

something like 6,500 Cars, and without, I am sure, in the slightest degree, charging Mr. Dickson with stating that which he supposed was not correct, I would say that he was entirely misinformed when he said that the Buffalo and Lake Huron Stock had been used for the carriage of through Freight on the Grand Trunk Line. Finding that the accumulations of Freight were very great at all Stations, I gave orders to stop receiving Freight at Detroit altogether, and although there were 3000 to 4000 tons lying at Sarnia, to send no Cars except they were loaded Cars going there, and to use the whole of our Stock for the accommodation of the Local Traffic. It was the pressure of the Banks, and the position of matters generally, forcing a larger amount of freight than had been known before, that placed us in the difficulties we were, crippled as we were besides by the severity of the winter.

In regard to taking the Stock of the Buffalo and Lake Huron off that line,—I dare say any gentleman travelling over the line would observe that many Buffalo and Lake Huron Cars that used to be there were not there; but the arrangement was this—

The Buffalo and Lake Huron Company have about 360 Cars of their own, which is somewhere about 2 per mile of Railway. The Grand Trunk Company have nearly 3 to a mile of Railway. The two stocks have been put together without ever attempting to separate them, and they are used in common. If Buffalo and Lake Huron Cars were not there, Grand Trunk ones were used to the greatest extent possible, and at the Stations on the Buffalo and Lake Huron line in proportion to their wants, they had as large an amount of stock as any other part of the Line,—all our efforts with regard to through Freight were stopped, and the whole of the resources of the Company put into the local trade.

The Buffalo and Lake Huron Company, as Mr. Dickson knows very well, was not in a position financially to increase its stock—They could not do it. Last year the Grand Trunk Company added 250 Cars to their Stock—This year they will add 250 more, and in addition 15 to 20 engines according to the speed in which the makers turn them out—All this stock is put into common use and used indiscriminately over the two lines and as the Grand Trunk Company, is enabled to increase its Rolling Stock, so the facilities on the Buffalo and Lake Huron line will be increased.—And I may add that under no circumstances can the Buffalo and Lake Huron line, if working alone, as a matter of fact, carry the same amount of Freight, that it can do if worked in connection with the Grand Trunk Railway.

One other point; I may say, that with regard to the interchange of Cars, I am prepared, as I told Mr. Irving last session, to enter into arrangements with the Great Western Company, to give them running powers over certain portions of our line, they in return giving us running powers over such parts of their line as may be agreed upon.—I now repeat this, and add I am ready, if they prefer it, to agree with them that at every place where our Railways come into connection there shall be an interchange of Cars, so that property may pass from one system to the other without breaking bulk.—I am ready as soon as they may be, to do this, in order to give the public facilities for getting their property from one end of the Province to the other, at the cheapest possible cost.

I will only in conclusion add, as I am sure the Committee are desirous of closing this discussion without delay, that I shall not attempt to discuss with Mr. Irving the legal questions which he has raised, and which formed the bulk of his speech. He has had the agreement in his hands for a year, and if he had the least idea that he had a good case, I am sure he would have taken full care of his client's interests, by testing the agreement in the Courts of Law.