

trial of a *quarter of a century*, it is safe to assume that its normal value is *Zero* ; and that it may as well be destroyed at once. It would certainly be regarded as the height of folly and injustice to keep the material developement of an entire country at a stand still, during a longer period than a quarter of a century, even to gratify the feelings of the very large and respectable list of the Foreign owners of the Grand Trunk Railway.

Assume for a moment, that this newly discovered policy of granting *pre-emptive* rights to the railway traffic of particular districts, had been followed during the same period, by Europe and the United States, in all the original Railway Charters ; and in every *Prospectus* issued by the original promoters of, or speculators in these schemes ; and it is quite easy to imagine the state of commercial developement that would now have existed in these countries under such a suicidal policy. The idea is simply ridiculous, although quite in keeping with the source from which it emanates.

GROSS MIS-STATEMENTS

There are several gross mis-statements in Mr. Potter's petition, which should not be allowed to pass unanswered and uncorrected ; although they have been reiterated so often on the other side of the water, that even Mr. Potter himself may have come to believe in their truth.

The country through which the North Trunk Line passes, instead of being "sparsely populated" and "affording little or no traffic for a Railway" is very well known in Canada, to be one of the most productive and thickly settled districts in America ; and also, that it is not equalled