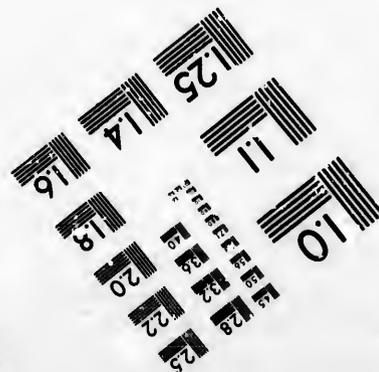
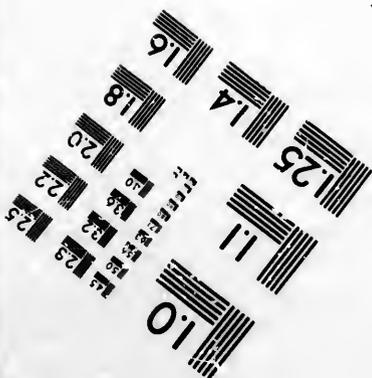
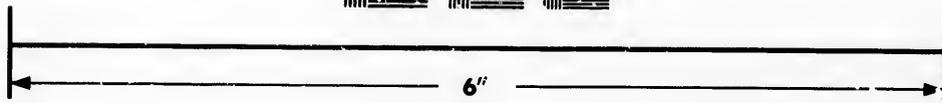
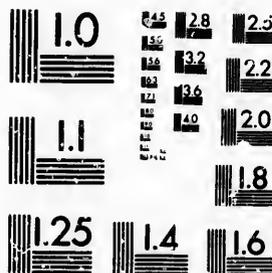
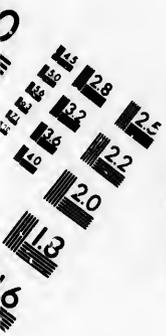


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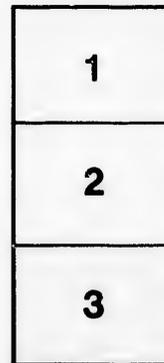
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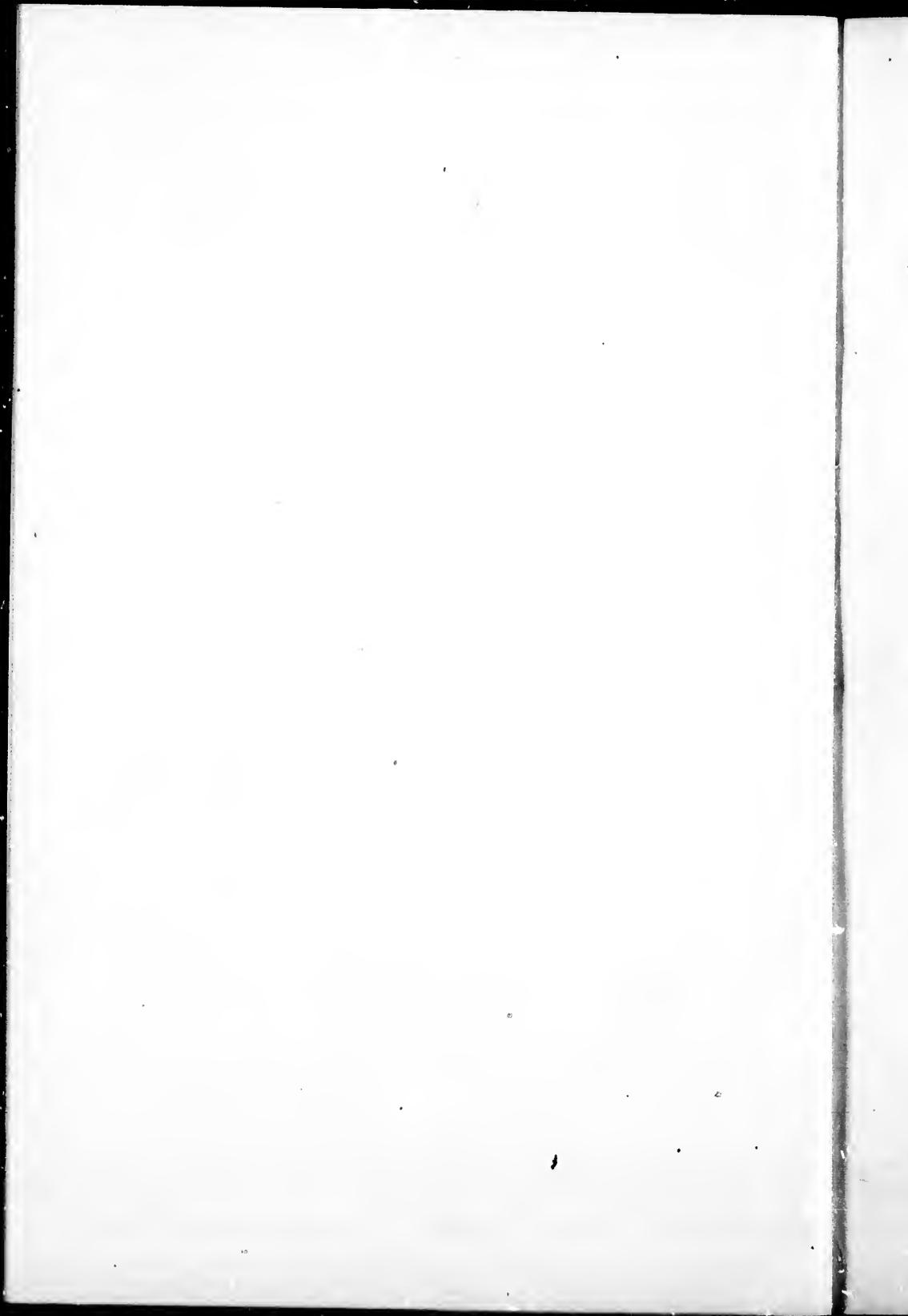
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THE
VERY LATEST GRAND TRUNK
SCHEME.

