

J. Manning Esq
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A PIONEER BACKWOODSMAN;

HINTS, FACTS, & FIGURES.

RAILWAY EXTENSION

FROM

GUELPH TO LAKE HURON.

SUBMITTED BY

F. W. WATKINS,

OF HAMILTON, C. W.

R. RAW, BOOK AND JOB PRINTER, JAMES STREET, HAMILTON, C. W.

Handwritten notes at the top of the page, including "51555" and "Oct 8/58".

Printed date: **OCT 8/58**

The following plain and practicable hints, facts and figures, advocating the building of a Railway from Guelph via Elora, Fergus, Mount Forest and Walkerton, to Lake Huron—are herein respectfully submitted by the Author, for the careful and candid consideration of the Ratepayers who will be benefited by its construction.

I have printed two thousand five hundred (2,500) copies of this Report for FREE distribution, among the rate-payers of the Counties of Wellington, Waterloo, Perth, Grey, Huron and Bruce.

To expedite its circulation amongst all parties concerned, I beg leave to request that Gentlemen to whom I send extra copies, will please address and send them, without loss of time to their friends and acquaintances, who are either directly or indirectly interested in the building of this Railway.

County Wardens, Reeves, Councillors, Editors and Publishers of newspapers, Postmasters, Clerks of Townships and Clerks of Council's, Merchants, and others, will please send me lists of names of rate-payers in their townships, with post-office addresses post paid, and I will pre-pay and send a copy of this Report to each person in said Counties, whose name and address are sent me.

When you have read this Book, please lend to your neighbour, who will read and return it to you for future reference,

F. W. WATKINS,

P. O. Box 91.

HAMILTON, April, 1867.



Small printed text at the bottom of the page, likely a printer's mark or address: "W. D. KOTHMAN, PRINTERS, 221 N. BROAD ST. N. Y."

Hints, Facts and Figures,

ADDRESSED TO THE RATE-PAYERS OF THE COUNTIES
OF WELLINGTON, WATERLOO, PERTH, GREY,
HURON AND BRUCE.

GENTLEMEN,—As I am personally a stranger to a large majority of you, it is perhaps best for me at the outset to inform you who I am and what have been some of my antecedents in this Canada of ours.

I am an old Backwoodsman, who has spent twenty-nine years of my life, (from 1819 to 1848,) clearing up and then cultivating our Canadian wilderness lands, thus endeavoring to do my part to make our beloved adopted country "bud and blossom as the rose." From 1848 to 1860 I was pleasantly and profitably engaged in the mercantile business in the City of Hamilton. Since 1860, up to the present period, my time and energies have in a great measure been satisfactorily employed in aiding to develop the increasingly useful immense Oil treasures, that for untold ages had lain hid in their rocky depths, in the far-famed township of Enniskillen.

I have also the pleasure of being able to inform you that for and during the last ten years, I have been a Ratepayer in the County of Bruce, and such being the case, (although I am a citizen of Hamilton,) I can assure you that in everything that has a tendency to aid in the development of the resources of your rich, fruitful Country, and thus add to the comfort, convenience and happiness of yourselves and families, your interests and mine are identical. I know, because I have passed through the same ordeal myself, what your privations and toils have been during the past twenty (20) to thirty (30) years, whilst you have been laboriously engaged in clearing up your heavy-timbered lands, and bringing them into that high state of cultivation that is now the cause of your honest pride, triumph and prosperity. These things being so, and feeling as I do, that I am one of yourselves, I consider it a duty incumbent on me, and that I have a right, independent of the frowns or favors, fees or rewards of any man or company of men, to do my part in endeavoring to state, (especially to our toil-worn agriculturists,) the great necessity that now exists for the immediate construction and

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continuous working of a line of Railway from Guelph to Lake Huron; as well as to show up, in a plain, clear, and truthful manner, to all our Ratepayers, the heavy losses they are now sustaining for the want of such means of transit as such Railway will furnish them; and also the figures to prove the manner in which, without injury to ourselves, we can furnish sufficient means, say Eight Thousand Dollars, (\$8,000,) per Mile; or, in round numbers, Seven Hundred Thousand Dollars, (\$700,000,) or thereabouts, to be employed as a subsidy to induce the Great Western Railway Company or other contractors, to build, equip and continuously work this proposed Railroad. I believe I am correct in stating that the same can be built, and equipped in an efficient but much plainer and less expensive style than are our present railways; at the same time it will require to be built safe and substantial in every respect, with the view, however, of our trains only running an average speed of from twelve (12) to sixteen (16) miles an hour thereon; and, as a matter of course, in only providing for such a rate of speed, the rails may be somewhat lighter than those now used on our Great Western Railway, the gauge, however, being of the same breadth. In short, this railroad will require to be built, stocked and worked in a safe and substantial manner, and in perfect accordance with the amount of subsidy that will have to be paid to ensure its construction, so that it may be made alike profitable to the Shareholders and to the Municipalities.

In entering upon the task I have assigned to myself, that of advocating this question, I feel it my duty, for a variety of important reasons hereinafter given, to recommend the building of this Railway from Guelph via the towns of Elora, Feigus, Arthur, Mount Forest and Walkerton, either to Inverhuron, on Inverhuron Bay, or to Southampton, on Lake Huron. Although in so doing, I am aware that a small but yet respectable minority of the Ratepayers interested in its construction and future working, would probably (all things else being equal,) prefer a more Northerly route than the one now mentioned, and which I consider it my duty to advocate. I trust, however, that a large majority of my fellow Ratepayers, who, with me, are interested in the furtherance of this enterprise, will carefully, and in an unselfish and candid manner, look at the facts of the case, and having done so, that they will not only endorse my sentiments in the main, on this great and vitally important question, but that with unanimity of feeling they will

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also, with me, at once perseveringly and continuously take hold and give "a long pull, a strong pull, and a pull altogether;" and by so doing we will soon have the heartfelt pleasure of seeing the head waters of Ontario bound not only with bands of iron, but also with the more enduring ones of a healthy and vigorous commerce to the rich and fertile shores of Lake Huron.

The Counties and Townships more particularly interested in the building and future working of this contemplated Railway are now, by the active industry of their rapidly increasing population, transformed from being a vast wilderness into a country that for beauty of situation, salubrity of climate, fertility of soil, and water-power for the propelling of all kinds of manufacturing machinery, is equal to any, and superior to most of the Townships and Counties of Western Canada.

In that section of our Province, through the benevolence of a kind Providence, the past 2 years, 1865 and 1866, have been years of unparalleled agricultural prosperity; the clouds have dropped fatness, the earth has abundantly yielded her increase, the barns have been filled with plenty, and I am thoroughly of the opinion that, during those two years, there is not any portion of our country (of equal extent) that has produced a greater amount of agricultural wealth. Such being the case, and in the absence of Railway facilities to cheapen and expedite the transportation of grain and all kinds of saleable farm produce from that section of country to frontier markets, as well as to facilitate the importation thereto of such goods and merchandize as are necessary to supply the wants and add to the comforts of its inhabitants, it becomes my duty to jot down a few of my ideas respecting the necessity that exists for the immediate building of this long-talked-of and much-needed Railway; and I trust that by so doing, I may state some facts and figures bearing on the question that will, in some degree at least, inform the minds and confirm the opinions (as to the necessity there exists for immediate action being taken in this matter,) of a majority of the Directors (British and Canadian) of our Great Western Railway, as well as of all classes residents in or ratepayers of the following Townships, located within the area hereinafter mentioned, namely:—In the County of Wellington, the Townships of Guelph, Pilkington, Nichol, Peel, Maryborough, Arthur, Minto, Brashear, Garafraxa, Luther, Amaranth and Erin; in the County of Waterloo, the Township of Woolwich; in the County of Perth

the Township of Wallace; in the County of Grey, the Townships of Normanby, Egremont, Bentinck, Glenelg, Sullivan and Proton; in the County of Huron, the Townships of Howick and Turabury; in the County of Bruce, the Townships of Carrick, Culross, Brant, Greenock, Kinloss, Huron, Bruce, Kincardine, Sandeen, Elderslie and Arran.

In maturely considering the important question of this Railway extension through the Townships previously named, as I am to some considerable extent personally acquainted with the geographical and agricultural position of that section of our country I have considered it my duty at the outset to name the route and location where I believe this Railway should be built; and I do so for the following reasons:

1st.—The route that I advocate for laying down this Railway is on an average some 41 miles distant (on a parallel line) from the Buffalo and Goderich Railway, and is located through the centre of one of the most populous, rich and best cultivated agricultural districts that we have in Western Canada; the increasingly large annual surplus products of which, in view of the subsidy hereinafter advocated, together with the extensive local travel that this route is sure to command, will by their transportation on our projected Railroad, render certain the making it a safe paying investment for the Stockholders.

2nd.—This route from its many superior natural advantages, must, by proper application, forever command and secure the local traffic and travel of an extent of country at least fifty-five (55) miles wide, and eighty (80) miles long. It will also for the same cause, stand unrivalled in obtaining and securing a considerable share of the increasingly extensive through travel, and no doubt a large proportion of the carrying trade of the grain and other heavy freight from and to the Western States and mining districts bordering on Lake Huron and Superior; more especially as it is shorter in travelling from East to West, and *vice versa*, by some ninety (90) miles than the Collingwood and Northern route; some fifty (50) miles shorter than the Buffalo and Goderich route; and 120 miles (or thereabouts) shorter than the Sarnia route.

