

single has led with the influence of Government, the Grand Trunk, the New York Central and the Michigan Central Railways, in league with a conspiracy of sordid soft stickers inside our Railway here and in England. I may explain that in fighting Mr. Samuel Zimmerman, the great contractor, called *the Railway King of Canada*, we have on more than this occasion been made to feel that we actually had the Government of Canada opposed to us. Old personal friendships prevent me saying more than what is known to every one here, viz: that Mr. Zimmerman undoubtedly had in his powerful hands the celebrated Prime Minister of Canada, Mr. Hincks, (a minister so talented as to be able to govern the Province without a principle) and that later Governments have amounted to no more than reflections of Mr. Hink's departing glory. As to the Grand Trunk's anxiety to defeat us, we need only look to it's organ *the Toronto Leader*, which now daily teems with denunciations and mis-representations of our late proceedings, but we may also appeal to the press and people of London, whether the Grand Trunk did not promise them a road from London to Detroit, alongside the Great Western. And as to the part taken in the conspiracy by Mr. Brydges, and the Railways east and west of us in the United States, the excellent circular Mr. Brydges and Mr. Corning, furnished above, seems quite conclusive.

There is only one point more on which I desire to put you on your guard—namely, *South Railway* has most to lose that their friends without have been so signally defeated, have set up the story that we intend to incorporate Branches with the Main Southern Line. I would simply say that seven reasons have so conclusively shown the contrary. We may make running arrangements with Sible roads, but there is no idea of incorporating our Capital with the Hamilton and Port Dover or any other Branch Road.— Let me, also, put you on your guard against interested parties raising the, at present, useless discussion as to the comparative claims of Amherstburgh and Windsor as the best Western terminus. We have both open to us, and shall avail of both, if this is seen to be the interest of those who take up the Great South Western Stock.

And apologizing for the great length of this letter

I have the honor to be, Gentleman,

Yours respectfully and faithfully,

ISAAC BUCHANAN.

P. S.— You may repose in the most confident reliance that public opinion here, and the Provincial Parliament (especially now that the Upper House has been made elective) will prevent us being intruded upon by the Government, *if it is not only well going on at once, determined to build the Great South Western Railway.* We must, however, move forward without delay in the work, and it is to hasten this that Messrs. McLeod and Hodge go to England. They will tell you that our organization here is perfect. Honest Engineers of the greatest experience are on the ground, and in running out the Line no considerations will be had in view except economy (which is the great principle in Railways) the public interest, and the interest of the Shareholders. And as to your arrangements in England, I shall at once feel at ease if I find that my brother, Mr. Peter Buchanan of Glasgow, will consent to act as agent in the present case, and organize this Company in London as he did the Great Western Railway, making sure that in giving out the shares, the condition is made that the Stock of the Great South Western Railway and of the Great Western will be amalgamated when the time arrives that this can be legally consummated.

I. B.