

## ECONOMIES EFFECTED.

As regards the savings which in our tour we have been able to look forward to, I may mention, besides those to which I have referred, that as regards the mechanical department, by transfer of duties and redistribution, we can see our way to a further saving of £3,000 a year. As regards the engineers' department for the whole line, by alterations in the *personnel* and by doing away with certain assistant engineers, we can see our way to saving £3,300 a year. As regards the office of superintendent of the line, we have given one gentleman now charge of the whole line without any extra remuneration, and he accepted it in the most cordial manner. By that means we shall save £3,000 a year, and in the stores department we shall save £1,500 a year, making altogether £10,800 a year. Besides those there are several savings which have recently been effected. When Mr. Seargeant was appointed, there was a saving of £2,500 a year. There is a gentleman who has left the service of the company by which we shall save another £1,400 a year, and in looking to the recent savings of every description we see our way to a saving of about £40,000 a year to the company.

## THE QUESTION OF RATES.

He assured them that they were under great obligations to Mr. Hubbard; and he further desired to express their indebtedness to their officers, all of whom had accepted in the most cordial manner every proposal which had been made for introducing the economies to which he had alluded. Their officers, in fact, felt just as much as the directors that this was the time to economize. He expressed his conviction that nothing further could be done in the way of economy, and that if they attempted to do more the system would suffer. The most important question of all to them was that of rates. This was the only unsatisfactory feature of their working. Some of the American railways had, however, suffered in this matter far more than the Grand Trunk company, as he proceeded to show by referring to the results in the cases of the Baltimore & Ohio, the New York Central, the Erie, the Michigan Central, and the Pennsylvania companies. The Grand Trunk company was therefore by no means the only sufferer, and he thought that the time had arrived when this confusion and chaos of railway working should be put an end to. The great difference between American and English companies was this—that if English companies made agreements with one another, they went to Parliament and got them legalized, and then if the agreements were not carried out they could take each other before the court and compel the contracts to be acted upon. In America, however, the agreements which were made from time to time were entirely voluntary, and no company would carry them out unless it thought proper to do so. Unfortunately, a great many of these companies did not think it was proper to do so. It had, in fact, been said that no American company would carry out an agreement which it found to work against itself. He was glad to say, however, that a strong feeling was