

two municipalities. It is not correct to say it was "wiped out"; but explanation here would be impossible. It is one of the best equipped and most prosperous railways in Canada, and has this session made an advantageous arrangement with the Dominion Government for a partial commutation of debt.

I will not further encroach upon your space, with reference to other railways. I may have been misinformed and have spoken too strongly in referring to railways paying "large" dividends. Mr. Potter ought to be a better authority than I, and therefore I am willing to submit to his correction. But he admits two to be successful for the time, and entirely omits reference to some Eastern township roads, which I believe show favourable results. At all events it is equally clear that Canadian Railways generally are not now on that "verge of bankruptcy" which the City Editor stated and Mr. Potter's letter implied. In this case the truth seems to lie somewhere between us.

I decline to be drawn into the controversy between Mr. Potter and Sir Hugh Allan, which, as I have said, does not concern me. It is clear this must be the last communication I can address to you on this subject, and any future discussion must take place outside your columns. I think I have shaken some of Mr. Potter's facts;