

upon which he lays great stress. It relates to a statement made in the pamphlet, to the effect that the connection which was being formed between the Great Western and Detroit and Milwaukee was producing a hostile feeling on the part of the Michigan Central Company. He then quotes an extract from a pamphlet which I published in London in 1854, showing that the latter Company was then friendly to the Detroit and Milwaukee, at that time known as the Oakland and Ottawa line. The statement made by me in 1854 was strictly correct. So in like manner is the one made in the late pamphlet upon my own authority. In 1854, being then agent in England for the Oakland and Ottawa Company, I received a long communication from the President and two others of the Directors of the Michigan Central Company, in which he expressed themselves favorably towards the former line. But at that time these gentlemen never dreamed of the Great Western Company's taking up the new line and making it to all intents and purposes a part and parcel of their property—and thus diverting upon it to the serious injury of the Central Company all the traffic in their power. Although this is a perfectly logical and true explanation of the assumed discrepancy between my statement six years ago and that of the pamphlet recently issued in London, the materials for which were compiled by me, Mr. Brydges has no doubt made a capital point of it with the English shareholders. He may, however, rest assured that his victory, if such he considers it, will only be temporary.

But I will not anticipate events. I shall now reiterate the opinion I expressed in 1854 respecting the value of the Detroit and Milwaukee line as a feeder to the Great Western. Strange to say, however, at that time, when I had several interviews with Mr. Brydges, and endeavoured to induce him to lend his active co-operation in raising capital to build the Detroit and Milwaukee Railway, he always contended that although "the line would be a valuable feeder" to the Great Western, he did not believe that it would be a profitable one for those who might supply the money to construct it. From this view I could never turn him, and all I obtained was what he termed "moral aid." That is, he expressed in a resolution of the Hamilton Board, which I received, an opinion that the line would be a good feeder to the Great Western. Now, I have no hesitation in asserting, that had the arrangements which I had made in England in 1854, and which led to ultimate success, been fairly and honestly carried out, the Detroit