

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 that By-law, which binds you so firmly, so that what you are paying for will actually obtain?

The By-law now before you, 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 required.

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 where 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:

[EXTRACT.]

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

THAT before the Reeve shall issue the said Debentures, 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, undertaking and promising the said Company to build and carry the line of their Railway from Harriston to Durham, and to have erected along such line suitable freight and passenger stations and buildings as near the Village of Harriston, and at or near the Village of Durham, and be supplied with rolling stock and finished and completed ready for traffic from Harriston 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 thereafter 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 Harriston to Durham be completed within two years from the day named for this By-Law to take effect and come into operation.

NOTIFICATION FURNISHED, 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 thereto, or to any portion thereof, but until such liability attach upon the Municipality in respect thereof, 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 Harriston 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 contract price of the line from Harriston to Durham and the amount of bonds payable by this Municipality, but the Company shall not exceed the payment per mile for the entire length of the line from Harriston to Durham, the proportion 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."

NOT 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 Orillia 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 \$5000 per mile? When is the answer, as given by Mr. Jackson, who should know, namely: "that the Company is now bordering on Insolvency, and wants the County of Grey with her \$400,000 as a solvent part?"

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 Bonds, 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 Harriston 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 you 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 a man, remove the Narrow Gauge By-law, reduce the amount of horses, 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.
THAT

\$400,000 BY-LAW.

TO THE RATEPAYERS OF THE T'P. of Glenelg,

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 instant. The portion that you will be called upon to pay is \$43,618.70. The By-law states forth that a rate of 12% miles 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 14½ miles in the dollar to be levied yearly upon the actual residential assessment of Glenelg to meet the interest and sinking fund. The petition of the Reeves and Deputy-Reeves to the County Council in favor of the bonds 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. Advertisements 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 liable 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 41 miles, being over \$3000 per mile (not taking curvatures into account) when other Railway Companies are willing to extend their lines into Grey for \$2,500 to \$6000 per mile, and to have all the necessary conditions embodied in the By-laws, and the debentures to be handed over only as the work progresses; and should any interest be due at such time the coupons for such overdrafts to be interest off. I could not give my support to a By-law granting a bonus to any Railway Company without conditions inserted in the protection of the ratepayers.

The most important condition is, that the Municipality holds the debentures, and hands them over as the work progresses.—

There are other conditions, such as stations, that might be added. If the narrow gauge men intend to act fairly and honestly, I can see no reason why they should object to have the necessary conditions inserted in the By-law.

After all their boasting they have only finished about fifteen miles of railway, and appear to be sadly in want of money to extend their road to Arthur, and to make as much confidence in one another. No doubt many of you have seen in the Toronto papers an account of a loan negotiated by the Company in Toronto, when \$400,000 in bonds were given conditionally for \$250,000 in cash, redeemable in two years at twelve per cent, interest, and the discussion that ensued among the debentures was not very complimentary to each other.

In reference to the transaction the Owen Sound Times, of Sept. 2nd, 1870, quotes from a Toronto paper: "Marsa, Blaikie & Alex. under obtained the money at the Bank of Commerce, either upon their own notes, or their own with the names of some members of the Board as endorser, at six or seven per cent, whilst the company is to pay twelve per cent, thus allowing a very considerable shave to go into somebody's pocket." And the Times adds, "We suppose this financial transaction is a specimen of the economy and careful management so loudly vaunted, but we are afraid the people will fail to appreciate it."

The transaction is one of the most disgraceful in the annals of Railway jobbery."

This is the immediate Company that asks your money unconditionally.

From my long official connexion with the township, I should like to inform you at present, and should my woe-sicks respecting the By-law, be realized, I shall have the consolation of being able to say that I have done my duty towards you in this matter.

I am, gentlemen,
Your obedient servant,
JAMES BROWN,
Treasurer of Glenelg,
GLENELG, Dec. 5th, 1870.

TO BLACKSMITHS.

A GOOD BLACKSMITH WISHING to establish himself on the Durham Road, 4½ miles from Durham and 6½ from Hanover. A splendid chance for a steady man. Apply to JOHN COOKE, 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 in the Provincial Exhibition at Hamilton and won a silver medal. The improvements consist of the strongest bearings, which will stand the most wear of any pump now in use, also Malleable Valve Seats and Hardwood Cylinder. The same kind of bearing was used by him 18 years ago, and served out of ten years, and the valves put up by him are now in use, which has induced him to have 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. Gooderham, Esq.; Samuel
Platt, Esq.; Jas. E. Smith, Esq.; Frank
C. Daniels, Esq.; the Hon. D. L. Mac-
pherson, Senator; Bank of Toronto; Merchants'
Bank of Canada.

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

MONEY TO LOAN

An improved fixed property, repayable
in monthly, half-yearly, or yearly installments,
to suit the borrower. From the large income of the Society, money can always be had with little delay and at a reasonable rate. No man, woman or organization
desirous of a loan, whose expenses are much more than ordinary, favorable to borrowers.

WALTER S. LEE,
Secretary & Treasurer.

ARCHIBALD MCKENZIE
Agent, Durham.

197.

Dissolution of Partnership.

The undersigned trading as Farmers and
Instructors, in the village of Ormsby, in
the county of Grey, have this day dis-
olved partnership by mutual consent. All
debts owing by the said firm will be paid by
John Irving, with whom all claims due
the firm must be settled.

JOHN CORNISH.
JOHN IRVING.

Witness: A. McLELLAN.
Nov. 18th, 1870.

199.3.

50 Pair Horse

Blankets,

200 Strings of

Bells,

ALSO, A FEW GOOD

Buffalo Robes,

Just to hand at

Isaacs & Gray's

DOMINION TELEGRAPH INSTITUTE,
34 KING STREET EAST,
TORONTO, ONT.

ESTABLISHED IN 1868;

FOR the purpose of qualifying Operators
for the Telegraph & Railroad Lines

then and now so rapidly building in the

Dominion and United States. It has be-

come one of the

PERMANENT INSTITUTIONS OF

THE COUNTRY,

and has turned out

OVER 100 OPERATORS,

who now fill important positions with

GOOD SALARIES.

Ladies and Gentlemen

desiring to learn the art and honorable

profession, should do so at once. The

average length of time required is three

months. Ladies learn more rapidly than

men, and both sexes admitted from 14

to 25 years of age and upwards.

For full particulars and terms address

T. H. CHURCHILL,

Toronto, Ont.

197.

Isaacs & Gray,

TANNERS,

SADDLERS,

Harness and

Trunk Makers,

DURHAM.

Whigs, Spurs, &c.

always on hand.

Jobbing done on

short notice and in good style.

Spanish Sole Leather.

and FRENCH CALF, always in stock,

also—PEGS, all sizes.

Cash for Hides.

For Hides.