Do I sleep? Do I dream?
Do I wonder and doubt?
Are things what they seem?
Or is visions about?
Is our civilization a failure?
Or is the Caucasian played out?

Bret Harte.

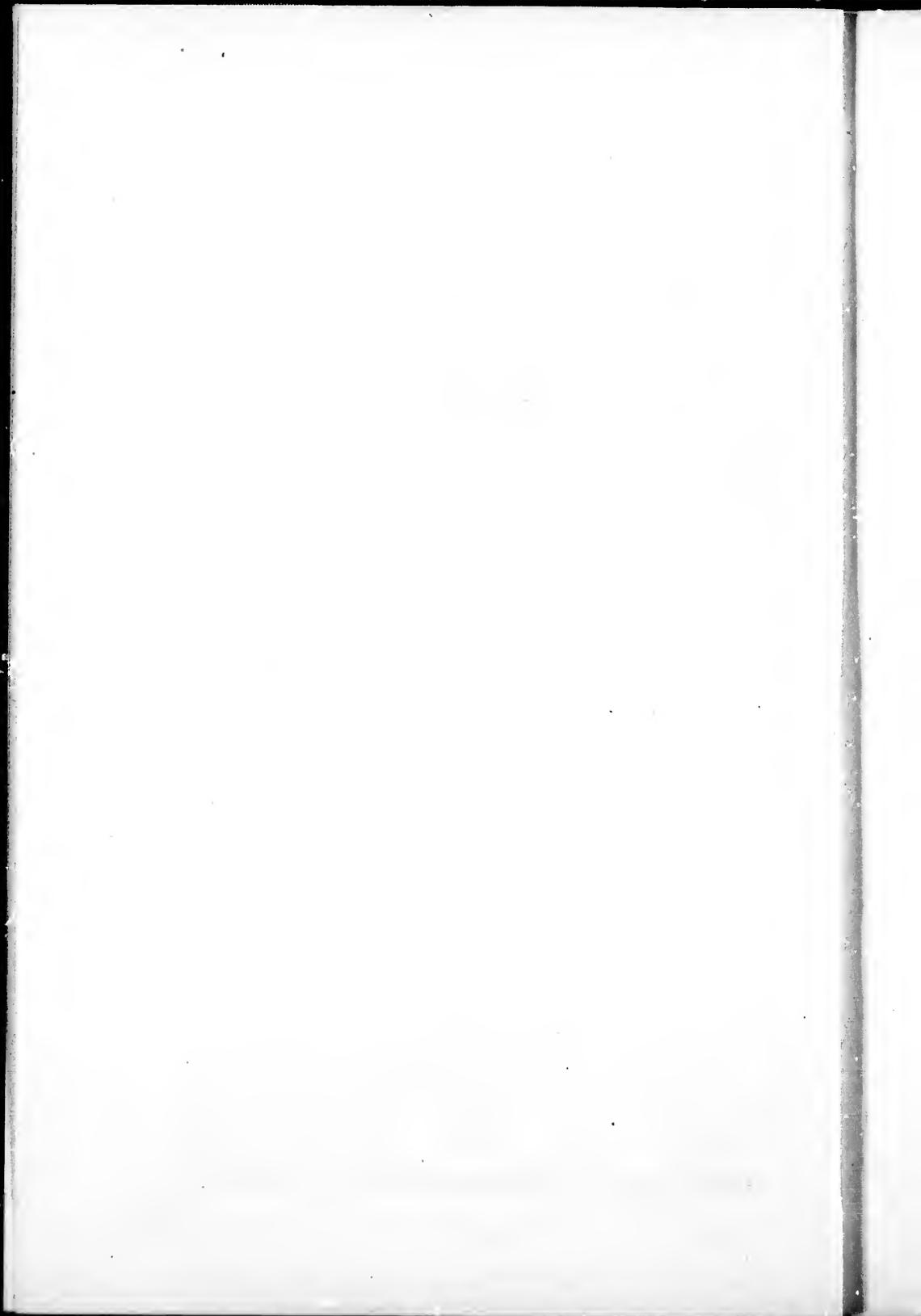
written by Joseph Nelson

JNS

LONDON:
ABBOTT, BARTON, & Co., 269, STRAND.

1873.

Price Threepence.



THE

Very Latest Grand Trunk Scheme.

FROM the first inauguration of the Grand Trunk Railway Company in 1854 to the present day, it has always had on its Direction in London a number of gentlemen whose reputation for commercial morality and financial ability was supposed to be of the very highest order; and yet, notwithstanding this manifest advantage, the Company has attained a notoriety for corruption, mismanagement, and consequent disastrous failure, rarely equalled, and never surpassed, by any railway in existence.

The causes which have led it to this result have long been manifest to the mind of every intelligent man in Canada.

We will not go further back into the history of the undertaking than to the close of the year 1860, which found the sheriffs in possession of the office furniture in London, and judgments entered up against the Company in Canada for about one million sterling, the Bondholders without their interest, and the credit of the Company gone. The Directors were under the necessity of calling a meeting of the proprietors to consider the unfortunate state of affairs, and endeavour to provide a remedy. It was admitted by the Directors at this meeting that the difficulties of the Company had been mainly brought about by the misrepresentations made by the Canadian managers to the Board of Directors in London, and,

therefore, it especially behoved the Board to guard against misrepresentations from the same source in future. The language of some of the proprietors at the meeting upon these admissions of the Directors was "frequent, and painful, and free." The usual committee of investigation was appointed, and they propounded a plan for arranging the difficulties of the Company, which, at a subsequent meeting, met with the approval of the proprietors.

