptly.

Yours respectfully,

JOHN GORDON,
President Toronto, Grey,
and Bruce Railway.

Toronto, Feb. 18, 1874.

February
19
1874

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Toronto. Feb. 18. 1874.

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good house may reasonably be expected.

RAILWAY ACCIDENT. — About five o'clock yesterday morning as the special freight train going north, on the Toronto, Gray, and Bruce Railway, was approaching Weston junction, one of the brakemen, named Bradley, fell between two of the cars, and one of his legs was badly crushed. He was brought back to the city and conveyed to his home on Donro street, where medical aid was promptly secured. Though the injuries are not considered dangerous, it is feared that a amputation will be necessary.

MARCH 19, 1874

ORANGEVILLE.

Melancholy and Fatal Accident.

ORANGEVILLE, Nov. 11.—While the down mail train from Owen Sound on the Toronto, Grey, and Bruce Railway was approaching Shelbourne to-day, the driver, Mr. William Thorpe, saw some cattle on the track, and in endeavouring to slacken the speed of his train by reversion of his engine, received a blow on the head which completely fractured his skull. He was conveyed here, and received, through instructions of Mr. Weatherstone, superintendent of the road, prompt attendance by Dr. Riddell, the Company's surgeon, who gave no hope of his recovery. He lived only twenty minutes after the train arrived here. An inquest was held this evening by Dr. Carbert, of this place, which resulted in a verdict in accordance with the above facts. The unfortunate man was one of the oldest and most experienced drivers on the road.

November 11
1874

Toronto
Globe

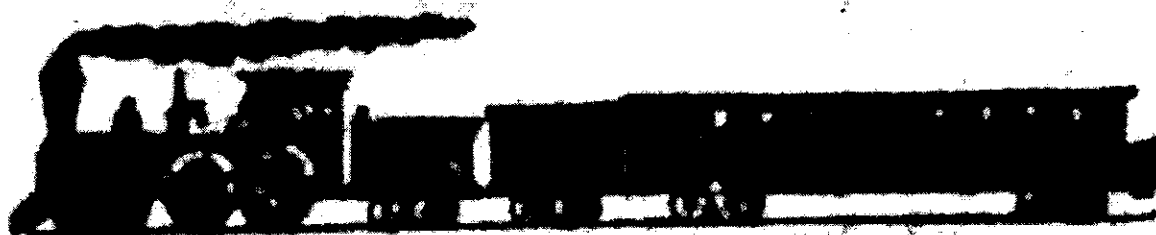
President."

ACCIDENT.—J. T. Thompson, night yard-master at the T. G. & B. station, met with an accident last Saturday evening which will keep him off work for some time to come. He went between two cars for the purpose of coupling them, and found when too late that one of the draw heads was broken, thus allowing the cars to come too close together. He was badly squeezed, but his medical attendant has strong hopes of his ultimate recovery.

FIRE ALARM.—Saturday morning about 8

1874

NOTICE TO CORDWOOD DEALERS



Parties having Cordwood ready for shipment on the line of the

TORONTO, GREY, AND BRUCE RAILWAY

are requested to apply for cars at once, as the Company are now prepared to load it, but will not be in a position to do so later in the season, when grain is being moved.

N. WEAVERSTON,
General Superintendent.

July 21st 1874.

July 31
1874

Evening Post. The making of farthing news papers may be reckoned among the lost arts.

OPENING OF THE T. G. & B. RAILWAY TO TEESWATER.—On Monday the formal opening of the Toronto, Grey, & Bruce Railway to Teeswater will take place. Mr. John Gordon, President of the road, and a number of the Directors, will take the train which leaves Toronto for the West at 8:30 a.m., and proceed to Teeswater. A demonstration will take place there, in which it is expected many prominent men of Perth, North Huron and South Bruce who have long and determinedly fought the "battle of the gauges," will take part. The party from Toronto will return next day. The road is now ballasted and fully equipped to Teeswater, so that the original scheme of the Company is now complete, with the exception of the track-laying between Teeswater and Weston. Hitherto they have been running their cars over the Grand Trunk road between these points, but it is expected that by the 15th December their part of the line will also be finished, and the Company enabled to run cars over their own line the whole length of the road. The Company have lately added a number of new passenger coaches to their rolling stock. Two of them are elegant and comfortable palace cars, manufactured at Wilmington, Del.

1874

October 21 1874

OWEN SOUND.

Quick Passage—Dredging—Accident to a Steamer—Bonus to T. G. & B. Railway.

