

Orangetown, Jan. 20, 1870.

TORONTO, GREY & BRUCE RAILWAY.

MR. SHANLY is hastening the construction of this railway with marvellous rapidity. From Mr. Ellis, the Engineer in charge of the work, we learn that 150 men are employed on the heavy excavations between Weston and Bolton; that the bridge over which it is designed the railway shall cross the Humber is, in course of construction; while a force of over 100 men is employed, under Mr. R. R. McLennan, getting out ties, and timber for culverts, between Bolton and Orangetown; and several large gangs, under Mr. McDuell, clearing the line between Orangetown and Arthur. Along the entire line all is bustle and activity; and already the large expenditure for labor is giving business of all kinds an unwonted briskness. The indications are that the railway will be open for general traffic in time to move the crops of 1870; a feat which, if accomplished, will have no parallel in Canadian railway enterprise.

Though the first section of the railway has been placed under construction, yet some of the municipalities assessed for it have not contributed their just quota of the expense. To these the Company will doubtless soon apply for bonuses, and we hope the application will receive a favorable response. The Company have proceeded with the construction of the road, confident that all the municipalities assessed equitably for it, would not withhold their aid, and it would not be creditable to them, now that they are assured of having the railway whether they pay for it or not, to break faith with the Company.

There is probably no township on the line of the railway that will be more directly benefited by the road than East Garafraxa, and from it the Company expect, and have good reason, to receive a bonus of \$15,000. The railway will run along the base line of Garry, ten or twelve miles, changing its front, and developing a section of it which, without the railway, would be comparatively worthless. During the construction of the road a large amount of capital will be expended in the municipality, villages will spring up along the line, and property will be created in the township, which will yield an annual revenue that will go far to liquidate the debt that the township will be asked to incur for the railway. Besides, the railway will open good markets for the wood and produce of the municipality, advantages alone sufficient to warrant the Council granting a liberal subsidy to the road. Melancthon, though it will not be so directly benefited by the railway, will also derive great advantages from it, and from this township a bonus of \$8,000 or \$10,000 will be asked. The proposition was submitted in this township to a vote of the electors last year, and was only rejected by a majority of 30 votes. No effort had been made to secure the passage of the by-law, the people were not thoroughly posted on the subject, and, besides, the construction of the road was considered somewhat doubtful, so that the electors had not sufficient grounds for making the grant. All doubts, however, are now removed, the road is under construction, and the people have had time to discuss its advantages; and if the question were submitted to them whether the railway should receive a small bonus or not, we believe the decision of last year would be reversed by a large majority.

suggestions to the serio or. In a o tural the a al Societies chief event: they are ve proceedings The busin pies only : confined to the compar of those : public assu There are the best in the soil; it profitable less than on a diff tend thei without g the nobles Agricultu not to con themselves better. ning to ex thing neg every opp front, ma both felt : ing, to b and mate and pract time com far distar ambition ous yoom proved a; raising, t uoble poe ed for hi with, an principle scientific ing the : various : to incur heart wi warded meansitt our safe let them let them submit : form as the pro in a wo nature. lions wi

ARK of the l graph by thei only wa The re: portion French to the mishap mitted is also, of the tan

Oran

MR W. M ton's ing, ti expect

Kr Reid, has k days the : doub

Ti for (on - nece of ol uniu

The Iron Examiner

The Official Paper of the County

FRIDAY, JANUARY 23rd. 1870.

A RAILWAY THROUGH THE NORTHERN TOWNSHIPS.

A matter on which we should have spoken last week, but from an extreme press of other business, is the laudable movement of the Northern Townships of this County and the adjoining ones in Bruce, to secure a railway.