3rd.—I advocate GURFEN as our starting point, because we would, for the time to come secure for ourselves a choice of the best Markets in which to sell our produce and purchase our supplies of

merchandise. From Guelph, Hamilton and Toronto are about equi-distant; and, by having Guelph as our grand radiating centre, we take possession of a position that will enable us at all times to create and maintain a true, healthy competition and honest rivalry, between the merchants and shippers of Hamilton and Toronto for the purchase and shipment of our produce, and for the sale to us of the large amount of merchandise that we shall yearly require for our consumption. We, likewise, from that point forever secure to ourselves the privilege that the Great Western and the Grand Trunk Railways will afford us, in travelling *via* London to Detroit and other Western cities, and also *via* Hamilton to Buffalo, New York and Boston.

In looking over the preliminary report of the "North West Railway of Canada," made by Sanford Fleming, Esq., Civil Engineer, and dated November 28th, 1856, I find that the gentleman who engaged Mr. Fleming to travel over the intended route for this Railroad and Report, instructed him that Guelph was to be the starting-point for the proposed Railway. If Guelph was considered by the leading merchants and business men of Toronto to be the proper location for the grand junction of this Railway with the Great Western and Grand Trunk Railways in 1857, why is it not so in 1867? Since that time the town has not changed either its latitude or its longitude; and as there must be some cause for the change sought to be made in the location of our easterly starting-point from Guelph, either to Rockwood, Acton, Georgetown, or Brampton, on the Grand Trunk, I cannot come to any other conclusion but that the present Toronto portion of the Board of Directors of the so-called "Toronto, Bruce and Grey Railway," are determined that they will by fair promises and unjustifiable reasoning, inveigle our Municipalities to consent to subsidize their deep-designing and selfish scheme of changing our easterly junction from Guelph to some other more easterly location nearer Toronto. From the strenuous exertions that are now being made by these gentlemen to carry our line of Railway to a point east of Guelph, and there form a junction with the Grand Trunk, we can only come to the single, but yet, we believe, correct conclusion, that Toronto, actuated by feelings of jealousy towards the Great Western Railway, the Town of Guelph and the City of Hamilton, are determined, by this unnatural change of the easterly junction or starting-point of our Railroad, to monopolize the increasing and extensive trade of our municipalities, and for all

time to come, place us in a position of vassalage, where we should submit, without a proper regulating and competing power to help ourselves, to having a considerable portion of the products of our honest toil directly and indirectly taken from us to fill the purses and add to the wealth of these would-be-wise far-seeing gentlemen, who, in imitation of their predecessors for the last sixty (60) years, when Toronto "axes are to be ground," and her interests furthered at once, (without regard to their religious or political creeds,) form themselves into one solid phalanx, determined to be a unit on any and every manœuvre; that when fully developed, will be certain, directly and indirectly, to ignore and set aside (until such time as their avarice is satisfied) the well-being and future prospects of any and every Municipality of Canada. Allow me, my fellow rate-payers to say to you, as backwoodsmen, we have by honesty industry and hard labour, under the smiles and blessings of Divine Providence, placed ourselves in comfortable and independent positions, that gives us a name and standing among the best agriculturists of our Province. Shall we dishonor our names, sacrifice our true interests, and forever bind ourselves and our children with the shackles of a worse than Egyptian bondage for the purpose of building up a Toronto aristocracy, who, when they once had us in their power, no doubt would (in deeds if not in words) regard and treat us as a class of beings far beneath them in social and civil life? I think it right whilst on this part of my subject to say to our self-constituted dictators, Gentlemen, you had better without loss of time divest yourselves of your Toronto glasses, and then repair to some elevated central stand-point in our north-western Municipalities, where with the aid of true LENSES that we will place at your disposal, you can, as it were, from "Pisgah's top" behold the length and breadth, the position and bearing, the agricultural hidden wealth and future pleasing prospects (if we properly attended to our own interests) of that section of our country containing our happy homes and cheerful firesides; and having done so in an impartial and unselfish manner, you will no doubt at once come to the conclusion that "Honesty is the best policy," and that you will gain most by a strict observance of the Royal Law, "Whatever ye would that men should do to you, do ye even so to them;" and, as a matter of course, convicted by your own consciences, you will then cease your opposition, be content to adopt legitimate means to secure for yourselves a fair share of our trade, and unite in the honest desire to make Guelph the grand connecting centre of our great Railways.

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As for the letter that Mr. Laidlaw has, a few days since, addressed to the people of Bruce and Grey, I beg leave to remark, that with respect to his advocacy therein of a cheap Railway, with a 3½ foot gauge, to run from Toronto to Owen Sound or Southampton, or some other imaginary terminus, it is only another edition of Mr. Fowler's "Central Railway" Scheme, put forth by the cunning craft and deep designs of Mr. Laidlaw and his brother shippers of Toronto, who no doubt are extremely anxious to prove by their far-fetched arguments that our Municipalities, by granting them a large subsidy to insure the building and future working of this third class Railway, would for all time to come secure for themselves privileges and advantages, both for selling, buying and shipping, that the Toronto markets afford, and which, in the published opinions of these gentlemen, are superior to any other in Western Canada!

We are now in the possession of a position that will always enable us, by the competition between the merchants and shippers of Hamilton and Toronto, to secure for ourselves great and lasting benefits. It is our duty to maintain it, and claim as our own every possible advantage that we can secure therefrom.

Here, with Guelph for our starting point, we must "nail our colors to the mast," and never yield to be persuaded by the false reasoning of any interested Company, or man, or set of men to grant a subsidy to ensure the building of any line of Railway, that such corporation or men may advocate, to start from any point East of Guelph. To do so, would be to our best interest a most suicidal act that would place us in a great measure almost entirely at the dictation and under the control of the Toronto merchants and shippers. Such a course of conduct we must avoid—once and forever! And, in justice to ourselves and our children, we require to be a unit on this question, and never grant a DOLLAR to subsidise any Railway that would place us single-handed, and at the mercy and under the control of any corporation, or set of men, whose tender mercies, once we were in their power, we, alas! no doubt, would find to our sorrow, vexation and large annual loss, would, for us, only be cruelty in the extreme!

4th. I have chosen this route from Guelph, viz. Elora, Fergus, Arthur, Mount Forest and Walkerton to Inverhuron, because it is almost an Air Line, of only some eighty-five (85) miles long, and is more direct and shorter by some eight (8) or ten (10) miles than

any of the more Northerly routes that have been advocated. And by keeping a distance of some one and one half (1½) to two and one half (2½) miles from the South Westerly sides of the Towns of Mount Forest and Walkerton, so as to avoid the hills and valleys adjacent to the River Sauguen, we will save a large and needless expenditure on the construction cost of our Road, and, by so doing, we will also entirely obviate the necessity of crossing said River, that on any of the more Northerly proposed routes, should, to avoid sharp curves and seriously lengthened mileage, have to be crossed some two (2) or three (3) times, and which, with its broad valleys, and deep gorges, would constitute Engineering difficulties of the most formidable nature, that could only be overcome by expending an immense extra amount of money in building expensive bridges, and high embankments, and in making deep cuttings through the hills on both sides of said River and its various Northern tributaries. And, again, from my knowledge of the general appearance and position of the country, through which the Railway must run, and the Engineering difficulties that, in a greater or a less degree, (especially on some of the proposed routes,) will have to be overcome in its construction, I feel confident in stating that an actual survey of the various lines at present advocated, will show that the route running from Guelph, *viz* Mount Forest and Walkerton to Inverhuron, can be built for at least Two HUNDRED THOUSAND DOLLARS (\$200,000) less than the same line from Guelph, *viz* Mount Forest to Walkerton, and from thence on any of the more Northerly routes spoken of, to Lake Huron or Georgian Bay. But, at the same time, as it respects the Western terminus of our Railway, I say let EQUAL JUSTICE be done to ALL PARTIES, and to secure this, I advocate the having a careful and impartial survey made from Walkerton to Inverhuron, and from Walkerton to Southampton, and also from Mount Forest to Owen's Sound, and, after such survey, then our Engineers can, at once, decide in a just and equitable manner, which of those routes in all its varied advantages is the best to be chosen as the site for our Railway. With these facts before us, that are patent to every candid unbiased person, that is acquainted with the position of that section of our country, I am confident in the opinion that this the cheapest line, the most needed, and that will accommodate the great majority of our Ratepayers, should by all means be built first; and, as a matter of course, other branches from Mount Forest or Walk-

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erton, to Southampton and Owen's Sound, will be built as soon as the interested Municipalities are prepared to offer the required subsidy to ensure their construction.

5th. I advocate this route having *Inverhuron* for its North Western terminus, because we have here the best natural harbor that there is to be found on the Canada coast of Lake Huron, between Sarnia and the Fishing Islands, a distance of about One Hundred and Fifty (150) miles. A harbor of refuge to provide for the safety of our commerce is much needed on that exposed coast, where, during the past fifteen (15) years, a large number of valuable lives and an immense amount of property have been sacrificed, and must in the future continue to be sacrificed, until such time as our authorities are induced to build such harbor. The government town-plot of Inverhuron, with its deep, spacious and cheaply protected Bay, has its location in a most central position on our Lake Huron coast, and must, as a matter of course, commend itself to our Board of Works, as the proper site where such harbor should be built.

Whilst on this part of our subject, I take the liberty to introduce a few paragraphs from a report advocating Mr. Fowler's "Central Railway Project," made last year, (1866,) by J. W. Tate, Esq., Civil Engineer, &c.