OWEN SOUND, Oct 21.—Steamer Okouma touched a rock in making Big Bay wharf during a heavy sea, and tore off part of her shoe. She is now being hauled out on the west side of the river.

The dredge is doing "good and rapid work in our river, and by the close of navigation will have cut a wide channel from Dunn's store house to the mouth of the river, including the bar. In consequence of the dredging and other improvements, a large number of steamers and sail vessels are going to lay up in our harbour for the winter.

A company is being formed for the purpose of making a dry dock and ship-building yard on the west side of the river. It is expected the work will be commenced early in the spring.

The Mayor has this day signed debentures and coupons for the bonus of five thousand dollars granted to the T. G. & B. Railway for the extension of the road and building passenger and freight stations. The debentures will be handed over to the Railway Company as soon as that Corporation have fulfilled their portion of the contract.

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The President and Council of the Royal

NOVEMBER 16, 1874

A COUPLE OF RAILWAY MISHAPS.

Another Grand Trunk Collision—A T., G., and B. Train off the Track.

GRONKOWN, Dec. 11.—A collision occurred here last night between two freight trains. No. 26, an up freight was standing on the through siding, waiting to cross No. 21, down freight. Martin Cahill, the night switchman, neglected to turn the switch to run the down train in on the proper siding, and by that means the down train collided with No. 26, standing on the through siding, damaging the engines to the amount of about \$400. This is the second collision that has taken place since Cahill has been switchman, and it is more than likely that he will be severely dealt with at the investigation now going on in Toronto. An auxiliary train is here to-day gathering up the wreck. No one was hurt.

WOODBRIDGE, Dec. 11.—The Toronto, Grey, and Bruce Mixed train going south, due here at 7:55, left last night ten minutes late, and when about half a mile from the station, going down the Humber grade, came to a sudden stop. A car containing live stock left the rails and got across the track. On the arrival of assistance, which was telegraphed for to Toronto, the car was replaced on the rails, and the train proceeded at 2:45 this morning on its way to Toronto.

This morning, at about the same place, another train going south was delayed for several hours by reason of a car breaking down. Fortunately no one was hurt in either case. There is a bad curve at this point, and occurrences of this kind are not unusual.

December
12
1878

ANOTHER RAILWAY ACCIDENT.

A "Pitch in" on the G. T. R.
Near Weston.

TWENTY-FIVE TRAINS DELAYED.

On Thursday evening, between seven and eight o'clock, an accident occurred at the junction of the Grand Trunk and Toronto, Grey, and Bruce Railways, about a mile east of Weston, whereby considerable damage was done to the property of both companies, and a serious delay of over nine hours caused in traffic along their respective lines. In yesterday's issue a short account of the accident was given, but since then fuller particulars have been learned. It will first be necessary to state that the Grand Trunk Railway bridge crossing Black Creek, about a mile and a quarter this side of Weston, was materially damaged by the September freshets, and during its reconstruction an agreement was made with the Toronto, Grey, and Bruce Railway Company which provided for a loop line from the Grand Trunk Railway being formed along their track for about a mile. A temporary flag station was erected at the western junction of the railroads, and a telegraph operator placed in charge, whose duties it was to receive orders from the despatcher and give the drivers clearances before they passed the junction. The Grand Trunk Railway had a right of way, although they were encroaching on the other Company's property, and while the Toronto, Grey, and Bruce Railway trains had to come to a standstill when approaching the loop line, the G. T. R. trains were only obliged to slacken up to receive a signal before passing on.

On Thursday evening at 7:15 a Toronto, Grey, and Bruce freight train, No. 15, left the Weston Station bound for Toronto, and about five minutes later a heavily laden G. T. R. freight train, No. 31, started from Weston in the same direction. At the West Junction flag station the former train stopped and got orders to go through to Carleton. In the meantime the Grand Trunk train came thundering along, and the operator displayed a red light as a signal of danger; then he signalled the T. G. & B. train to move off. Doubtless the driver of the G. T. engine thought the white light meant a clearance for him, and his train still kept moving forward. The T. G. & B. engineer started off and entered the loop-line, but when his train had half crossed the junction, the other came along and went crashing through it. Two Toronto, Grey, & Bruce cars, which were loaded with wood, were sent a distance of fifteen feet to the north side of the track, and their undergearing completely shattered. The Grand Trunk engine and three cars, laden with corn, to the rear of it, were damaged considerably, having their trucks knocked from under them and being otherwise injured. The track was covered with the debris. Fortunately none of those aboard the trains were hurt, the engine driver and fireman on the Grand Trunk train having left the engine when they found that a "pitch in" was inevitable. A number of section men were set to work at once to clear up the wreck, and they continued until about five o'clock yesterday morning. During the night no less than twenty-five Grand Trunk trains were delayed between Georgetown and Toronto. Four of these were passenger trains, and a number of the remaining twenty-one were loaded with live stock, which would suffer much from this delay. No accurate estimate can be made of the loss by the accident, but when considering the delay occasioned by trains along the line together with the property destroyed, it will be great. Like the rest of the accidents, this one seems to have been caused by a misunderstanding on the part of the employees, and in all probability an investigation will be made by the Company in order to sift the matter.

