

TORONTO, GREY AND BRUCE RAILWAY.

The introduction of the narrow gauge system into Canada, as our readers are fully aware, has met the most persistent opposition. It is needless to recall events well known. Step by step the difficulties in the way have been overcome, though oftentimes at the expense of a hard contest, and the public are now pretty well convinced of the advisability of the narrow gauge as a local necessity. The convincing and conclusive argument, founded on actual experiment, 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 reasonable doubt. The "battle of the gauges," 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 Weston and Bolton having reached an advanced state of completion, it was thought well that the proprietors 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 shareholders and other gentlemen interested in the enterprise to take a run over the line on Saturday. The following gentlemen were of the trip—those to whom invitations were sent were prevented by previous engagements from attending:—Hon. M. C. Cameron, Hon. D. L. Macpherson, Hon. John McMurich, Mr. John Gordon, Mr. J. G. Worts, Mr. A. R. McMaster, Ald. Dickey, Mr. A. W. Leader, M.P.P.; Mr. G. W. Yerker, of the Montreal Bank; Mr. H. A. Howland, Ald. Baxter, Mr. B. Homer Dixie, Capt. Dick, Mr. W. H. Jacques, Dr. Ross, Mr. McMillan, and Mr. Yeoman, of Mount Forest, Mr. Brooks, editor of the *Chicago Railway Review*, and others. A Grand Trunk "special" took the party to Weston, where a train of narrow-gauge, consisting of three passenger cars and a couple of platform cars, with the "A. K. McMaster" engine, was awaiting them. The run up to Woodbridge was done easily at the rate 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. Between Woodbridge and the train ran to as far as the track is laid, within a mile and a half of Bolton's village. The work of ballasting on this portion is proceeding vigorously. Two engines and a number of trucks are kept constantly running. The road-bed to the village is completed, and by Wednesday the engines will reach there. The party had ocular demonstration of the ordinary working capacity of these engines, which in certain respects have been derided to certain quarters have been derided as mere humbugs, quite unable to stand the strain of work that would be required of them. In ballasting, eight cars with over twelve tons of gravel on each, is the ordinary load, and are moved with ease. Traffic on the line between Weston and Woodbridge has already begun. For the last week *McCauley's* wheat has been receiving M.L. O. *McCauley's* wheat daily over the line at the rate of about fifty tons a day. This, at the rate of a about fifty tons a day, is only a beginning. The regular freight cars have not yet been placed on the line, but will be shortly. They are being built at the establishment of Messrs. Dickson, Neill & Co., as also are the passenger cars. These latter will be of the same style as those on the New York Central. It should be mentioned that the cars are very little narrower than those on broad gauge lines. They lie much nearer the track, and consequently can be made relatively broader without increasing the danger of their swaying. The result of the observations and examination of the party was to convince them, as the deputation from Grey was in like manner convinced a few days ago, that the capacity of the line will be fully equal to all the demands that can be made upon it.

On returning to Woodbridge, a cold collation was served at the Woodbridge Hotel. The President, Mr. Gordon, occupied the chair, and Hon. John McMurich, the vice chair; and the toasts appropriate to such a gathering were duly honoured. In responding to the toast of Her Majesty's Government for Ontario, Hon. M. C. Cameron expressed the confidence he had in the narrow gauge system, and

contravene the law as could avoid it. But there is scarcely any pharmacopoeia which "innocuous," and usually found on the shelf, can be termed keeping to the precise drugist would be no business and say with occupations gone," or the instance now on the mercy of any or impunctuality. him with the to. Even now, while I stand of the traffic now stands. A lady, shop and request a with which, as is mentioned, I immediately offer her a mixture chloroform, camphor I have reason to believe relief but which, if undoubtedly caused I know I am breaking country by so doing, liable to the inflict what is to be done! obtain a certificate and meanwhile let the would be unable the case in the should last once and despising the stant relief? I do numbers of some daily to all druggists that they do, and have done—exercise every caution, stars for a favours

The remedy for parents. Repeat on the statute has introduced by Dr. I vides that no part of the Act, be all shop for, retailers, pounding poisons, person shall be or shall have been prior to the past do away altogether, who are a such articles: strychnine, &c., understand, at Deacon, the strychnine with a ible outrage.

Again, Section shall be unless it is disti label to keep the proprietor of the tion is sold; to sell any point of Echedale A. praisis acid, Indian hemp, Java and prop to any person introduced by a and in every person's actual fore delivery, be kept for, the name of a name and the purpose of dinner to be person, if any duty the signified.

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December TORONTO

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Hon. M. C. CAMERON expressed the con-
fidence he had in the narrow gauge system—a
confidence which he had always entertained,
but which had been doubly strengthened by
what he had seen of the working of the line.
Being reminded by the President of the sur-
plus in the Treasury, he hinted in a vague
and general way that the Government might
be disposed to devote a portion of it to rail-
way enterprises of this character.

Hon. D. L. MACPHERSON, responding to
"The Senate," was even more emphatic in
his approval of the narrow gauge. He con-
vinced was he of its ultimate success, he pre-
dicted that in the future no railway in Onta-
rio, designed for local traffic principally,
would be built with a broader gauge than
that of the Toronto, Grey and Bruce.

Mr. A. E. McMASTON's health having been
weak, he, in response, stated that though
on account of delicate health he had resign-
ed the Vice-Presidency and his seat at the
Board, yet he still took a warm interest in
the road, and would do all in his power to
make it a success.

Mr. BAKER, of the Chicago Railway Ex-
press, stated that it was proposed to intro-
duce the narrow gauge into the Western
States, it being considered admirably adapt-
ed to the wants of a new country.

The party returned to the city about five
o'clock.

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Special Telegrams


Bolton Dec 10

The Toronto Grey & Bruce Railway
track has been laid to Bolton Station
and the first train arrived today

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The first of the proceedings are now
 being conducted but will appear on
 the first page next time.

Masonic Festivity - The members of St. Albans Lodge of Masons, plan to give a grand concert in the Drill Shed on Thursday 27th. inst.

The Bronx Ox-Tus Tourist.—We
 are not in this excellent stereograph
 from the publishers of *Demorest's*
Magazine, and must confess that it is one
 of the most life-like pictures that we have
 ever seen. It is 28 x 36 and is given to
 every subscriber to the magazine. \$1
 per annum. Address 336 Broadway.

REMOVED - We forget to learn that Mr. Robert McAdams, one of the promoters of the Enterprise is not to be removed from the plan to the town of Paducah. Mr. McAdams has been connected with the Enterprise for several years and, more, expects that it has been under his management, he has raised for li-

the new building will contain the property of the old building, and the new building will contain the property of the old building.

Handy & Martinez. — The category of the Township of Agreement will be present in the interests of the Town of New and Bruce Railway, at the School House on the (Thursday) at 11 o'clock on tomorrow (Friday) at 11 o'clock in a Blacksmith shop at noon and

and other. Go and hear them.

Review.—The lecture on "The evening last" in connection with Mechanics Institute was a very good

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Building bridge upon Tootsbur u.
Arthur and Ryel. \$15.93; James Moore
supplied to 7th collection
77; Thy Contribution, \$45 each, on ac-
count of services for the current year,
\$75; Hoveo and Carl for-seeing tavern
leased to John Mair, \$1.50; Indige n
persons, viz: Mrs Dancy, Mrs Chas
and Tom Doughty, \$5 each - \$25.
On motion of Mr. Doughty, Council
adjourned to meet at the Ontario House
Arthur village, on Thursday December
22nd.

WILLIAM CUSHING, Clerk.
Village Council.
Dec. 3rd, 1870.

A special meeting of the Council was held at O'Brien's Hotel, at 8 o'clock, p.m. (on 1st of the month) for the purpose of receiving the report of the R. and B. Committee on the expenditure of Council funds regarding the Smith study and that of the Interior, (at Vancouver) with a view to receive the report of the committee on the holding of the Smith study from 1st of December 1970, to 1st December 1971.

The Reeve in the chair.
 The A. and B. Committee brought
 the following report:
 Your Committee beg to report that
 the amount of County grant is one
 thousand dollars, but the same is spent
 in buying the dangerous dam, during the
 winter of the year (at Yelapa's mill), and
 also in otherwise repairing the same.
 Respectfully submitted,
 J. R. ROBERTS, Ch.
 Approved by Mr. Storey, second.

13. Committee to adopt, and the clerk give a certified copy of the report and also of the resolution to the Judge for presentation at the next meeting of the County Council. Carried.

