

But the feeling is so adverse in Canada to the present management of the Grand Trunk, that any Government which would venture to render assistance to them in their present state would not stand for a day after the meeting of Parliament; but in justice to the people of Canada I believe that under proper and efficient management such reasonable aid would be given as would place the line in a condition to work the traffic on remunerative terms.

The Directors in the same letter express the earnest hope that the contemplated meeting called by Messrs. Creak and Hartridge "will have the goodness to point out specifically anything, either as regards the present or the future, which are considered wrong or undesirable in the conduct of the undertaking." From information which came to my knowledge in February last, and subsequently confirmed by gentlemen of undoubted veracity, and the inspection of certain correspondence, I, on the 20th of May last, went to Montreal for the purpose of communicating to Mr. Brydges personally some of the most important facts conveyed in this letter, and after doing so I was asked to repeat them in the presence of Mr. Hickson, which I consented to do, although Mr. Brydges threatened me that the Storekeeper should commence an action against me, so as to compel me to prove my statement. I was then requested by Messrs. Brydges and Hickson to put my communication in writing, and I did so. Mr. Brydges, without seeking for any confirmation of my statement from gentlemen whose names I had given to him, at once telegraphed to Toronto for the Contractor alluded to in my letter, and within a few hours after that person arrived in Montreal, I was served with an action for 10,000 dollars damages for libel. In a letter to me of the 20th of May, Mr. Brydges stated that the subject should be thoroughly investigated, but up to Friday last Mr. Brydges had made no inquiry of those gentlemen who will confirm my statement; the Storekeeper is still in office, and the Contractor, who little more than twelve months ago was in very humble circumstances, now drives about in the city of Toronto, an acknowledged man of wealth, after only one year's dealings with the subordinate officers of the Grand Trunk Railway.

It has been proved to demonstration that the Grand Trunk Railway not only requires better management, but also an entire change in the working of the line. Experience in America has shown that the best managed Railways are those of such length only that the Manager can pass readily over all the main portions of his line in a single day. Take, for instance, what are called the Lake Shore Lines, which comprise the Buffalo and Erie, the Erie and Cleveland, and the Cleveland and Toledo, each about one hundred miles in length. They have three separate and distinct Boards, Managers, and Staff, yet all running in the strictest conjunction, and paying, on an average, a dividend of not less than 30 per cent. per annum on their cost; whilst the great New York Cen-