

this question of gauges. There were many patriotic spirits in the country who had recently made it their business to flood the desks, postoffice pigeon holes, and every loop and corner of the offices of members of the house with documents setting forth that the broad gauge was a better one than the narrow gauge—that the latter would not serve the interests of the section of country proposed to be traversed by the line, or promote the objects of those desirous of entering on this undertaking: But notwithstanding all that had been said by scientific engineers in reference to this matter, those persons having the project in hand were practical business men, and understood what they were about, perhaps, as well as the engineers; and the promoters of the undertaking were not by any means convinced that the broad-gauge was the only one to serve their interests or benefit the sections of country proposed to be traversed by the line. It was a matter of great importance to the section of country alluded to that it should have railroad communication. It might be said that other railway companies were equally desirous of serving this quarter. But what were the facts. One of these railways, opposing this narrow-gauge, the Great Western, was a company professing a desire to serve the interests of that country, and yet for nine years past that very company held a charter for the construction of a road through the quarter alluded to, but had never been able to accomplish anything. But now when this Toronto, Grey, and Bruce Co. were working, those other parties, who had been sleeping for nine years, almost as long as the celebrated Rip Van Winkle—woke up to life—and endeavoured to prevent the Toronto, Grey and Bruce Company getting a charter. But it so happened that a great many inhabitants of that section had no faith in these gentlemen who only woke up by fits and starts and accomplished nothing. The people of Grey and Bruce felt that they had been deprived of railway facilities for a number of years in consequence of the false promises of those engaged in the former project, and, as the gentlemen engaged in the present enterprise are men well known and men whose ability and determination to push it through are undoubted, a great majority of the inhabitants whose interests would be promoted by this road, are desirous that its promoters should be allowed to build it on the narrow-gauge principle. And it struck him that it would be wrong in the representatives of the people to prevent a consummation so desirable as the opening up of this section of the Province by railway communication, as proposed by the promoters of the measure before the House. The Great Western Railway opposed this undertaking, contending that the interests of Hamilton and Guelph would be best served by the rival Wellington, Grey, and Bruce line. Those advocating Northern Railway interests were also opposed to the measure, contending that the break of gauge would be injurious to the traffic of the country. Those gentlemen offering this opposition were men of influence, and many who would be in no manner benefitted by the construction of the proposed Toronto, Grey, and Bruce line—except in so far as the general interests of the Province were served—were very much inclined to listen to gentlemen speaking so pleasantly as the advocate of the Northern Railway. They listened with a ready ear to his honied words. Now he (Mr. Cameron) asked no one to vote on this measure out of consideration for him. Let those voting for it do so alone from honest, straightforward convictions that the line, as proposed, would serve the interests of the country it would run through. No doubt, a great deal would be said as to the inconvenience of breaking bulk. That was the argument put forward by the Northern, Great Western and Grand Trunk. But it was anything but a good one; for breaking bulk was now the rule and not the exception on all these broad gauge lines. Another interest in the House—distinct from railway interest—was that of Guelph. The people of that place advocate the Wellington, Grey and Bruce line, and for this reason, that Guelph wanted no railway at all. Its inhabitants feel they would be much more benefitted by the absence of a railway than by its presence. Therefore, it was that that section offered no material aid to railways. That interest was opposed to the undertaking before the House because they did not want more railway communication, and not on account of the break of gauge.

It was pretty well known that nearly all the citizens of Toronto were in favour of this projected narrow gauge line; and statements had been made by the merchants on the Corn Exchange that this breaking of bulk was not of so much detriment as might be supposed. Bulk was broken every day at Toronto by all the lines, and that, too, systematically. The cars of the Northern Railway were not found going to Montreal; nor did the grain cars of the Great Western pass over the Grand Trunk to Montreal as a rule. It was very seldom this happened; therefore the argument about break of gauge