"It will be found that to accommodate the County of Bruce with
 "Railway facilities to such an extent as to command the support
 "of the project as a County measure, not less than forty (40) miles
 "of line will have to be laid down within the limits of the County;
 "and, moreover, that while the line must be located so as to accom-
 "modate the County in the best manner, expensive construction
 "must be avoided, or otherwise the people of Bruce are not likely
 "soon to enjoy the benefits of a Railway.

"The absence at Saugeen of a natural harbor, and the large
 "expenditure that would be involved in the construction of an arti-
 "ficial one there, induced me to make enquiries respecting other
 "points on the coast of Bruce, situated further South.

"From all the information I could gather, I came to the
 "conclusion that the little Bay of Inverhuron, in the Township of
 "Bruce, possesses the best natural features for a harbor to be found
 "on that coast South of Chief's Point."

"I am not in possession of any professional information respect-

"ing what the artificial works necessary to render the Bay of Inverhuron a safe harbor—not taking into account wharves for the accommodation of commerce—would cost, or even an approximation; but I am warranted upon good authority in stating that the cost of such works would be less than one-half the sum that would have to be expended at Saugeen!"

"In my judgement a line of Railway for the County of Bruce must intersect the County centrally, and at the same time be kept away from the Saugeen River and its branches, for I think it will be admitted that to afford any chance of success under the present circumstances of Railway projects in this County, the cost of graduation must be kept down to a minimum of the most favorable lines."

"With these considerations in view, I have projected on my map an approximate line for a Railway in the County of Bruce, to occupy ground, north-west of the Saugeen and its branches, which the line will avoid, except a single crossing of the Teeswater; and I have selected as the most favorable in all respects the Bay of Inverhuron, as the terminus on Lake Huron."

A few of the many advantages that would at once accrue to the Navigation of Lake Huron by the building of this harbor by our Government, are clearly, forcibly and intelligently shown and set forth in the accompanying Report made from actual survey by Sanford Fleming, Esq., Civil Engineer, &c.

**REPORT OF SANFORD FLEMING, Esq., CIVIL ENGINEER,
DATED SEPTEMBER 30, 1858, DESCRIPTIVE OF
INVERHURON BAY FOR HARBOR PURPOSES.**

Toronto, September 30, 1858.

To F. W. WATKINS & Co., Hamilton.

GENTLEMEN

Agreeable to your instructions, I proceeded early this month to survey the Bay of Inverhuron, and am now prepared to report on its capabilities for Harbor purposes.

Inverhuron is situated where the boundary line between the Townships of Bruce and Kincardine intersects the shore of Lake Huron. It is situated about 45 miles north of Goddich, 25 miles south from Saugeen, and about seventy-five miles from Cape Huron. The Bay

in well defined, with ample depth of water, a portion of which has, so far as I could ascertain, good holding ground.

A point of land belonging to the corniferous limestone formation, easily quarried into capital building stone, runs out on its northern limit, and gives considerable shelter from north-westerly gales. The Bay is exposed to westerly and south-westerly storms; but, as I shall hereafter show, works can be constructed to obviate this evil so far as giving security to vessels is concerned.

Having some years since explored a large extent of the shore of Lake Huron, and being well aware of the almost entire absence of shelter in adverse winds, I was glad to find that this place, with even a considerable expenditure, could be made serviceable.

The sketch accompanying this will show the outline of the shore, the depth of water, and the nature of the bottom; it will be observed that the water is generally too deep to enable us to convert any considerable area of the Bay into a smooth water basin by the projection of Piers from both sides. A line drawn from point to point would traverse water the average depth of which would not be less than 30 feet, while at some points it would reach as high as 40 feet. Near the middle of the Bay a small shoal is found, with an average depth of ten feet over it; but it being surrounded on all sides by comparatively deep water, I fear it will not prove of any great service, more especially as there does not appear to be anchorage in the South part of the Bay.

I am of opinion that a Pier placed in the position shown on the sketch would best serve the purpose desired. This Pier is intended to run from the West side of the quarry in a S. S. Easterly direction; 1000 feet thence, bending South Easterly 250 feet, giving a total length of 1250 feet in water, averaging about 20 feet deep. I think this is the extreme length the Pier should be constructed, as a further extension would contract the "sea room" between its outer extremity and the shoal already referred to; but completed as hereinafter described, with a good light on the Pier head, the smooth water on the lee side would be easily accessible. The area of available water covered by the Pier, so constructed, would be from 10 to 12 acres in South and South Westerly storms, and nearly double that area in North Westerly winds.

The cost of this Pier, permanently constructed and properly completed, making allowances for the facility with which almost any quantity of stone can be obtained, would not fall short of \$17,000.

and it may be observed that, while the estimate is for the extreme length of the Pier completed, a smaller sum expended on a shorter Pier, although affording less shelter, would prove immediately serviceable, and answer every purpose until the increased commerce of the Lakes warranted the larger outlay.

The point of the Bay I have selected for the Pier appears to be that which possesses the best holding ground, and with this advantage I feel confident that vessels of any draught, navigating the Lake, could remain snugly behind the Pier, in any wind or weather; and in view of the importance of a safe refuge, easy of access for vessels during adverse winds, I am strongly of opinion that it would justify even a large expenditure as a Provincial undertaking.

I have the honor to be,

GENTLEMEN,

Your obedient Servant,

SANFORD FLEMING.

Whilst on this harbor question, I think it my duty to give an extract from the speech of the Hon. Mr. McPherson, made in the Legislative Council, on the 3^d February, 1865, as also the Hon. Mr. Campbell's reply on behalf of the Government:—

HARBORS IN BRUCE.

Hon. Mr. McPHERSON inquired what amount of expenditure was intended to be made by the Government during the present season, in the improvement and construction of harbors on the coast of the county of Bruce? With the permission of the House, the Hon. gentleman proceeded to offer some remarks in connection with the inquiry. He said he might state for the information of the House, that there was not one harbor on the coast of Bruce where a vessel, even of the smallest size, could load with safety, and the farmers of the county were, in consequence, subjected to considerable loss in the exportation of their wheat, of which staple the county exported annually not less than 750,000 bushels. He did not think a stronger reason than the extent of this export could be offered to justify the Government in making the necessary outlay to supply this so-much felt want of harbors in Bruce. By their absence, the farmers of the locality were losers to the extent of five cents a bushel on their wheat, owing to the increased cost of trans-

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portation, and the loss to the County amounted to not less than \$75,000 a year. Owing to the want of a harbor of refuge, the annual loss by shipwreck on this coast was also considerable. Last year, 12 vessels were wrecked, with their entire cargoes, and the loss by these disasters amounted to \$250,000, besides several valuable lives. He ought also to state that an order in Council had been passed last year, ordering a survey of the coast for the purpose of selecting sites for harbors, but he was not aware what action had resulted from the step.

Hon. Mr. CAMPBELL said that the necessity of establishing harbors on the coast of Bruce had long since impressed itself on the Government, and the only question now was as to the best situation for them. An order in Council had been passed to send a Surveyor to the locality with a view to the selection of a site for the establishment of a harbor for commercial purposes and as a harbor of refuge. No report had yet been received, but when it came, he had no doubt that the necessary steps would be taken to carry out the work as soon as possible. As to the amount of expenditure, it was impossible to foresee at present, but he might say that at all events it would be reasonable. The necessity of these harbors was recognized by the Government, and they would do all in their power to meet the want.

6th. I advocate this route, because it runs through the centre of that portion of the richest and best agricultural district that is located between the Buffalo and Goderich, and the Northern Railways; and I am certain that a large majority of the Ratepayers of the several Townships that are interested in the speedy construction of this Railroad, will, for the foregoing, with many other reasons that might, if necessary, be adduced, at once with me, use their best and most strenuous efforts to secure the building of the extension of this branch of the Great Western Railway, over the route and on the line herein advocated.

It is a well-known fact that the days of Railway speculation in Canada have come to an end; as the shareholders of the greater portion of our Canadian Railways in the past have only received very small annual dividends, and in the majority of cases not any, on the large amount of capital they have invested in these great public works of ours, that have during the past fourteen years done so much for developing the vast resources of every kind, (but more especially

the increasingly great agricultural resources) of our country, and which for us Canadians is a constantly increasing source of internal prosperity. Whilst at the same time the British capitalists, who are the owners of by far the greater portion of the stock in our Railways, and who, as non-residents, are not with us directly interested in the immediate improvement of our property and country, are suffering the loss of the greater portion of the annual interest, that in justice to themselves, they had a right to expect from the large investments they made in Canada to open up our Country by these Railways now in full operation, and which are to us a continuous and ever increasing benefit.

Such being the case in the past, I am bold to assert that there is not any man or Company of men in Great Britain or Canada that can be induced to take hold and build, equip and work our projected Railroad or any other line of Railway in our Country, unless the interested Municipalities, that will be benefitted by the building of such road, would grant such liberal subsidy to aid in its construction, as will prove to them beyond a doubt, that by embarking their money in such enterprise they will secure to themselves a fair remunerating, continuous annual profit on the several amounts they might, in consequence of such subsidy, be induced to invest therein.

