

movement initiated by Mr. Creak, and signing the proxies intrusted to his Committee.

Lastly, the future prospects of the Grand Trunk Railway are of a cheering description. The Intercolonial Railway is under construction—and while on this subject I feel bound, in justice to myself, to state that no one is entitled to look upon this work with so much pride and satisfaction, for although others have received the nominal honour, to myself more than any other man belongs the substantial honour, of having secured the construction of this great undertaking. It will give access through the Provinces of New Brunswick and Nova Scotia to the magnificent harbour of Halifax, it will render immediately productive two hundred and twenty miles of the most unproductive portion of the Grand Trunk, and whether the Canadian Government purchase the Grand Trunk between Richmond and River du Loup or not, the Grand Trunk will benefit equally in either case.

The narrow gauge railways of Western Canada, which intersect the Grand Trunk at Toronto, will develop the resources of the most extensive and fertile portions of the Western country, and become a permanent source of income to the Company. The "Air Line" through the State of Michigan, which is making steady progress, will give to the Grand Trunk what is an indispensable necessity in competing for the trade of that portion of the Western country. But the most important of all the great projects now in progress in that direction which will benefit the Grand Trunk is the construction of the North Pacific Railway, commencing at Du Luth, at the head of Lake Superior. One hundred and fifty miles of this line from Du Luth to St. Paul is now under construction, and will be completed next year. The Senate Committee of the United States during last Session recommended that Congress should guarantee the bonds to the extent of 30,000 dollars a mile for the construction of a North Pacific Railway from the head of Lake Superior to the territories of Minnesota, Dacotah, Montana, and Washington to Puget Sound. The Company is already incorporated, and comprises many of the most respectable Railway Directors in the United States; they have obtained enormous grants of land, and the surveys and location of the line are proceeding with the greatest rapidity. It would extend this letter to too great a length to enlarge upon the great benefits which even the very commencement of this North Pacific Railway will confer upon the Grand Trunk, and therefore I propose treating