The present scheme is an arrangement with the Toronto "narrow gauge" to run from Harriston through Howick to Fordwich, near Leachville and Wroxeter, and along the valley of the Maitland by Bluevale, Wingham, and Lucknow, and thence to Kincardine. It is claimed, and we believe justly too, by the promoters of this scheme, that it would develop a larger and more prolific section of country, than a road can by any other route in the north country. No more fertile land exists in the Province, we believe, than those townships, and at present though large producers, in an agricultural way, being situated so far from market—in some cases over forty miles—the value of those products are so much reduced as to offer but little stimulus to exertion. And, undoubtedly, the Maitland offers water privileges, for manufacturing purposes, unsurpassed in Canada. If the sanguine hopes of the people of that section of country are realized, we are sure that some of the villages, above named, must become important towns, and the central marts of wealthy districts.

Enthusiastic meetings have been held in Wingham, Bluevale, Lucknow, and other places; and everywhere there are warrantable symptoms of liberal bonuses being awarded. In reducing the distribution of the proposed bonuses to calculations, it has been shown that ten dollars per year to each farmer owning one hundred acres, would be more than the adjustment. This being the case, we are not amazed that the farmers along, and near, the proposed route should be so earnest in their efforts to secure a railway.

We said above, that the scheme was an extension of the "narrow gauge." In justice to the good sense of this people, however, we must say that they have not selected it as preferable to the ordinary "wide gauge" road, but, as they believe, an only alternative. Furthermore we think that had they the remotest prospects of obtaining the latter, they would be willing to shoulder still heavier responsibilities, in the way of larger bonuses. Notwithstanding the sophistical arguments of the "Queen City," they still know "what's what." But going on the principle that "a half-loaf is better than no bread," they want the "narrow gauge," believing that it will answer present purposes, and probably be the prelude to something better—certainly, it is a good common sense view.

PAYMENT OF CRIMINAL DEBT.

In an public let the it in a now a differ court for the same essential courts, in con nerate It is a witnes becaus Well serve practi the on portan diculo ent ca ing o servin Pay is a q on at tend and c just.

NE

Ed, tered patch, Fir in the Hespe of the entrat tha w a few gade, but w a shor flamer and G gade, follow were the or dye h superl Tho d fire, with was b were out of ed at by it TL pay l follow E. H. Mols Th prove the charg hno, in th queal Funa persa sum 000 unde deatl

Extension of the Northern Railway to Owen Sound.

To the Editor of the *Argonaut*.

Sir:— Perhaps you will allow me space for some observations concerning the proposed railway communication between Owen Sound and Toronto.

Apparently, considerable delay is likely to occur in building the projected Toronto Grey and Bruce, or any other line, to Owen Sound. I believe, for my part, that that town would be better without such a line. I freely admit the probable advantage of a railway from Owen Sound to Toronto, but I would submit to your citizens, with every deference to their better judgment, that it is scarcely worth spending to purchase the article, when you can get a better one for less money.

It appears to me that a continuation of the present Northern Railway from Collingwood to Owen Sound, by way of Meaford, would be far the most beneficial to your town. I will mention, to show that I am not giving others a piece in a matter that does not concern me, that I am interested in the affair to this extent. I wish to have some line of railway pass near a farm of mine in St. Vincent, and I think that I can show that it is to the interest of your townsmen to endeavor to run their line to Toronto in that direction.

You will, of course, be benefited by a railway just in proportion to the area from which farmers bring their produce to you. Well, if a railway like the Toronto Grey and Bruce pass through the centre of the County of Grey to your town, will it not lessen the trading area by a large space? You do considerable business now with the section of the Central line would run the length, for ten or fifteen, or even more, miles south of you, but build any central line, and you lose most of your trade on that side, for every little station a few miles nearer Toronto than you, would do the trade you now do. You may notice this on other lines. For instance, the small stations south of Collingwood, such as Stayner, are better wheat markets than Collingwood. Then go a very little west of Toronto, and you will find the farmers consider Montreal their market. Where farmers sell their produce they will buy their supplies, and the nearer any station is to the front, the more likely they are to make it their market place—for the nearer the front the less the freight to the front, so the more a buyer there can afford to pay.—Thus, given a station ten miles south of you, it will draw the produce from about a hundred square miles of the best of your present area of trade.