The landed property for at least twenty-one (21) miles wide on each side of this line from Guelph *via* Elora, Ferris, Arthur, Mount Forest and Walkerton, to Inverhuron, or Southampton, will be increased in value, at least from twenty five (25) to one hundred (100) per cent. as soon as the Railroad is in running order. And to secure such a desirable state of things, together with the many other advantages that will be derived therefrom, it will become obligatory on the members of Councils in all those Township Municipalities included in this area of Country without loss of time to call their constituents together in Township Meetings for the purpose of thoroughly ventilating this so them, vitally important question, and by this means we no doubt will secure the co-operation and support of an overwhelming majority of our Ratepayers in each Township, who will thus understandingly vote their several equitable shares of said subsidy of Seven Hundred Thousand Dollars (\$700,000) or thereabouts, which together with the interest thereon at seven per cent. per annum, will require to be assessed for and collected according to the principles of a scale of taxation, the same or somewhat similar to the plan heretofore set forth, which proposes that said assessment shall be

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levied on and collected from a section of Country, as Thefore stated some seventy-seven (77) miles long, measuring from Lake Huron on the route to Guelph, and about forty two (42) miles wide; that is to say twenty-one (21) miles wide on each side of our Railway. I say the taxable area to be measured from Lake Huron, only some seventy-seven (77) miles long; because the Municipality of Guelph is already paying a considerable annual assessment for her share of the construction cost of the Guelph Branch of the Great Western Railway, I therefore think that she has a right on this account to claim a partial exemption from paying such a proportion of said subsidy as she, in justice, under other circumstances would be required to pay in connexion with her sister Municipalities, to provide such Bonus as will secure the building and future working of this Railroad. I am desirous to see equal justice done to all parties connected with this great entorprise, and this can only be effected by our adoption of a course of conduct alike impartial, unselfish and progressive.

We know that in this, as in the greater portion of the public works of our Country, it will be impossible to satisfy all parties in every particular; our Railway cannot run within 2 or 5 miles of every Ratepayers farm, and such being the case, my single aim is to advocate such location, taxation, and course of immediate action, as I believe will be sure to benefit the large majority of the Ratepayers and others that will be connected with the building, future prospects and advantages of this projected Railway, I think that our By-laws for granting this subsidy should also provide that our Debentures should be issued in such graduated amounts as the assessment, according to the figures hereinafter shewn, (or one somewhat similar) will require; so that the interest and contingent expenses only will be made payable the first ten (10) years and the interest, principal and contingent expenses will in their several irregular amounts, be paid annually during the next ensuing ten (10), fifteen (15) or twenty (20) years, according to the desire of each Municipality.

I am strongly of the opinion that within two (2) months, or some such short limited time, from the date of the letting of the contract for the building of our Railway, the several Township Municipalities should issue their Debentures, (bearing seven per cent annual interest,) for the whole of the *pro rata* amounts, that, according to the graduated assessment, they severally would be held liable for; each County to endorse and seal the Debentures to be issued by the

respective Townships located in its own limits; and when so issued; then, in accordance with Mr. Hope's plan, (of the firm of Buchanan, Hope & Company,) "to render the granting and issuing of said "subsidy perfectly safe, and to secure the Ratepayers against any "possibility of loss, that, under ordinary circumstances, they might "be called on to bear a share in, the Warden of each County "as soon as the Debentures are issued, should deposit them in the "hands of the Receiver General of this Province, and by him be "retained in safe keeping for both parties, and not to be handed "over to the Contractors until the Railway is completed and pro- "nounced by an authorised Government Engineer to be well built, "substantial and in complete running order, according to the terms "and agreements of a written contract for this purpose, to be "entered into by our Municipal Authorities on the one part and by "the contractors for the building of our Railway on the "other part."

Said contract should also provide that, in accordance with a *pro rata* scale to be computed on the whole construction cost of the Road, the interest on the several amounts of the Debentures should only commence to be counted from month to month, according as the Engineers handed in their Vouchers as to the value of the work then, at such times performed; and by this means the Municipalities whilst the Railway is building, would only be held liable to pay interest on such amounts of their Debentures as from time to time would represent the several *pro rata* amounts that, under ordinary contracts, would at such times require to be paid, according to the Engineer's estimates, and by so doing, the Great Western Railway Company or other contractors, as the case may be, would also have the proper amount of interest accruing on the several sums representing the Municipalities, *pro rata* share of the quantity of work at such times performed, until the whole would be completed.

Absentee Lands in arrears for Taxes, should, I think, in every instance be sold for the same, as soon as the law will permit such sale to take place; these lands will be nearly doubled in value by the construction of our Gravel Roads, and our Railway, and as a matter of course, they should pay promptly for the many advantages they will derive therefrom.

It is a well-known fact that for several years past the Counties interested in the building of this Railway, have made several offers of subsidies, that no doubt to them seemed very large, to induce

when so issued; from Buchanan, issuing of said orders against any cases, they might of each County deposit them in the and by him be not to be handed completed, and proposed to be well built, according to the terms of the purpose, to be on one part and by the railway on the

ance with a protection cost of the adventures should with, according as value of the work the Municipalities liable to pay in from time to time t, under ordinary according to the Western Railway be, would also the several sums of the quantity of ould be completed.

think, in every in- permit such sale in value by the and as a matter advantages they

ast the Counties de several offers large, to induce

and encourage the Great Western or any other solvent Railway Company, to build, equip and work this road. Large as they were, however, and standing offers as they may have been for several years past, yet they have not been accepted for the simple, though weighty, reason, that, when compared with the amount of cash required to be expended by the Company, that should construct, stock and work the Railway, they were entirely too small to be a guarantee to men of capital, that, by accepting such subsidy, and complying with the requirements thereto annexed, they would ensure for themselves a safe and permanent investment for their outlay.

The building and future efficient working of this Railway, is, to the Company who will build and work it, and to the Municipalities who directly and indirectly, are sure to receive such a large profit therefrom, a simple question of Dollars and Cents, and by adopting somewhat of the plainer, but yet substantial style, I have previously advocated for the building and working this Road, the subsidy I have mentioned, and which I think will be required to ensure its construction, (as is hereinafter more fully shewn,) is very small, when compared with the immense benefits that will result therefrom.

"Facts are stubborn things," and I feel confident that, much as this Railway is required, it never will be built until the Members of the various Township and County Councils; the reading and thinking masses of our agriculturists, our professional men and our mechanics will individually take the trouble, in an unprejudiced and unselfish manner, to investigate the whole of the figures on both sides of this, (to them more especially,) all important question; and, by so doing, every well-informed, unbiased person will for himself have a fixed data on which to found a reliable opinion, that I am satisfied will very soon lead to the conclusion, that, by granting the required Bonus to ensure the building, stocking and future efficient working of this Railway, they will confer great and lasting benefits on every Rate-payer included in the section of country contemplated to be taxed for the payment of such subsidy, and that said amount is not anything more than will be sufficient to induce capitalists to spend their money in building, equipping and working this Railroad, with the certainty that it will be a safe, profitable and permanent investment for them to embark in.

I deem it my duty, as a Ratepayer, that sooner or latter will have to pay my share of this subsidy, definitely to state that, after a

lengthened, careful and unprejudiced examination of this question in all its varied aspects, the firm conviction of my mind, is that any less sum than \$700,000 of our Debentures, to be paid as a Bonus, will not induce the Great Western or any other solvent Company, to build, equip and work this Railway, in a substantial, safe and proper manner, and which if taken in hand, especially by a COMPANY TRIED AND PROVED, AS IS THE GREAT WESTERN, will of itself be a GOOD GUARANTEE that the RAILWAY will be well BUILT, PROPERLY MANAGED, and CONTINUOUSLY WORKED; and to ensure such a boon for ourselves and our children, we must grant this, or some such amount as a subsidy; or continue to suffer in the future, (until we come to our right mind,) as in the past, all the loss, privations, disappointments and vexatious delays, that for several years past, we have been obliged to submit to, whilst endeavoring to transport the large number of passengers and immense amount of farm produce, and merchandise required to be moved to, through, or from those richly productive, influential and wealthy Municipalities to a Frontier Railway Station, and which loss in its greatest extent has been borne, is now borne, and must of necessity continue to be borne by our agriculturists in that section of country, until such time, as by the offer of the subsidy herein named, we secure the services of the Great Western or some other solvent Company to build, equip and work the Railway, according to the plans, specifications and agreements for that purpose to be made and entered into, mutually, for the instruction, future guidance and benefit of both the contracting parties.

The granting of our Debentures for \$700,000 to subsidise this Railway, may at first sight seem to be a large amount; but when we consider the extent and wealth of so much of our Country as is included in the proposed taxable area contained in the Townships previously named; I am pleased to be able to state, that were the whole of the money required to be paid down to the contractors as soon as the Railway would be completely built, stocked and running, it would only require the landed proprietors interested in its construction, to put forth a small effort when compared with the benefits to be secured thereby, to ensure and fully accomplish this most desirable object, which the figures hereinafter given will more fully prove.

As I am desirous of making all my figures and calculations on this most important subject as simple and plain as possible, I think

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I can best do so by stating that the several Townships, heretofore previously named, are located as near as may be in a section of country 75 miles long and 40 miles wide, exclusive of Road allowances, and other small contingencies.

I will, therefore, as the base of my calculations claim this extent of country, which contains One Million, Nine Hundred and Twenty Thousand acres; this divided into Farms of one hundred acres each, gives us Nineteen Thousand, Two Hundred farms.

On these 19,200 farms included on the aforesaid area, it would only require for one year, on each farm 19200 farms
an average assessment of Thirty-six \$36 46
Dollars and Forty-six Cents, as per the
annexed figures, to pay the full amount 115200
of said subsidy of Seven Hundred 76800
Thousand Dollars. 115200

57600

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As I take it for granted that our Debentures will be issued, bearing seven per cent. annual interest, and that we will only pay the interest and contingent expenses during the first ten years, and that our contingent expenses, (collecting, &c., &c.) will amount to Two Thousand, Two Hundred and Forty Dollars a year, say a total of Fifty-one Thousand, Two Hundred and Forty Dollars per annum. It will only require an average annual rate of Two Dollars and Sixty-seven Cents to be assessed on each of 19200 farms these 19,200 farms, which gives us a fraction \$2 67 over the required amount.

