

RAILWAY MATTERS.

FACTS FOR THE PEOPLE.

To the Ratepayers of the County of Grey:

GENTLEMEN.—What security have you in the By-law of the Narrow Gauge Railway Company, about to be submitted to you, that the money you will be called upon to pay will all be spent in building the road through the County? Why not insert in the By-law binding conditions, which will protect you who have the taxes to pay?

Will you vote away your money to any one, much less to a Railway Company, without satisfactory conditions being inserted in that By-law, which binds you so firmly, so that what you are paying for you will actually obtain?

The By-law now before you, that gives no security whatever, that the road will be built through to Owen Sound, though you will be compelled to pay the money should it be carried.

The only protection in the charter has been rendered void by recent amendments. Read the By-law carefully and you find this to be the case, then compare it with the following extract from that By-law which the Wellington, Grey and Bruce Railway Company proposed to submit to some of the townships last fall, and you will at once see wherein the Narrow Gauge By-law is both one-sided and defective, and the clauses which ought to be inserted for your protection, are entirely omitted:

PROVIDED ALWAYS, and it is hereby declared, and this By-law is passed subject to the following stipulations and conditions, that it is to be:

"That before the Board shall issue the said By-law, or any of them, the Directors of the said Railway Company, shall for and on behalf of the said Company, furnish and deliver to him an agreement under the seal of the said Company, underwriting and binding the said Company to extend and carry the line of their Railway from Harrison to Durham, and to have erected along such line suitable freight and passenger stations and buildings as may be required for the service of the said line, and to be supplied with rolling stock and finished and completed ready for traffic from Harrison to Durham, within two years from the date of the passing of this By-law, but it is distinctly understood that if any of the conditions and stipulations imposed by this By-law be broken by the said Company, that the said Company shall not hereafter have against said Municipality, any claim for debentures or money after such breach.

That there shall be erected and permanently maintained at Durham, a good and sufficient station, and that the entire line from Harrison to Durham be completed within two years from the date of the passing of this By-law, to take effect on the 1st of January next, or as soon thereafter as the operation of the said By-law shall be deemed to be practicable.

Provided further, that the said Debentures shall be deposited with the Treasurer of the Province of Ontario, or in one of the chartered Banks of the Dominion of Canada, and the same shall not be delivered to the Company, nor shall the Company be entitled thereon, or to any portion thereof, nor shall any liability attach upon the Municipality in respect thereof, except upon the certificate of the Chief Engineer of the Company, confirmed by the report or certificate of an Engineer to be selected by the Council before the commencement of the work showing the work done, and the amount expended upon each mile of the line from Harrison to Durham, to the date of the certificate, and further showing the ratable proportion payable by the Municipality in respect thereof, having regard to the progress of the line from Harrison to Durham, and the amount of Debentures payable by the Municipality, but such amount shall not exceed the pro rata amount per mile for the entire length of the line from Harrison to Durham, the production of which certificate shall entitle the Company to demand, and receive from the said Municipality, Debentures to the amount so mentioned therein, together with the coupons yet to mature."

Note further, that the Wellington, Grey and Bruce By-law only required the interest to be paid once a year, whereas the Narrow Gauge By-law requires you to be prepared for the Tax Collector in July as well as January.

Take warning from others! See how the Toronto Bonds of \$250,000 granted for the special purpose of building a road through Grey and Bruce, is all being spent between Toronto and Arthur, and the road not finished to Orangeville yet. Why does this Company demand such an enormous sum from you, when they have already agreed to accept \$2,000 per mile from the township of Arthur, and have promised to build their road from Mount Forest to Kincardine for less than \$50,000 per mile? The following is the answer, as given by Mr. Jackson, who should know, namely: "That the Company is now bonding on Insolvency, and wants the County of Grey with her \$400,000 as a solvent partner."

Are we to be taxed so enormously, and so much higher than other Municipalities, to set an Insolvent Company on its feet? NO!

It has also been said by those who ought to know, that unless the Narrow Gauge Company gets your large Bonus, the road will probably never reach Arthur, and certainly never come further; hence we infer that a portion of your \$400,000 is required to build the road up to Mount Forest. Why not wait till the road is built to the border of this County?

