

been further from my intentions, than a design to cheapen rates only with a view to attracting traffic from that road. As has been before stated, our rates were determined solely with a view to the establishment of a tariff most likely, under all the circumstances, to benefit this Company. That these rates can be maintained, so that while they are individually high in proportion to distance, and yet, in the aggregate, do not exceed, but rather fall under, those on competing lines between the same points, is due to the advantageous position which your road occupies, and you are fairly entitled to the resulting advantages.

In my opinion there cannot be any comparison in the rates on routes respectively so situated as this and the Great Western and Central. The one embraces 507 miles of railway, and requires two transshipments at the Detroit ferry; the other embraces only 93 miles of railway and 530 miles of the safest and most unobstructed navigation on the American Lakes—I may say, in the world—and but one transshipment. The one route involves a capital of not less than £7,000,000 currency; the other involves, reckoning the value of a daily line of steamers, a capital of not more than £1,500,000 currency. The one is worked at an annual expense of not less than £280,000 currency, per annum; the other at an expense of about £80,000. And yet the cheap route, during all the important part of the season, has a capacity both for freight and passengers more than equal to that of the more costly; and such being the fact, it would be simply absurd to make the charge on the one the same as the other.

In this connection it may be well to point out that the boats between Oswego and Toronto were placed on the route by Oswego interests, aided by you, and a heavy expense incurred in establishing agencies, and bringing the line into notice long before the Great Western Company