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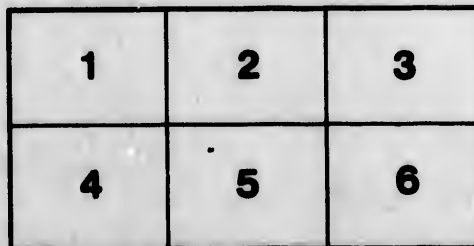
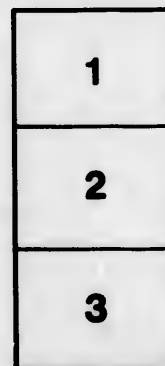
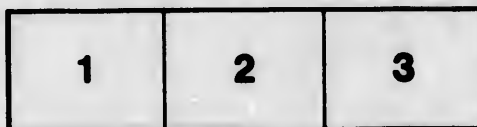
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## LETTER OF APPLICATION.

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To

J. M. GRANT, Esq., *Secretary,*  
*Grand Trunk Railway of Canada.*

*Seville Iron Works, Dublin,*  
29th Jan. 1861.

SIR,

Be pleased to consider this a respectful application for an appointment on the Commission about to be sent out to Canada, for purposes indicated in the recent reports of your Directors, and the London committee of bondholders.

I proceed to state, very briefly, what are my pretensions for filling so important and onerous a post ; and in so doing I will occasionally refer, by way of voucher, to some of my Testimonials, as they will be found numbered in a printed copy which accompanies this note.

I have been connected with railway interests in one shape or other, continuously, since the year 1835 ; when, at the request of the Chairman of the Birmingham and Derby Railway, I prepared and proved before Parliament in the following session, the statistics of traffic and revenue for that line, under the then new standing orders of Parliament. And I respectfully refer to the letter of Mr. Henry Smith—the Chairman of the line in question—to Mr. Glyn,



(testimonial No. 17a) for proof of the satisfactory manner in which I discharged this, then novel, duty.

From that time to the present I have been similarly engaged for a large number of Companies in all parts of the three kingdoms, and am well known to all the leading Parliamentary Agents in this capacity.

The severest tests which can be applied to the value of estimates of this nature are, of course, the *results* of the actual traffic after the lines have been opened; and I have satisfaction in referring to the testimonial (No. 10) of Mr. J. J. Hope Johnstone, M.P., formerly Chairman of the Caledonian; as also to those of Mr. Castleman (No. 4), and Captain W. S. Moorsom, C.E. (No. 8), both officially connected with the Southampton and Dorchester line, as proofs of this character.

I may, perhaps, be pardoned if I likewise refer to No. 27 of my testimonials;—being the transcript of a shorthand note of a conversation which took place when the “Caledonian” Railway scheme and its great rival, the “Glasgow Dumfries and Carlisle,” were on their trial before the Commons’ committee on the Bills,—for proof of the clear and orderly manner in which—in the opinion of the Committee—the complicated details of present traffic by land and sea, and the expected traffic and revenue of the Caledonian Railway, were presented to the committee.

I have also been repeatedly engaged by the Directors of railways, to make investigations into matters of traffic and revenue, for their own especial guidance, after their Acts were obtained; and both before and after the lines were opened.

I was first so employed by the Directors of the "London and South Western Railway," at a time when a species of panic existed among the shareholders as to its prospects. My report will be found—together with those of Mr. Chaplin and Mr. Lacy, who were similarly engaged—incorporated with that of the Directors, to the half-yearly meeting of proprietors in June, 1837.

And I have pleasure in referring especially to the testimonials of Mr. Reed (No. 2), Mr. Lacy (No. 7), and Mr. F. T. Bireham (No. 22), as vouchers for the manner in which I performed this last-named duty.

I was also engaged in like manner by the Directors of the "London and Birmingham Railway," whilst the line was constructing, to ascertain the probable quantity and kind of goods-traffic which would arrive at and depart from Birmingham, with a view to determine the extent of terminal station accommodation which it was required to provide.