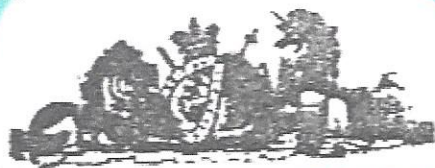
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I added me with it. Next you have a letter from Isaac Buchanan, the husband of whose song is, beware men of Great Britain get a road from Toronto and Lake Ontario to Owen Sound, you have your post lamp, you are forever ruined. The rich produce dollars and merchants of Hamilton will not you up. No place like Hamilton, than ever Torontok. Now throughout all this railway war I have discarded personalities and fought the battle upon the merits of my question at hand - but when I see the heroes of the Woodstock and Lake Erie swindle the officers and soldiers of the Hamilton and Port Dover firms, who spent twice as much their cash is in the above operations of which this issue has been the chief cause and center, I cannot be pardoned if I say that a wagon has joined the "rebels" already in his number; who now, doubtless after a lapse of 30 years, says his author is kindled; he had a personal interview with General Sir John A. Macdonald about them on the railway of the Grand Trunk road and was satisfied that it would take a hundred years to build a road and save nothing from him. I am busy here all the day possible to prevent you from being far from help. I have done my duty and will leave you hit well open to you the makers of the world. I hope you appreciate it.

Now, as to my opposition to W. C. C. I oppose it this morning last year. I. Because it was not an independent and practically sound and alive body of landed and Godly gentlemen. 2. That in establishing the C. C. W. C. was going under Yankee rule and paralyzing the range from 10 to 15 miles. 3. That by its submission in 1870 was unjust, in fair and most demanded a large section of the County; and 4. That in giving up the County two or three years in advance. Now, how I do my foretellings here.

Once this child of its new and
 parent—actually refused any intercha-
 nge of help, and will not give Quelpin
 information as to possible exchange
 put in the way of progress, or if
 coming to Toronto, must go down
 East and Harrisburg to be put in
 daily wages. Galt is also in disgust
 with the new Yankon management.
 Offers a big bonus for a branch
 Grand Truck. My second wife
 was met at the time by a flat foot
 named Joe Rywall, Birron and
 stating that the Great Western
 had chosen its gauge as its gauge
 used by Act of Parliament. In
 months afterwards there very won-
 derfully have the gauge changed
 narrow gauge, in fact and into a Yankon
 and the old iron, old worn out
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Owen Sound Advertiser

Owen Sound, December 8, 1870

THE APPLICATION OF THE BONUS.

The Hamilton men will persist in lying. They apparently cannot help it. It comes natural to them. There may be doubts as to their ability to build a railway to Owen Sound, or anywhere else, but there can be none whatever of their ability to stretch the truth from any given point to any other, however distant. They can fabricate more falsehoods, misrepresent more facts, and misinterpret more intentions than any other set of men known to us in this country. Last week the cry was that the portion of the road already built was lacking in capacity, and faulty in construction. We sent a committee of three trustworthy men to test the accuracy of these statements. These men went over the road—they examined the cars, engines, and equipments—they had its carrying power and speed tested. Not a grain of truth was found to exist in the statements of the Hamilton men.

The last falsehood resorted to is that the bonus now asked will be expended out of the County, and beyond the limits of the municipality granting it. The publication of this untruth of itself shows how desperate a game they are playing. Had they but consulted the 4th, sec. of cap. 41, 33 Vic., they would have saved so much of their credit for truth and fair-play, and abstained from such a statement. That provides as follows:

"Any municipality or county municipality to the west or north-west of the Township of Arthur or village of Mount Forest, or the said town line between the townships of Luther and Arthur, which shall grant a bonus in aid of the said railway, shall be at liberty to grant the same, for the purpose of aiding in the construction and equipment of any such section of the said railway, as such municipality shall deem expedient, provided that the section, for which the same is granted, be declared by resolution of the Council of any such Municipality, a copy of which resolution shall be handed to the trustees appointed under the said Act, chaptered forty, at the time of the delivery to them of the debentures issued for such bonus; and no such bonus shall be applied or used in the construction of any other section than that for which the same may be granted."

Our readers will perceive that one cent of the bonus cannot be used outside of the County limits. We wonder what other desperate attempt will be made by the men of Hamilton.

Verily they are not only advocates of the broad way, but they are constantly found walking therein.

Sullivan.

One word to the people of this township.

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Objections to the Proposed Extension of the Toronto, Grey and Bruce Railway Considered.

It is the time of the year when the sun appears to think that the Roman Empire's land is not a sufficient guarantee for the completion of the road, and complains that the necessary precautions for the safety of the people's money have not been demanded.

The principal security in any public contract consists in paying as the work progresses, with a reservation of a certain percentage till the completion of such contract. In the present case, it is to be paid when the work is left back, but in a provision for this check is found in the fact that the Railway Corporation has a nominal capital of \$5,000,000, that the bulk of this is in the hands of the shareholders, and that the interest on this is paid to the shareholders. As their unpaid portion of their stock, the interest on the unpaid stock, and the profit, if any, in the undertaking, it is difficult to see how any better guarantee could be obtained.

His suggestion that the money should remain in the hands of our County Treasurer instead of being paid over to three trustees, comes like, in this way as arranged by the terms of the Charter previous to any action taken by the Fifteen.

There is, however, nothing to hinder Mr. LeFan from being appointed one of the trustees.

The further objection, that it tends to be in the By-law that the road shall run north-south, and that the money may be applied to build a road either north or south of the waters of the Georgian Bay, was hardly an answer to the objection. The By-law is in fact the subject of a motion, and that motion is to be given by the municipalities. The County officials who have charge of the matter will doubtless look after the other half of the contract—that which relates to the railway facilities to be afforded. Just as soon as the By-law is passed. That will be the time to take every necessary precaution for the safety of the people's money.

AN ENORMOUS MORTGAGE.

On this subject Mr. Ainslie, who, by the way, was an opponent to the Central Line in 1866, and is probably of any other line, endeavors to draw a very gloomy picture, one which would be styled by him "The Effect of Railways."

He calls the attention of the rate payers interested to the alarming magnitude of the mortgage the By-law will impose upon their farms, stock and furniture—nearly a million dollars or one-third of the value of their property, to be paid in hard cash for the luxury of the Narrow-Gauge Railway, and entreats them not to make slaves of themselves and their children for twenty years for the benefit of others.

Unfortunately for his position the figures of the picture are somewhat faulty. The amount to be raised annually is \$11,000 and not \$18,000 as he puts it. This, in twenty years, will amount to 220,000, which is considerably less than a million. Nor will it be necessary for the municipalities to raise the whole of that amount, since, according to law, the 6 per cent. interest and 5 per cent. sinking fund must be raised annually. The interest only, however, is to be paid over, the balance, or sinking fund, must be invested at interest. In the course of 20 years this accumulation of interest, amounting to over \$200,000, will add very materially in paying off the debt. So that this mortgage for nearly a million of dollars is rather an imaginary document, and has no existence in fact. Besides the value of property for 1871 has not to bear this burden of the whole 20 years, as intended. The \$100,000 is the only amount that can be thus compared with the property of 1871. The increased amount will of course be borne by the increased value of property for the next 20 years, which is quite a different thing.

Any loan from Mr. A's standpoint would be a formidable affair. B. has \$1,000 for 20 years, at 8 per cent, to be paid on the sinking fund system. At the end of that time he will have paid \$2,220. This would indeed appear large if no account were to be taken of the use of the \$1,000 during

The End of the World Not Yet.

Sir.—There is considerable anxiety at the present time in reference to the Solar eclipse that is to take place on the 22nd. We hear of weak prophets and silly preachers predicting great storms, tidal waves, and earthquakes, and probably the end of the world. Now, it may be proper to state in a few words and without going into particulars and nice calculations the probability of the eclipse of the 22nd, or the thing which is giving to it such prominence—in short, to show that there is no ground for fear.

Every body knows that it is the moon that lifts the tides, and that when she is on the side of the earth nearest the Sun, she lifts a larger wave than when she is on the opposite side, for then both Sun and Moon, like two horses are drawing together; whereas when she is on the opposite side they are drawing contrary to one another. In the former case, we have what is called the high spring tide, in the other, the low or neap tide. Now it so happens that on the 22nd we have not only the Moon but Mercury, Venus, Jupiter and Saturn, all on the same side. Instead of three horses to speak of, pulling at different angles, hindering and counteracting each other, as they in their currents for the most part do, we have them all drawing together in the same line, and the fear is that they will not only draw all the water out of the ocean into the dry land, but perhaps draw the poor earth into the Sun.