By carrying the line through Meaford to Collingwood, Owen Sound will lose no trade. The Sound cannot draw away the trade which at present goes by way of Meaford, for if your town had a central line running south to-morrow, it would only force the lake shore townships and villages to compete, both by building harbors, and eventually, inducing the Northern line to extend along the shore. On the other hand, let one line answer both, and it will leave Owen Sound the market and outlet for the whole adjacent country north, west and south, giving it the largest tributary area of wheat and cattle producing country possessed by any railway terminus in the Dominion.

I would also remark how soon, by this line, you can get railway intercourse with the lines connected with other lines. And, in

OSA

March 3
1870

largest tributary... producing country possessed by any railway terminus in the Dominion.

I would also remark how soon, by this line you can get railway intercourse with the front, compared with other lines. And, in passing, I will notice that keen observers prophesy that the next four years are likely to exercise great influence over the future of Canada. They are likely to be years of prosperous trade, and in such years new lines of traffic are struck out, established, and become permanent. May I ask your readers to remember the time it took to project and build the Northern route, when in what state of forwardness any of the projected lines to Owen Sound are now, and remember the country they have to be built through, reflect whether the four years will not pass before they get any of them. On the other hand, how easily, quickly, and cheaply the line might be extended along the shore—over a level shore line on a solid rock foundation from Collingwood nearly to Meaford, while the rest of the line to the Sound presents no great difficulty. If commenced in earnest this spring, you might load the summer's harvest on the cars at Owen Sound. In fact, three months would build it, with no extraordinary force of workmen.

As to the means of building it, the adjacent townships are ready to contribute liberally. I forget the precise figures, but from what I have been given to understand by residents, I believe I am under the mark in saying that there will be no difficulty in getting \$50,000 from St. Vincent, \$30,000 from Euphrasia, and \$30,000 from Collingwood—that these amounts might be increased if necessary, and would be further supplemented by other localities interested. Now, if Owen Sound, with Sydenham and the other townships adjoining, would go heartily into the matter, it would be accomplished at once.

Just now, perhaps, the Northern R. R. Co. would be more willing to assist such a movement, than they have previously been. They have not cared to make special efforts for this traffic, believing that it must come down by way of Collingwood, at all events. But it is now getting evident that if no better road be made to Collingwood, the whole north-west section will find some other road to Toronto. The present stage-coach competition in that locality is a significant sign of this. The Muskoka extension, judging by the refusal of bonuses, seems not unlikely to "fall through." But whether it does or not, the N. R. R. would be very blind to their own interests in refusing assistance to extension in your direction—and, in fact, I have good authority for saying that they would be most willing to co-operate in such a work. And I will remark here that it is a very different affair to the former extension proposed by way of Durham—a line which, I believe, presented very serious engineering difficulties.

Then, if the Toronto, Grey and Bruce ever reached you, you would have but a narrow gauge. By Collingwood, you would get a broad one; and however much may be said in favor of narrow gauges on the score of cheapness, no one will deny that a broad-gauge is better and safer—if it only could be got for the same price. Well, in your present position, you can get it as cheaply, and much more quickly, than you are likely to get the narrow one.

If a railroad extend through central Grey to the Sound, Meaford, in self-defence, must combine with the adjacent section to build a large artificial harbor, which can, in the opinion of good engineers, be well and easily built there. It would rival, and perhaps out-rival yours. Remembering that the trade to the Humber country must soon be large, and will ultimately be immense, and that it will principally be done between the Georgian Bay ports and Fort. William, would it not be better for Owen Sound to keep her harbor the chief one, if she can? Well, just now, action in favor of the shore line would do much towards so keeping it. The St. Vincent Council are now advertising for proposals to build a good harbor at Meaford, but it appears to me that they are only taking this step because they despair of getting a railroad soon. They cannot get the railroad without assistance—the harbor they can. But of the two, they would much rather have the railroad—so much, that if the necessary co-operation were offered, they would probably devote most of their harbor funds to securing a railroad.

Yours,
R. W. PHIPPS.

Toronto, Feb. 28, 1870.

