

his time. Is half Mr. Brydges' time now worth to the Grand Trunk proprietors what his whole time formerly was?

He further said, "With regard to allegations that corruption existed among the officials, of course there were many people in Canada who would be glad to sell their goods to the Grand Trunk if they could, and who circulated scandals about the officials."

The fact is notorious in Canada (*vide* public press) that one of the favoured contractors of the Grand Trunk, who three years ago was a Yankee pedlar of fruit-trees, from Rochester, N.Y., is now a wealthy man in Toronto, after two years' dealings with the Grand Trunk Storekeeper, and has made an open boast of having acquired his wealth by obtaining overweight of old iron, and by paying heavy commissions to the Grand Trunk officers on the purchase and sale of materials; and Mr. Brydges has not ventured to submit the truth of this charge to any test by the parties, face to face, or in a court of law; the fact is also notorious that Messrs. Gzowski and Macpherson, Waddell and Pierce, Alfred Brown and Thomas Morland (the Auditor), who enjoy the monopoly of supplying materials, have grown enormously rich, while the Grand Trunk has grown poor.

And as to re-rolling rails, Mr. Brydges said, "The contract for rails was made three years before he became connected with the Company, and he had seen that it was properly carried out." And again, on the 29th of May, he said, "Old rails vary in price according to the markets in the United States, the prices ranging from 18 dollars to 25 dollars per ton. The charge for re-rolling at Toronto is 25 dollars 50 cents in gold."

The fact is, old rails have never been less than 23 dollars per ton in gold, in bond, in the United States for the last four years. So that every ton of re-rolled rails has cost the Company £10, many of which had to be taken up after a few days' wear. Until recently the best new rails were being delivered in Canada at £7 10s. per ton, and the contract with the Toronto Rolling Mill does not compel the Grand Trunk to re-roll a single rail.

Mr. Brydges further said, "The advertisements for tenders are scattered throughout Canada, and the lowest tender is always accepted."

Such is not the case as regards the supply of car wheels, coal, and general stores, nor as to the sale of old rails and