Now let us see. Mercury and Venus may be said to be at the same line, for they are so near the Sun that their greatest angular distance is small, Mercury ranging between 16° and 29°, and Venus never exceeding 45°—or the half of a right angle distant from a line drawn from the Sun to the earth. Mercury makes his revolution round the Sun in little more than twelve weeks, and so disappears every six weeks or so in direct line with the Sun, and the rest of the time nearly so. Similar is our reckoning concerning Venus. Well then, these two planets, as an element of disturbance, may be not made. They are always there, and belong to every eclipse and movement in which our world is concerned. Whether they are in a direct line or at the greatest angular distance cannot make any appreciable difference. The only peculiarity that which belongs to this eclipse is the fact that these two great planets, Jupiter and Saturn, are nearly in the same line with the Sun on the 22nd, but here too, as in the former case, it will be found there is no ground for fear. Jupiter is a very large planet, but not so strong or as large, his density being only that of water and his distance being so great, his influence can scarcely be detected by the most instrument. Then his mere presence is slow as regards our planet, being only some 2 1/2° per month, so that if there be danger of his presence on the 22nd there should be the same danger for months before and months after. Similar is our reckoning concerning Saturn, which though a very large planet is very light, the density being that of corkwood. If there be danger from the fact that these two planets are so nearly on a line with the Sun on the 22nd, we have had that danger for months past. We have it now, and as much now as we shall on the 22nd, the difference being next to nil.

To revert to the illustration of horses—the difference between the powers brought to bear upon our planet on the 22nd, and that for some months before and after, is like the difference of four horses drawing in one straight line—tandem fashion, each horse at the other's— and the same four horses spreading themselves out to the fullest extent of an ordinary carriage road.

Truly yours,
DUNCAN MURDOCH,
Minister Kibb's Club.

Break of Gauge

The Great Western obtained authority from the Parliament of its last session to reduce the gauge of its road from 5 ft. 6 in. to 4 ft. 6 in. They have already reduced the gauge of their main line west of London to 4 ft. 6 in., and will soon have the gauge east of London reduced to the same width. The Wellington, Grey and Bruce Road is being built on the 5 ft. 6 in. gauge, and consequently a break of gauge will have to be made at the junction. So much for the cry of the Hamilton people that the Narrow Gauge causes a break in the gauge of the country.

Electors pay no attention to the Hamilton schemers.

Opening of the Legislature

The fourth session of the First Ontario Parliament was opened yesterday afternoon at 2 o'clock, with the usual ceremonies. His Excellency the Lieutenant Governor had the

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increased amount will of course be borne by the increased value of property for the next 20 years, which is quite a different thing.

Any loan, from Mr. A's standpoint, would be a formidable affair. B. borrows \$1,000 for 20 years, at 5 percent, to be paid on the sinking fund system. At the end of that time he will have paid \$2,000. This would indeed appear large if an account was to be taken of the use of the \$1,000 during the 20 years. As with the present bonds, only in this instance the use of the money consists of the railway and its corresponding benefits.

Another distinction entirely lost sight of is the difference between the *assessed* and *real* value of property. As the former is much lower than the latter, it would have been nearer the proper estimate to say that the rate-payers are called upon to pay one-tenth of the value of their property than the one-third as put by Mr. Ainslie. As an illustration of this in one of the municipalities interested a village of 100 acres attached, worth \$1,000 is assessed at \$200. Taking it, however, on the present *assessed* value, it amounts to less than a fourth, and this fourth will be spread over 20 years.

To assist the rate-payers still further, it is contemplated to apply for an Act of Parliament to be relieved from the necessity of raising the sinking fund for a few years, until this action will have derived advantages from the railway that will enable it to make the payments more easily.

Toronto, it is said, does this without any Act of Parliament, providing only for the interest, borrowing again when the time comes for payment of principal.

Many sections of the country have railways, and few have ever obtained them without more or less opposition, yet it will be difficult to find one in which the people would be willing to shake off their self-imposed railway slavery and return to the days of old slow-couch freedom.

There are two or three minor points in Mr. Ainslie's letter which may be briefly disposed of.

"If we are to pay for a railway it ought to be our property." The ownership of the road, carrying with it heavy responsibilities, would be of very little advantage, if any, to the county. The thing required is railway facilities.

It is very evident that the majority of the Owen Sound wheat buyers do not agree with Mr. Ainslie in his grain-trade theory, as they are opposed to the By-law.

The advantages which accrued to Galt on its being cut off on all sides by a railway are just what are required here. The hydraulic power of the Sydenham and Potawatamie would also, in the event of a railway, be all probability, be brought into requisition for manufacturing purposes.

The information that Hyng Luety produced 4 000 bushels of potatoes without any one who has ever visited that rock-bound coast. The North Shore and adjacent islands can never figure to any extent as an agricultural country, and hence there is something in Mr. Chisholm's argument of drawing from the north to supply that region, but there is not so much in it that Sydenham, Koppel and Derby should fear the competition, as seems to be the case since the effect of the railway will be to equalize prices. Oats could then no longer be bought in the interior at 22 cents if worth 32 cents here.

Nor is it a matter of much importance as to whom, or at what discount the debentures are sold. The question is narrowed down to this, which do the eleven municipalities prefer, to pay \$500,000 and get a railway within two years, or pay nothing and do without a railway?

J. W. Palmer
Owen Sound, Dec. 6th, 1870.

The Hamiltonians at Hanover.

A meeting was held at Hanover in the Township of Bentinck in opposition to the By-law. After speeches by Adam Brown and others, a resolution was proposed asking the meeting to adopt the Great Western extension and to defeat the Narrow Gauge By-law. The meeting refused to entertain the resolution and it dropped for want of a second. Bentinck is evidently not to be humbugged by the Hamiltonians.

The Kingston *Whig* says that the conference made by Deacon, the Clarendon wife-poisoner, has given grounds to an impression not favorable to the prisoner. The well-minded girl, Caroline Vankoughnet, is now on the States at service.

Electors, pay no attention to the Hamilton whippers.

Opening of the Legislature.

The fourth session of the First Ontario Parliament was opened yesterday afternoon at 2 o'clock, with the usual ceremonies. His Excellency the Lieutenant-Governor had the usual cavalry escort and guard of honor, and the Garrison Battery fired a salute. The Lieutenant-Governor gave his official dinner in the evening at the Government House. The Speaker of the Assembly arrived on Tuesday, the 6th.

NOW OR NEVER!

If you are opposed to a Railroad, as some of the large GRAIN MERCHANTS are (whose interest it is to keep down competition and prices, and thus grow rich out of the poor back woods farmers,) VOTE NEXT MONDAY against the By-law.

Electors, if you want a Road, GO TO THE POLLS AND GO EARLY! VOTE FOR THE BY-LAW! even if you have to walk miles through the mud, you will have done the best days work you ever did.

Vote for a Railway NOW when you can get one.

The Toronto Company have nearly completed 100 MILES OF ROAD IN A SINGLE YEAR.

They have done what they agreed to do. Have never asked an extension of time as the Hamilton men have.

The Toronto Company will never ask for more money or longer time, but will do as they agree, and the County Council will see that they use the power given them in the 4th section of the Act of Parliament, relating to the Company, and take good care that every cent of \$400,000 is spent NORTH OF MOUNT FOREST on the third section of the Road.

VOTE FOR THE BY-LAW and VOTE EARLY.

EXTRACT.—I can safely and occasionally invaluable preparation (EILLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES) in a variety of cases, especially chest diseases; having successfully prescribed it in Bronchitis, Asthma, Debility from Liver Complaint, Debility from Fever, and Debility from impoverished blood.

I am, Sir, yours truly, JAMES SALMON.

Practising Physician and Surgeon.

Price \$1 50 a bottle; 5 for \$7 50. Sold by Apothecaries and by F. Gundry & Co. Wholesale Agents, Montreal.

The increase in the population of the United States during the last ten years, as shown by the census returns, was only 21 1/2 per cent. The result disappointed our American cousins. The total population amounts to about 38,000,000, but it was confidently anticipated it would reach 42,000,000. From 1840 to 1850, the increase was 36 per cent; from 1850 to 1860 it was 35 per cent, while, as above stated, it was, for the last decade, only 21 1/2 per cent. We here Canada has done much better than that.

A correspondent points out a fact not generally known, that Queen Victoria's future son-in-law, as soon as he crosses the border with his bride, will be a dissenter in religion for the Marquis of Lorne is a Presbyterian, "true blue"—a conformist of the State religion on the north of the Tweed, but a dissenter from it on the south.