Some people will tell you that you have no alternative, and must vote for this By-law or go without a Railway. The argument is not sound.

The Wellington, Grey and Bruce Railway Company has received the sanction of the English Directory to build a Broad Gauge Railway from Harrison into Grey for a bonus of only \$6,000 per mile.

The strongest argument in favor of the Narrow Gauge was its cheapness, but I fail to see the point, when it now requires a bonus of nearly one-half more than the Broad Gauge.

The advantages of connection with Guelph are great and apparent; among which I may mention, it gives easy and direct access to all the best markets in the Dominion and the United States, (which is your best cattle market), and enables you to load a car here, which will carry your produce to its destination without the cost, delay and loss of transhipment; whereas the Narrow Gauge would be, as has often been said, a mere tramway and feeder of the Grand Trunk.

There are those who will tell you that it would be impossible to carry a By-law in favor of the Wellington, Grey and Bruce Railway; if, unfortunately, this should be the case, which I do not for a moment believe, we would then unite to amend the Narrow Gauge By-law, reduce the amount of bonus, insert the necessary protective clauses, and carry it, all of which can be done in a few months.

Turn out to a man; vote down the present By-law. If you stay at home it will be carried. Do not give your money without security. Only think of it, \$9,000 per mile!!!

Yours sincerely,
A. TAX PAYER.

WESTERN CANADA PERMANENT BUILDING AND SAVING SOCIETY!

Head Office, 70 Church St., Toronto.

Capital \$300,000.

President, Hon. Geo. W. Allen, Senator; Vice-President, John Worthington, Esq.; Directors, Wm. Goodrich, Esq.; Samuel Platt, Esq.; Jas. E. Smith, Esq.; Francis Shanly, Esq.; the Hon. D. L. Macpherson, Esq.; Bank of Toronto; Merchants' Bank of Canada.

SAVINGS BANK BRANCH. Money received on deposit, and interest allowed at the rate of six per cent. per annum, compounded half-yearly.

MONEY TO LOAN

On improved freehold property, repayable in monthly, half-yearly, or yearly instalments, to suit the borrower. From the large income of the Society, money can always be had without delay and at a reduced rate. No management fees or deductions from amount of Loan. The Conveyancer's charges are much more than ordinarily favorable to borrowers.

TO THE RATEPAYERS OF THE Twp. of Glencelg,

GENTLEMEN.—I beg to call your attention to the proposed By-law granting \$400,000 in aid of the Narrow Gauge Railway, as a vote will be taken upon it on the 12th inst. upon the 12th inst. The By-law sets forth that a rate of 12 mills in the dollar will be required to raise the amount, but you must bear in mind that that rate is based upon the equalized assessment. It will require a rate of 14 mills in the dollar to be levied yearly upon the actual real estate assessment of Glencelg to meet the interest and sinking fund. The petition of the Reeves and Deputy Reeves to the County Council in favor of the bonus contained many necessary conditions, but strange to say, none of them have been embodied in the By-law, as they ought to have been, in order to give security to the ratepayers. Advertisers of the By-law will tell you that the Railway Company will give a bond as security that the conditions will be carried out, but I can assure you that the Company's bond as a security is worthless. The By-law is to take effect on the 1st of February next, and the debentures are to be handed to the trustees in Toronto within six weeks from the passing of the By-law. The interest is to be paid half-yearly, on the 1st of February and the 1st of August in each year. Query.—When will the rate be levied to meet the first instalment? I will give you my objections to the proposed By-law. The amount is too large for building a Railway from Mount Forest to Owen Sound, a distance of 44 miles, being over \$9000 per mile (not taking curvatures into account) when other Railway Companies are willing to extend their lines into Grey for \$5,500 to \$6000 per mile, and to have all the necessary good iron embodied in the By-law, and the debentures to be handed over only as the work progresses, and should any interest be due at such time it should not be taken off, but such amount shall not exceed the pro rata amount per mile for the entire length of the line from Harrison to Durham, the production of which certificate shall entitle the Company to demand, and receive from the said Municipality, Debentures to the amount so mentioned therein, together with the coupons yet to mature."

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TO BLACKSMITHS.

