

Trunk Company, they used to interchange Cars. This business is now put an end to by the conduct of the Grand Trunk, except in one or two cases where Traders applied to the Grand Trunk Company, and from personal considerations have succeeded but only in one or two instances. The average of exchange of Cars for the three years previous to the Railway passing into the hands of the Grand Trunk Company—as can be ascertained by figures that, whenever one Car was upon the Railway of another, they pay \$1 a day demurrage, (which is a matter well understood between Railway Companies). The average number of Cars exchanged, I say, for each year between Great Western and Buffalo Company amounted to 5708—Since the year it has been in the hands of the Grand Trunk, the number has been 397. This is not solely a loss to the Great Western Company, but it is an injury to the whole of the Western portion of the Province, who are almost to a man crying out against this amalgamation. The average for the same three years of local grain that came from the Buffalo and Lake Huron Line, on to the Great Western, and sought a market at the port of Hamilton was 75,000 bushels—During the last year there has not been one bushel.

In 1864 the Great Western received from the Buffalo and Lake Huron Company, in Timber 450,000 cubic feet.

In 1865 they received 70,000

In 1862-63 the Great Western received a large amount of through grain which came in at Goderich, and was carried on the road, nearly one million bushels of grain and 40,000 barrels of flour, but since the arrangement between the Buffalo and Lake Huron and Grand Trunk Companies, all this has been put an end to.

With reference to the live stock business, there is competition between all American routes to the South, and Great Western and Grand Trunk to the North.

The American Roads get \$55 a Car for stock, and the Great Western and Grand Trunk Companies could also get \$55, but the Grand Trunk in order to injure the Great Western Company puts it down to \$35 in American currency, for cattle from Detroit through to Buffalo, a price which it can be shown does not pay their running expenses.

The Grand Trunk are reducing rates to the injury of the Buffalo and Lake Huron property, so that the Great Western Company may be injured.

Mr. BRYDGES, in reply spoke as follows:

“As Mr. Irving in behalf of the Great Western Company, has made a variety of statements intended to oppose this Bill, I hope the Committee will do me the favor to allow me to make some remarks with reference to them. I must say I was surprised at his objection about the third rail, because if I am correctly informed, or can understand the Reports which the Great Western Company have themselves issued, they have obtained the authority of their shareholders to do precisely the same thing, viz: lay down a third rail upon their own line; and therefore if there is any thing improper in the course we are taking, they are certainly precisely in the same position as ourselves, and they will have to go to Parliament to ask for the same authority that we are now asking. I cannot therefore see what ground for objection that can be as coming from the Great Western Company. With regard to the next point, and that really is the gist of his whole case. He says that the agreement between these two Companies is productive of competition as against the Great Western Company, and, I presume therefore, he means is injurious to the public interests. I most distinctly and clearly deny that the policy of the Grand Trunk Company has been to reduce rates as against the Great Western, and I will state very shortly the policy which the Grand Trunk Company has adopted in this matter, which I think will satisfy you, that we have adopted in the Western part of the Province, simply the same policy as on every other part of the Grand Trunk Line.