

and Milwaukee line would not only have been a "good feeder" to the Great Western, but it would have been a good investment for its share and bondholders. Under that arrangement the entire cost of the line and plant was limited to five, or five and a half millions of dollars. The line and plant as they now stand have cost somewhere about ten millions, and will cost two or three millions more before completed, to say nothing of the Port Huron branch. I have been informed that the agreement by which mine was superseded or extensively modified, and which was made with the same parties the following year, coolly added over two millions of dollars to the cost of the line. This matter must yet be probed to the bottom. Mr. Brydges has not been charged by me, with having consummated these scandalous financial arrangements, some of which he has candidly admitted to have existed prior to his official connection with the Michigan line. The charge made against him on this score is, that he sits in the same Board with the men who perpetrated them, and further, that he is endeavouring to raise capital from the Great Western Shareholders to build the line from Grand Haven to Owosso, which is wholly under their control. I leave it for Mr. Brydges to explain *his motives* for having so abruptly changed his opinions respecting the Michigan line. But I am allowing myself to deviate from the purpose of this letter, which has already grown to greater dimensions than I intended.

I shall therefore at present only notice one or two other points touched upon by Mr. Brydges, and first, the allusion made in the pamphlet on my authority, respecting the existence of "pet contractors." I shall be perfectly explicit on this subject, and reiterate the charge, that the contracts for the construction of the line from Mill Point to Grand Haven, together with the extensive docks and freight and passenger stations at Grand Haven, were let to a Mr. Samuel C. Ridley at rates vastly higher than tenders made by several men possessing equal ability to do the work. This I learned from highly respectable parties at Grand Haven. The name of one gentleman of great wealth and respectability, who offered to do the work at 30 per cent. below the price at which it was awarded to Mr. Ridley, was mentioned to me. Mr. Ridley, it is well known, was not a man of means when he resided in Hamilton just before he obtained these and other contracts on the Great Western, and could not therefore have been favored on that ground.