ments by the Grand Trunk Railway Com-pany of Toronto, is satisfactory. I am further desired to request that yeu will inform the Colonial Government that the occupation of this ground by the Rail-way Company is wholly unauthorized.

I have, etc.,

H. R. DRURY.

The Respective Officers, War Department,

Montreal.

These letters also throw strong light; upon what was undoubtedly the final opinion of the Ordnance Department as to the right of the railway companies to take the right of the railway companies to take their land without consent.

The Northern Railway Company have from first to last been paid by the Government—that is to say, by the people—more than enough to build and equip their road. In addition to this, they have grabbed over fifty acres of land and water lots in this city, for which they have never paid one farthing. The Grand Trunk Company have also received an enormous sum from one farthing. Also Grants are from have also received an enormous sum from the Government—that is, from the people the Government — the Grants—that is, from the people the Government — the Gov the Government—that is, from the people
—more than enough to build their read,
and yet these are the companies
who say to the city of Toronto,
and to the counties, townships, and
towns which have been compelled, by
their discriminations and conduct, to build
the Credit Valley railway: "We will
keep the Credit Valley out of Toronto,
and for that purpose will fight them from
court to court until the last forum is
reached."

reached."

The author of the published statement has given one extract from the speech of Sir John Macdonald on this subject. I will give another from the same speech:

"I think it would be impossible, and very unwise, for the other railways to attend the same speech." very unwise, for the other railways to attempt to keep the Credit Valley railway out of Toronto, because it is quite true, as Mr. Macdougall says, it would be impossible to prevent them getting power from the Legislature to do so, if in no other way. Public opinion would be against the Credit Valley being kept out. Whether it was visely commenced or not is another way. visely commenced or not is another ques-tion. There is a railway now in existence, a railway which is standing at the threshold of Toronto, wanting to get in, and if by any exercise of legal right the other railways keep it out of the city, I am other raniways keep it out of the csty, I am quite sure the Legislature, as a matter of justice, would be compelled by public opinion to over-ride all those legal rights and give this Company's railway admission into Toronto. Just as surely as I sit here, the Legislature would force the other railways to yield the tracks and, having that fact before them, I think that they should address themselves at once to do it without any trouble from litigation

or otherwise."
The friends of the Credit Valley railway The friends of the Credit Valley railway venture to think that this earnest public deciaration and pledge by the First Minister of the Crown will cenvince the public that the entrance of the Credit Valley railway into the commercial centre of the city, by a right of way which shall be uncontrolled by and independent of any rival railway Company, will be surely and certainly granted by Parliament, if in no other way. There may be a little further delay, but There may be a little further delay, bu the interests involved are too great, and e public are too much in earnest to make he final result a matter of very much

Since the above was written the North-Since the above was written the North-ern Railway Company have published a long statement in explanation of their hostility to the Credit Val-ley Company. They say that in April, 1879, they prepared and submitted a plan shewing a line for the Credit Valley from Queen street to Bathurst street, and that this plan was agreed to provisionally on behalf of the Credit Valley by Mesars. Campbell, Wells and Bailey. That is quite true. But the Northern Company are perfectly well aware that as soon as the Grand Trunk Company heard of what had been done, they promptly repudiated

Mr. Bell, their Solicitor, within three day after the submission of the Northern Rai way Company's plan:

BELLEVILLZ, 22ad April, 1879. Hon. R. M. WELLS,

Hon. R. M. Wells,
Barrister, Toronto.
My Dear Sir.—
Re C. V. R. and G. T. R.
I have your letter, which I have at once sent to Mr. Hickson. I may in the meantime say that the recent litigation betwen the Northern railway and this Company has been as to the ownership of the land between the Queen street crossing and the diamond crossing, and south of the Grand Trunk railway tracks up to the fence, and on the part north of our tracks fence, and on the part north of our tracks between diamond crossing and Bathurst

have no claim to them in any form. One cannot, therefore, help admiring the generosity of that Company in giving your people liberty to use that which is not people liberty to use com-

We must from the diamond east have and own our own double track. What right Mr. Hickson will give your people I cannot say, but this I can say, that if you attempt to take property claimed by us, we will take steps to protect our right and that are the same of the same

by us, we will take steps to protect our right, and that at once.

Yours truly,
(Signed)

JOHN BELL.

I pass over for the present the extraordinary contradiction as to the ownership of this land between Mr. Bell's letter and the evidence given in the recent sult between the Credit Valley and the Grand Trunk.

The truth is that the Northern and Grand

Trunk companies are ingeniously and cleverly playing into each others hands. They have a sort of joint control over the 100 feet strip from Queen to Bathurst street, and they occupy between Bathurst street and York street a block containing eighty acres.

The Northern company virtually say to

The Northern company virtually say to the Credit Valley Railway:—"We will let you come to Bathurst street, provided you do not touch on ground between Bathurst and Brock, and we won't let you come unless you will make an agreement to that effect."

The Grand Trunk virtually say:—"The The Grand Trunk virtually say:—"The Northern have no right to give you that track at all, but if you will agree not to cross our ground to your water lots we will permit you to come to Bathurst street." The result of this happy combination of offers, conditions, provisions, stipulations and humbug, is to keep the Credit Valley at Queen street. The Credit Valley do not care by which route they reach their water lots. If they can get a track through the northern depot grounds, they are content

lots. If they can get a track through the northern depot grounds, they are content to abandon the Shanly route through the Grand Trunk greund.

If they can get the track laid down by Mr. Shanly across the Grand Trunk ground, they are content to abandon the route through the Northern ground.

But the Northern say:—"You shall not go through our ground." And the Grand Trunk say:—"You shall not go through eur ground." And they both say in effect:—"You shall not even come to Bathurst street until you bind yourselves to abandon both routes." That is the plain English of it. And no amount of bland protestations can make it otherwise. The Northern Company have obtained opinions from several engineers adverse to the route through the Northern grounds. It is perfectly clear, however, that these gentlemen have been entirely misinformed as to the facts. They have been led to suppose that the Credit Valley had a safe, easy, clear and unopposed track through the that the Credit Valley had a safe, olear and unopposed track through Grand Trunk ground, and that, perve and unreasonably, they insist upon other and more dangerous one. Walter Shanly, for instance, says seems hard to comprehend why the C Valley should turn aside from the line pointed out to it, with one croonly to entangle itself in a mean of involving eight." Mr. Brydges say "It is, besides, entirely unnecessar what is wanted can be accomplished out incurring these risks and difficult Mr. Muir says:—"There is not the signal of the same of

THE WEST, SAIL TORONTO, PRIDAY, AANGANY IS 1944