The next important step was to find some able and experienced railway man, whose duty would be to proceed to Canada, remodel the administration there, and obtain the sanction of the Canadian legislature to the Arrangement Bill. The gentleman selected to fill this important duty was Mr. Edward Watkin, the General Manager of the Manchester, Sheffield, and Lincolnshire Railway, and in the month of August, 1861, he sailed for Canada. Mr. Watkin's first exercise of authority was to dispense with the services of Mr. Ross, the Canadian President, Mr. Blackwell, the Managing Director, and Mr. Walter Shanly, the General Superintendent; and to appoint Mr. Brydges, of the Great Western of Canada, in their stead. In dispensing with the services of Mr. Ross and Mr. Blackwell, Mr. Watkin no doubt exercised sound judgment; but in parting with Mr. Shanly, the Company lost the most able and honest officer they have ever had in Canada; and in appointing Mr. Brydges to succeed him, an equally unfortunate step was taken. What the Grand Trunk wanted was an economical, hard-working, plain matter-of-fact man, but Mr. Brydges had lost the confidence of the Proprietors of the Great Western, owing to his extravagance and inordinate ambition for display. This was, substantially, all the work of Mr. Watkin on his first visit to Canada; and in the month of October he returned with his new *protégé*, Mr. Brydges, to London. The next proceeding of the Directors was indeed a remarkable one, and has been the main cause of the Company's subsequent difficulties. Mr. Baring resigned the position of President of the Board in London, and Mr. Watkin was appointed President in

his stead. A vacancy was also created on the Board for three of Mr. Watkin's nominees (one of whom was the present President, Mr. Potter), and for seven long years the affairs of the Grand Trunk were absolutely controlled by Mr. Watkin and his friends.