A NICE PROSPECT.

The people of this Town, and the immediate vicinity, have a charming future before them, in the event of this By-law being defeated and the other projected roads being completed. Let the Northern be produced and terminate at Masford—let the Hamilton branch be produced and terminate at Durham—let the Watlington, Grey and Bruce be produced and terminate at Southampton—what a future for this "light of other days."

The General's trip over the Great Northern Railway, a late House, and many excursion lunches for Lieutenants, Seagraves, which the ways are

Twelve of Red Hen's dissonance.

Sir F. Cotton p by Mr. I his road erected in Canada.

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Western could not change its gauge, as its
gauge was fixed by Act of Parliament. In
three months afterwards those very worthies
voted to have the gauge changed to a narrow
one, in fact made into a Yankee road, and
the old iron, old worn out rolling stock,
transplanted to this off-shoot called the Wel
lington, Grey & Bruce.
Time has fully sustained my third and
fourth objections; and Bruce, or at any rate
a large portion of it, will suffer for another
year from this excrescence of an unholy by
law. Men of Grey, beware! You have an
example before you. Now, what have these
Hamilton schemers, W. G. & B. Monte
banks, done? Fifteen months ago they
boldly stated in Bruce that their road was
finished to Elora; and now they are five
miles further, or at Alma. The worthy
President says next year will see it at Har
rington; and I dare say the Miuto bonus will
bring him there. But, at the same rate of
progress, when will it see Paisley or South
ampton? Having secured Bruce, why don't
they boldly begin at both ends, and push
through, and give the people of Bruce a
road? No, gentlemen, I shall be much de
ceived if Harrington will not be its north
western terminus. Or, further, let me ask,
why have they not already occupied Grey,
instead of waiting until Grey had decided—
for I am told that, as late as last July, the
people of Grey sent them an offer (believing
they were otherwise abandoned), and the
honorable Board thought so much of it that
after six weeks delay, the worthy President
answered that he had lost the letter. Here
was a chance for this crooked horn, springing
from Guelph to Elora and Fergus, thence
back to Elora, thence to Alma, with a pro
mised sprout from Harrington to Durham, to
work itself to Grey! What a dainty trail
for the great county of Grey to get its pro
duce to market by! Not, no, gentlemen,
there never was any desire, intention or
ability to penetrate Grey, and they knew it.
Their late President, to whose great energy
and ability the concern was indebted for any
life it had, knew it. He knew more; he
knew his promises to Bruce could not be
kept, and hence, as the rats desert a sinking
ship, he prudently left the chair. Now as to
the position of the Toronto, Grey and Bruce
road, the only tangible scheme ever placed
before the County of Grey. Sixty-four miles
or the distance to Arthur, is fully graded,
fenced and ready for the iron. Eighteen
miles of the track is laid from Weston, over
which a large party from Toronto, with a
deputation from Chicago, passed on last
Saturday. (See Senator Macpherson's and
other speeches made at Woodbridge). A
deputation from Grey also passed over the
line some ten days ago. The connection be
tween Toronto and Bolton—27 miles—is
now completed. Freight—flour and wheat
—was last week carried over it for Memra.
Gooderham & Worts and others. Every
bar of iron required for the road up to with
in fifteen miles of your county is on this side
of the Atlantic, and paid for. All the
money required is in hand, the only trouble
is to get labor to use it. With Grey
we propose, immediately upon ratify
ing the by-law to spend all the
bonus, and about as much more, within its
borders; to survey from both ends at once,
grade from both ends, and lay the iron from
both ends. Begin at once and connect
Owen Sound with Toronto, in about eight
months. Men of Grey, I will be much
mistaken unless you sustain your Regime.
Support an independent line that will bring
you in contact with the whole railway
system of the Dominion—a line owned and
managed in Ontario, and having a represen
tative of your county at the Board. By
By this line you will have free competition
with lake and rail. Down with this Yankee
humbog—this W. G. & B. Railway! Be
lieve me when I say that myself and associ
ates, who have pledged their time and cap
ital to the Toronto, Grey and Bruce Rail

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A NEW NARROW GAUGE LINE

MEETING IN TECUMSETH.

In accordance with the resolutions of a preliminary meeting, a large gathering of the reverend, councillors and influential citizens of the townships of Tecumseth, Essex, Tossoronto and Adjala met in Schoolcraft's Hall this afternoon to promote the construction of a branch of the Toronto, Grey and Huron Railway from Bolton to Alliston through this place.

The meeting was organized by calling John Fisher, Esq., Reeve of Tossoronto, to the chair, and Dr. Whitehead to be secretary. The Chairman, after stating the object of the meeting, expressed himself as strongly in favour of the branch, and felt sure that the township was of the same mind. That they had experienced the want of more direct and cheaper communication with Toronto.

Mr. Geo. Patterson was very desirous to see the road built as soon as possible. He said that Alliston was alive with excitement over it. He would be willing to pay \$100 a year to have his taxes for 30 years if they could give him the road. He thought other settlers would be willing to aid very liberally. He was sure the road would be worth all it would cost. He thought the road would only be about 21 miles. He expected all the local townships to aid the enterprise. He explained the gain to the farmers from the diminished cost of bringing their and other merchandise from Toronto, by a direct and direct road of 44 miles, as compared with the bringing them by Guilford or Argus on the N. E. R., and then teaming through the mud such as we had to-day. He thought the present prosperity of the county was greatly owing to the railway facilities we have been favoured with.

Mr. Geo. Nelson, said that from his mill the distance by narrow gauge would be about 25 miles to Toronto, while by Bradford it was 30 miles. If we had the railway he could afford to make 2 cents a bushel more for wheat. That moreover on account of the difficulties of transportation country settlers were prevented from buying for less the grain would fall before they could get it to market. With good transportation a farmer could do more buying with \$500 than with \$3,000 now.

Mr. D. A. Jones, merchant, pointed out that the railway by raising the value of wood, had, which covers about half the township, the assessed value would be so much increased that the rate of tax on each dollar would be reduced. That this railway would be bound in its charter to carry cordwood at the same rate as other freight, and that it would be said to cost wood worth \$2 a cord before cutting. That the number of mills being about one for every mile of the road would bring great traffic both to the branch and main line. That there was more pine on this route than on any other as near Toronto. That the ties for the T. G. & B. shipped from this village showed our capacity to supply the timber.

L. F. Mackenzie, Esq., Deputy-Reeve, stated that lately he sold twenty-five acres in Guilford, and that the wood on it had been sold for \$300, the purchaser to leave the ground ready for crop. He thought this would show the advantage of the railroad to growers of wood.

The following resolutions were then carried unanimously:

Moved by C. H. Trench, seconded by J. H. Trench: That this meeting is in favour of a branch from Bolton to Alliston, by way of Appleton and Clara'sville, and that they hereby pledge themselves to try and carry it through.

Moved by D. A. Jones, seconded by Wm. Trench: That the following gentlemen—Geo. Nelson, Esq., Reeve of Tecumseth; John Fisher, Esq., Deputy-Reeve of Tossoronto; Robert Layton, Esq., Deputy-Reeve of Adjala; Geo. Fletcher, Esq., be a committee to consult with the Directors of the T. G. & B. R. and see that they are willing to do to provide us with railroad accommodation.

Mr. D. A. Jones' name was afterwards added to the committee.

After the usual vote of thanks and three hearty cheers for the narrow gauge, the meeting broke up highly pleased with the prospects of a railroad near home.

MR. E. MACKENZIE AND THE IS-

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THE NEW RAILWAY.

LARGE & ENTHUSIASTIC MEETINGS AT WILCHAM AND AINLEYVILLE.

The Farmers of the North bound
to have a Railway.

THE LONDON NARROW GAUGE THE FAVORITE.

Speeches of the Hamilton and London De-
putations, and other Prominent
Gentlemen.

*Specially Reported for the Huron
Expositor.*

THE WINGHAM MEETING.

A large and influential meeting of the inhabitants of Wingham and adjoining Townships, was held at that village on Thursday last. The meeting was called in the interests of the Wellington, Grey and Bruce Railway, and was addressed by the President, ex-President, and one of the Directors of that road, also by Messrs. Imlach and Patterson, Reeve and Deputy Reeve of Brantford, and others, in its behalf. There was also present a deputation from the London Board of Trade, in the interests of the London, Huron and Bruce Railway, only one of whom, however, — Murray Anderson, Esq., — addressed the meeting. The meeting was called for 12 o'clock, but it was nearly two ere the Hamilton men were ready to mount the rostrum. About 2 o'clock, it was proposed and seconded that Mr. Gibson, of Wingham, take the chair, and that C. Tait Scott, Deputy Reeve of Turnberry, act as Secretary.