In 1847 I joined the members of an engineering firm in Liverpool, largely engaged in the construction of railway plant for home and foreign use. We together established extensive works of this character in Dublin, under the style of "*The Irish Engineering Company*," of which I became the managing partner, and which I now retain as sole owner—the conduct, however, devolving on others. My firm was well known to many of the chief railway engineers, among whom was the late Mr. Brunel, under whom we constructed—partly in Liverpool, and partly in Dublin—the iron tubular bridge for the passage of the South Wales Railway over the Wye, at Chepstow.

This connection has contributed to keep me in constant

business communication with the officials of all the principal railways in Great Britain and Ireland, and some also on the Continents of Europe and America.

I have, too, been a holder of stock in many of the principal lines of railway in England and Scotland, which has increased my familiarity with the manner of keeping their accounts.

In 1858-9 I visited Algeria, in company with three other gentlemen, on the engagement of a party who were seeking the concession of some of the lines of railway projected by the French Government in that colony. My especial duty was to report statistically upon the project, which I did, after much communication with the Government officials in Paris and the colony, and traversing the entire route, under military escort, from Algiers to Oran.

I conclude by respectfully drawing attention to my Testimonials herewith (together with print copy for more easy reference), most, if not all, of which are furnished by gentlemen well known to the railway world.

I venture to think these documents afford evidence that, if intrusted with a share of the duties of the Commission, I shall enter upon it with a due sense of the solemn obligation which it entails, and a determination to discharge it satisfactorily to those by whom I am retained, and with credit to,

Sir,

Your obedient servant,

WILLIAM PARE.

## TESTIMONIALS.

—♦—  
No. 1.

*From WILLIAM SCHOLEFIELD, Esq., M.P.*

*London Reform Club,  
16th Jan. 1861.*

MY DEAR SIR,

I am glad to hear that you are a candidate for the appointment about to be made by the bondholders' committee of the Grand Trunk Railway, because I sincerely believe that, in the interests of the shareholders, no one is better than yourself fitted for the investigation of the Company's affairs in Canada; whether by your long experience in railway matters, your general ability, or that high character which justifies the most implicit reliance on any statements you may make after investigation. I heartily wish you may be the successful candidate, and am,

My dear Sir,

Yours very truly,

WILLIAM PARE, Esq.

WILLIAM SCHOLEFIELD.

No. 2.

*From WILLIAM REED, Esq., Chairman of the "Rogston and Hitchen Railway Company;" one of the Founders and Directors of the "Paris and Havre Railway," &c. &c.*

*Oak Lodge, Kensington,  
11th Jan. 1861.*

DEAR SIR,

I regret that the very slight knowledge I have of any of the gentlemen of the committee appointed by the share-

holders of the Grand Trunk Railway, does not permit me to take the liberty of addressing them personally, with a view to recommend you as exceedingly eligible for the purpose of making the proposed journey of investigation.

But I have no hesitation in saying, that no one can be better fitted, by experience and knowledge of railway matters, to carry out such an inquiry.

It is now, I believe, somewhere about 23 or 24 years since you made a similar inquiry into the affairs of the London and South Western Railway Company, at which time I filled the office of Secretary, and your frequent employment in subsequent and similar investigations cannot but have made you familiar with all the points necessary to such an inquiry.

I am, dear Sir,

Yours faithfully,

WILLIAM PARE, Esq.

WILLIAM REED.

No. 3.

*From* THOMAS BRASSEY, Esq.

*Hotel Menrice, Paris,*

15th Jan. 1861.

DEAR SIR,

I received your favour of the 12th, with its inclosure, on my arrival here from Turin.

I go to London to-morrow, and I shall, perhaps, have an opportunity of naming you to some member of the committee, which I shall do with pleasure and satisfaction—especially so, after Mr. Reed's letter; but I have not the most remote idea of the views of the committee.

I am, my dear Sir,

Yours very truly,

WILLIAM PARE, Esq.

THOMAS BRASSEY.

No. 4.

*From* CHARLES CASTLEMAN, Esq., *Deputy Chairman of the*  
*"London and South Western Railway," &c. &c.*

*St. Ive's, Ringwood,*  
 14th Jan. 1861.

MY DEAR SIR,

I have much pleasure in bearing my testimony to the very able manner in which the statistics of traffic on the line which has been occupied by the Southampton and Dorchester Railway were got up by you, and which have been fully borne out by the experience of the thirteen years during which the line has been opened for traffic.

