

his explanations in London, where he had no one possessing a sufficient knowledge of facts, and at the same time capable of refuting his arrogant assumptions, and special pleading style of getting over ugly things, to reply to him.

Yours truly,

H. B. WILLSON.

In order that the public may judge exactly how the matter stands and who have been most correct in their representations, I give the following statement of the condition of the Detroit and Milwaukee Company, copied from official documents. The different series of bonds are arranged according to their legal rank as securities;

	Dol.
1st. Sterling bonds, Oakland & Ottawa Co. 6 per cent.	155,000
2nd. Dollar bonds do. 7 per cent.	51,000
3rd. Detroit and Pontiac Company, 8 per cent.	500,000
4th. Detroit and Milwaukee 1st Mortgage, 7 per cent...	2,500,000
5th. Do. do. 2nd do. 8 per cent.	751,000
6th. Do. do. 3rd do 10 per cent.	1,250,000
7th. 4th Mortgage bonds, amount and particulars not in my possession.	
8th. Share Capital	2,329,154
The 3rd and 4th Mortgages which rank in law 5th and 6th form the security held by the Great Western Company.	

H.B.W.

Extract from a letter published in "Herapath's Journal," referring to Mr. Brydges's attempt to point out a discrepancy between Mr. Willson's views in 1854 and 1859, respecting the taking up of a portion of the proposed Southern or Niagara and Detroit Rivers line:—

"I cannot, for the life of me, perceive the discrepancy, out of which Mr. Brydges has endeavored to make so much capital, between my statements of 1854 and 1859. The pamphlet of 1854 was published mainly to prevent the policy of the Canadian Board, to construct a number of short cross lines as 'feeders to the main line' being carried out. This policy, absurd as it is now admitted to have been, was imputed to Mr. Brydges, and was at any rate endorsed by him in the Directors' Report of that year. Instead of building these