The chairman, in his opening remarks, said that the meeting was convened to consider the railway question, but at the outset, he deemed it necessary to make a few explanatory remarks. About twelve months ago a meeting was held to consider the propriety of having railway communication to Wingham, and at that meeting it was resolved to make overtures to what is called the narrow gauge, or Toronto, Grey and Bruce Company. The result of this overture was, that it was decided upon to run a line from Arthur to Kincardine, touching Bluevale and Wingham, in the Township of Turnberry. Mr. Robinson had passed over the proposed route, and stated that he had never found a railway which could be so easily built as that from Arthur to Kincardine. About the time that the Engineer's report was submitted to the Board, the President and Mr. Laidlaw had to go to England for the alleged purpose of disposing of the bonds, and nothing could be done until their return. But it would seem that the location of the road had gone with the sale of the bonds, as from that day to this they had always fought shy of the Wingham people. After the President and Mr. Laidlaw arrived home, a deputation from Wingham and Lucknow waited upon the Directors, and were promised that a preliminary Survey would be at once commenced. The deputation came home, and have been waiting for the survey ever since. The next thing they heard of Mr. Laidlaw, he was at Owen Sound, endeavoring to get assistance from the people of that section to assist him to Owen Sound; and in a short time, meteor like, they heard of him at Kincardine, and then shortly after, some where else. But, like a meteor, Mr. Laidlaw is now quenched in darkness, and the Wingham people are willing to let him remain as he is. The idea of first building the branch of the Wellington, Grey and Bruce, from Harriston and Kincardine, was first mooted by Mr. Isaac Buchanan. He considered that any man or body of men had a perfect right to come here and advocate the interests of their respective schemes. He now considered that the people of Wingham

then went on at considerable length to show what difficulties they had had to contend with, in order to explain the delay which had occurred. The Wellington, Grey and Bruce Company sought a bonus from Bruce, and in this instance as in all others, they nailed their colors to the mast, and never for a moment lost sight of them, but stuck to the ship until they gained what they sought. He admitted that the Southern Townships of Bruce were not served as they should be, and for this reason they proposed to make their road like a three pronged fork. The centre or main prong running direct from Guelph through Harriston and Walkerton to Southampton; one of the prongs branching off from Harriston, south through Wroxeter, Wingham, Lucknow, &c., to Kincardine, and the third prong running from Harriston to Owen Sound, by way of Durham. This was the work they had marked out for themselves, and they would carry it to completion in spite of all the opposition which they might encounter from the promoters of the three feet six thing. Mr. Brown then proceeded to compare the present position of the Wellington, Grey and Bruce with the Toronto, Grey and Bruce, and depicting the vast benefits which the people of South-Huron would receive from being connected with a line such as the one his Company proposed to build; and stated that his contempt for this three feet six affair was so great, that he had scarcely patience to speak of it. But the question now before the people of South Huron was not simply a question of gauges but a question of markets, and argued that his road, leading directly to the eastern markets was preferable to all others, and concluded by cautioning the people, how they decided, as their decision would effect them either for weal or for woe. It was not only a question of their own future welfare, but of that of their children after them.

Mr. Imlach, of Brantford, was the next speaker, and strongly condemned the narrow gauge scheme, and held forth the benefits to be derived from the construction of the Wellington, Grey & Bruce. Mr. Laidlaw stated that the people of Brantford thought so much of connection with a road like the Great Western that they had recently granted \$75,000 in hard cash to aid in the construction of the Harristown branch, and stated that the people of North Huron could gain connection with the same road through the Wellington, Grey & Bruce, for a much less sum.

Mr. Murray Anderson, one of the London deputation, and President of the Port Stanley Railway Company, was the next speaker. Mr. Anderson said that to-day he would have to claim the sympathy of the meeting, as he was the only one of the London deputation who would be permitted to contend against the tremendous force from Hamilton and Brantford. He was not a very old man, but he had been connected with a good many railway enterprises. He had had the pleasure of introducing the first By-Law in the County of Middlesex, to take stock in the London and Gore Railroad, which is now the Great Western. Now as to the question of gauges. The gentlemen from Hamilton appear to think that no other gauge is right or practicable except the broad, but he would ask how is it that the Great Western Railway, the step-parent of the Wellington, Grey & Bruce road, is reducing the gauge of that line from broad to narrow. The secret of the matter is, the Great Western have a large amount of rolling stock which was formerly used on the broad gauge, and which is now useless for the narrow, and they wish to keep the Wellington, Grey & Bruce road for the purpose of using their old rolling stock upon, thus pawning off their old worn out stock upon the people of Huron and Bruce. There is no institution which has so great a tendency to benefit and improve a country as a railway, and it

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and have been waiting for the survey ever since. The next thing they heard of Mr. Laidlaw, he was at Owen Sound, endeavoring to get assistance from the people of that section to assist him to Owen Sound; and in a short time, meteor like, they heard of him at Kincardine, and then shortly after, some where else. But, like a meteor, Mr. Laidlaw is now quenched in darkness, and the Wingham people are willing to let him remain as he is. The idea of first building the branch of the Wellington, Grey and Bruce, from Harriston and Kincardine, was first mooted by Mr. Isaac Buchanan. He considered that any man or body of men had a perfect right to come here and advocate the interests of their respective schemes. He now considered that the people of Wingham were free to choose for themselves. They had stuck to the narrow gauge as long they had a rag to cling to, and could not now be blamed if they found it necessary to look elsewhere for that which had been denied them by the Toronto people. The chairman after a few further remarks called upon Mr. ADAM BROWN, Ex-president of the Wellington, Grey and Bruce Railroad. Mr. Brown commenced by saying that he would endeavor to compress what he had to say into as little space as possible. As President of the Wellington, Grey and Bruce Railway, he had had the honor of opening the ball in the County of Bruce, and as Ex-president he now had the pleasure of appearing before this meeting to fire the first shot in Huron in behalf the road which he represented. He was glad to see so large and respectable an audience present, it showed that they were thoroughly in earnest in their demand for railway communication. He thought it was high time that the people of this beautiful section of country, had railway communication with the front, as they had been shut up long enough! Himself and his colleagues were here to-day for the purpose of laying before them a scheme by which they could secure what they desired. Mr. Brown then went into a statement as to how the project which he advocated originated. The charter had first been obtained by a Toronto Company several years ago, but had never been made use of, until a few years ago, when a number of the business men of Hamilton, took hold of the scheme, revived the charter, and commenced the construction of the road. After commencing the construction of the road from Guelph, they applied to the proprietors of the Great Western Railway to back them in their undertaking. This the Great Western readily did;—and agreed to take it off their hands as soon as it was built, stock it, and run it for all time to come. They first commenced the construction of the first section of the road, from Guelph to Fergus. The Townships granted bonuses, the debentures were placed in the hands of the Provincial Government, and the money paid over to them as the work proceeded. The Company found, however, that they had not sufficient to complete the road through the County of Wellington, and they consequently applied to the City of Hamilton for assistance. Hamilton, notwithstanding that it had been so badly burnt with railway schemes before, recognized the importance of this project, and transferred to them bonds to the amount of \$95,000 which that city held against the Great Western Railway, with this assistance they completed the first section of their road. The undertaking was a great one. He could assure them that it was not so easy to build a railway as to bake a cracker, but they had taken the matter in hand and they were bound to push it forward in spite of all opposition. The speaker