Cont'd

OSA

March 3
1870

Another Method of Curing Rashes
I will give you my method of curing rashes

Sydenham
Same
Arthur's
now and
can news
damage ti
news seem
The Chat
following
Arthur w
Boston, a
house full
hotel, Jol
your app
take ten
lightway
hour after
and deal
though t
We had
mother,
So you
he say f
come;
funeral,
out, on c
himself;
ments, v
ed. He
"must,"
christen
he was
view w
had the
Arthur
The
We a
family
don't
determi
length c
throws
enished
Russell
out and
even St
middle
all the
four
Church
more c

ABOUT RAILROADS.

— Sir, — I have now had the greatest faith in the enterprise known as the narrow gauge railway, of Toronto and Owen Sound, and as great confidence in the funds at the disposal and in the financial abilities of the gentlemen, the Company owning it, protecting the ratepayers concerned therein, in an able and firm, the realisation of the work. I have now, to state, as I have said, and as I voted in the By-law committee. It has been thwarting the interests of the ratepayers, at any rate I have not been, certainly, but I deem, the current of enterprise, it has rather strengthened my mind.

[illegible]

Meantime, may, &c.

JAMES KENNEDY

Sydenham, March 2, 1870.

Some of the minor incidents of Prince

I want
 a bath.
 Between
 at night
 importance
 I passed
 sleep that
 this is al
 thinness
 get into
 be careful
 I don't
 large r
 for a film
 had
 and re
 of a su
 great ch
 is the
 them
 positive
 continue
 and I
 steps
 I don't
 I'd like
 during t
 and for
 it's a b
 perfect
 taking
 couple
 some
 under
 or d
 that's
 modern
 super
 inter
 I am
 word
 We
 and sh
 I know
 the op
 in Sum
 As p
 for a
 and to
 in the
 and ex
 win be
 establi
 be not
 placed
 within
 the sh
 fitted
 compl
 such a
 will b
 they l
 effect
 to cu
 sashes
 pearls
 into t
 put a
 bars,
 in the
 all in
 avoid
 A
 and a
 I ways
 state
 nec
 led u
 ment
 reply
 A
 a cra
 impo
 my p
 ones

OSA
March 3
1870

THE RAILWAY FOR THE NORTH-ERN TOWNSHIPS.

A few weeks ago, we called attention to the fact of the energetic people of the North-ern Townships of this County, and the ad-joining ones of Bruce, making an effort to secure an extension of the Toronto, Grey and Bruce Railway, through the part of the country indicated. The following letter has been received in reply to a communication from a committee appointed at one of the numerous meetings, that have been held in the vicinity, to take the matter into con-sideration. From the tone of the letter, we are led to conclude, that there are good hopes of this fertile section obtaining Rail-way communication.

To JAMES GIBSON, Esq., Wroxeter
Toronto, 12th Febr. 1870.

DEAR SIR,—Your letter of the 4th inst., was laid before our Board at its last sitting, and after due consideration, Messrs. Barnhart, Howland and myself were appointed a Committee to reply to it, and to further confer with you upon the important sub-ject to which it related. On behalf of the Com-mittee I would first state that the Board is fully occupied at present in building the first section of the road, viz.: from Toronto to Arthur, which they expect to have open for traffic during the present year. It will, however, afford the Board pleasure to co-operate with its friends in North Huron and South Bruce in making such arrange-ments as will ensure the extension of the line to Kincardine at an early day. The Board, I may say, never for a moment lost sight of such extension for Kincardine as a terminus. The defeat of the Bruce By-law of course, leaves the Company free to select the line that will suit the country best, and bring the road the most bonus and traffic.

You ask, first, the Board's opinion re-garding the route as laid down in your letter, namely,—starting somewhere between Arthur and Mount Forest, on the latter point cutting across Minto, near Harris-ton, and thence between the 2th and 9th concession Howick, near Lisadel, Gortie and Wroxeter, then southwest to Bluevale, to Wingham and Lucknow, terminating at Kincardine.

The Committee has no data before it to form a correct opinion or give you a decid-ed answer to this question. The new route would certainly bring the road much furth-er south than originally contemplated.