I am, my dear Sir,

Yours faithfully,

WILLIAM PARE, Esq.

CHARLES CASTLEMAN.

No. 5.

*From* JOSEPH PARKES, Esq.

*Taxing Master Parkes' Office, Staple Inn,*  
 14th Jan. 1861.

DEAR PARE,

As I understand you are a candidate for one of the three Commissionerships of the Grand Trunk Railway of Canada, I gladly give you my testimonial to your special fitness for one of such important temporary offices.

Having known you in Birmingham, from 1824 to 1833, and constantly since, and so many years when you were engaged in early railway matters, I can truly say that I know no one more fitted for the functions of the Commissionership.

As one of the three Commissioners, you would carry with you some qualifications for the inquiry and report, which other men might not equally possess; and, further, I am confident you would not be "*humbugged*," or put off your moral bias. You would firmly, yet well-temperedly, enter on the inquiry; and as

you do not seek a selection of yourself as a Commissioner for its pecuniary use, you would be a therefore properer person than many others for the object in view.

If I can be of any use for furtherance of your object, in a personal call on Mr. Crawford, Mr. Glyn, or other friends of mine of the Board, or among the bondholders, I will gladly see them.

From your business in Machinery and Rolling Stock, I should also consider your services particularly useful as one Commissioner; and as in Traffic you have had large experience and responsible work.

I need add no more.

Yours truly,

WILLIAM PARE, Esq.

JOSEPH PARKES.

P.S. Since the above-written, I have seen Mr. Crawford, and most highly endorsed you. He said, however, that the Board would select, and the bondholders' committee only approve any selected.

No. 6.

*From ALEX. GRAHAME, Esq., (of the firm of "Grahame, Weems, Grahame, and Wardlaw"), Parliamentary Agent.*

30, Great George Street, Westminster,  
14th Jan. 1861.

MY DEAR SIR,

I would be very glad if anything from me could be of use to you in reference to the proposed investigation, by qualified persons, of the affairs and prospects of the Grand Trunk Railway of Canada.

I know that you have had very large experience in railway matters, and that your abilities and experience in ascertaining and classifying the probable amount of traffic on new lines, were considered of the greatest value; indeed, no one stood higher in that department.

That branch of the evidence in support of the Bills for the Caledonian Railway and other Scottish lines, for which my firm were Parliamentary agents, was intrusted to your care, and the duty was very efficiently performed.

I am, yours faithfully,

WILLIAM PARE, Esq.

ALEX. GRAHAME.

No. 7.

From HENRY C. LACY, Esq., *Director of the "London and South Western Railway," &c. &c.*

*London and South Western Railway.  
General Office,  
Waterloo Bridge Station,  
London, 14th Jan. 1861.*

DEAR SIR,

I have learnt that you are applying to be one of the Commissioners for investigating all relative to the Grand Trunk Railway of Canada.

From my knowledge of you for a great many years, I have no hesitation in saying that I do not know a person so well qualified as yourself to go into such a matter of inquiry, or so fit to suggest what is best to be done for the future advantage of that majestic enterprise.

I am, dear Sir,

Yours very truly,

WILLIAM PARE, Esq.

HENRY C. LACY.

No. 8.

From CAPTAIN W. S. MOORSOM, C.E., *Chief Engineer of the "Southampton and Dorchester Railway," &c. &c.*

*17, Great George Street, Westminster,  
16th Jan. 1861.*

I have to state that Mr. Pare was officially connected with me on the Southampton and Dorchester Railway, for the



purpose of estimating the traffic, previously to obtaining the Act of Incorporation; and that his estimates were fully and exactly borne out by the traffic afterwards carried upon the railway. The works were laid out upon this basis, and the capital, thus determined, has always returned a fair dividend to the proprietors.

W. S. MOORSOM.

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No. 9.

*From JAS. MALLEY, Esq., Solicitor for the "Midland Great Western Railway of Ireland" Bill, in Parliament, &c. &c.*

48, Upper Sackville Street, Dublin,  
16th Jan. 1861.

MY DEAR SIR,

I am favoured with your letter, and, if you so desire it, will have great pleasure in communicating with Sir Richard Griffith.

