

Grand Trunk and Buffalo and Lake Huron Bill.

IN THE RAILWAY COMMITTEE OF THE HOUSE OF ASSEMBLY ON THE 29TH INSTANT,
MR. BRYDGES STATED THE CASE AS FOLLOWS, ON BEHALF OF THE
PROMOTERS OF THE BILL :—

The object of this Bill is to confirm an arrangement made between the Buffalo and Lake Huron and Grand Trunk Railway Companies, under the authority of the 131st clause of the Consolidated Statutes referring to Railways.

The agreement provides that the two Railways, as is contemplated in that clause, shall be worked as one system, the receipts of the two Companies being divided in the proportions set out in the agreement. If the agreement established nothing else but that bare fact, it would not be necessary to ask the sanction of Parliament to it at all, except on the general principle that all agreements between Railway Companies in England, (and both the Grand Trunk and Buffalo and Lake Huron are practically English Companies, from the fact of the capital being held there)—are submitted to Parliament, and confirmed by an Act thereof. That is one reason why the Bill is introduced ; another reason is, that authority is sought in this Bill, to raise for the purposes of the joint traffic of the two Companies, a sum of money, necessary to accomplish certain things, those things being the laying of a third rail between Buffalo and Sarnia, and the construction of the International Bridge at Buffalo.

Beyond the matters, which are all contained, and for which ample authority exists, in the 131st clause of the Railway Act, the only things in the Bill requiring sanction, are the raising of the money for the purposes stated ; and the clause stating that in the event of the proportion of net receipts accruing to the Buffalo and Lake Huron Company, not being sufficient to meet the interest on their Bonds in full, their claim shall be confined to the proportion of net receipts going to that Company.

This is a short statement of the matter, and the agreement is attached to the Bill, so that any one reading it will see that the facts are as stated.

Mr. Wood, who had charge of this Bill, made a statement in reference to it last week ; it is not necessary that I should now enlarge upon what he said.

Mr. IRVING, solicitor to the Great Western Railway Company, stated, that he appeared on behalf of that Company, and after mentioning several objections of a technical character as to the legality of the agreement set out in the Schedule to the Bill, he proceeded to say:

Mr. Wood, in opening the matter the other day, made some remarks with reference to the objections raised by the Great Western Company to the Bill being clearly on account of competition. The system which the Grand Trunk Company has pursued towards the Great Western ever since it has obtained control of the Buffalo and Lake Huron, has been one of direct differential rates against them (the Great Western) to the injury, not only of the Great Western, but to the injury of the public—Numbers of instances could be brought forward if necessary.

The whole policy is one to injure the Great Western, and all people experienced in these matters in England, well know, that a large Company can afford to lose week by week, what is a large matter to small Companies, and thus in time by irritating the Shareholders bring them to agree to become party to the larger system by securing to them their interest payments. This is the whole scope of the policy of the Grand Trunk Company in reference to this matter. I think in a few minutes I can give you one or two instances which will surprise you. Before the Buffalo Company, passed into the hands of the Grand