A GOOD BLACKSMITH WISHING to commence business, can find a first-class stand situated on the Durham Road, 4 1/2 miles from Durham and 6 1/2 from Hanover. A splendid chance for a steady man. Apply to

JOHN COOK, White Horse Hotel, Bentinck, Nov. 28th, 1870.

PRIZE PUMPS.

ISAAC IRELAND would call the attention of the public to his Improved Machine Pump. He would say that his Pump took easily the first prize at the late show in Mount Forest, in competition with a Pump that is reported to have taken the first prize at the Provincial Exhibition at Hamilton and four other places. The improvements consist of the strongest bearings, which will stand the wear of any pump now in use in Canada, also Malleable Valve Seats and Hardwood Cylinder. The same kind of bearings were used by him in 18 and 19 years ago, and seven out of ten of the pumps put up by him then are now in use, which has induced him to fall back on the old bearings and fixtures.

ISAAC IRELAND, MANUFACTURER, Mount Forest, Sept. 1, 1870.

Western Canada PERMANENT BUILDING AND SAVING SOCIETY!

Head Office, 70 Church St., Toronto.

Capital \$300,000.

President, Hon. Geo. W. Allen, Senator; Vice-President, John Worthington, Esq.; Directors, Wm. Goodrich, Esq.; Samuel Platt, Esq.; Jas. E. Smith, Esq.; Francis Shanly, Esq.; the Hon. D. L. Macpherson, Esq.; Bank of Toronto; Merchants' Bank of Canada.

SAVINGS BANK BRANCH. Money received on deposit, and interest allowed at the rate of six per cent. per annum, compounded half-yearly.

MONEY TO LOAN

On improved freehold property, repayable in monthly, half-yearly, or yearly instalments, to suit the borrower. From the large income of the Society, money can always be had without delay and at a reduced rate. No management fees or deductions from amount of Loan. The Conveyancer's charges are much more than ordinarily favorable to borrowers.

TO THE RATEPAYERS OF THE Twp. of Glencelg,

GENTLEMEN.—I beg to call your attention to the proposed By-law granting \$400,000 in aid of the Narrow Gauge Railway, as a vote will be taken upon it on the 12th inst. upon the 12th inst. The By-law sets forth that a rate of 12 mills in the dollar will be required to raise the amount, but you must bear in mind that that rate is based upon the equalized assessment. It will require a rate of 14 mills in the dollar to be levied yearly upon the actual real estate assessment of Glencelg to meet the interest and sinking fund. The petition of the Reeves and Deputy Reeves to the County Council in favor of the bonus contained many necessary conditions, but strange to say, none of them have been embodied in the By-law, as they ought to have been, in order to give security to the ratepayers. Advertisers of the By-law will tell you that the Railway Company will give a bond as security that the conditions will be carried out, but I can assure you that the Company's bond as a security is worthless. The By-law is to take effect on the 1st of February next, and the debentures are to be handed to the trustees in Toronto within six weeks from the passing of the By-law. The interest is to be paid half-yearly, on the 1st of February and the 1st of August in each year. Query.—When will the rate be levied to meet the first instalment? I will give you my objections to the proposed By-law. The amount is too large for building a Railway from Mount Forest to Owen Sound, a distance of 44 miles, being over \$9000 per mile (not taking curvatures into account) when other Railway Companies are willing to extend their lines into Grey for \$5,500 to \$6000 per mile, and to have all the necessary good iron embodied in the By-law, and the debentures to be handed over only as the work progresses, and should any interest be due at such time it should not be taken off, but such amount shall not exceed the pro rata amount per mile for the entire length of the line from Harrison to Durham, the production of which certificate shall entitle the Company to demand, and receive from the said Municipality, Debentures to the amount so mentioned therein, together with the coupons yet to mature."

THE DURATION OF THE RAILWAY COMPANY'S BOND.

The duration of the Railway Company's bond is a matter of great importance to the ratepayers. The bond is to be given for a period of six months from the passing of the By-law, and it is to be renewed from time to time as the work progresses. It is to be given for a period of six months from the passing of the By-law, and it is to be renewed from time to time as the work progresses. It is to be given for a period of six months from the passing of the By-law, and it is to be renewed from time to time as the work progresses.

THE DURATION