

traffic is either carried at an enormous loss or the alleged loss upon the conversion of American currency is almost altogether fallacious; that to duplicate the Blue Line of the Great Western between Detroit and Buffalo would be madness in the interest of the Grand Trunk. That the inspection and report of Captain Tyler is not worthy of a moment's serious consideration. That neither the American War nor the termination of the Reciprocity Treaty has had any serious injurious effect on the Grand Trunk Railway, and that the enhanced price of labour and material is monstrously exaggerated, that the Fenian raids and failure of the banks only created a slight temporary depression. That the Company have been wilfully throwing away £30,000 a year by re-rolling rails in Canada for the benefit of interested parties. That the Company have been paying 20 per cent. more for coal than the Great Western, and for the same reasons, probably paying nearly that much more for wood. That the old stores have been sold much below their value. That the working of the line requires remodelling, and in any plan for so doing, it is advisable that no vague prospect of future advantage should induce the Company to carry traffic which does not honestly leave a profit over and above the working expenses. By adopting some such course as I have briefly indicated, the Grand Trunk Railway can not only be made to pay a moderate rate of interest to the bondholders, but confer honour upon the management, as it has long conferred manifest benefits on the people of Canada.

JOSEPH NELSON.

CLEVELAND, OHIO, *July*, 1868.

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