TORONTO
GLOBE

December 14,
1878

T., G., AND B. R. R.

Completion of the Official Inspection of the Line.

MOUNT FORREST, Oct. 30.—Col. Gzowski, of Toronto, and Mr. Walter Shanly, of Montreal, accompanied by Messrs. Wragge and Dickey, passed through here to-day. After having inspected the large railway bridge here, they proceeded to Harriston and Tecumseh to complete their professional investigation of the works of the Toronto, Grey, and Bruce Railway.

TANNEWORTH, Oct. 30.—It appears that the Directors of the Toronto, Grey, and Bruce Railway have at last set to work energetically to bring about the proposed change of gauge and improvements to the line. To-day Col. Gzowski, of Toronto, and Mr. Walter Shanly, of Montreal, arrived here, after having made a careful and thorough inspection of the whole line from Toronto to Owen Sound, and from Orangeville to this village. They expressed themselves as greatly astonished at the wonderful improvements which have taken place in this section of the Province since the building of the road, and pleased at the exceeding fertility of the country. It is their intention to report fully as to the condition of the whole line, and to advise as to the widening of the gauge and the correctness of the figures submitted by the Company's Chief Engineer as to the cost of contemplated improvements, and generally to advise the Directors.

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November
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1879

T., G., AND B. R. R.

Completion of the Official Inspection of the Line.

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November
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1879

No. 2 station, where he was cared for and placed in safe keeping for the night.

Mr. William Goodrich, Vice-President of the Toronto and Nipissing Railway, and Mr. Wriggs, engineer, visited Scarboro' Junction yesterday, to see the working of the new narrow gauge engine, the "A. K. McMaster." They rode out on the line of the Nipissing Railway a distance of four or five miles, as far as the track was laid, the engine working beautifully at a rate of ten miles an hour, although the road is very rough, being not yet ballasted. The laying of the track is proceeding steadily, though somewhat retarded by the unfavorable weather.

CITY COUNCIL.—A special meeting of the

December 5
1870

Globe

ed him as an exile.	1
Mr. C. D. Fox, engineer of the Toronto,	2
Grey and Bruce, and Toronto and Nipissing	3
Railways, left here to night for Toronto.	4
While here he had interviews with several	5
members of the Government.	6
Mr. W. L. L. Williams, Commissioner, left	7

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men, in the field. Besides
detachments of Franco-Prussians,
regular troops, there are the
army of the West, General
Bourbaki, 65,000 men; the
army of the Rhine, Gen. Michel,
45,000 men. All these are
with everything save artillery.
West has 55 breach-loading
no quarter is there any de-
vices, provisions, ammunition,
etc.

ing Paris continues to suf-
fer, which constantly
morning report of the
army showed an average of
a sick list in each battalion
strength of 1,000 men. No
men can arrive from Ger-
at recruits, nearly all boys
on the way. The former
the disposition of the
Frederick Charles were in-
with corps has gone to Paris,
Thionville, the seventh re-
the first at Lille, the third at
second and ninth are on the

2.—The Department of the
of a loan for defensive pur-

3.—The Government con-
all arms from the French
people are loud in their ex-
satisfaction. Military men,

the French.

Toronto, Grey and Bruce Railway

COUNTY COUNCIL OF GREY.

BY-LAW FOR A VOTE OF \$400,000.

(By Telegram from our own Reporter.)

OWEN SOUND, Nov. 2.

The Council of the County of Grey met
here to-day to consider the petition of the
Reeves of West Grey, to submit a by-law for
\$400,000 in aid of the Toronto, Grey and
Bruce Railway.

