

Managers who have adopted Baines's plan are able to pay dividends to their Shareholders, whilst Mr. Brydges is not. The Great Western send all their rails requiring repair to Baines's mill (although they have a mill for re-rolling rails which is not fully employed). The Grand Trunk do their repairs by hand, or send the rails to the Toronto Rolling Mill to be re-rolled, at a cost of £5 5s. per ton.

On the question of fuel, Mr. Brydges, in October, said—"At the present price paid for wood—viz., 16s. a cord—it would not, in his opinion, be economy to burn coal delivered at Quebec. The price of coal at Quebec was not the price at the place they wanted to consume it at. He would not advise the Grand Trunk to use coal instead of wood for another reason—ninety-nine out of a hundred of the engines had iron fireboxes." And on the 29th of May last he said, "Cleveland coal laid down at Lake Ontario ports will cost from 5 dollars 80 cents to 6 dollars 20 cents a ton in gold. It is not economy to burn it at the present price of wood."

Now for the facts. The contract price to the Great Western Railway of Canada last year for the best Briar Hill coal (which is *the* best coal in the world) at Cleveland, free on board, was 4 dollars, 75 cents American currency, which, with the freight added, cost the Company 4 dollars 80 cents in gold, delivered at their wharf at Hamilton. This year the price is 5 dollars per ton. Freights from Cleveland are always lower to Toronto, Cobourg, and Kingston than to Hamilton. The Grand Trunk Company can, if they desire, contract with the best firms in Ohio for delivery of Briar Hill coal at Goderich, Sarnia, and Fort Erie at 4 dollars 50 cents, and at all the principal ports on Lake Ontario, including Prescott, at 5 dollars per ton. The consumption of Briar Hill and other first-class coal does not require copper fire-boxes; such a thing is unknown on all the great coal-burning lines in the United States. One ton of Briar Hill is equal to two tons of the ordinary hard wood burnt on the Grand Trunk.

As to the Volunteer Corps, Mr. Brydges says—"The Volunteer Corps has not cost the Company anything, the whole of the outlay being borne by the Government and the men themselves. Drilling did not and does not come out of the Company's time, nor did it ever interfere with a single train."

This is a remarkable statement, for I have the authority of some of the best officers of the Company for stating that repeatedly goods trains have been cancelled in order that there might be a strong muster of the battalion, and that