

you, leaving you to take such course as you think proper with respect to the subject to which you refer.

"I am, sir,

"Your most obedient servant,

"J. M. GRANT."

"J. Nelson, Esq.,

"2, Westminster Chambers, S.W."

The first statement in Brydges' letter as to my residence and property is in direct opposition to the facts, it will be seen, in both cases; and as to the second, what a reflection it is upon the Company, or upon the country, but the fact is undeniable that the Grand Trunk in Canada is so tainted with corruption and perjury that it is next to impossible for them to obtain a verdict in their favour; and as to the third statement, you, the Proprietors in England, are asked to believe affidavits containing evidence which the Company did not venture to submit to any court in Canada, and which the Directors refuse to produce for my inspection in London. In concluding this portion of my subject it will be seen that the Grand Trunk Managers tried to evade the main issue by raising one of personal disparagement, but in which they utterly failed.

I will now proceed to an examination of the explanations offered by Mr. Brydges at the last October meeting, and also to the more recent explanations offered to Mr. Creak in his letter to that gentleman of the 29th of May last. Mr. Brydges said, "He would state distinctly that there was not a single word of truth in the allegation that he was in any way connected with any Company supplying materials to the Grand Trunk, with the exception of the Kingston Iron Works, nor, to the best of his knowledge, was any officer connected with the Company."

Now for the facts. It is notorious in Canada that Hickson, the Treasurer, was connected with the Car Wheel Works at Factory Montreal; Shackell with the Ferry Boats; Hannaford, the Engineer, with the Toronto Rolling Mill proprietors; and all the Western officers were engaged in the corn trade passing over the Grand Trunk Railway.

He further said, "That he could say with a fair conscience there was not an hour in the day when he was in Canada that was not devoted to the Grand Trunk. He had nothing whatever to distract his attention, and he could not give more than he did."

Mr. Brydges has since accepted the position of Inter-colonial Railway Commissioner, which absorbs at least half