The Toronto, Grey and Bruce Railway
Company are represented by Mr. Geo. Laid-
law, Ald. Barber, and Mr. W. H. Beatty,
solidly; while Hamilton has put in an ap-
pearance by a deputation consisting of Mr.
W. MacGillivray, President of the Wellington,
Grey and Bruce Railway; Hon. James Es-
chamman; Mr. Munro, Mayor; Mr. Wood,
of Wood & Leggett; and Mr. J. McKee.
These gentlemen, with others from Durham,
are supposed to represent the proposed
scheme of an extension of the Wellington,
Grey and Bruce Railway from Harrison to
Durham.

The Council unanimously appointed a Com-
mittee to draft the by-law in aid of the To-
ronto, Grey and Bruce Railway, which is to
report at 8 a.m., when the objectors may be
expected to put in their plea.

The voting is to take place on the 12th of
December.

The deputation, representing the Wellin-
ton, Grey and Bruce Railway made no formal
demand to be heard. Finding the Council de-
termined to first pass the by-law and then to
hear that deputation, but before the Coun-
cil had finished their business, the gentlemen
from Hamilton left in high dudgeon.

LATEST FROM KINGSTON

The London-Will-
Case—The Practice

(By Telegram from our

acknowledges already of the want of Inst.

THE GRAND TRUNK

A Ministerial journal says that "there is not a railway to be found west of New York with a better track, with better stock, with better appointed men, with better credit than the Grand Trunk of Canada; and all this is alone attributable to the sound and clever management of Mr. Brydges."

The following table of the time of arrival of the Grand Trunk train at the Toronto station during last week, affords an admirable commentary upon this statement of one of Mr. Brydges' defenders:

ARRIVAL OF GRAND TRUNK TRAILS,

Frank meeting Saturday, Dec. 20th.

FROM THE EAST

It will be seen that of the fifty-two trains which arrived during the past week at the Union Station, only seven came in at the time mentioned in the tables issued by the Grand Trunk Company. Forty-eight were behind time; three were less than a quarter of an hour late; sixteen were more than a quarter and less than half an hour; four were more than half an hour and less than three quarters; three were between three quarters and the hour late; ten were between one and two hours late; six between two and three hours; three between three and four hours; two between four and five hours; and one was five hours and twenty-three minutes late. This is the record of a single week and by no means a bad week for smash-ups or crash-ups either—we did not pick out a particular week, and at all—we took the first that came; yet this is the result. Just four times out of fifty-two did the Grand Trunk come to time at Toronto during the week; yet we are told by Mr. Brydges' friend that there is not a road west of New York which has a "better track," "better stock," "better officers," or "better credit," than the Grand Trunk, and Mr. Assistant Postmaster-General Griffin declares that the mail service is performed in a satisfactory manner. Even the local trains from Belleville, Berlin, and London did not arrive on time, although not exposed to the vicissitudes of the long routes.

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ARRIVAL OF GRAND TRUNK TRAINS, Week ending Saturday, Oct. 20th. FROM THE EAST.				
	Night Express	Day Express	Mail	Express from Montreal
Day	10:27 A.M.	8:21 P.M.	10:21 P.M.	10:21 P.M.
Monday	ARRIVED	ARRIVED	ARRIVED	ARRIVED
Tuesday	8:11 P.M.	1:06 A.M.	11:04 P.M.	8:24 A.M.
Wednesday	8:16 P.M.	12:11 A.M.	10:28 P.M.	9:27 A.M.
Thursday	1:44 P.M.	1:30 A.M.	3:15 A.M.	8:29 A.M.
Friday	1:09 P.M.	11:59 P.M.	10:21 P.M.	8:18 A.M.
Saturday	11:21 A.M.	10:04 P.M.	11:09 P.M.	8:19 A.M.
FROM THE WEST.				
Monday	ARRIVED	ARRIVED	ARRIVED	ARRIVED
Tuesday	8:11 P.M.	1:06 A.M.	11:04 P.M.	8:24 A.M.
Wednesday	8:16 P.M.	12:11 A.M.	10:28 P.M.	9:27 A.M.
Thursday	1:44 P.M.	1:30 A.M.	3:15 A.M.	8:29 A.M.
Friday	1:09 P.M.	11:59 P.M.	10:21 P.M.	8:18 A.M.
Saturday	11:21 A.M.	10:04 P.M.	11:09 P.M.	8:19 A.M.

Handwritten scribbles or initials.

1879 Glat
4/18 24 Rys through five
1/4/18 7 GTR smok weed
/44 NGRs
/18 GTR smok cornell
/24/71 GUR coll in Ockers
/25 ~~GTR~~ GTR accident Wagon
/25 GTR Seaboard
/26/71 WGB two bag
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