

first train to the West at half-past nine p.m., we found that we and Her Majesty's mail had accomplished the following result by the "Great International Route:"—we had travelled one hundred and sixty miles in twenty-six hours and a half, or at the moderate rate of six miles an hour. We had no accident or breakdown of any kind, but we were the victims of what cannot be termed otherwise than utter disorganisation.

Magnificent steamers run during the season, while navigation is open, between Quebec and Montreal, carrying passengers through during the night in about twelve hours, for twelve shillings each, which I believe includes bed and board. Fine steamers also run during the same season between Quebec and River du Loup, at very low fares. Therefore, during this period the Grand Trunk Railway scarcely gets a passenger, except strangers, such as we were. With regard to the section between Richmond and Portland the management of the passenger trains and the state of the line was strongly condemned by the Members of the Dominion Parliament from the Lower Provinces during their journeys to and from Ottawa, during the last fall and winter. They are compelled for the present to travel it, but pleasure traffic, which in the summer ought to be enormous over this line, neither does nor can be induced to use it. Next take the section between Montreal and Toronto; this has also to compete during summer—with the fine lake steamers—both for freight and passengers, and during winter on account of the delays, dangers and damages, no one moves either himself or goods over this section who can possibly avoid it. The passenger and goods traffic over this line is capable of being doubled in winter, if the line was in proper order and efficiently worked. On the next section, between Toronto and Detroit, local passengers for Guelph, Stratford, and Goderich pass by the Grand Trunk, and a few through passengers are picked up by the ticket agents, but the great bulk of local passengers of the Western Peninsula of Canada and through passengers go by the Great Western, so that it will be seen that the Grand Trunk Railway has a powerful local competitor during the summer both for its local and through traffic over nearly every mile of its route. To compete successfully with other railways for passengers, its speed, safety, and accommodation must be equal; and to induce passengers to prefer railway to steamer in summer, the Grand Trunk roadway and coaches must be greatly improved, and the speed accelerated to thirty miles an hour. At the present time the Grand Trunk Railway is the lowest, both as to speed, accommodation, and receipts, of any through line in America. The result of the present management so far as passengers are concerned is that no one ever travels a second time upon the line who can possibly avoid it. Very often the bulk of the passengers are composed of the Company's officials, dead-heads, card-sharps, robbers, and sometimes murderers, the