

laid down in Mr. Potter's petition, is to prevail at the present time, why has not the principle been promulgated and enforced heretofore, when the Provincial Government was granting most liberally of its lands and its credit, in aid of these very roads, the construction of which is to become so ruinous to the Grand Trunk Railway.

And again, it is stated in the petition that : " Notwithstanding the efforts of your Petitioners, *owing mainly to the competition of the water carriage along the St. Lawrence River in the open months* ; and of American and Canadian Railways, their enormous expenditure is at present *absolutely unproductive, &c.* " Why therefore has not the attention of the Dominion Government been long ago called to the fact, that every dollar which it has expended in improving the Navigation of the St. Lawrence ; and in perfecting its unrivalled system of Canals ; and in the construction of the eastern portion of the Canadian Pacific Railway, has been in direct violation of this same ancient compact, under and by virtue of which, as is now claimed in the petition, the money was originally obtained for the construction of the Grand Trunk Railway.

And again, if as above stated, the securities of that Company have already become "*absolutely unproductive,*" either from the above named causes ; or, as is much more generally understood, by reason of the grossest extravagance and mismanagement, how can these same securities be rendered any more unproductive and valueless, by the construction of the North Shore Line through a country that affords no Railway traffic ; or from any other cause ?

It is generally understood that, when a security has become "*absolutely unproductive,*" particularly after a