

manfully put their shoulders to the wheel, and have demonstrated by their large surplus revenues, and the munificent aids granted to the Canadian Pacific and Narrow Gauge Railways, that what they have the courage to dare they have the power and will to do.

The Canada Southern is built. It is the nearest approach to a straight level line of any railway in America. It has a double track, and is laid with steel rails. It is a shorter line than the Grand Trunk between Detroit and Buffalo by 50 miles. The Grand Trunk have built the International Bridge practically for the benefit of the Canada Southern, illustrating the proverb that "fools build houses for wise men to live in." The direct line from Portland will be opened as soon as the Inter-colonial Railway, and what the Grand Trunk gain on the improvement of the River du Loop branch will be more than lost on the Portland branch ; and on the opening of the North Shore line between Quebec and Montreal, the Quebec and Richmond line and Three Rivers branch—131 miles—will become comparatively useless. The line from Montreal to Toronto—333 miles—will always be a valuable property, but it will be sandwiched between the Lake and River Navigation on the south and the Canada Central on the north. From Toronto to Detroit the Grand Trunk has to compete with the Great Western, a shorter and better line. Subjected to all this manifestly powerful competition, the Grand Trunk is saddled with a Preference debt, even at the reduced rate provided in Mr. McEwen's scheme of no less than £14,000 per mile over its entire length of 1,377 miles, requiring a net annual revenue of £843,353 to pay the interest on the Preference debt before the Common Stock and Government Loan, amounting together to £16,611,500, can receive anything. The entire capital of the Great Western of Canada Bonds and Stock is only £5,589,000, or £15,000 per mile on 365 miles, illustrating the fact that, whenever an American Railway can pay anything like a remunerative dividend on a capital of £15,000 per mile, one or two new lines of railway are certain to be established alongside of it, as we have witnessed in