You ask, secondly, the lowest amount of bonus that would be required. This also could only be answered after making, at any rate, some slight preliminary examin-ation of the country. The Board, however, does not anticipate much trouble in arrang-ing the amount of bonus required from the various municipalities interested—routes and other matters first being settled. To enable the Directors, however, to definitely answer these two most important questions in your very interesting letter, I would suggest that your Committee, as early as possible, send me authentic returns, of the last Township Assessments, the number of acres in each, the amount cleared and in bush, the amount of cereals raised, the number of cattle, what timber, lumber, passengers could be worked for, the popu-lation of the townships and villages, the

openly that
uses to gain
news we ha
placed over
Cowan, chic
confined in
This produ
ment, and
bearing the
had also be
prisoner in
sely what
cause his
with Mr. I
whether G
in bed, w
his guard
of the hou
Riel mean
gues, Chas
letter, the
and one of
from being
Mr. Smith
day, and a
would gra
perhaps a
that a del
country in
the Coun
back prop
ment to g
gation fro
two or fo
himself v
tion is sit
the deluge
solu: m
ing the ti
the return
hope to l
mail that
pany wit
gentlema
the delug
on behal

The C
after dra
guarante
the Con
confirmit
President
James I
Secretar
tant Tr
tary of

A gen
for the
four R
the Col
The
ment
will be
Mess
not Me
they g
The
pointe
and O
behalf

St
publis
which
nepeg
that
loyal
ling
Garry
Rie
and i

HURON
EXPOSITOR

March 4

1870

THE HURON EXPOSITOR

nearest point to the Grand Trunk, the length of line by your route from a given point on the Garsfranz Road to Kincardine, with a sketch of the natural topography of the country. All this ascertained, the Board would in early spring, if satisfactory, put Engineers to run trial line, and make arrangements to put the line under contract in summer or early in autumn, and fully complete the Kincardine connection with Toronto during 1870.

I am,

Respectfully yours,

JNO. GORDON.

RECEIVED AT. ACTION BILL.

Cont'd

HURON EXPOSITOR

March 4 1870

the first class, give the owner of a Knight to the second class, and a Rook to the third class, and the second class, give a Knight to the third class. The prizes are, 1st a set of Ivory Chess Men; 2nd a Club set of Chess Men; 3rd a copy of that valuable work, the American Chess-Nuts.

A LARGE and enthusiastic meeting was held at Listowel on Friday for the purpose of discussing the subject of railway connection with Toronto by the narrow gauge. The object of the meeting was to take the preliminary step towards enlisting the co-operation of the Directors of the Toronto, Grey and Bruce Railway. It was clearly shown that a slight divergence from the route to Kincardine, already under consideration, so as to touch at Listowel, would be of immense advantage to the business of the road, that it would only involve an addition of about three miles to the entire length of the road; that this would be fully counterbalanced by the superior topography of the country; and that the business would thereby be largely increased. A committee was appointed to confer with other municipalities interested, and D. D. Hay was authorized to proceed to Toronto to lay the matter before the Directors. The people of Listowel are in earnest in this matter.

LECTURE.—On Tuesday evening, a large audience assembled, at the M. E. Church on the town-line of Tuckersmith and Hullet, to hear a lecture on Australia, by the Rev. C. F. Robinson of Seaforth, who is well acquainted with that country, having made it his residence for a period of eight years. According to announcement the chair was taken at 7 o'clock by Mr. McGill who introduced the Lecturer. The speaker began by narrating the difficulties which attended the first exploring and surveying parties, who visited Australia, and the excitement consequent upon the discovery of the first gold nuggets, at Ballarat. He then described the gradual civilization and progress of the principal colonies, with their mineral resources, &c. He illustrated the language by singing in the native Maorie tongue, and concluded by portraying the natives; faithfully delineating both their good and bad points.