134400

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I have also made my calculations on the presumption that our Debentures will be issued, payable in irregular amounts from the 11th, to the 80th year inclusive, from date, and to insure the payment in full of said bonus, together with the interest and contingent expenses connected therewith, in said twenty years, it will only

require an assessment on the whole of our taxable area of Sixty-Eight Thousand, Five Hundred and Twenty 19200 farms Dollars a year, or an average of Three \$3 57 Dollars and Fifty-seven Cents per annum, on each of those 19,200 farms, which as 134400 in the former case gives us a small balance 96000 over the amount we require annually. 57600 \$68,544 00

I do not, however, advise, were it even practicable, the levying of such a tax as would be sufficient to pay the whole amount as soon as the Railway is built and running. Neither do I think that it would be either just or equitable to strike an average rate of assessment on the section of Country required to be taxed to pay off the bonus in said Thirty years. I merely give the figures to shew how small in any of those cases the required assessment would be when compared with the greatly increased value of every acre of land contained in said taxable area.

Of course, the several Townships will have to be consulted, and their consent obtained for levying such an assessment on each, as in the aggregate will make the full amount of the subsidy we require, and to accomplish this very desirable object, as there is not any time to be lost; I here venture to suggest that the Secretary of our projected Railway Board of Directors or other proper officers by circular, invite all the Members of our County, Township and Town Councils, in these six Counties herein previously mentioned, to meet in convention for the purpose of adjusting and settling their several assessments required to secure the speedy commencement of active operations, for the building of our Railroad.

Heretofore in the years that are past, our several public meetings, projects and conversations, respecting the amount of bonus we will have to pay, to secure the building of this Railway, have been of too vague and indefinite a character; It is now high time for us to take hold in a business-like, energetic and definite manner, and adopt such measures as will secure the accomplishment of our great enterprise and I believe this can best be done, and most satisfactorily accomplished, by the meeting together of each and all of the representatives of our Township, Town and County Municipalities in such convention as I now propose; and as it will be necessary

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for our delegates at said meeting, to have a fixed data for their
 guidance, as to the amount of subsidy we shall require, on which to
 ground the several Township and County assessments. I beg leave
 to suggest to those gentlemen, the propriety of making all such as-
 sessments, on the presumption that the required amounts for our
 Townships to pay, will be Six Hundred Thousand Dollars, and One
 Hundred Thousand Dollars from our six counties, making in the aggre-
 gate, Seven Hundred Thousand Dollars. Of course, the amount of
 the bonus we will have to pay, will all depend on the character of
 the Railway and the Rolling Stock to be used thereon. A definite
 sum must, however, be named so that our Convention can for the
 time being, fix the *pro rata* assessments of our several Township
 and County Municipalities.

I also believe it absolutely necessary, that said Convention should
 appoint a sufficient and proper deputation, whose duty it should be
 (as soon as arrangements can be made for that purpose), to meet
 with the Directors of the Great Western Railway, or other con-
 tractors, for the purpose of coming to a definite understanding, be-
 tween both parties as to the description of Railway required to be
 built, the weight per yard of rails, the character of the rolling stock
 to be used, what the average speed of passenger and also of freight
 trains, per hour, would require to be, &c., &c.; these particulars
 being agreed on, then, of course, the intending contractors would
 be prepared to give our deputation somewhat of a definite idea as
 to the least amount, per mile, they will be willing to accept as a
 bonus to insure, by them, the construction and future efficient work-
 ing of our Railway, so that as soon as an agreement with the Direc-
 tors of the Great Western Railway, or other contracting parties, is
 entered into, and the exact amount of our required subsidy known,
 then, according to the reduction that may perhaps be made from the
 amount of figures I here give, or that may be acted on, by our Con-
 vention, a percentage may require to be deducted, so as to give us
 the true amount of Debentures each Township will need to grant
 and issue according to the assessment made by said Convention, as
 their several equitable shares of our required bonus. I am, how-
 ever strongly of the opinion, that should there be any percentage of
 reduction on the several amounts assessed against our Townships,
 there should not by any means, be any reduction from the full
 amount of One Hundred Thousand Dollars; that said convention
 will, no doubt, in an equitable *pro rata* manner, assess against our

six counties, as it is by this means only, the several Townships located in said counties, which are not included in our scheme of Township Assessments for this purpose, can have an opportunity of paying a very trifling share of the several amounts, that, in justice, they should be ready and willing to pay, as a small remuneration for the many advantages our Railway when built is sure to confer on them.

I also think, a very proper subject for discussion at our Convention, will be the necessity there exists, (without loss of time,) for having a preliminary survey of the route for our line of Railway, made by a competent Engineer, so that a close approximation to the actual construction cost may be ascertained, and by this means, we will be enabled the better to form a correct estimate, as to the positive amount per mile, that the Great Western or other solvent Contractors will require from us as a bonus, to insure the building, stocking and future efficient working of this Railroad. It is all important that the said Convention, should meet as soon as possible, after the harry of the farm work, in the month of May, is over. I, therefore, think, said meeting should take place not later, if practicable, than Wednesday, the 5th day of June, next, at 12 o'clock, noon; and to be held in the Town of Mount Forest, as being the most central for the accommodation of all parties concerned.

As I before stated, I am desirous to see equal justice done to every Ratepayer that will be assessed to provide the subsidy to ensure the building of this Railway. And this, I think, can best be accomplished by apportioning to each Township, their *pro rata* shares required in the aggregate to make up the full amount of our subsidy. In entering on this part of my work, I am well aware that in endeavoring to arrive at proper conclusions fixing the several assessments of the respective Townships, I have a very difficult task to perform. Some person, however, must first make out the schedule, and, as I shall have to pay my share of the required subsidy, I believe it is my duty herein to express my views, and give such figures, as, according to the best of my judgement, will guard the rights, and protect the interests of all parties concerned.

I do not, however, in giving the following proposed assessment, by any means, wish to be understood that, in relation to each Township or County, my figures are perfect, or such, as in the premises, may ultimately be adopted, they may, or they may not

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be, as near equal justice as it is possible for us to arrive at. Our Convention, of course, will be the best judges of this matter.

Schedule of Assessment for the several Townships, showing the Amount of Debentures required from each, to obtain the sum of \$600,000, the Annual Interest, and Contingent Expenses, they respectively will have to meet; the Number of Acres contained in each Township, and the Yearly Rate, per Acre, they will individually have to pay, &c., &c.; each of my calculations being made for the first Ten (10) Years payments.

Names of Counties.	Townships.	No. of Acres.	Debentures.	Annual Rate per Acre.	Interest from 1st to 10th year, inclusive @ 7 p. cen.	3 per cent. for collections and other contingencies.	Annual Total Required.
			\$	cts.	\$	\$	\$
Wellington.	Luther	90,000	18,000	2	1,260	37 80	1,297 80
	Minto	74,000	27,000	3 3-4	1,890	56 70	1,946 70
	Myrboro'	86,771	18,000	3 1-4	1,260	37 80	1,297 80
	Pilkington	28,000	8,000	2 7-8	560	16 80	576 80
	Garafraxa	94,000	30,000	3 1-4	2,100	63 00	2,163 00
	Eramosa	48,200	9,000	2 1-3	630	18 90	648 90
	Guelph	42,000	12,000	2 7-8	840	25 20	865 20
	Nichol	28,000	8,000	2 7-8	560	16 80	576 80
	Peel	74,890	24,000	3 1-4	1,680	50 40	1,730 40
	Arthur	65,948	26,000	4	1,820	54 00	1,874 00
Waterloo.	Amaranth	68,900	12,000	1 7-8	840	25 20	865 20
	Erin	70,400	4,000	0-16	280	8 40	288 40
Grey.	Woolwich	68,000	6,000	1 1-12	400	12 00	432 00
	Bentick	78,662	30,000	3 7-8	2,100	63 00	2,163 00
	Egremont	76,292	34,000	4 1-2	2,880	71 40	2,951 40
Perth.	Normanby	70,000	32,000	4 3-8	2,240	67 20	2,307 20
	Glenelg	63,969	25,000	3 2-3	1,750	52 50	1,802 50
	Sullivan	73,701	12,000	1 5-8	840	25 20	865 20
Bruce.	Proton	76,800	18,000	1 8-4	910	27 30	937 30
	Wallace	63,773	10,000	1 7-8	700	21 00	721 00
Huron.	Saugeen	46,484	12,000	2 5-8	840	25 20	865 20
	Elderslie	65,776	14,000	2 1-2	980	29 40	1,009 40
	Arran	64,883	8,000	1 1-2	560	16 80	576 80
	Bruce	67,176	25,000	3 3-4	1,750	52 50	1,802 50
	Greenock	68,686	27,000	4 5-8	1,890	56 70	1,946 70
	Culross	68,096	26,000	4 1-2	1,820	54 00	1,874 00
	Brant	70,000	32,000	4 1-2	2,240	67 20	2,307 20
	Kinairdine	60,568	19,000	3 1-6	1,330	39 00	1,369 00
	Carrok	69,623	26,000	4 1-4	1,750	52 50	1,802 50
	Kinloss	44,583	14,000	3 1-6	980	29 40	1,009 40
Huron.	Huron	68,261	14,000	2 1-2	980	29 40	1,009 40
	Howlex	69,979	18,000	3	1,260	37 80	1,297 80
	Turubury	34,640	8,000	2 1-3	560	16 80	576 80
			\$600,000				

Note.—In the foregoing figures, (with two exceptions,) I have not gone into fractional parts of less than $\frac{1}{2}$ of a cent per acre.

