

## TORONTO, GREY, AND BRUCE RAILWAY.

(To the Editor of the Globe.)

SIR,—Referring to the late report of the Toronto Board of Trade, and the desirability therein expressed of the Toronto, Grey, and Bruce Railway Company building an independent line from Weston to Toronto, thereby avoiding the vexatious delays and uncertainties caused by using the Grand Trunk line, and alluding also to the recent letters which have appeared in the public press, both in the city and country, on the same subject, I beg to state that these complaints are not new to me, but as old as the line itself; I have kept them, however, as far as possible in the background, so long as I saw but little prospect of an early remedy, preferring rather to direct the energies of the Board towards building the railway through to Grey and Bruce, as originally intended. I have much pleasure in stating that after overcoming difficulties, opposition, and prejudice of no ordinary kind, the road is now open, and trains running regularly, both to Owen Sound and Harriston. From the latter place the grading is nearly completed to Teeswater, in the county of Bruce, and premising that the moderate aid asked for from the Ontario Government is granted, I have no hesitation in saying that the Board, during its present tenure of office, will be able thoroughly to complete and equip the line to Owen Sound, and to the county of Bruce, giving thereby to Toronto close upon 200 miles of railway, penetrating and spreading its two arms into a large portion of country hitherto entirely neglected and undeveloped.

To effect this, unfortunately for its own comfort, the Company committed the grand error of undertaking so much work with so little means. The Company is now under heavy liabilities to contractors and others,

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To effect this, unfortunately for its own comfort, the Company committed the grand error of undertaking so much work with so little means. The Company is now under heavy liabilities to contractors and others, and after the closest application of all resources, present and prospective, there must remain to be carried a heavy floating debt, even should the line from Weston to Toronto never be touched. And here I feel it my duty publicly to state that, although a source of weakness to me in the country, still, at the time it was entered into, the arrangement with the Grand Trunk was a capital one, both for the City of Toronto and for the railway; and I must further say that the Grand Trunk Company have, I think, most faithfully endeavoured to carry out their part of the agreement. Did they simply consider their own interests, they would have put an end to the arrangement with our Company long ago.

Now, some two years ago I was strongly urged by leading citizens to agitate the matter of an independent line from Weston into the city. I determined not to do so then on the following grounds:—1st. I preferred to show to Toronto some results from the

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