Jacob Shat
Carried.
Geigher, th
road divisio
wild land a
visions laid
labor more
of 1869. C
Wm. Turnl
a tavern li
ing that he
Carried.
Geigher, th
ern License
Rockmill.
Hotel, Chr
Boekrenha
Farmers In
Home, Tre
months for
moved, sec.
grant the s
leave him fr
circumstanc
see by J. E
\$2 for fire w
Carriek mo
sum of \$50
ship school
be requests
to be held i
which furth
Reeve and
Local Sup
Wm. Turnl
William G.
the current
books be cl
ried. Will
Carriek, th
\$5 for extra
taxes of 186
acc. by J. E
adjourn to
of May nea
Hall, for t
clerk give t
ried.

Huron
Explorer
March 11
1870

of Toronto, we think we are among one
of the best and cheapest published in the
Province of Ontario.

THE RAILWAY BY-LAW.

The vote upon the Egrement Railway
By-law was taken on Friday last, and
resulted in a defeat of the by-law by
a majority of votes. This for the first time will
retard the building of the road to Mont-
Forest simultaneously with the dis-
section, but will by no means stop the
ultimate program of the line to the
lake, and the friends of the road will
only be delayed by this defeat to the
serious exertions on behalf of the pro-
ject. It would seem almost incredible
that the fertile township of Egrement is
to be left without a Rail-road in conse-
quence of a majority of the inhabitants
voting against it. Such a course does
not become the people who dwell in such
an age of advancement. There are many
Rail roads in Canada and we are sure
that the people in no section of country
through which any of them pass would
like now to have the roads closed and
get back the money which they voted.
Much as the Grand Trunk is spoken
against, and justly in many instances,
yet Egrement today would be much
poorer without it than she is now.
Imagine how half the Western Provinces
would be along during the long winter
season with Rail Road communication to
Montreal, and then enquire what would
be the condition of the country through
which the Great Western passes, had the
inhabitants acted according to the plan
of Egrement. But say some of the
Egrement folks, we are within a day's
travel of the Grand Trunk and G.
Western y's and such people would like
to be within an hour's travel of either of
the roads if it could be done without
taking anything out of their pockets
and live some time in a new township
in a new township and let it lie an un-
broken forest until the settlers around
it by their industry raise its value, and
then sell it to the Government.
What would Canada be today with
out rail road? What would the United
States be without them? Look back
25 years and take a view of both coun-
tries and compare them with the pre-
sent. What would the Western pro-
vince be worth were they left like Egre-
ment, or what will be the rebellion in
the Red River country if it just remains
as it is? These are questions worth
of deep consideration. Without a Rail-
road Egrement will be thrown into the
shade. With one the farmers would get
a ready market, (at the right time) for
their produce. Business men could sell
their goods much cheaper than they now
do with better profits. The country it
large would assume a different aspect
from what it does at the present time.
We hope if the by-law should be once
more submitted that the people of Egre-
ment will take "Excelsior" for their motto
and move on ward.

Look out for Wood's Smith's
advertisement next week.
Parties wanting cheap books will

in the community
in Blanchard to
Dumond was Si-
cised through
Jewell's life
lost of the troop
from Duke and
of that stern old
arches and the
ment. He was
attempt of Nap-
Joseph on the 1
in the Peninsula
some struggle
and triumph
after the battle
the British. A
burned from the
with the Parti-
sant in 1812.
English at Qua-
lance, 1815, at
the
At the
without mails f
The B
the erection of
line.
Billie Fern
of the vice-pres-
society for the F
The G
Sun-blast office
overhauling, r
navigation.
Walker
Baptist Col-
to be a sign of
will take an in-
in the
Music.—Ea-
son L. Toronto
music of a pe-
er year. It is
worth at least
Pach.
done (well) a
well to give
north end of t
We w
advertisement
which appear
ion of their
on our first pe
The
days has been
all wind, the
side of the co-
was able.
Advertiser
who have con-
in lery in all
at the office or
municipal atte
The Linoi
ers to any or
received by
New York
three of the
how.
The
hand, enlarg
We are glad
though Josin
late fire in I
the Record
is that they
continued, by
at them befo

MFC
MARCH 24
1870