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for no such complacency. Inspired newspaper writers have lately been quoting the amalgamation of the Northern Railway with the Hamilton and North-Western as proof that such things are done, and can be done again, in Canada. But there is little analogy in the two cases. Your amalgamation, Sir, will rouse the antagonism of Toronto, Paris, London, Galt, Guelph, Woodstock, and the Buffalo and Detroit frontiers. The amalgamation cited as a precedent concerned only the small town of Barrie and the city of Hamilton. The chief citizens of Hamilton were on the Hamilton and North-Western Board, and were personally responsible for advances. They extricated themselves from a very tight place by this amalgamation. Hamilton therefore was quiet, though undoubtedly her interests were sacrificed to Toronto, and Toronto had no cause to complain. At the points of contact threatened by your scheme nothing short of a revolution would follow the withdrawal of the present competition (such as it is) for local business.

The Great Western Company has a natural right to resist encroachments made by the Grand Trunk. The Great Western was built through the Western Peninsula upon the distinct understanding that it would be the Grand Trunk line west of Toronto. Faith was broken, and the Toronto and Guelph road was the first section of the present Grand Trunk system built in opposition to the Great Western. What that breach of faith has cost original Great Western shareholders it is impossible to calculate; but now that a similar opposition east of Toronto is threatened to the Grand Trunk Railway, and a chance is to be afforded for the Great Western to retaliate exactly in kind, and get back some of its losses, the Grand Trunk artillerymen are bid stand to their guns, and the air is full of thunder and smoke.

Independent of through traffic, the Great Western has the best paying piece of railway in British North America in their Hamilton and Toronto branch; they have a better country to pass through than the Grand Trunk, and a prospect of better times to come; they have good and economical local management; and their affairs at home and in Canada are honestly and conscientiously administered--a great change from what I can remember in this respect. Is it possible that the owners of such a property should consent to be made tools of for the extrication of a few unfortunates from a serious predicament?

From first to last the state of the case submitted to them by you and your friends has been absurdly wrong and imperfect, and has been received in Canada with the derision it deserves. But time and space will not admit of a full exposition of all the fallacies adduced. The Rome and Watertown agreement is ridiculed by you as having fallen through, whereas it is notorious that Vanderbilt gave the Great Western every facility at the Niagara Suspension Bridge for making the connection, so saving the Company the expense of a bridge at Lewiston, as well as several miles of road. Colonel Grey has a right to think this a master-stroke of policy. In fact, a new route for summer travellers to the White Mountains and New England was opened up, no doubt to the disgust of the Grand Trunk; and of this, if you are commonly honest, it must be supposed you are ignorant, though everybody in Canada is perfectly well aware of it. Quite naturally, the actual ownership of five shares in the company has not been sufficient inducement for you to make a searching examination into its business; but why, then, take so prominent a part in the attempt to save it from destruction? You cannot run with the hare and hunt with the hounds. The hare repudiates your companionship, and suspends your sympathy.

I shall conclude with an extract from the latest number of the *Economist*, always a well-informed journal:--

Efforts are being made by speculators to revive the fusion cry in respect to the Great Western and Grand Trunk companies, with apparently as little chance of success as heretofore.

It seems, then, that all well-informed writers in England and Canada agree in the measure taken of you and your coadjutors. What I have read on the subject in some respectable English newspapers would be astounding, were it not for the reflection that the honest editors take a good deal on trust, and only know what you choose to tell them.

Your obedient servant,

W. A. DIXON.

March 24th, 1882.