A grave error was committed by Messrs. Baring and Glyn at this period. The Company did not require to add to its financial ability in London ; it had enough and to spare. What the Company wanted was honest servants and an able and efficient Manager in Canada. Mr. Watkin was eminently qualified to fill the latter post ; in fact, he should have been called upon to work out his own proposed reforms personally on the spot, and if this course had been adopted, we believe the Grand Trunk at this day would have been a successful undertaking. We have the greatest confidence in Mr. Watkin as a railway administrator, that is, in the management of a staff of officials, and the development and working of railway traffic ; but as a railway financier, he is a man of surprises and expedients, somewhat resembling the present Chancellor of the Exchequer, who collects a quarter's revenue in advance, and then tells the public that he has provided for a large deficiency without increasing the taxation of the country. Emboldened by the abdication of Messrs. Baring and Glyn, Mr. Watkin's ambition knew no bounds ; he bought and sold half the continent of North America, and made a profit of one hundred thousand pounds by the transaction, which he put into his own pocket ; he next sought and obtained a seat in the Imperial Parliament, and actually introduced a resolution in the House of Commons with the object of dictating to the Government and the Governor and Directors of the Bank of England a measure which would have caused a revolution in the currency of the country. When he entered the service of the Grand Trunk in 1861, he was plain Mr. Edward Watkin, the manager of a second-rate provincial railway. When he retired from the Grand Trunk in 1869, he was Sir Edward Watkin, Knight, M.P., chairman of two and director of three of the

greatest railways in the kingdom. But did the prosperity of the Grand Trunk Railway keep pace with its President? No; but it ought to have done, for the "Arrangement Act" was sufficiently liberal in all conscience. It provided for the issue of £500,000 Equipment Mortgage Bonds, afterwards increased to £1,000,000. It capitalized the whole floating debt. It reduced the interest on the leased lines, and left it optional with the Directors whether or not they should pay the interest in cash on the Preference Bonds of the Company for ten years. Notwithstanding all this, and a gross revenue of £1,200,000 a year, Sir Edward Watkin retired from the Grand Trunk Railway a wealthy man; but he left the undertaking which elevated him to power and wealth fully five millions sterling poorer than he found it. Now, no one who thoroughly knows Sir Edward Watkin for one moment doubts that he did not honestly labour to make the Grand Trunk Railway successful; but the multiplicity of his engagements made him the tool and subsequently the victim to the extravagance and sophistry of Mr. Brydges—an extravagance and sophistry which imposed on Captain Tyler, Mr. Eborall, and Mr. Potter, and it was only on Mr. Potter's *last* return from Canada that he admitted that his eyes were at last open to the fearful condition to which the undertaking had been reduced.

In 1869 Sir Edward Watkin resigned his presidency into the hands of his *protégé*, Mr. Potter, and there is this remarkable coincidence, Mr. Potter had been chairman of the Great Western Railway of England, and it had depreciated under his administration almost in the same degree as that of the Great Western of Canada under Brydges. In fact, as a railway man, Potter is a failure; for, upon his own admission, it has taken him ten years to ascertain the true position of the Grand Trunk.

It cannot be denied that Mr. Brydges possesses one quality in an eminent degree, viz., that of hoodwinking the Board of Directors, for, notwithstanding all the able criticism to which his management has been subjected, he has been able to hold his position and retain the confidence of the Board in London

(Mr. Potter declaring that they, the Proprietors, should walk over his dead body before removing Brydges) in the face of a state of things unparalleled in any railway undertaking in the world. He left the Great Western of Canada in 1861, having by his ambition and extravagance reduced the dividend of that Company from 9 per cent. per annum to nothing. During the ten years of his management of the Grand Trunk Railway, exclusive of the capitalization of the floating debt £1,200,000, £1,000,000 of Equipment Mortgage Bonds have been created, and an accumulation of at least £4,000,000 unpaid interest on the preference debt, and the line itself is so depreciated, that, at this day, it requires an outlay of £1,500,000 to put it in a safe condition ; creating altogether a preference of £7,700,000. In the face of this unheard-of state of things, Mr. Brydges is retained in office, and the British public are shortly to be invited to subscribe for an additional issue of £10,000,000 of common stock at a price to be dictated to the Board by Alexander McEwen and Albert Grant & Co., the proceeds arising therefrom to the Company, £1,900,000, to be dispensed mainly by the lavish hand of Mr. Brydges.