If the shareholders in the Grand Trunk Railway of Canada are fortunate enough to secure your services, for the purpose of a personal investigation into the affairs of the Company, I shall consider that they will have accomplished a most desirable result, as I have rarely, if ever, met with a gentleman who combines so much general information relative to railway statistics, with a thorough knowledge of business and accounts.

My professional connexion with the Midland Great Western Railway enables me to form a pretty accurate idea of your competency in dealing with intricate details, and if I were interested in the affairs of the Grand Trunk Railway, nothing would give me greater confidence in the certainty of a truthful result, than the fact of the investigation being committed to the charge of William Pare.

I am, my dear Sir,

Very sincerely yours,

WILLIAM PARE, Esq.

JAS. MALLEY.

No. 10.

*From J. J. HOPE JOHNSTONE, ESQ., M.P.**Raehills, 18th Jan. 1861.*

DEAR SIR,

I have been favoured with your letter of the 14th, and have much pleasure in bearing my testimony to the great care and accuracy with which you ascertained and proved the probable traffic and revenue of the Caledonian Railway, when the Bill for promoting it was before Parliament.

The Provisional Committee, one and all, were highly satisfied with what you then did, and experience has more than justified your calculations.

I shall be happy to learn that you succeed in the object you now have in view.

I remain,

Yours faithfully,

WILLIAM PARE, ESQ.

J. J. H. JOHNSTONE.

No. 11.

*From WILLIAM STEPHENS, ESQ., Solicitor for the "North Kent Railway" Bill, in Parliament, in 1845.*

*30, Bedford Row, London,  
18th Jan. 1861.*

DEAR SIR,

I can with great propriety state, that on the occasion of your employment in ascertaining and arranging for Parliament the traffic on the North Kent line of railway in 1845, you performed the task with great ability and satisfaction.

You were, I think, chosen for that operation by the late Baron de Goldsmid, the Chairman of the Directors, from a personal acquaintance with your capacity, which is a better recommendation than any I can give.

Yours very faithfully,

WILLIAM PARE, ESQ.

WILLIAM STEPHENS.

No. 12.

*From* CORNELIUS NICHOLSON, Esq., *Late Managing Director of the "Great Indian Peninsula Railway," and one of the original Directors of the "Lancaster and Carlisle" and "Caledonian" Railways.*

*Muswell Hill, 19th Jan. 1861.*

DEAR SIR,

I have pleasure in stating that the manner in which you got up the traffic statistics of the Lancaster and Carlisle and Caledonian Railways for Parliament, evidenced your complete mastery of figures, and arrangement of details of accounts, and proved to me that you are very fit to undertake the investigation of the financial position of the Grand Trunk Railway of Canada.

Yours truly,

WILLIAM PARE, Esq.

CORNELIUS NICHOLSON.

No. 13.

*From the Private Secretary of Sir Rowland Hill, K.C.B., F.R.S.; &c.*

*Post Office, 18th Jan. 1861.*

SIR,

With reference to your application of the 16th inst., I am directed by Sir Rowland Hill to inform you that he has written a letter upon the subject in your behalf to Mr. William Newmarch, whom he has the pleasure of knowing.

I am, Sir,

Your obedient servant,

W. PARE, Esq.

ALAN MACLEAN.

No. 14.

*From* JOHN JACKSON, Esq., W.S., *of Dumfries, the local Agent for the "Caledonian Railway" Bill, in Parliament.*

*Dumfries, 16th Jan. 1861.*

DEAR SIR,

I have yours of the 15th current. As the local agent employed in promoting the Caledonian Railway Bill,

and in opposing the schemes set up against it, I had for two years the best opportunity of forming an opinion of your powers of dealing with everything connected with railway statistics, and I have no hesitation in stating from my own knowledge, that you are eminently qualified to unravel and clearly set forth everything connected with railway matters and accounts, however extensive or complicated they may be.

I do not write this in a merely complimentary sense; it is just a statement of what I am satisfied is perfectly true.

I am, dear Sir,

Yours truly,

WILLIAM PARE, Esq.

JOHN JACKSON.

No. 15.

*From T. M. GRESHAM, Esq., one of the Founders of the "Dublin and Kingstown Railway," and a Director, from its commencement, of the "Dublin and Drogheda Railway."*

*Raheny Park, Dublin,*

18th Jan. 1861.

