

Maklin Economist.

Thursday March 5th 1868

(2)

"The Narrow Gauge Railways"

Bills were introduced in the house asking that ~~the~~ charters be granted to enable companies designated to construct three different lines of R.R. on the narrow-gauge principle. The Whalley and Port Perry, the Toronto & Nipissing, and the Toronto & Bruce roads. The discussion on the narrow-gauge railway bills was intense and sometimes rather warm. All of the bills were finally passed. The companies now have the privilege of building these roads, but the next thing wanted is means to do the work.

Thursday March 12th 1868

"Toronto & Nipissing Railway" Oxfordbridge Enthusiasm

A public meeting held on Friday last at the Central Hotel on the Oxfordbridge Road - 200 people present - Mr Landlaw and one other person from Toronto. Vote carried with only one voice to recommend a by-law for \$60,000 as a bonus. Mr Landlaw wrote "the meeting was very enthusiastic & a great success".

We understand that all the townships on the line will be convened as soon as arrangements can be made for the work, with a view of commencing the grading of the road during the summer

Thursday April 16th 1868

Extract from Globe

"On Monday 6th (April) the deputation held a meeting in Monetta
no opposition, and then returned to Cunningham.

On Tuesday the 7th the deputation drove to Balsam, very
far westward after Argyle, cardwells road and swamps.
280 farmers were waiting from Brock, Eldon, Thorne, Roma
Carden etc Donald (?) McRae Reeve of Eldon occupied
the chair. McMurchie spoke "no finer section of the
country could be tapped by a railway", and argued that
the railway he advocated was just the kind of railway
required.

Laid law rocks at Leyth

Mtg passed a resolution that Farmers &樵夫 co-operate in
felling up the schedules regime by the T+NR

S M T W Th F S
25 26 27
28 29 30 1 2 3 4
5 6 7

Thursday the 25th 1868

Reeve of Whitby has called a meeting of
ratepayers of Tuesday June 8th at Balcarres.

Delegation from Tanta to be present

Thursday Aug 27th 1868

(Seconded)

Uxbridge Council Mr Gold & Mr Fealy
introduced by law to enable the payment of bonuses
to the T+NR

September 24th 1868

Uxbridge by law to grant \$150,000 to
the T+NR passed by a majority of 52
banffies lighted, band played. Opponents came
from Whitchurch County offices (W+PP, GTR influence)

(3)

Thursday Oct 8 1868

Public M'tgs in fav of T+N'R in Eldon, as at Woodville, as at Bobcaygeon. Reeves + Lundon + Donaldson present. Resolutions passed to urge Council to propose by-law for \$44,000. Council not at once and made a by-law a fine time. Dalton + Carden are also drawing bonds with the Co.

November 12 1868

- (Very extensive powers of the whole Markham By-Law)
#176 \$30,000 vote to be held 5th December
- Unanimously Council passed by-law a Saturday last
The railway asked \$50,000 but \$30,000 was approved
- Tando City Council carried by-law, 13 to 3, granting
\$150,000 to the T+N'R

November 26 1868

"Railway Meeting at Unionville"

Saturday 21st November at Sizer's hotel to discuss the Markham by-law H.P. Croshy Esq MPP chair and David Takin[→] Sec. Col W. M. Bottom urged passage Hon David Peacock, Rev. Mr Hill spoke in fav.

Mr John Gibson was afraid that the a.g. would not answer based on the discussions in the Spectator.

the Event was strongly outside
little side bars

"Vote for the by-law ad secure timber, lumber, cordwood ad tanbark
for years to come

" " " ad give impetus to trade

" " " so that the mineral wealth of the north
may be developed

" " " which will induce immigrants to remain
among us.

Extract from Canadian Monthly Times

The other novel feature is the system of bonuses which the people have adopted & sanctioned. The financial program is founded upon the receipt of bonuses to the extent of \$15,000 per mile. \$15,000 per mile will represent the amount to be paid for iron, ad ~~as~~ first mortgage on the road will be given to secure its payment. The proposal to capsize the expenditure to \$15,000 per mile rests mainly on the division of the work into very small contracts, economy in the purchase of the right of way, the construction of timber bridges with abutments, the preservation of plain ad effluent valley streak, the erecting of stations inexpensive and simple and the obtaining of nothing on credit but the iron

December 3rd 1868

Scott Council by law for \$20,000 Vote on 11th Dec

Thursday December 10th 1868

Maklans by-law carried by majority of 191 for \$70,000

Tartans by law carried Tuesday by majority of 671 for \$150,000

Dec 10th contd.

(4)

break by law defeated by 27 "Laid by the
persecuted and cowardly misrepresentations of a few parties
interested in the Whithy & Post Ferry by . Nothing could be
more unscrupulous or selfish than the behavior of Mr J. H. Perry ... "

Thursday Dec 17th

"Railay Mby in Scabrnch"

Held at Woburn on Thursday last

Speakers by J. G. Wats, Mr McMurchie, Mayor of Concord
and Hon D. Green - 300 farms present
By 5:1 the meeting recommended a by-law for \$15,000

Thursday Dec 31st 1868

- Dec 28th Lindsay - Mayor called a public meeting
to consider repairing the T+N R to build a bridge to
Lindsay
- Somerville by-law takes place on Tuesday