The only parallel to this new proposal of the Grand Trunk is that issued by the Government of Honduras last year, viz., £15,000,000 to build an Inter-oceanic Ship Railway. For 40 years the Government of Honduras failed to pay the interest due on a debt of £92,000 contracted in England. In 1867 they compounded this debt by the issue of £50,000 in 5 per cent. Bonds, and a few months later asked for a loan of £1,000,000 to build an Inter-oceanic Railway, and they obtained it. They said the sum was quite sufficient to complete the undertaking, but in 1870 they asked for a further sum of £2,500,000, which they also obtained ; the whole of which has not been sufficient to build the first section. Emboldened by this success, they asked last year for a loan of £15,000,000 to build a ship railway side by side with the lesser undertaking, but they did not succeed in obtaining the money, so that it does appear that there is a limit to the childlike faith

of the British public. We think that in the Grand Trunk Railway, as in the Honduras Railway, the limit has also been reached.

But they will tell you the new issue of ten millions has been sanctioned by the Parliament of the Dominion of Canada. Very true, because the Company have petitioned them to authorize the issue so as to enable the Company to expend the proceeds in putting the line in a safe condition; but if such a Bill had been presented to the English Parliament, the endorsement of Lord Redesdale on the back of the Bill would have been, "This Company is insolvent, and ought to be wound up."

In assenting to the very remarkable scheme of McEwen & Co., to which we will shortly refer in detail, the Directors of the Grand Trunk Railway Company are incurring a very grave responsibility, for on Mr. Potter's late return from Canada, he gave expression to his opinions on the state of the undertaking in no unambiguous language. He said that upwards of 600 miles of the line was in a most dangerous condition, worse than he had ever seen it—that 250 miles of the line did not pay working expenses—that the position of the Company in every way was most critical—and that after the most mature deliberation of the Board, and after consultation with the largest proprietors, they had unanimously come to the conclusion that there was but one remedy, viz., the creation of £600,000 additional Equipment Mortgage Bonds, the re-issue of £410,000 Atlantic and St. Lawrence Guaranteed Stock, and the extension of the Arrangement Act of 1862 for a further period of three years so as to enable the Directors to use the nett revenue, estimated at £475,000, belonging to the 1st and 2nd Preference Bondholders, the whole of this money to be applied to putting the line in a safe condition. He said that Mr. Baring and Lord Wolverton had fought hard for keeping faith with the 1st and 2nd Preference Bondholders, but they had been obliged to succumb, inasmuch as the only alternative to the proposal was bankruptcy. We record this stand taken by Mr. Baring and

Lord Wolverton, inasmuch as it reflects honour upon them, for, although they may have committed errors of judgment in relying too implicitly upon the representations made to them by their subordinates, they have always acted with princely liberality to the Grand Trunk Railway Company.

The Proprietors responded to the proposal of the Directors, as propounded by Mr. Potter, with an unanimity which forcibly illustrates the loyalty of the British public to the managers of undertakings under the most adverse circumstances; but we feel confident that the day is not far distant when the Directors will bitterly regret that they did not adhere to their original scheme. On the 27th February last, Mr. Alexander McEwen addressed a letter to Mr. Potter, the President, in which he proposed to reverse the order of proceeding as proposed by the Directors and approved by the Proprietors at the meeting held in November last, by creating a security which should follow instead of precede the Preferences, viz., the issue of £10,000,000 of common Stock at a discount of £80 per cent., this Stock to rank *pari passu* with the existing ordinary Stock.

Now, when we draw upon our imagination for our facts, we are enabled to produce the most brilliant results *upon paper*. Mr. McEwen is manifestly an artist in this kind of work. He says the capital of the Company, as settled by the scheme of Mr. Potter, consists of—

Rentals, small mortgages, equipment mortgages, and other prior charges, capitalized	£6,600,000
Preference capital, with the addition of three years' interest	13,500,000
	<hr/>
	£20,000,000
Open Stock	3,500,000

Mr. McEwen says, "*I omit the Government loan, as being too remote for consideration;*" but Mr. Potter, in his speech at the meeting in November, referred to this loan being *so dangerously near* as to be one of the main inducements

why the proposal of the Directors should at once be adopted, and, therefore, we add that sum, £3,111,500, to the capital of the Company, making the gross sum £26,711,500.

