

ERIE & NIAGARA

EXTENSION RAILWAY.

From the unblushing means used to frustrate the amendments to this charter in Standing Order and Railway Committees, with the Press all on one side, and no avenue open to develop facts in the usual manner, this method of circular becomes necessary.

I ask for this company just what you find in our Bill, No. 36; not one of these amendments will hurt any one.

The Great Western, if they had a charter from this Legislature, could do nothing with it until the spring of 1871. They will require a permissive Act from the Dominion Parliament, and a vote of their shareholders at their annual meeting next October, and which, if they are in earnest, they could be getting between the present time and the next meeting of this House, before they could advance money for the contemplated line from Glencoe to Niagara River. Consequently, our charter would not stand in their way as to time, for providing we failed to organize, under a short extension of time, and had not proceeded with construction within any time not exceeding six months from 28th February next, they could get a charter next Session.

If, therefore, the G. W. wants to construct a new line in good faith, and not simply to destroy us, they or the country will not lose a day by your presently respecting our charter, and refusing them a charter until your next Session.

We accepted this charter at your hands only twenty-one months ago. The cry is absurd that nothing has been done in that time, for much has been transacted which will enable us to go a-head immediately, and which was absolutely necessary towards organization and construction.

The steady pertinacity of our opponents in ringing the change on the theme of nothing done, has given a force to this false notion of time unimproved, which any one knowing aught about railway construction and organization, would smile at. Twenty-one months could not be deemed a liberal length of time in which to plant a capital of ten or twelve millions of dollars in the face of the determined hostility of created lines, and, therefore, I feel convinced that any one placing this question of time as a charge against us, and why we should receive no further consideration, must be prejudiced by the active poisoning of our opponents, or by misconception of the heavy nature of railway finance and construction.

It cannot be stated too often that the gauge named in our original charter was most damaging; it was the last part of the Act; and although I declared at the time that the charter was not worth ten cents, with the five feet six inch gauge, yet all the modification granted was that we might put down a third rail. This