as to the question of gauges. The gentlemen from Hamilton appear to think that no other gauge is right or practicable except the broad, but he would ask how is it that the Great Western Railway, the step-parent of the Wellington, Grey & Bruce road, is reducing the gauge of that line from broad to narrow. The secret of the matter is, the Great Western have a large amount of rolling stock which was formerly used on the broad gauge, and which is now useless for the narrow, and they wish to keep the Wellington, Grey & Bruce road for the purpose of using their old rolling stock upon, thus pawning off their old worn out stock upon the people of Huron and Bruce. There is no institution which has so great a tendency to benefit and improve a country as a railway, and it therefore behoved the people of North Huron to weigh well the matter ere they gave their support to any railway enterprise. Now he would tell them that no broad gauge railway had ever paid. A collateral road for local traffic will pay much better than a line which depends mainly upon through traffic, but even this will not pay on the broad gauge principle. As proof of this he might say that the best paying roads in England, in fact the only roads which did pay were narrow gauge roads. Another advantage in favor of the narrow gauge is that it is far easier built, and much less expensive to run than the broad. With regard to the markets which could be reached by the proposed London scheme, he would say in the first place that the London market as a general thing was higher than either the Hamilton or Toronto markets, and four times more grain was annually shipped from London than from Toronto, but he did not wish it to be understood that the London market was the only one. It was generally admitted that the American market was the best market we had. Now the proposed road would lead to direct communication with the markets of the United States, as the Port Stanley road would be run in connection with this proposed road, so that grain could be shipped direct to the lake shore without breaking bulk. Besides this Port Stanley communication which leads to the Buffalo and Toledo markets, we have in London two other railways which the proposed one would intersect, and before long there will be four, all of which would lead to the best markets of the world. While this was the case with London, Hamilton was bound down to one. The fact was if the Hamilton scheme were accepted by the people they would be binding themselves hand and foot to the Great Western Railway. Why was it that they were enabled to give better prices for produce at London than at Hamilton? simply because they in London had a choice of markets. Boats left Port Stanley every day loaded with stock and produce, for the best American markets. To conclude he would say that they proposed to build a line of railways from the City of London, to connect with the Port Stanley road—which would be altered to a narrow gauge,—through the Counties of Huron and Bruce to Lake Huron, and if the people of this section of country desired it to come to Wingham they could have it. He would say that no city in the Province has spent more in railway enterprises than London, and he could assure them that when the people of that city took hold of any project, they meant business, and would push it through, and he firmly believed that on this occasion they would be ably and liberally assisted by the municipalities through which the road would pass. They did not want five years in which to build it. If they did not have the road completed inside of a year and a half, they didn't.

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want to come at all. Already, although only about two months since the project was first mooted, railway offices had been opened in London, engineers have been employed, and had commenced work, and all that was now wanted to ensure entire success, was the hearty co-operation of the municipalities through which the road would pass, and which it would benefit. A ter considerable further remarks Mr. Anderson resumed his seat, his plain, business-like, and unassuming speech having created an excellent impression upon the meeting.

Mr. McGivern, President of the Wellington, Grey & Bruce Railway was the next speaker, but we have not room for a report of his remarks, which were, in a great measure a rehash of the remarks made by his predecessor, Mr. Brown.

Mr. Messer, Reeve of Turnberry, was next called upon, he said that the meeting had heard both sides, it was for them to judge which of the schemes would serve them best. In his opinion, speaking as a ratepayer, he would give his decision in favor of the Hamilton road, because he considered it the best outlet for both grain and stock. He also considered its location best suited to the township of Turnberry. The London road, come what way it would, could only have one station in Turnberry, whereas by the other there would be three. Even the prospects, he considered, of the Hamilton road better than the London, as the latter road runs through a considerable tract of country, the people of which have very little interest in it, or need for it, whereas the former will traverse the townships of Howick, Turnberry, Wawanosh, and others, which are in reality, much in need of railway communication. The London road, it was said, would cost \$5,000 per mile to build and equip, whereas the other could be built for about \$6,000 per mile, the equipment being furnished by the Great Western Railway, and consequently not costing the company anything. Notwithstanding, however, that the London road cost so much less, he would give the extra \$1000 per mile to the Hamilton road, as he believed the people would be at least that much better served by it. If the Hamilton people delayed, he would then go in for the London scheme. The people of this country wanted a railway, and they were bound to have it. He would therefore advise the people to give assistance to the road which would have the first engine run into Wingham.

Mr. Patterson of Brantford next spoke, earnestly advocating the interests of the Wellington, Grey and Bruce, and strongly advising the people to have nothing to do with any other.

Mr. C. Tait Scott, Deputy Reeve of Turnberry, said that the people wanted a railway. His sympathies were in favor of the road that would go to the sea-board as the bulk of the products of this country naturally went in that direction. If however, we don't get the broad gauge road, he would favor giving a bonus to the first company that would have their road opened and in running order to Wingham.

Mr. Campbell, of Lucknow, also spoke in favor of the Wellington, Grey and Bruce road.

Mr. Currie of Wawanosh, favored a road that would lead direct to the Eastern market. His township would give a good reasonable bonus to any road which would first give railway facilities.

Mr. Stewart, one of the Directors of the Wellington, Grey and Bruce, also addressed the meeting.

Mr. Lewis Bruce said they should not forsake the Wellington, Grey and Bruce, as it was the second on the list which applied.

Mr. Peter Fisher, said that if when he first came to this section of country some nine or ten years ago, any person had predicted that now there would be two respectable railway companies anxious to run a road through their village, they would have been considered fit subjects for the Lunatic Asylum. But since then times had changed, and he could assure

Mr. Smith, President of the London Board of Trade, who said they had as yet scarcely time to perfect all their measures, as it was only on the twenty-second of November last, that the London Board of Trade first took the matter into consideration. He believed that some misapprehension existed in the minds of the people, on account of their being compelled to act at first upon an old charter which had been obtained some sixteen years ago, to run a road from London to some point in the Township of Stanley. But it was now found that the road must run through to Lake Huron. The idea of building this road was not a new one, but had been contemplated some time ago, but owing to hard times and other causes the scheme fell through, and was only revived within the past two months. The Company's surveyors have pushed on the survey as far as Brucefield, and have been instructed to survey the routes to Kincardine and Southampton, going up one way and back the other. So far as they had yet been able to learn all were willing to contribute as much as would make the road a paying road. Those who had the matter in hand intended to push the road through if the people want it.

Mr. Atkinson, of London, considered the question of Railway communication a very important thing. He looked upon the County of Huron as one of the finest counties in the Province, and considered it a pity that they have not had railway communication long ago. The greatest interest was taken by the people of London in this scheme. He did not believe that there were ten men in the city who are opposed to giving a large bonus to such a road, as they are well aware of the benefit which it will be to them. The people of this section of the country are now entirely at the mercy of the Grand Trunk monopoly; but the project before you is for an independent local line, that can be built for less than one third of what it cost to build the Grand Trunk. Broad Gauges are a great mistake.

Broad gauge roads have never paid a dividend. In the old country they have roads seven feet, six feet, and five feet, and it is now put down as an established fact that no road will pay a dividend which is more than five feet. The Great Western railway have reduced their gauge from five feet four and a half inches to four feet eight inches. Now as to the benefit which a road would be, he might refer them to the effect which their gravel roads have had upon the progress of the country within the past ten years. Had it not been for the splendid gravel roads which are in Huron, the farms would not now be worth as much as they are, by at least one-fourth. Next to gravel roads come railroads. When the advancement had been so great by the benefit they derived from gravel roads, might they not reasonably suppose that their progress would be much greater when they had a railroad passing within easy reach of them? We come before you proposing to build a cheap road, which will carry your freight two-thirds less than any broad gauge can possibly do,—a road that will carry your horses, cattle, and all your produce, via London to Port Stanley, without transhipment. When at Port Stanley you are in direct communication with the best American markets. But even supposing freight had to be transhipped at London, we can carry freight from here to London, at one third less than any broad gauge can possibly do it, which will do far more than make up for the expense of transhipment. The speaker here went on to explain how they proposed to raise the ways and means for the construction of the road, and showed also that supposing the township of Grey gave a bonus of \$40,000, each owner of a hundred acres of land would only require to pay \$5.50 per annum for twenty years, when by the accumulation of a sinking fund the whole debt would be paid off and they would have the road free. Mr. Atkinson said he could not as yet say anything definite about the question of routes, but his own impression

they only succeeded in carrying a resolution to the effect that the first road through would get the bonus. This was all the London people wanted. Mr. Williams went on to show the superior advantages which London possessed as a market, and instanced the fact that the mills in London were now idle for want of grain. He stated that when Mr. Brown said that his Company intended building a branch to Kincardine, he stated what he knew to be false, as he had a telegram in his pocket from Alderman Dakin, of the Great Western Board, stating that that road would take no interest in any branches of the the Wellington, Grey and Bruce Railway. Mr. Williams also referred at some length to the advantages of a narrow gauge over a broad.

We regret much that the space at our disposal forbids us giving more of this gentleman's remarks. We shall, however, on a future occasion refer to the points which he touched upon with reference to gauge, &c.

Mr. N. M. Livingston, in a neat and argumentative speech, referred at some length to the benefits which a railway would confer upon the people, and the advantages of having direct communication with good markets, and the benefit of having a line which would compete with the Grand Trunk. Mr. Livingston's remarks were well received, and had a good effect.

