

branches—some of which, such as the Galt-and-Sarnia have actually been built to the sorrow of the Shareholders. I advised the construction of a short parallel line from Chatham to the Falls of Niagara, which would obviate the necessity of laying a double track on the main line, and run in the right direction for traffic, namely, East and West. It would, besides, have opened up a fine track of country, much superior to that on the Sarnia branch, which is mostly a dead wilderness. My views were highly approved of by Mr. Samuel Laing, the Company's then Chairman, who read my pamphlet. Happy would it be for the Great Western Shareholders at this time had they then acted upon my suggestions, and let the non-paying branches, which the Directors have since foisted upon them, alone. You will see the subject of the Michigan line more fully dealt with in the article which has appeared over my signature in the Canadian papers. I shall therefore not trespass further upon your space, than to warn you against being led away from the real issues raised, by the false and malicious attacks made upon myself personally in one or two railway prints in London, which receive their information from Great Western sources. It is a very common method for those who cannot rebut facts, to draw off public attention by creating other and false issues. Let any one interested calmly and dispassionately read the pamphlet rightly imputed by Mr. Brydges to me, and it will be seen how little has been left to be taken upon the mere assertions of the writer.

“ I am, Sir,

“ Your obedient Servant,

“ H. B. WILLSON.”