He then says, "My proposition is, to issue £10,000,000 of ordinary stock at the price of £20, raising £2,000,000, and making the capital thus:—

First charge capital.....	£16,300,000
Open Stock	13,500,000"

and then he says:—

"Figures that are more in accordance with those of sound railway undertakings."

What? "a single line of railway saddled with a capital account of £22,000 per mile, which for 12 years has never honestly paid working expenses," in accordance with figures of sound railway undertakings!

It will be observed that he omits the Government loan from his last figures also, and it is very probable that the Canadian Government may consent to this loan ranking after the new issue of stock, but only on the condition that *the Grand Trunk Mortgage Act of 1857 remains in force*; but the powers of this Act are so great and so stringent, it would be much safer to obtain its repeal, even at the cost of letting the amount of the Government Loan rank *pari passu* with the common stock. This sum added would bring the capital to £25,000 per mile for single line of railway, a cost very nearly approaching that of some of the best double lines of railway in the United Kingdom.

Mr. McEwen proposes that, in consideration of this £2,000,000 being raised on common stock and expended on the line, the Preference Bond and Stockholders should consent to such a reduction on their rate as would leave an annual charge of only £843,353.

And "now" (says he) as to the main question of the practicability of raising £2,000,000 by the sale of £10,000,000 ordinary stock at 20 per cent.

We concur with Mr. McEwen in the opinion that this is the

main question, and we go further, and say that the practicability of it depends upon the credulity of the British public. He quotes by way of illustrating the practicability of raising the money, the London, Chatham, and Dover and the Metropolitan District Railways, omitting the fact that there are a large number of original holders of the common stock in these two undertakings who will not sell at anything like the present prices, who prefer to wait and see the effect of the marvellous development of the metropolis of the world.

It is altogether a different thing from that of the public going in and purchasing the common stock of an undertaking which was originally issued at par, and subsequently fallen to a discount of 70 or 80 per cent., to that of going in to subscribe for a recent issue of common stock at a similar rate of discount in an undertaking that had exhausted nearly every other means of raising money.

He next proceeds to draw a picture of the prospects of a dividend on the common stock by stating that the gross traffic for 1873 will reach £2,000,000, which he says, worked at 60 per cent., as estimated by the Grand Trunk officers and confirmed by Mr. Allport and the experience of the Great Western of Canada, will suffice, when the steel railing and ballasting are completed, to yield £800,000, a profit sufficient to cover all the preferences.

The appeal to the estimate of the Company's officers in Canada *is alone sufficient to condemn the scheme*. These estimates have acted as a "mockery, a delusion, and a snare," as the proprietors of the Grand Trunk know to their bitter cost; and as to the opinion of Mr. Allport, highly as we esteem that gentleman as an English railway manager, were we the proprietors of a Canadian Railway, we would prefer to take an intelligent American youth fresh from any of the great railway establishments there, and put him in charge of the undertaking in preference to Mr. Allport, for the simple reason that it would be much easier for the youth to acquire a perfect competency in Canadian railway management

than for Mr. Allport to unlearn a great deal of his English experience before he was fitted for the office.

If Mr. McEwen could have quoted the opinion of such men as Mr. Vanderbilt, of the New York Central, or Mr. Thomas Scott, of the Pennsylvania Central, competing lines with the Grand Trunk for through traffic, in illustration of 60 per cent. for working expenses, it would give him a powerful argument in support of his estimate. But the experience of these gentlemen would have told him that, perfect as their lines are in every way, commanding a large local traffic, excellent permanent way, shortness of route, for through traffic, as compared with the Grand Trunk, and equal distribution of traffic going and coming, they have never been able to work those lines at anything like 60 per cent. on the gross receipts. Mr. McEwen's reference to the experience of the Great Western of Canada illustrates the truth of the saying, "That comparisons are odious."