MY DEAR FRIEND,

I have just heard that you are a candidate for the appointment as one of the Commissioners to go to Canada respecting the Grand Trunk Railway.

As one of the founders of the Kingstown Railway, also of the Drogheda Railway, of which I continue to be a Director, I can only say my sincere opinion is that there are few men living more fit for such an appointment, whether from your statistical abilities, which are very great, or otherwise in every respect; and I now speak from many years' opportunity of judging.

With a sincere desire that you may accomplish your work,

I remain,

My dear Sir,

Yours faithfully,

WILLIAM PARE, Esq., &c. &c.

T. M. GRESHAM.

## No. 16.

*From L. CROMBIE, Esq., Secretary of the "London and South Western Railway;" and, in 1845, one of the Solicitors for Railway Bills in Parliament, in connection with the South Western system.*

*London and South Western Railway.  
Secretary's Office,  
Waterloo Bridge Station,  
London, 18th Jan. 1861.*

MY DEAR SIR,

As you ask a testimonial from me, as to your qualifications for the appointment of Commissioner in the affairs of the Grand Trunk Railway Company, I have much pleasure in complying with your request; although disposed to think that my recommendation can be of little value among so many you ought to be able to obtain.

I can most conscientiously say that I do not believe a more fit man could be selected to be one of the Commissioners.

My knowledge of your business habits, and perfect acquaintance with all railway matters, dates from 1845, my own commencement in the same field; and having often worked in the same schemes with you, I had ample means of judging of your capabilities.

It will afford me much pleasure to learn that you succeed in your endeavours.

Believe me,

Yours most truly,

WM. PARE, Esq.

L. CROMBIE.

## No. 17.

*From HENRY SMITH, Esq., of Birmingham, one of the original Promoters, and for many years Chairman of the "Birmingham and Derby Railway Company," &c. &c.*

*Leamington, 19th Jan. 1861.*

MY DEAR SIR,

I have your letter of the 18th inst., and have much pleasure in trying to serve you—the more so, as I can do it with real satisfaction to myself.

I inclose a note to Mr. Glyn, by whom I am known.

With every hope that you may succeed in your wishes, and also work out good over the water,

I remain,

Very truly yours,

WILLIAM PARE, Esq.

HENRY SMITH.

No. 17a.

[Inclosure in the above, and here used by permission of the parties.]

Birmingham, 19th Jan. 1861.

DEAR SIR,

I have been informed by Mr. William Pare that he seeks to be appointed one of the Commissioners about to be sent by yourself and Mr. Baring to investigate the condition of the Grand Trunk Railway of Canada, and he has requested me to express my opinion of his qualifications for the office.

I have known Mr. Pare for many years, and had the pleasure of giving him his first appointment connected with railways, when the Birmingham and Derby line was commenced.

I requested him to undertake the preparation of the traffic case, having known his great ability in the investigation of such matters—his energy, and the safety with which such a trust might be confided to him. I can but say this confidence was fully redeemed; and that, during the whole period of his connection with our Company, he gave the most entire satisfaction.

I know that, since that time, the additional experience of the same kind he has acquired has only added much to his former competency; and in assuring you, I believe if the responsibility rested with me, I could not select a more competent man for the purpose in view, I feel that whilst I seek

to serve one whom I highly respect, I am doing a service also to those for whose interests you are concerned.

With the hope that his application may be successful,

I remain, dear Sir,

Yours very respectfully,

G. CARR GLYN, Esq., M.P.

HENRY SMITH.

No. 18.

From THOMAS WHEELER, Esq., *Barrister-at-Law, &c. &c.*

Temple, 21st Jan. 1861.

DEAR SIR,

I have great pleasure in bearing my testimony to your intimate knowledge of railway statistics and accounts, and to your great industry in the pursuit of such investigations.

My knowledge of your capabilities in these respects was acquired first many years ago, when your services were enlisted on behalf of parties who were opposed in interest to me and my clients. The respect which I then had for you as an opponent, has not been diminished, but, on the contrary, has been increased by all I have since heard of you.

I cannot doubt that you would be found most useful and efficient in any inquiry connected with the Grand Trunk Railway of Canada.

And you have my best wishes in your candidature.

