

the Canada Southern, and the Great Western of Canada Air Line.

At the meeting held at the Cannon Street Hotel on the 21st March last, for the purpose of approving the agreement which the Directors had entered into with Mr. McEwen, Mr. Potter had the candour to state that the Directors could have not had the courage to submit such a proposition on their own responsibility, as they did not believe they could have carried it out. He asked those present to sign on small slips of paper their assent or dissent to the agreement, and we venture fearlessly to say that, notwithstanding the wonderful unanimity of the meeting, had he also asked the proprietors present to sign on other small slips of paper the amount in the new issue of Stock which they were prepared to take at the price to be dictated by Mr. McEwen, there would not have been a *bond fide* total subscription for £5,000. We may rest assured that when men like Lord Wolverton, Mr. Thomas Baring, Mr. Kirkman Hodgson, and Mr. Robert Gillespie, supported by all the practical knowledge and ability of such men as Mr. Newmarsh, Captain Tyler, Mr. Hodgkinson, and Mr. Potter, admit their inability to place £10,000,000 of common Stock at a price which will only bring the Company £1,900,000, and, therefore, depute that office to such men as Mr. Alexander McEwen and Mr. Albert Grant,—

"A child might understand,
The de'il had business on his hand."

In this business we consider that the Directors of the Grand Trunk have shown no higher instinct than that of the ostrich, and they may rest assured of this, that although they may hide their bill, the body will not escape observation and comment.

This pamphlet is not written for the benefit of the Bond and Stockholders of the Grand Trunk, but for the protection of the British public, inasmuch as the Board of Directors and proprietors of that Company have given their sanction to this scheme of a ring of speculators, whose object is to corner the said British public in a gigantic stock-jobbing operation, and