Respecting the grant of said supplement of \$100,000, by our several interested counties, I think the following figures, at least, approximate to an equitable assessment of the same:

Wellington,.....	\$22,000
Waterloo,.....	4,000
Perth,.....	4,000
Grey,.....	24,000
Huron,.....	8,000
Bruce,.....	38,000
	\$100,000

The Railway rate to be levied on the Towns and Villages, in our taxable area will be best made by our Convention, when they meet to arrange the Townships and Counties Assessments, and as a matter of course, the amount charged against Town and Village Property can be deducted in an equitable manner from the bonus granted by the whole, or any given number of the Townships.

In conformity with my idea of paying of the whole of our Debentures, together with the interest and contingent expenses thereto belonging, from the 11th to the 30th year inclusive, I give the following figures, shewing what the yearly payments would be, were the assessment to be made irrespective of County or Township Boundary Lines, I also give this Schedule, so that each Township may see that by dividing their assessments into Ten, Fifteen, or Twenty parts, irregular in their several amounts, they will at such distant days, as their Debentures become due, be enabled to meet them promptly, and without being a burden to the Ratepayers.

Years.	Proportion of Principal in DEBENTURES Payable each year.	PRINCIPAL bearing Interest at 7 per cent. per annum.	Annual INTEREST on running Principal.	Yearly CONTINGENT Expenses.	ANNUAL TAX required from the 11th to the 30th year, inclusive.
11th	\$ 17,280 00	\$700,000 00	\$49,000 00	\$2,240 00	\$68,520 00
12th	18,489 60	682,720 00	47,790 40	2,240 00	68,520 00
13th	19,783 87	664,239 40	46,496 18	2,240 00	68,520 00
14th	21,168 76	644,446 68	45,111 25	2,240 00	68,520 00
15th	22,650 66	623,277 78	43,623 44	2,240 00	68,520 00
16th	24,233 09	600,627 22	42,048 81	2,240 00	68,520 00
17th	25,912 62	576,391 18	40,347 38	2,240 00	68,520 00
18th	27,747 91	550,468 61	38,532 09	2,240 00	68,520 00
19th	29,690 28	522,710 60	36,589 74	2,240 00	68,520 00
20th	31,768 68	493,020 84	34,511 42	2,240 00	68,520 00
21st	33,992 89	461,261 76	32,287 62	2,240 00	68,520 00
22nd	36,371 83	427,259 89	29,908 16	2,240 00	68,520 00
23rd	38,917 68	390,887 63	27,363 12	2,240 00	68,520 00
24th	41,642 13	351,969 08	24,687 87	2,240 00	68,520 00
25th	44,557 08	310,527 62	21,722 92	2,240 00	68,520 00
26th	47,676 07	266,770 44	18,438 98	2,240 00	68,520 00
27th	51,018 30	218,034 87	14,806 61	2,240 00	68,520 00
28th	54,584 33	167,080 98	11,698 67	2,240 00	68,520 00
29th	58,406 24	112,498 68	7,874 76	2,240 00	68,520 00
30th	62,501 41	54,091 41	3,786 40	2,240 00	68,520 00
	\$700,000 00				

Leaving a Balance of Eight Thousand Four Hundred and Two Dollars and Nineteen Cents (\$8,402 19) in favour of the Municipality on the 31st day of year.

\$100,000, by our figures, at least,

- \$22,000
- 4,000
- 24,000
- 8,000
- 38,000

\$100,000 Villages, in our when they meet ments, and as a own and Village er from the bonus Townships.

the whole of our ntigent expenses: r inclusive, I give yments would be, buntv or Township at each Township Ten, Fifteen, or they will at such e enabled to meet e Ratepayers.

ANNUAL TAX	required from
40 00	\$68,520 00
40 00	68,520 00
40 00	68,520 00
40 00	68,520 00
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40 00	68,520 00

Two Dollars and Nine-tenth year.

I have to the best of my ability, (in an equitable manner,) endeavoured to give the foregoing assessment, fixing the *pro rata* amounts to be granted by each of the Townships, as their respective shares of said bonus of \$600,000, which together with the supplement of \$100,000, that I believe a large majority of our ratepayers will ask and require our County Councils to vote for this purpose, will be needed to make up our said subsidy of \$700,000.

Of course, the building and future working of our Railway, will insure very many and lasting advantages in a greater or less degree, to every Township located within the bounds of said Counties, therefore, equal justice to all parties benefited thereby, demands, that these Townships not previously mentioned in our assessment, should by the grant of their respective Counties, be enabled to pay a small share of the subsidy that will secure for them, better and more convenient markets, than they have ever yet been favored with, and, as a matter of course, it will also, even in the most distant parts of these Townships, tend to enhance the value of Real Estate, and make the same more saleable than it now is.

In addition to the foregoing facts and figures, I deem it necessary to add a few statements shewing the gain that our farmers, merchants, professional men and mechanics, residents in, or ratepayers of this section of Country, will participate in by doing their part as soon as possible, to subsidise and encourage the Great Western Railway Board of Directors, or other solvent Contractors, to build, equip and work this Railroad, from Guelph, either to Inverhuron or Southampton, as the case may be.

I will at the same time, on the other hand, shew the loss we will all annually sustain, should we, when called on, neglect or refuse to vote the required sum to be paid by us to guarantee and ensure the building of said Railway as soon as possible.

It is not too much to suppose that each of the aforesaid 19,200 farms will average, yearly, for the next ensuing ten years, a surplus of Fifty-five bushels of grain for sale, or 1,056,000 bushels per annum, on which, in the event of this Road being built, there will be a gain, and if not built a loss of at least five cents per bushel, say, in round numbers.

1,056,000 bushels.

5c

52,800 00

For the next Twenty Years, that is from the 11th to 30th year inclusive, there will be at least an average of Seventy Bushels of surplus grain grown annually, for sale on each of those 19,200 farms, or an aggregate of 1,344,000 bushels, which at a loss or gain, as the case may be, of five cents per bushel, 1,344,000 gives, \$67,200.

\$67,200 00

Again, our large Yearly surplus of *Live Stock, Beef, Pork, Veal, Mutton, Poultry, Fish, Eggs, Butter, Cheese, Tallow, Lard, Fruits, Roots, Maple Sugar, Hides, Sheepskins, Pot and Pearl Ashes, Tan Bark, Square Timber, Lumber, Cord Wood, Peat,* (and perhaps, *Minerals and Oil,*) must all be sent by us to Frontier Markets, the extra annual Teaming of which will at least, in the absence of our Railway, involve an average loss to each owner of those 19,200 farms of not less than \$3, or an aggregate yearly loss, until our Road is built of \$57,600.

19,200 farms.
\$3

\$57,600

And, furthermore, the owners of those 19,200 farms are now, by the delays, loss of time, wear and tear of the present mode of travelling, subject to a further direct loss of, at least, \$1 each, per annum, or a yearly average loss of \$19,200.

In the absence of Railway facilities through that section of country, men of enterprise and capital will not, to any great extent, invest their money in the purchase of property either for agricultural or manufacturing purposes, and, as a matter of course, if land sales are made, the property must be sold at a much lower rate than it would command were there a Railway in active operation through that territory.

Under existing circumstances, I will put the average price of those 19,200 farms at \$6 per acre, say 19200 \$6 00

\$11,520,000

As soon as our Railway is built and running, these 19,200 farms will each, on an average be worth, at least, \$9 per acre.

19200

\$9 00

\$17,280,000

\$17,280,000

Depreciated loss of \$3 per acre.

\$ 5,760,000

Interest on loss at 2 per cent., per annum;

2 p.c.

Say

\$115,200 00

RECAPITULATION

Of the Annual Loss or Gain, as the case may be, as is shown by the foregoing figures :

Loss on Fifty-five bushels of grain to be sold from each of those 19,200 farms each year, until a Railway is built through from Guelph to Lake Huron, Five Cents per bushel, on 1,056,000

1,056,000
5c

\$ 52,800 00

Annual loss on travelling, including the loss of at least \$3,000 a year on the importation of merchandise by teaming.

22,200 00

Yearly loss on Live Stock, Butchers' Meat, Fruits, Roots, Square Timber, Cord Wood, &c.

57,600 00

Two per cent., per annum, on the increased or depressed value of Real Estate.

115,200 00

Making a total of \$247,800 00

Annual maximum amount required, should the grant of \$700,000 be given as a subsidy; the same being sufficient to pay off said sum and all the contingent expenses connected therewith in Twenty Years.

68,520 00

\$179,280 00

Leaving an annual balance over and above the amount required yearly to pay off our Debentures in said Twenty years, of \$179,280.1111

The Square Timber and Cord Wood alone, that can be brought from an area of some fifteen miles on either side of this Railway, would in Twenty years, pay more than one-half the amount of the Bonus, that our Municipalities will be required to pay to insure its construction.

the 11th to 30th year
Seventy Bushels of
those 19,200 farms,
at a loss or gain, as
1,344,000

50c
\$67,200 00
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ese, Tallow, Lard,
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gate yearly loss, until
19,200 farms.
\$3
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that section of country,
great extent, invest their
gricultural or manufac-
and sales are made, the
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average price of those
19200
\$6 00

\$11,520,000
\$17,280,000
\$ 5,760,000
2 p.c.
\$115,200 00

The foregoing figures show that each of those 19,200 farms, will, until such time as this Railway is built, unavoidably suffer a loss each year of \$12 89. Whereas, were the Municipalities to vote the \$700,000, the average tax which the owners of said farms would have to pay would only amount to the Annual Assessment of \$3 57 each, or a yearly saving to each owner of 100 acres, after the payment of his Railway Tax, of \$9 22!!!

