

THE GRAND TRUNK RAILWAY OF CANADA.

A FEW REASONS WHY IT DOES NOT PAY.

IN 1862 a re-organisation of this Company took place, by which all its financial difficulties were arranged, the interest upon its bonds reduced and deferred, and ample new capital provided for the proper equipment of the line.

One of the first acts of the new management was the appointment of the present Managing Director, Mr. Brydges, a proceeding, to say the least, questionable; for had the Manager of the London and Westminster Bank so conducted its business that the dividends had fallen from nine per cent. to nothing, and he had further involved the Bank in extensive unproductive loans in a foreign country, and expensive and endless litigation at home, Mr. Thomas Baring and Mr. Kirkman Hodgson would have been the very last gentlemen who would have selected such a man and made him Manager of the Bank of England; yet they did a similar act when they took Mr. Brydges from the Great Western Railway of Canada, and made him Manager of the Grand Trunk. The fact is undeniable that long before the appointment of Mr. Brydges to the Grand Trunk, he had lost the confidence of the great body of shareholders of the Great Western, and had only been retained in office by the free use of proxies.

With this gentleman as Managing Director, the Grand Trunk Railway entered in 1862 upon its new and hopeful career; but, notwithstanding it has earned a gross yearly revenue exceeding one million sterling, it has gone headlong down into bankruptcy in the short space of six years.

Is this melancholy and disastrous result fairly chargeable at the door of the management in Canada? The recital of a few plain undeniable facts will prove that it is.

The first and most important duty of a Railway Manager is to make frequent personal inspection of the whole line, and not to have his visits heralded forth for weeks beforehand, so that his subordinate officers may have time to make things pleasant. Yet in the case of the Grand