I am, dear Sir,

Yours truly,

WILLIAM PARE, Esq.

THOMAS WHEELER.

No. 19.

From SAMUEL BEALE, Esq., M.P., *Chairman of the "Midland Railway Company," &c. &c.*

Derby, 21st Jan. 1861.

MY DEAR SIR,

By an accident your note did not reach me, as I have been ill, and letters were for a day or two put aside, yours amongst them, and not found immediately.

I am glad to find you are proposing to inquire into the present position and prospects of the Grand Trunk Railway, and hope that you will be successful in your application to the parties who desire the inquiries, because I believe you to be singularly well fitted to make such an inquiry; from my long knowledge of you (part of which has a connection with railway traffic inquiries), and because I think you would be most usefully engaged in promoting the interests of a great work, in which—although not pecuniarily interested—I cannot but feel deep interest, as in its being able to overcome its difficulties will depend much of the progress of railways in new countries.

I am, yours truly,

WILLIAM PARE, Esq.

SAMUEL BEALE.

No. 20.

*From G. W. HEMANS, Esq., C.E., Engineer in Chief of the  
"Midland Great Western Railway of Ireland," &c. &c.*

13, Queen's Square, Westminster,  
23rd Jan. 1861.

I have the pleasure of knowing Mr. Pare, who was at the head of large Iron Works in Dublin, and I consider him a very intelligent and energetic man of business, of high character, and who would be very useful in any matters connected with engineering.

G. W. HEMANS.

No. 21.

*From J. ALLEN RANSOME, Esq., C.E., Promoter and Director of  
lines of Railway in the Eastern Counties, now absorbed in  
the "Eastern Counties Railway" system.*

Ipswich, 24th Jan. 1861.

RESPECTED FRIEND,

I know so little as to the state of affairs of the Grand Trunk Railway, and still less of the parties principally



interested in the proposed investigation, that it would seem impertinent in me to offer an opinion on any matter of appointment which they may have under consideration.

It is many years since I used to meet thee in the earlier days of railway enterprise, but I have seen enough to have this conviction, that few men have had so good opportunities for becoming well informed on railway questions as affecting traffic—and perhaps fewer still, whose capacity for profiting by such knowledge would be so great as thy own.

I remain, with kind remembrance,

Thine sincerely,

TO WILLIAM PARR.

J. ALLEN RANSOME.

No. 22.

*From FRANCIS T. BIRCHAM, Esq. (of the firm of "Bircham, Dalrymple, and Drake"), Solicitor to the "London and South Western Railway Company," &c. &c.*

*Parliament Street, 25th Jan. 1861.*

DEAR SIR,

It is several years since I had the pleasure of personal intercourse with you, but I have a lively memory of the zeal and intelligence with which you dealt with many cases involving wide inquiries respecting the probable traffic of projected railways with which I was connected as the professional adviser of promoters or opponents.

Especially your inquiry into and report upon the traffic resources of the London and South Western Railway, and the manner and extent of their probable development, were found to be eminently useful, and were adopted at the time by men of great judgment, and were subsequently justified in all material respects.

Another pertinent instance is the Southampton and Dorchester Railway, where I confess that your estimates and

opinions were at the time much distrusted by gentlemen for whom I was then acting; but I am bound to say that subsequent experience has shown that you were in the right.

In advising upon existing traffic and its probable development, I consider that your natural ability and your experience could not fail to be highly useful to any Railway Company or like body obtaining your services.

I am, dear Sir,

Yours faithfully,

WILLIAM PARE, Esq.

FRANCIS T. BIRCHAM.

No. 23.

*From AMBROSE LACE, Esq. (of the firm of "Lace, Marshall, Gill, and Clay"), Solicitor, Liverpool.*

*Liverpool, 26th Jan. 1861.*

MY DEAR SIR,

It gives me sincere pleasure to have the opportunity of expressing my opinion, formed from the frequent communications I had with you in Messrs. Finch's affair, of your fitness in every way for the office you seek, as one of the Commissioners to investigate and report as to the Grand Trunk Railway and its future.

You appeared to me to have (so far as I could judge) a full knowledge of railway inquiries, a facility in figures, general readiness for business, patience, and perseverance; and, I will only add, I should much rely on the views you took.