These figures are *startling*, and yet I am certain they are lower by 100 per cent. than the facts of the case would warrant me in *exhibiting*; and whether our Municipal Councils will take immediate action or not, we, like the "galley slave that is chained to the oar," must, for all time to come, tug, and labor, and toil on, through cold and heat, by day and by night, through frost and snow, rain or sunshine, in winter and summer, to pay this *dreadful, crushing, and yet unavoidable, indirect Tax of \$247,800 a year*, until such time as our Agriculturists, more especially, as it were with the voice and determination of one man, unitedly put forth their strength *ask and demand the required subsidy to be voted by our proper authorities, to ensure the building and permanent working of our long-talked of and much needed Railway!*

I need scarcely remind you, that, under existing circumstances, it is useless to expect man of large capital and great enterprise to go in, make purchases, and settle amongst you, to farm extensively, or to drive on large manufactories, or mercantile establishments; they will not do it until our Railway is built! They can employ their time, their energies, and their capital to much better advantage; and in this manner you will continue to suffer unknown and heavy losses until such time as, by our own united efforts, our system of Gravel Roads and Railway has become a great fact, and is among the many settled Institutions of our country.

I think it in place here for me to give my opinion as to the justice and propriety there exist for such portions of the South and South-Easterly Municipalities of Waterloo, Wellington, and Perth, as come within our taxable area, to be willing to do their share in urging on to immediate action, every requisite movement that will tend to ensure the building and future operations of this Railroad. By so doing, said Municipalities will forever secure to themselves such a combination of daily advantages, as they cannot procure for double the annual outlay in any other public improvement they may

19,200 farms, will, probably suffer a loss of 100 acres, after the

certain they are lower and will take immediate chains to the oar," to'il on, through cold and snow, rain or sun. "ful, crushing, and year, until such time ere with the voice and their strength, ask by our proper authori- working of our long-

existing circumstances, and great enterprise to, to farm extensively, antile establishments ; They can employ uch better advantage ; r unknown and heavy d efforts, our system a great fact, and is ntry.

opinion as to the jus- ons of the South and ellington, and Perth, g to do their share in e movement that will ons of this Railroad. secure to themselves y, cannot procure for mprovement than, may

enter on, I am aware, that in some parts of these Counties, (located in our proposed taxable area,) that are at present accommodated in part, by the Grand Trunk Railway, men no doubt will be found selfish and prejudiced enough to say that they will not vote for the construction of this Railroad, because they already have all the privileges that the Grand Trunk confers on them, and they are not willing to subject themselves to the small additional annual tax they, for the next 30 years, would be required to pay, to secure for themselves and their country, improvements and advantages, that will be sure to increase the value of their real estate, and every other commodity, they may have for sale, at least from 5 to 15 per cent. To such frontier gentleman, I beg leave to say, you should remember that were it not for the \$20,000,000 that our Canadian Government has given as a subsidy to the Grand Trunk, where would your present boasted Railroad accommodations be? And you must recollect that your backwoods neighbors are to a man, all annually paying their share of the required tax that has so materially aided in building the Railway which changed your position from a backwoods to a frontier settlement!!! Take away the fact of the existence of the Grand Trunk from your thoughts and actions, and, I am persuaded, that there is not any number of the Ratepayers included in the Counties and Townships previously mentioned, that would sooner call for and demand the levying of the comparatively small tax required to ensure the building of this Railroad, than would the ratepayers of the South and South-Easterly Municipalities of Wellington, Waterloo, and Perth.

I believe, that at least in part, from actual experience I understand the privileges and advantages, together with the losses and privations incidents to rural life in Canada, and, in view of the same, after a careful, unbiased and thorough examination of this great question, I am led to the conclusion, that there is not any one of those 19,200 farms, no matter how near it may be located to the Grand Trunk, but will for all time to come be benefited to an amount, at least, equal to from Five to Fifteen Dollars a year, in consequence of the vastly increased facilities our Railway will supply for the transit of Passengers, Farm Produce, Square-Timber, Lumber, Cord Wood, Merchandise, Fish, and perhaps Minerals along its line, between the great waters of Huron and Ontario. We live in the most progressive age that has ever dawned upon our peaceful, contented and happy country. We are a progressive people. Our

individual as well as our country's prosperity demands of us an onward course, to move onward, is, as our figures have shown, the true way to ensure our future welfare. To stand still is, as we believe we have clearly proved by the same figures, not only retrogression, but it is the resting, (I dare not say *contented*,) under the payment of the monstrous, but, yet certain indirect tax of \$247,300 a year, until such time as our Railway is built, stocked and running!!!

And, furthermore, we must all remember, that for and during the time this Railway will be building, there will be, between Guelph and Lake Huron, in or about \$1,000,000 in hard cash spent amongst us. This large amount of money, that in so short a period must be put in circulation in our midst, will tend very much to the advantage and prosperity of all classes of the community in our interested Municipalities, and not only will this amount of cash be spent amongst us during the time our Railway is building, but we must also recollect, that for all time to come, the keeping of this Road in proper repair, and its continuous efficient working, will necessarily require a large number of employes, who with their families will all aid in the consumption of our increasingly great annual surplus produce; in the matter, also, of our valuable and extensive Lake Huron Fisheries, this Railway will open up to the seller and buyer an extensive and no doubt, profitable market.

In short, from whatever stand-point we take an unselfish and impartial view of this much-needed public improvement, we must come to the conclusion that the time has arrived when our talking must, at once, be superceded by direct action, to ensure the immediate commencement and speedy completion of this great undertaking.

And as I am desirous to do my part to cause the sunlight of equal rights to shine on every movement connected with the advancement of our great project, I am certain, I cannot do so in a more efficient manner than by urging the Municipality of Guelph to cease the opposition, that through a portion (at least) of her Press, during the past year she has given to the advocacy of this Railway extension. For several years past, during the minority of some Fifty or Sixty of our North-Westerly Townships, Guelph has been to a considerable extent, the purchaser of their farm products and the supplier of their merchandises. She seems to have an idea, that the competition and free-trade, which the building of this Railway is sure to induce, will deprive her in a great measure of this profitable business—hence no doubt, her opposition!!

In reply, I beg leave to say, that such need not be the case, as I presume, her merchants, mechanics, and professional men, standing on a *solid foundation*, are able to compete with any number of business men, that from other localities may be found coming in to take a share in the risks and toil, as well as the pleasure and the profit, that will be connected with the increasingly large business that must annually be done in GUELPH and throughout the length and breadth of those rich and fertile North-Western Municipalities.

Should GUELPH continue her opposition, and use her influence to hinder this Railway extension, she should remember that, by so doing, she is in effect, adopting the best means at her command, once and forever to cut off her supplies, and turn the stream of trade from her own doors, to her powerful and wealthy, but yet avaricious neighbor, Toronto!!! Yes, we repeat it, should GUELPH continue to oppose our Railway project, it may be the means ere long, of forcing our Municipalities to unite in subsidising Mr. Fowler's scheme, for the building of his "Central Railway," no doubt as a branch of the Grand Trunk, either from Brampton, Acton or Rockwood, to Inverhuron Bay. (See Mr. Fowler's Map of his "Central Railway.") This once done, we ask—where for all time to come, is the trade to come from that will support the growth and prosperity of GUELPH? Echo answers "Where?" "A word to the wise is sufficient." GUELPH must "make a virtue of necessity," and with her sister Municipalities, at once, in her own defence, take hold and do her proper share, whether less or more, to further this great project; and, by so doing, she will, (Chicago like,) secure for herself the proud and profitable position of being the grand junction and great radiating centre of our magnificent Railways, going North, South, East or West, between the great waters of Lakes Huron, Ontario and Erie, and the Detroit River!!!

In our interested Municipalities, a large expenditure has, during the past and present year, been gone into, for the purpose of building nearly 200 miles of Gravel Roads, the greater part of which are in the County of Bruce; and, as a matter of course, the County has issued and sold her Debentures to raise the required amount of Cash to meet her liabilities for said improvements. Such being the case, there may be some few persons that, perhaps, will refuse to support or vote for our project, and, at the same time, state as their reason for so doing, that they believe we are premature in the advocacy of our scheme, and that it will be quite time enough to have our

Railway built, after those Municipalities get all their Gravel Roads liabilities paid. To such persons, I beg leave to say, our Gravel Roads are all right, and will prove themselves to be the best paying investment that our North-Western Counties have ever gone into. They are extensive, and, of course, will be the more useful in their capacity, as so many feeders for our intended Railway. In short, each Road is sure to make for the others a large amount of business, that will go far towards making our expenditure, in these great public improvements, a constant source of direct and indirect profit, that, as I believe I have already proved, will, all harmoniously, do their part in enriching ourselves, our country, and the shareholders of our Railway.

In conclusion, allow me, for a moment, to direct your thoughts across the Atlantic flood, to the land of our birth, and the home of our forefathers. Britain, that little sea girt Isle! And, having done so, we each are involuntarily led to ask ourselves the question, What has raised her to the eminently proud, glorious and exalted position that she now occupies, as the best governed, most prosperous, wealthiest, free and independent nation upon earth? The only reply that we can give, is an open Bible, liberty of conscience, free institutions, the industry and bravery of her sons, and last (but not least), her unequalled system of Railways, Gravel Roads, and Telegraphs, that, like a mighty network, extend from the centre to the circumference of her peaceful and happy Island Homes!

