

considerable distinctness at the recent meeting of the proprietors, by which he unmistakably impressed upon them the inability of the Canadian Pacific to sustain such additions to its existing liabilities, seems, however, to have been taken up without parley or argument, and the proposed line to have been adopted by the shareholders of the latter with a suspicious unanimity that places them at once in the same category with others who are incorrectly supposed to control the erratic tendencies of certain railway chairmen nearer home. On both sides of the Atlantic the entire correspondence bearing on the subject has been given to the respective proprietaries, and covers ground extending from June to October in the present year, although in his earliest letter Mr. Van Horne intimated that "an hour" would suffice to reach an understanding as to the more pressing matters affecting the relations of the two companies, of which the present question may presumably have been one. The hour seems to have extended in the first instance to a matter of forty days, at the close of which Mr. Van Horne wrote curtly to Mr. Hickson, that a decision must at once be arrived at as to whether approach to Detroit by the Canadian Pacific should be secured over the Grand Trunk or by its own line. These negotiations had for their object the granting by the Grand Trunk of running facilities to the Canadian Pacific over the line from London to Windsor on the Detroit River, and the equivalent for such an arrangement was the rock on which the discussion foundered. For this 80 miles of double and 30 miles of single track in the very highest state of efficiency, the Grand Trunk had estimated a rental of \$85,000 as a fairly reasonable price to pay, but this amount was ultimately waived in favour of the smaller one of \$65,000, on the positive statement by Mr. Van Horne that the cost of an independent line—previously estimated to involve an outlay of \$3,000,000—would not exceed an outlay of \$2,300,000, the interest of which, at 4.3 per cent., would therefore be less than \$100,000. On the other hand, the Grand Trunk desired to have the user of the Pacific line from North Bay to Sault Ste. Marie, and the interchange of traffic from Ontario at North Bay or Nipissing, the point at which the newly acquired Northern of Canada section of the former line connects with that of the Pacific; but in deference to the urgent wish of Mr. Van Horne to have the question as to the London and Windsor running agreement settled out of hand, Mr. Hickson had been willing to refer those other matters to arbitration, although it was only in September that Mr. Van Horne discovered that this mode of settlement was unacceptable, and intimated that the consideration of those points would involve so much delay that his board had resolved to construct a line of its own from London to Detroit. He had, indeed, suggested that the proposed interchange of traffic at North Bay might be compensated by the Grand Trunk working exclusively with the Canadian Pacific for the North-West and British Columbia traffic, which, however, as Mr. Hickson had pointed out, was obviously impracticable in view of the Grand Trunk relations with its American connections, with whom a very large business was already exchanged between other points. When it is added that Mr. Van Horne had sought to stipulate that the eighteen months' notice of termination of the London Windsor lease should not preclude the building of an independent line during that period if the Canadian Pacific desired to terminate it, we can scarcely resist the conviction—taking all the circumstances as well as the tone of his correspondence into consideration—that either he desired only to get the particular user of the Grand Trunk's line to Detroit on as low terms as he possibly could, or had already determined to build an independent line after going through the formality of prolonged discussion to which