The Great Western Railway of Canada is a short link in the direct line of communication between New York, Chicago, and San Francisco. It connects at each end with two of the very best managed railways in America, and over which the traffic is very nearly equal both ways, and, consequently, carries the smallest amount of dead weight. The line is in excellent condition, and runs through the "Garden of Canada," from which it receives a large and very profitable local traffic, but in competing for through traffic between Chicago and New York, by way of Montreal, the Grand Trunk has the disadvantage of 355 miles extra distance, and nearly equal to the entire length of the Great Western and all its branches, and the Grand Trunk has comparatively no return freight. Can anything more unpromising as to the chances of profit in through traffic be imagined than the fact of having to haul empty cars from Portland to Detroit (861 miles)? Why, the entire distance between New York and Chicago is only 900 miles by the Pennsylvania Central, while, by the shortest route of the Grand Trunk *via* Montreal, it is 1,310. In fact, the Grand Trunk

cannot carry through traffic profitably unless they receive double the rate of freight received by competing lines. The physical condition of the line and the climate over a great distance is much against the Grand Trunk, so much so that Mr. Potter stated that, owing to the severity of the climate, it would have been more profitable to the Company to have closed a great portion of the Railway during the past winter; in fact, any experienced American manager knows that the Great Western of Canada can and does carry a large through traffic at rates which leave a good profit, but which, if carried by the Grand Trunk at the same rates, would entail a heavy loss.

In competing for the through traffic between Detroit and the Niagara River, the Grand Trunk has the disadvantage of some 40 miles, in a total distance of 230, as compared with the Great Western. But another competitor for this portion of the traffic—the Canada Southern—will be in the field, during the present year, with a shorter and a better line than either the Great Western or the Grand Trunk.

Basing his estimates upon the fallacies which we have exposed, Mr. McEwen says that a traffic of £3,000,000 is within the grasp of the Grand Trunk in two years, and is to be worked at 60 per cent., and leave a nett profit of £1,200,000 a year; but, in all these grand flights of his imagination, Mr. McEwen has not ventured to allude to the direct line of railway now being constructed and nearly complete between Portland and the Niagara River by way of Oswego, which will shorten the distance between Portland and Detroit, as compared with the Grand Trunk, 200 miles. Neither has he imitated the candour of Mr. Potter in referring to the North Shore Railway, now being constructed between Quebec and Montreal, nor to the Canada Central between Montreal and Toronto *vid* Ottawa; and yet Mr. McEwen was not ignorant of these facts, for Mr. Potter had openly declared a deadly feud against them. But the Canadian people have set their hearts on the completion of these undertakings, and they have

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

the Canada Southern, and the Great Western of Canada Air Line.

At the meeting held at the Cannon Street Hotel on the 21st March last, for the purpose of approving the agreement which the Directors had entered into with Mr. McEwen, Mr. Potter had the candour to state that the Directors could have not had the courage to submit such a proposition on their own responsibility, as they did not believe they could have carried it out. He asked those present to sign on small slips of paper their assent or dissent to the agreement, and we venture fearlessly to say that, notwithstanding the wonderful unanimity of the meeting, had he also asked the proprietors present to sign on other small slips of paper the amount in the new issue of Stock which they were prepared to take at the price to be dictated by Mr. McEwen, there would not have been a *bond fide* total subscription for £5,000. We may rest assured that when men like Lord Wolverton, Mr. Thomas Baring, Mr. Kirkman Hodgson, and Mr. Robert Gillespie, supported by all the practical knowledge and ability of such men as Mr. Newmarsh, Captain Tyler, Mr. Hodgkinson, and Mr. Potter, admit their inability to place £10,000,000 of common Stock at a price which will only bring the Company £1,900,000, and, therefore, depute that office to such men as Mr. Alexander McEwen and Mr. Albert Grant,—

“A child might understand,
The de'il had business on his hand.”

In this business we consider that the Directors of the Grand Trunk have shown no higher instinct than that of the ostrich, and they may rest assured of this, that although they may hide their bill, the body will not escape observation and comment.

This pamphlet is not written for the benefit of the Bond and Stockholders of the Grand Trunk, but for the protection of the British public, inasmuch as the Board of Directors and proprietors of that Company have given their sanction to this scheme of a ring of speculators, whose object is to corner the said British public in a gigantic stock-jobbing operation, and

saddle them with this £10,000,000 of *very common stock*, upon which not one shilling of interest can ever be paid, but at a price which will leave the ring a profit of one million sterling more or less.

