

the public—who benefit by the cheapening of the cost of transportation. It certainly does seem exceedingly strange that that should be made a ground for objection to this bill.

The interchange of cars was at all events to a very large extent, in connection with the through traffic I have alluded to, which has simply gone over 31 miles more of the Buffalo and Lake Huron line, to the benefit of that Company.

In regard to the question of grain and timber; there is no doubt a considerable decrease in the aggregate quantity carried upon the line in connection with the Great Western, during this last year, and no doubt some of the timber now goes to Toronto that used to go down to Hamilton, just in the same way that some of the other freight that went *via* Paris, now goes to Toronto *via* Stratford. It may be a question which line it shall go by, but it is there, and it goes to Hamilton or Toronto, and it is not right to object to the carrying out of an arrangement which may have the effect of diverting traffic from Hamilton, which previously went there. So long as the public have the advantage of the carriage of the freight at a reasonable rate, that is all that is necessary so far as they are concerned.

In regard to grain,—the grain that used to go to Hamilton, no doubt goes partly to Toronto, and partly to Montreal, and the country north of Stratford or Paris is going to gain largely in the future by this operation.

During the time that the Buffalo and Lake Huron Railway was worked independently, it was the policy of that Company to send the whole of the traffic as far as it could, to Buffalo, because in doing so, it got the traffic carried the greatest length of mileage. In placing it in communication with the Grand Trunk line, it is a matter of indifference whether the traffic is sent to Buffalo, Toronto or Montreal—it is now left entirely to the decision of the shipper. Prior to the amalgamation between the two Companies, the price of getting a barrel of flour from stations north of Stratford to Montreal, was 85 cts. to 88 cts. a barrel, besides delay in transshipping at Stratford. The rate at the present time, without transshipment, is 70 cts. a barrel. There is a direct gain to the producer, who gets from 15 to 18 cents more for his flour, by thus reducing the cost of carriage.

The same fact exists in regard to grain, in the carriage of which to Buffalo, we have been enabled by this arrangement to make a reduction, and at the same time realize a larger amount of profit.

I should like here to make a few remarks with reference to what fell from Mr. Dickson the other day. There is no doubt whatever that last winter there were large accumulations of Freight at stations upon the Buffalo and Lake Huron Line. So there were at all the stations on the Grand Trunk Line, as well as at every station, and on every Railway on this northern Continent. I believe that every one knows that last winter was one of the most severe known upon this Continent since Railways have been in existence, and no one is aware of this better than Mr. Irving, for so general was that the case, that the New-York Railways which his Line connects with, had during last winter 13,000 tons of freight lying at Suspension Bridge nearly all the season. The fact was that no freight could be forwarded from stations on the Great Western Line to New-York or Boston, over those Railways. We were placed in the same position to a large extent, and the matter was very much aggravated, from this fact, that last winter the Banks were very tight, they would not discount bills except at short periods, and as the Country was poor, every body was most anxious to get their productions to market, and there was thus a greater pressure of freight during last winter than was ever known before, and yet there was actually a greater weight carried over the line between Paris and Goderich during last year than ever was the case previously.

Upwards of 61,000 tons of Freight was carried during the year between Dunnville and Goderich, (not including that which came by water,) and that is a larger quantity than from the returns of the Buffalo and Lake Huron Company appears to have ever been conveyed before. 61,000 tons of Freight requires