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THE GRAND TRUNK RAILWAY.

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THE Grand Trunk Railway reflects by its unprofitableness on the material interests of Canada. Mr. Potter's mistake in arraying the line against the character of the Canadian people and the progress of Canadian development, does not alter the fact that the financial result of its investments is a misfortune to this Dominion. A duty to the continued growth of the country demands that the failure of that gentleman's road to reward its owners be placed upon its real merits; and that the placing be done in a spirit of sympathy for him and them with a view to the reversal, as far as is now practicable, of what is a disaster applying in common to English capital and to Canadian progress.

In seeking a remedy for the unprofitableness of the Grand Trunk, the search should

commence in an enquiry into the cause. Is there, then, any reason outside the line, any reason in the traffic resources of Canada, why it should not yield dividends? The answer to this question can be given with the authority of a demonstration by comparing certain facts of railways in the United States with corresponding facts of the Grand Trunk; and as recent discussion bases the failure of that line upon the overdoing of railway construction in Canada, by applying the comparison to the field in which that alleged overdoing takes its extreme form—the Province of Ontario.

The following table is compiled mainly from "Poor's Manual" of 1873-4.* It may not be severely accurate, but is perfectly trustworthy as authority for the conclusions to which it points:—

* Manual of the Railroads of the United States for 1873-4, by H. V. & H. W. Poor. New York, 1873.