I beg leave to say, that the foregoing are my views, fully and freely expressed. I have given them in this form, because I believe it is the best method I could adopt to bring those truthful and telling facts and figures before the large majority of my fellow-ratepayers in our interested Municipalities. Should my humble efforts in this way prove successful, I shall be thankful for having been able in any manner, to do my part in rendering the homes and firesides of the "bone and sinew" of our Country more comfortable, and, consequently, more happy than they can be whilst they are suffering the loss, privations, and inconveniences, attendant on the want of Railway accomodation through our North-Western Counties.

I have only to add that to insure the speedy and complete success of our undertaking, we require, once and forever, to lay aside selfishness and local jealousies, each be willing to act for the gener-

al welfare of our Country, and all in conformity with the "Royal law," obey the voice of the "Great Teacher." "Therefore all things whatsoever ye would that men should do to you, do ye even so to them;" and by so doing both in the letter and spirit of the command, we will, ere long, with honest pride, be enabled to see that, by our united efforts, we have been the honored instruments of hastening on the long wished for and jubilant day, when our Iron Horse standing on his track of our Western terminus, on the shores of our beautiful inland sea, shall, with the thunder notes of his mighty neighing, cause the echoes of our commerce to be heard and reverberated, far and wide, o'er what was once the delightful hunting and fishing grounds of our "Irrequiso Braves," who not many years since in wildest majesty reigned supreme over these interminable forests, that, by the shining of the glorious orb of each new day, cast their lengthened shadows across the dark blue waves or glassy bosom of our majestic Huron.

I have the honor to be,

Gentlemen,

Your obedient servant,

F. W. WATKINS.

P. S.—Through the kindness of my friend, Wm. Gunn, Esq., of Walkerton, I have been favoured with a copy of the following correspondence between Thomas Adair, Esq., Reeve of Southampton, and F. Shanly, Esq., Civil Engineer, &c., &c.; the information contained in Mr. Shanly's letter is of a very important character, and throws much light on the question that in the preceding pages I have endeavored to advocate.

CHEAP RAILWAYS.

SOUTHAMPTON, April 15, 1867.

To the Editor of the Bruce Herald:

SIR,—The discussion of the Cheap-Railway system in the papers, for some time past, created a desire on the part of a number of people of this village to have the opinion of some reliable and practical Engineer on the question, and its adaptability to this section of country, and having full confidence in Mr. Shanly, I, at their request, wrote him, and promptly received the accompanying reply, which I send you for publication in the *Herald*.

Yours, &c.,

THOMAS ADAIR.

TORONTO, March 30, 1867.

Thomas Adair, Esq., Recus, and others :

GENTLEMEN,—In reply to your communication of the 17th inst., having reference to the "Cheap Railway" system now being agitated throughout the country, and asking my opinion as to its adaptability to the requirements of your particular section, I beg to submit the following remarks:

First—As regards the "gauge," I am in favor of adopting the one now in general use in Canada, namely, 5ft 6in. in preference to one of 3ft 6in., which has been suggested for this description of road—the first cost of the former will not exceed that of the latter by more than about from five to ten per cent. A train of say ten cars, will perform more work on the wide than on the narrow gauge, at the same cost, and the trouble, expense and delay of transferring freight, especially grain and timber, to and from the main Trunk lines, will be avoided.

Second—As to the most fitting terminus at the east—in view of the action now being taken in this city and Hamilton—it would, I think, be well to leave that question in abeyance, for the present.—I would remark, however, that Guelph presents two great advantages, namely, giving shippers the choice of two markets, and in af-

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forging, over almost any other route, a much more favorable line of country for construction, both in point of cost per mile, and in the distance to be traversed.

Third—I would propose to build a railway having iron rails weighing forty pounds per lineal yard, laid in the ordinary manner, on cross ties, or a lighter rail might be used, with longitudinal bearings, the gradients to be accommodated as far as practicable to the general profile of the country, but in no case to exceed a rise or fall of more than 1ft. 6in. in each 100ft., and the curvature limited to a radius of 960ft. The bridges and culverts would, as far as possible, be of timber, and the buildings of a cheap class, but fully adapted to the requirements of the trade. The engines and cars to be of the best material and workmanship, the former weighing 16 tons, and calculated to draw a load of 120 tons gross, or 60 tons net, over the grades above mentioned at an average speed of 12 miles an hour. The cars would weigh about six tons each, and carry a load of at least equal to their weight. Without going further into details now, I estimate the road of the above description fully equipped, and including right of way and fencing, at *Fourteen Thousand Dollars per mile*, if built from some point in the County of Bruce to Guelph, or other point above what is known as the "Mountain Range," say, not further east than Acton. A line carried direct to Toronto or Hamilton would undoubtedly cost not less than 10 per cent more, and the proportion of maximum grades, and minimum curves, would also be greatly increased. Assuming, however, for the purposes of estimate, that the shortest and cheapest route would be selected, the distance being 90 miles, the whole expenditure in cash would not exceed \$1,260,000, and if the Municipalities adhered to their original intention of granting a Bonus of, say, \$600,000 in debentures, which would if sold at 90cts. realize \$6,000 per mile, the actual capital to be raised, would then amount to only \$720,000.—Of this sum the iron and rolling stock would absorb upwards of \$450,000, which might be obtained by an issue of bonds at such a rate as to insure their paying interest at 8 per cent. leaving but \$270,000 or \$3,000 per mile, to be provided for by stock subscriptions, and I will show presently the returns which may be expected on this amount.

Fourth—And most important is the traffic question, also the most difficult to deal with, reliable data upon which to base an estimate not being accessible, and it is only by instituting a com-

April 15, 1867.

em in the papers, rt of a number of some reliable and ptability to this Mr. Shanly, I, at the accompanying

MAS ADAIR.

March 30, 1867.

of the 17th inst., now being agitated as to its adaptation, I beg to

of adopting the in, in preference his description of that of the latter A train of say ten n on the narrow and delay of trans- d from the main

east—in view of ilton—it would, I or the present.— wo great advanta- rket, and in af

parison with other roads, similarly situated as to local conditions that I can venture to enter upon figures. I therefore take the Northern Railway from Collingwood to Toronto 94 miles, as assimilating more nearly than any other in Canada, to the line now under consideration, from say Saugeen to Guelph, the business on both being purely local, and consisting mainly of agricultural products, timber, general merchandise and passengers. By referring to the census of 1861, I find that the counties tributary to the Northern Railway, viz., York (exclusive of Toronto), Simcoe, and say half of Grey, contained a population of about 125,000 inhabitants, and had a product in grain of all kinds, of nearly 7,000,000 bushels, whilst the counties of Bruce, Wellington, (exclusive of the Town of Guelph and townships of Guelph and Paslinch,) half of Grey and a part of Haron, contained 90,000 inhabitants, and had a grain product of 4,500,000 bushels; the proportion of population and products being as nearly as possible as 6 to 4 in favor of the Northern Road. The Guelph and Saugeen country, however, produces a much larger proportion of merchan-^{table} grain for export than that along the Northern line, and is rapidly increasing in that respect, whilst the timber produce of the Northern country is in advance of that of the Saugeen, — for all purposes of comparison, therefore, I think the above figures will not be far astray in having them established as a basis upon which to work, and allowing for the steady increase going forward in your country and those adjoining, I think you may safely count upon the following returns from traffic :

Freight of all kinds—300 tons per day, at \$2,	\$ 600
Passengers, 200 per day, at \$1,	200
	<hr/>
	\$ 800
Gross earnings for 312 working days,	\$249,600
Working expenses, 60 per cent., or say,	\$149,600
	<hr/>
Net profit,	\$100,000
Bonded Capital, \$450,000, at 8 per cent.,	\$ 36,000
Share Capital \$270,000, at 20 per cent.,	54,000
Sinking Fund,	10,000
	<hr/>
	\$100,000

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In figure kindly

The net receipts above given are but little more than one-half of those of the Northern Railway in 1863, though if the comparison given above had been strictly carried out, they should have been set down at two-thirds; but even say that we reduce them still further by one-third, we have still, after paying the 8 per cent. on the bonds a balance admitting of a ten per cent. dividend on the stock, and a surplus of upwards of \$3,000 besides—a state of things, in my opinion sufficiently encouraging to induce minded men to embark in the enterprise, and when we consider the immense benefit the road will confer on the country, to warrant the ratepayers in voting for the required bonus.

Canada is now enjoying a prosperity almost unexampled in its history, and at no time will its people be in a better position or temper for entertaining the project of "Cheap Railways," which there can be no doubt, through sections of country such as Wellington, Grey, and Bruce, will prove a first-rate investment, be the Eastern terminus Hamilton, Toronto, or any other point on the main lines.

Let the farmers of Bruce show their confidence in the scheme by the amount of their pecuniary aid; the example will soon be followed, and they will realize large dividends in the increased value of their property and in the facilities and reduced cost of transport.

I am, Gentlemen,

Yours, respectfully,

F. SHANLY.

In the printed copy that Mr. Gunn sent me, there was in the figures, two or three typographical errors, which Mr. Shanly has kindly corrected for me.—F. W. W.

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 Northern Road. The
 has a much larger pro-
 fit along the Northern
 whilst the timber pro-
 that of the Saugeen,
 think the above figures
 as a basis upon which
 going forward in your
 safely count upon the

\$2, \$ 600
 200
 800
 \$249,600
 \$149,600
 \$100,000
 \$ 36,000
 54,000
 10,000
 \$100,000