Mr. Kelly, Reeve of Morris, was well satisfied with the explanations which had been given by the London gentlemen. He had been offered \$3,500 for his farm, and if the railway was to go through Morris he would not take \$4,500 for it. He considered that if the people of his Township did not vote for a liberal bonus they would be voting against their own interests.

Mr. Kerr, of Ainleyville, also made an excellent speech in favor of the road.

Rev. Mr. Murphy, of Wingham, spoke strongly in favor of the London scheme, and characterized the meeting at Wingham as a sham, and said that the resolution had been carried through trickery and fraud.

Mr. Kelly, of Blythe, also made a few sensible and well-timed remarks. He was in favor of the route which would lead to the East, but would give his support to the first road which would commence active operations.

At the close of the speeches, the following resolutions were carried unanimously, not a single hand being held up against either of them:

"Moved by Mr. Livingstone, seconded by Archibald McDonald, Deputy Reeve of Grey, that in the opinion of this meeting railway communication is urgently demanded for this section of the country, in order more fully to develop its resources, and that the interests of the Counties of Huron and Bruce will be best served by a line of railway from the City of London to some point on Lake Huron, in the County of Bruce, and that this meeting cordially approves and endorses the project of the London, Huron and Bruce Railway, and pledges itself to aid its construction through the Townships of Morris and Grey by every means in its power."

"Moved by Thomas Kelly, Reeve of Morris, seconded by Dr. Holmes, that this meeting of the ratepayers of the Townships of Morris and Grey, would

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Mr. Lewis Bruce said they should not forsake the Wellington, Grey and Bruce, as it was the second on the list which applied.

Mr. Peter Fisher, said that if when he first came to this section of country some nine or ten years ago, any person had predicted that now there would be two respectable railway companies anxious to run a road through their village, they would have been considered fit subjects for the Lunatic Asylum. But since then times had changed, and he could assure the railway gentlemen present that whichever party should be fortunate enough to have their road run through Wingham would not have a lean bone to pick, as here there was as good water power as could any place be found, and the milling and manufacturing interests were not to be despised. He considered the Hamilton or Guelph route the natural one for the products of this country.

Mr. D. D. Hay, of Listowel, was the last speaker. Mr. Hay spoke favorably of the Hamilton scheme.

At the conclusion a resolution was passed expressing the preference of the meeting for the Wellington, Grey and Bruce, and pledging the meeting to give a liberal bonus to the first railway which would pass through Wingham. After votes of thanks to the Chairman, Secretary, and the two deputations, the meeting dispersed.

THE AINLEYVILLE MEETING.

On Friday, the 23rd inst., the day following the Wingham meeting, a largely attended and most enthusiastic gathering was held in Armstrong's Hotel, Ainleyville. The object of this meeting was to give the London deputation an opportunity of laying before the people of the Townships of Grey and Morris the benefits to be derived from the construction of a railway from London through the County of Huron to Lake Huron; also to elicit from the people of these Townships, an expression of opinion as to the propriety of granting aid to such an enterprise. The meeting was organized by appointing John Leckie, Esq., Reeve of Grey, chairman, and J. R. Grant, Esq., Secretary.

The chairman, in opening the meeting said, there was no difference of opinion amongst the people of this section of the country with regard to the necessity of railway communication, the only difference of opinion being as to which of the proposed roads support should be given. He had attended the meeting held at Wingham yesterday, in the interests of the Wellington, Grey and Bruce Railway, and he must say that a more miserable attempt to burk an enterprise than that which the Hamilton people were making he never knew. These people claimed that they had a prior right to this territory, and that they were determined to keep out all competitors: but for his part he had never seen in any of the public prints or elsewhere a single word about building their branch to Kincardine until the London scheme had been spoken of. The conduct of the Hamilton gentlemen at the meeting at Wingham, showed plainly that they were not in earnest, and that they were afraid to discuss the subject, for they would not allow a single local man who was unfavorable to their scheme to speak at their meeting, or have anything to say,—they choked us all off. The chairman called upon

them? We come before you proposing to build a cheap road, which will carry your freight two-thirds less than any broad gauge can possibly do,—a road that will carry your horses, cattle, and all your produce, via London to Port Stanley, without transhipment. When at Port Stanley you are in direct communication with the best American markets. But even supposing freight had to be transhipped at London, we can carry freight from here to London, at one third less than any broad gauge can possibly do it, which will do far more than make up for the expense of transhipment. The speaker here went on to explain how they proposed to raise the ways and means for the construction of the road, and showed also that supposing the township of Grey gave a bonus of \$40,000, each owner of a hundred acres of land would only require to pay \$5.50 per annum for twenty years, when by the accumulation of a sinking fund the whole debt would be paid off and they would have the road free. Mr. Atkinson said he could not as yet say anything definite about the question of routes, but his own impression was that the route through Seaford and Ainleyville was the best. He had passed over the same route about ten years ago, and was now very much surprised and gratified to notice the vast improvements which had been made, and he felt sure that the progress of the past will not be anything compared with that of the future. He then quoted from the London market reports to show that the London market was far ahead of either Toronto or Hamilton. This fact he attributes to the facilities which they had in London for shipping, and their close proximity to the best American markets by way of Port Stanley. Although the Port Stanley road was now one of the old fogie broad gauge roads, it would be altered so that produce could be shipped direct from Southampton to Port Stanley without break of bulk. Port Stanley was but a short distance from Buffalo, and from that place to New York produce could easily be shipped by way of the Erie Canal. By this road the people of the North would be brought into direct communication with the coal fields of Ohio, which, when wood became scarce would be quite a consideration. Taking into consideration all the advantages they would derive from it, he did not think it too much to ask the people of Grey and Morris to take an active interest in the project, and do all in their power to push it forward.

Mr. Hyman, of London, was the next speaker. He said that all men who could calculate for themselves, could easily judge whether or not the scheme which he proposed is the best. If, after due consideration you consider it is not the best, reject it; but if you do think it the best, then put your shoulders to the wheel and help to push it through. The people of London are anxious to push it through, and in order to do so, will give a bonus of \$100,000, and ask you to contribute your proportion. Morris contains 55,000 acres of land, and if a railway passed through it, each one of those acres would be increased in value ten dollars, which on an 100 acre farm would make the increase \$1,000. We don't ask you to pay one dollar until the road is partly built through your Township, so that if you don't get the road you don't have to pay the money. The people of London expect to have an advantage from the road as well as yourselves. This speaker went on at considerable length to explain the benefits of a narrow gauge over a broad, and contrasted the London markets with those of Hamilton and Toronto.

Mr. Williams, of London, the next speaker, expressed his regret that the Hamilton gentlemen were not present. He characterized the Wingham meeting as a packed one-sided affair. There were gentlemen there from Ainleyville, Bluevale, and other places, by special invitation, but none of them were allowed to speak. Notwithstanding this, however,

tions.

At the close of the speeches, the following resolutions were carried unanimously, not a single hand being held up against either of them:

"Moved by Mr. Livingstone, seconded by Archibald McDonald, Deputy Reeve of Grey, that in the opinion of this meeting railway communication is urgently demanded for this section of the country, in order more fully to develop its resources, and that the interests of the Counties of Huron and Bruce will be best served by a line of railway from the City of London to some point on Lake Huron, in the County of Bruce, and this meeting cordially approves and endorses the project of the London, Huron and Bruce Railway, and pledges itself to aid its construction through the Townships of Morris and Grey by every means in its power."

"Moved by Thomas Kelly, Reeve of Morris, seconded by Dr. Holmes, that this meeting of the ratepayers of the Townships of Morris and Grey, would respectfully ask the Legislature of Ontario to guarantee a charter to the London, Huron and Bruce Railway, from London to some point on Lake Huron, in the County of Bruce. That this and the foregoing resolution be signed by the Chairman and Secretary, and forwarded to the representative of North and South Huron, and by them presented to the Legislature for its approval."

At the close of the meeting votes of thanks were passed in favor of the London deputation, the Chairman and Secretary, and three hearty cheers given for the Queen, the Chairman, Mr. Leckie, and the London, Huron and Bruce Railway.

The Wesleyan Methodist Soiree.

The annual Soiree under the auspices of the Wesleyan Methodist Church of this village, was held in the church on Monday evening last. Notwithstanding the extremely stormy state of the weather, the attendance was large. The tables, which were well supplied with delicacies and substantial, were laid in the commodious school room, immediately adjoining the church. After all present had done ample justice to the good things which had been provided, they repaired again to the main portion of the church, there to participate in the "feast of reason" which awaited them.

