

he had done, and should continue to do everything in his power to prevent the sale of these securities, and the construction of this Line of Railway. His zeal and anxiety in this good cause had become so great, that during the Fall of 1874, he actually visited some portions of the line between Quebec and Montreal, with his staff, in order to ascertain the progress that was being made in construction. And upon being told by one of his officers, that the progress thus far, indicated a determination to complete the line, he sneeringly replied, that the Company and the Contractor had probably expended their last dollar ; and that he would take very good care to see that no money was obtained from Europe to complete the line, *even though by doing so he destroyed the value of every Railway Security in Canada.*

Is it not somewhat unaccountable, that this kind hearted and most *disinterested* man should have taken so deep an interest in preventing the waste of money upon a line passing through " a district *sparsely populated*, a district in which there is *little or no traffic*, one which at all events is *quite incapable* of sustaining a Railway out of its own resources ", as stated in his petition. If this barren and unproductive region affords *no traffic* for a Railway, it is quite difficult to see why the construction of a railway through it. can in any degree affect the interests of the Grand Trunk Railway Company.

It is also very well known that, but for this *dog in the manger* policy, which has thus far been so successfully pursued by Mr. Potter and his friends, the entire line between Quebec, Montreal and Ottawa, would probably have been opened for business before the close of the pre-