If proof were required that the object was a stock-jobbing operation, it will be manifest in the fact that here is a railway, with an existing common Stock of £3,500,000, requiring £1,500,000 to put the undertaking in good order. This sum could have been obtained on Preference Bonds at an annual charge for interest of £90,000; but instead of adopting this course, it has been determined to issue to Alexander McEwen, Grant & Co., £10,000,000 of common Stock, to rank *pari passu* with the existing Stock, McEwen and Co. or their nominees paying the Company altogether £1,900,000, the Directors being bound to issue the Stock at such a price as McEwen & Co. may dictate; and yet, in the face of this issue, the common Stock has not fallen in price, but actually risen about 60 per cent. Shakespeare said, that "the time was when the life was out of a man he would die," but this order of things has for the present been reversed as regards the Grand Trunk by the ring having bought up all the floating Stock in the market before making their scheme public, and the consequence is, that the non-speculative holders will not sell at present prices in the hope that the Stock will go higher.

The scheme is certainly a bold one, and is said to have been so far successful to the ring, that they could afford to forfeit the £100,000 deposit paid to the Company, and still retire with a large profit. Whether or not the ring will fulfil their agreement with the Company, will probably depend upon the Bank rate of interest and the credulity of the British public. But should the next instalment due on the 17th instant be paid, making in all a deposit of £200,000, it must be borne in mind that the ring have got the control for stock-jobbing purposes of an undertaking in which about £25,000,000 has been expended, and that, if it is necessary to inflate the traffic receipts for the purposes of sending up the Bonds and Stock, they will be in-

flated, and that if it is necessary to depress them, they will be depressed, the whole aim and object of the ring being to make the largest profit possible, utterly regardless of the future welfare of the Grand Trunk Railway.

An attempt will probably be made to put this Stock off on the public at prices ranging from £25 to £30 per cent. We would recommend the public to invest their money in other railway securities instead, say Pennsylvania Central, Philadelphia and Reading, Cleveland and Pittsburg, or New York Central. £25 invested in the common Stock of any of these undertakings, and the interest allowed to accumulate in the same investments, would reach £100 in about 14 years—a period we fearlessly assert at which the Grand Trunk will not have arrived at the means of paying 1 per cent. on its 4th Preference Stock.

This pamphlet would scarcely be complete without a brief reference to some of the previous operations of the authors of this "Very Latest Grand Trunk Scheme."

Many persons have no doubt asked the question, Who is Mr. McEwen? Mr. Alexander McEwen is a Scotchman, who has read Professor Aytoun's story of "The Glenmutekin Railway," and has endeavoured to profit by it; for, in attempting to imitate the inimitable Mr. Dunshunner and Mr. McCorkindale, Mr. McEwen formed a ring in 1863 for the purpose of "cornering" the British public by putting up Grand Trunk Railway Stock on the London and Provincial Stock Exchanges. Messrs. Baring and Glyn, being appealed to, honourably came to the rescue of the British public by putting a quantity of Grand Trunk Stock on the market, and broke the ring. In the autumn of 1869 James Fisk and Jay Gould formed a ring in New York for the purpose of putting up gold, and "cornering" the American public. Mr. Boutwell, the Secretary of the Treasury, on being appealed to, acted in a like honourable manner to Messrs. Baring and Glyn, by putting a quantity of gold on the market, and broke the ring, and Messrs. Fisk and Gould adopted the American expedient

of getting out of a difficulty by "repudiating." Now, we consider it very inconsistent in Messrs. Baring and Glyn to give their sanction to a scheme which is, in all its essential particulars, the formation of another ring. Many persons no doubt ask the question, Who is Baron Grant? Why, he is Mr. Albert Grant, the promoter of the Marseilles Land Company, the Credit Mobilier, and Credit Foncier Companies, and other kindred undertakings, which proved so disastrous to the Shareholders in 1866. After arranging his affairs with the several official liquidators of the defunct Companies of 1866, he rose like a Phoenix from the ashes, and the British public have subsequently felt the effects of his fertile ingenuity in such schemes as the Mineral Hill and Emma Silver Mining Companies.

"Facts are indeed stranger than fiction."

We have faithfully traced the history of the manipulators of the Grand Trunk Railway for the past ten years; we have shown the fatal results of the abdication of Mr. Baring in favour of Mr. Watkin, and of Mr. Watkin in favour of Mr. Potter, and lastly of Potter in favour of McEwen, Grant, & Co., and the conclusion we have come to is, that if any man of ordinary intelligence, with these facts before him, chooses to invest his money in this new issue of Grand Trunk Railway Stock, he will be undeserving of the slightest sympathy if he loses it.

LONDON, 15th May, 1873.

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