

Grand Trunk for a considerable distance along the United States frontiers being a kind of Alsatia for the three latter class of operators. Let any one visit the ticket offices of rival companies, and he will then learn the terrible and injurious effect which this state of things has upon the business of the Grand Trunk Railway.

Take the next question as to the management of the goods traffic. It is an undeniable fact that owing to the manner in which the local traffic is conducted, nearly every man's hand in Canada is against the Grand Trunk; cases of negligence, delay, and unfair discriminating rates are legion, and therefore any illustrations which I could give within reasonable bounds would fall immeasurably short of the actual state of things. The important question is, Does the through traffic for which this great sacrifice is made, pay? We have the recent condemnation of the Detroit Board of Trade and their resolution to support a new and rival line between Detroit and Buffalo, in consequence of the Grand Trunk not only establishing discriminating rates in favour of Chicago, but also failing to carry the Detroit traffic even at the higher rate. The fact is on record in Captain Tyler's report that the Grand Trunk Railway Company have been competing for traffic between Chicago and Boston and New York, by carrying it at less than a halfpenny per ton per mile against competing lines of railway, with the advantage of upwards of 500 miles shorter distance. No further illustration is necessary, if we want a monument of this reckless, ambitious, and inordinate vanity, than to look around at the worn-out rails, broken-up rolling stock, and the locomotives reduced to a state resembling a drove of old horses going to a knacker's yard. And yet while Captain Tyler doubts the policy of continuing such a competition, he is not at the same time willing to give it up entirely but proposes that the Grand Trunk Company shall cease to compete for this through traffic over the Grand Trunk proper, east of Stratford, and that they shall build the International Bridge at Buffalo, widen the Detroit and Port Huron, build a new steam ferry at Sarnia, and construct an arrangement for obviating the difficulties of the break of gauge at Detroit and Buffalo, at a total cost of £300,000. In order that the Grand Trunk Railway may do what? why, compete with the Great Western of Canada for the traffic between Detroit, and the New York Central and Erie Railways on the Niagara frontier, the Great Western Company having the advantage of both a broad and narrow gauge and nearly 50 miles shorter distance. To do such an act would be all very well for the Buffalo and Lake Huron, but to duplicate the "Blue Line" of the Great Western with the object of serving the Grand Trunk Railway proper, is the greatest piece of folly ever contemplated by any man. I have been utterly unable to account for such a proposition except on the ground of blind hatred to the Great Western, or as a feint to force that Company into an amalgamation.