The meeting was opened by the Choir singing a musical selection, and prayer by the Rev. Mr. Hurlburt, at the conclusion of which, John Beattie, Esq., was appointed to the Chair. After a few preliminary remarks, the chairman called upon the Rev. Mr. Goldsmith to address the meeting.

Mr. Goldsmith, upon coming forward, said that he might commence his remarks by wishing them all a Merry Christmas and a Happy New Year. He was pleased to be present at a social gathering of this kind this evening, and he was glad to see so many present, who seemed to enjoy themselves. This season of the year, more especially, was one in which we had reason to feel glad. He knew of no other season when the people of this world had more reason to be glad than upon Christmas. The highest joy perfectly coincided with the spirit of Christian character. Social parties such as the present, frequently did much in the way of cementing the different members of a church, and of establishing friendships and social relationships which would tend to the benefit of all concerned. For instance, courtships and marriages frequently have their origin in social gatherings such as these; and why should it not be so? Where could be found a more fitting place for the foundation of so holy an alliance as under the roof of the House of God? Much better in such a place, surely, than in the gid-

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NEWS! NEWS! NEWS!! FOR 1871.

The largest and best general newspaper in the Dominion—**THE WEEKLY GLOBE**—and the largest and best local newspaper in Huron—**THE HURON EXPOSITOR**—fourteen months for \$2.75.

The publisher of the **HURON EXPOSITOR** will supply the **WEEKLY GLOBE** and the **HURON EXPOSITOR** from this date to January 1st, 1872, for \$2.75; or paid-up subscribers to the **EXPOSITOR** with the **GLOBE** for \$1.25. The cash must accompany the order.

Address:
HURON EXPOSITOR OFFICE,
Seaford.

RAILWAY TIME TABLE.

Trains leave the Seaford station as follows:—

GOING EAST.	GOING WEST.
8.04 A. M.	2.25 P. M.
10.30 " "	8.50 " "
1.35 P. M.	1.35 " "
5.45 " "	8.05 A. M.

Huron Expositor.

Official Paper of the County.

FRIDAY, DECEMBER 30, 1870.

The "Expositor" this Week.

Contrary to the prevalent custom among local journals, this holiday week, nor have a sheet of reduced size. We have two reasons for this. First, a live journal like the **Expositor** cannot afford to give up the fifty-second part of its yearly business, and second our paper is a public necessity—the people cannot spare it, even a single week. As for those in our employ, we are sure not one of them ate his Christmas dinner with less gusto on account of the regular publication of the **Expositor**. We present even an unusually full paper this week. Lengthy reports of various railway meetings, correspondence about the proposed railway, a mass of local and district news, interesting miscellaneous reading, and a summary of general and war news, will be found in our columns.

The London, Huron and Bruce
vs. the Wellington, Grey and
Bruce Railway.

to Kincardine? Their main line, which they are bound by their charter to build before they touch any of the branches,—will run parallel with the branch to Kincardine, with only about sixteen miles intervening. This being the case, is it reasonable to suppose that they would build a branch to carry the traffic from their main line unless it were merely to prevent another competing road from stepping in and taking part of the territory which they had mapped out for their main line. But aside from this, we do not believe that the Wellington, Grey and Bruce Company is in a position to build this branch. Every person knows with what difficulty they have reached the point at which their road now terminates. It is over three years since the road from Guelph was commenced, and during that time they have only built some fourteen or sixteen miles, and at this rate, how long would it take to build three roads, each of which would be more than three times the length of what has already been constructed? If the people of North Huron do not have a railway until the Kincardine branch of the Wellington, Grey and Bruce is built, it is our opinion that but few of the present generation will have the pleasure of a ride by rail from Wingham to Hamilton. The whole project is evidently a sham, gotten up for the purpose of blocking the London project, so that a rival road may not be built, and the whole of the territory left intact for the benefit of the main line. Had the London scheme never been mooted, the people of Wingham would not have been honoured with a visit from Messrs. Brown and McEivern, on Thursday, the 22nd instant, nor for many months, and perhaps years, to come. The Wellington, Grey and Bruce people have their hands full already,—let them complete what they have undertaken,—then it will be time enough to commence hatching new schemes.

Now, with regard to the London scheme. We believe the people of London are thoroughly in earnest, and that they have not only the will, but the ability also, to construct their road, providing they receive the reasonable assistance from the municipalities through which the road will pass, they have a right to expect. In the first place, the road which they propose to build, is much more easily and cheaply constructed than the proposed branch of the Wellington, Grey and Bruce. In the second place, when built, it will be much more easily and cheaply run, and although its carrying capacity is not so great as the other, yet for all local traffic it will be found abundantly adequate. Besides this, the London people are prepared to give a guarantee that they will have their road in running order, within a year and a half, providing the necessary assistance is granted them. So that, taking all things into consideration, we believe it will be to the

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regular publication of the *Kuroarua*. We present even an unusually full paper this week. Lengthy reports of various railway meetings, correspondence about the proposed railway, a mass of local and district news, interesting miscellaneous reading, and a summary of general and war news, will be found in our columns.

The London, Huron and Bruce vs. the Wellington, Grey and Bruce Railway.

The people of North Huron have now two railway projects before them. One of these is a branch of the Wellington, Grey and Bruce Railway, to run from Harriston to Kincardine; the other is a line of narrow-gauge railway from London to Southampton. This being the case, it devolves upon the people of that section to consider both projects, and to weigh the respective merits and demerits of each, ere they decide to which they will render the assistance necessary to enable the promoters to carry out their proposed schemes. It is indeed a question of the most vital importance to the people of North Huron, and upon the decision which they give may depend, in a great measure, the future prosperity of their fine and fertile country. Under these circumstances, we do not consider it out of place to venture an opinion, as to which of the proposed roads would ultimately prove to be the most beneficial.

In the first place, then, there is no disputing the fact that the people of this section are determinedly resolved upon having railway communication of some kind, and it is equally undeniable that that communication has now become almost a necessity. A finer tract of country than that lying to the North of us cannot be found in Canada, and if railway communication were provided, it would soon become even better developed and more valuable. This establishes the fact that the country is able to support a railway. Thus, the sooner they receive what is so urgently demanded, the better. Now, in considering these two projects, we must not lose sight of the fact that the one which is likely to be of the most immediate service, all things being equal, is the one which should receive the greatest amount of consideration. We are willing to admit that the Wellington, Grey and Bruce Road would afford a more direct outlet for the products of the country, as it is an established fact that the natural tendency of all our productions is to the Eastern markets. But is it in any way probable that this company will ever construct a road such as that they now propose

more easily and cheaply constructed than the proposed branch of the Wellington, Grey and Bruce. In the second place, when built, it will be much more easily and cheaply run, and although its carrying capacity is not so great as the other, yet for all local traffic it will be found abundantly adequate. Besides this, the London people are prepared to give a guarantee that they will have their road in running order, within a year and a half, providing the necessary assistance is granted them. So that, taking all things into consideration, we believe it will be to the best interests of the people of the Northern townships to give their countenance and support to the London scheme. True, it has its drawbacks, but, after mature consideration, we honestly feel that its prospects are much brighter than the other. In fact, any person who attended both the Wingham and Ashbyville meetings, could not but be struck with the remarkable difference in the demeanor of the two deputations. The halleying, blustering and uncertain language of some of the members of the Harriston delegation, certainly contrasted very unfavorably with the straight-forward, honest and business-like addresses of the London gentlemen. The latter told in plain, unassuming words, what they wanted and what they intended to do; whereas nothing definite could be obtained from the former, except that they considered the whole territory belonging to them now, and they were bound to retain it. The question of gauges we shall take in hand to discuss at a future time.

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The Monday Season.

In Seaford, Christmas was celebrated quietly and pleasantly. On Sunday, in the Episcopal and Catholic Churches, the usual services for the day were held, and in most of the other churches, the preachers directed their remarks in a channel suggested by the occasion. The attendance at the churches, however, was not very large, owing, doubtless, to the inclemency of the weather. Monday was largely occupied by social gatherings and pleasure parties, which are peculiarly appropriate and characteristic of this season. On Monday evening, a tea-meeting was given in the Wesleyan Methodist Church, an account of which will be found in another column. In other parts of the county and district, the celebration was of a similarly happy character, and it is pleasant to think that Christmas time has passed, leaving few regrets and many pleasant memories.

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30 Dec 1870

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