

shaken to its very foundations. That there has in years gone by, been great mistakes made on this Grand Trunk Railway, no one will deny. But so far from these Bankers being implicated in these mistakes, they, in common with the other Stockholders, have been the sufferers. Even Mr. Brown, notwithstanding his repeated attacks upon these gentlemen, is obliged to admit, "that they have sunk much money in the concern, possibly much more than they intended, is probable." Upon the face of this admission, the taunts with which his book abounds, come with anything but a good grace. Mr. Brown's estimate of English stockholders is all sufficient of itself to shew how insanely he writes on questions of figures; the following is his idea of the commercial men who meet on the Exchange for the transaction of business in the commercial capital of the Old World.

"None but the stupid pretend to understand the printed statements made for market by joint-stock companies, for their accountants are able strategists who either array figures, like mercenaries [of old, on the best paying side, or in accordance with the more honorable rules of modern warfare, always place them like soldiers, in position, to defend the weakest points, as determined by the peculiar exigencies of the immediate campaign." We can assure Mr. Brown that the English stockholders are not men to be taken in by an "array of figures." These gentlemen are "stupid" enough to "pretend to understand the printed statements made for market." Men who live on 'Change and professional accountants, are not so easily gulled as Mr. Brown, in his primitive simplicity is led to suppose.

Our historian tells us, that "figures were once honorable characters, to be accepted upon introduction; but now partaking of the immorality of the times, they must be received with considerable distrust." True! we have in these pages, on a former occasion, demonstrated beyond the power of contradiction, that certain Government officials have, in this Province, willfully and wickedly lent themselves to the flagrant falsification of figures. Such attempts can, however, only pass muster, as they then did, when men persistently close their eyes, and are predisposed to believe the falsehood. Figures are mathematical facts, and there is no place in the world where any attempt to tamper with their legitimate issues, would so soon be detected as on the English Stock Exchange. The great trouble which stockholders have, is to check local extravagance in carrying out works to completion, and in the subsequent management of their undertakings, as in the case of Canada, where the length of line extends over nearly eleven hundred miles, and where it is separated from those most interested by the waters of the Atlantic.

The different changes in the management of the Grand Trunk Railway, go to shew that the stockholders have done all in their power, spurred as they have been by their own interests and their own sufferings, to secure a more efficient management, combined with a greater economy of expenditure. The most ungenerous and, we may add, disreputable portion of Mr. Brown's remarks, consist in his uncalled for insinuations respecting the improved state of finances, resulting, as they doubtless are, from the present efficient management of the line. In contrasting

the increased traffic of 1863, together with decreased expenses of management, we are favoured with the following offensive observations:—

"The running of 200,000 more miles than in 1862, with 53,000 tons additional freight and 75,707 additional passengers, on a consumption of 1500 cords less fuel, is a fact to be noted by all inventors of cooking stoves. An increase of 10 per cent in traction moved by a decrease of 2½ per cent of force, must suggest the idea of 'cooking.'"

Surely Mr. Brown does not mean to call this writing history! such an insinuation against a public company, ought to have been backed by corresponding figures, disproving those which he so sneeringly insinuates are "cooked."

We are forcibly reminded of the story of a good man, who fell sick and died. His medical attendant had, during his last illness, exerted himself to the uttermost to save the life of his patient;—but to no purpose. The friends of the diseased were under the impression that the medical gentleman had administered digitalis, and that in such large quantities as to cause his death. Nor did they conceal their opinions, but on the contrary, commenced a general attack upon the Doctor, after the following fashion:—

"You have killed our friend with digitalis!"
"Digitalis!" exclaimed the astonished Doctor,
"I have never given him one single grain of digitalis!"

Then rejoined those captious folks: "You ought to have administered large doses of digitalis, our friend has died for want of digitalis."

Mr. Brown has written a book, which he misnames history, for the express object of proving to the world, that the Grand Trunk Railway, ever since "its inception," has been passing through the process of a lingering death, through the extravagant treatment and gross mismanagement of its doctors.

But Mr. Brown's book is born out of due season, for prior to its existence another physician has been called in, who at once discovers that the sick man has been over-gorged by his former doctors, and he places him on a more economical diet, in which all superfluities are strictly prohibited.

Mr. Brown has been trying to write the sick man dead, but under Dr. Brydges' treatment, the Grand Trunk patient cannot die for the life of him.

The result leads Mr. Brown on his last pages to exclaim in despair, "You are killing the man with economy; he cannot, by any possibility, survive the withdrawal of his former extravagant diet."

The fact is, Mr. Brown's mind is disordered on this subject, and besides, he is evidently incompetent to deal with so large a matter. We are no novices on these questions. An experience running over several years on public works, has made us somewhat familiar with the established methods of keeping the accounts in those departments. Believing, as we have already stated, that Mr. Brown is thoroughly sincere in his animadversions, we feel something akin to pity, when we follow the mistaken old man from page to page, and observe him taking exception to established practices, founded on the experience of some of the first Actuaries and Accountants in the world. Mr. Brown may be, and so doubt is familiar with the most approved method of keep-