I am, my dear Sir,

Yours very truly,

WILLIAM PARE, Esq.

AMBROSE LACE.

No. 24.

*From HENRY EDMUNDS, Esq., Manager of the "Birmingham and  
Midland Bank," &c. &c.*

*Birmingham and Midland Bank,  
Birmingham, 19th Jan. 1861.*

MY DEAR SIR,

I fear I am personally unknown to the Directors and Shareholders of the Grand Trunk Railway of Canada, but you are quite at liberty to use my name as a reference as to your capability to perform the duties required of the Commissioners about to be sent out to Canada to investigate the affairs of the Company.

Your long practical experience in general Railway matters combined with the important trusts that have, I know, been placed in your hands by so many Railway Companies, must fully qualify you for the appointment you are seeking, and I feel sure, from the knowledge I have of your upright and enterprising character, that the interests of the Shareholders will not suffer in your hands.

Had our late mutual friend, Charles Geach, Esq., been living, I know he would have written on your behalf direct to the Committee, and done anything in his power to further your views, as I have frequently heard him say he knew no man better acquainted with Railway statistics than yourself.

I remain, my dear Sir,

Yours faithfully,

WILLIAM PARE, Esq.

H. EDMUNDS.

No. 25.

*From WILLIAM H. LE FEUVRE, Esq., C.E.*

*18, Great George Street,  
Westminster, 29th Jan. 1861.*

MY DEAR SIR,

As a shareholder and bondholder in the Grand Trunk Railway, I am glad to hear of your candidature as a member of

the Commission about to be sent to Canada to investigate and report on the Company's affairs, believing, as I do, that your antecedents have eminently qualified you for such a duty.

I speak with more confidence in consequence of the opportunities I had of judging of your fitness, during a journey we made, together with others, two years ago, over the country from Algiers to Oran, for the purpose of investigating and reporting upon the line of railway now in course of construction in that Colony; and from my knowledge that your statistical report on this project was highly valued by the parties who engaged you for this service.

Trusting you will be selected as one of the Commissioners,

I am, my dear Sir,

Yours very faithfully,

WILLIAM PARE, Esq.

W. H. LE FEUVRE.

No. 26

*From LAMPLUGH W. WICKHAM, Esq., Managing Partner of  
the "Loxmoor Iron Company," Bradford, Yorkshire.*

*Cheshant Grove,*

*Tadcaster, January 29th, 1861.*

DEAR SIR,

Your letter of the 26th instant, informing me of your intention to become a candidate for the situation of one of an investigating Commission of the Grand Trunk Railway, only reached me this morning, and I write in very great haste to assure you that it will give me pleasure to learn that your application is successful. I feel sure, from what I saw of your business talents in connection with the affairs of Messrs. Finch and Sons, and Finch and Willey, that the Shareholders of the Grand Trunk Railway may place the greatest confidence in the due discharge of any duty that may be required from you; and I feel that they may consider themselves fortunate if they secure your services.

Believe me,

Yours very sincerely,

WILLIAM PARE, Esq.

L. W. WICKHAM.

## CALEDONIAN RAILWAY.

*Minute of a conversation in the Commons' committee-room of a Scottish group of railways, May 22, 1845; the line immediately under consideration being the "Glasgow, Dumfries, and Carlisle," a rival scheme to the "Caledonian," the promoters of which had just previously laid their case before the committee.*

A professional accountant of Glasgow, who had been engaged by the Directors of the Glasgow, Dumfries, and Carlisle line to prepare their estimates of traffic and revenue, had been some time under examination in chief by Sir Thomas Phillips, the leader in the case, when the following colloquy took place between members of the committee and Sir Thomas :—

SIR PHILIP EGERTON.—The traffic and revenue tables put in by the other side (the Caledonian) are much clearer and more comprehensible than yours. They are more easily dissected, too—yours are prolix and confused.

SIR THOMAS PHILLIPS.—Yes, sir, no doubt our friends on the other side have had the best assistance they were able, on this head, to obtain.

THE CHAIRMAN (John Parker, Esq., M.P. for Sheffield).—The Caledonian tables are a model for the Statistical Society.

SIR THOMAS PHILLIPS.—Yes, I believe it is agreed on all hands, that in these matters there is no second Mr. Pare.

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