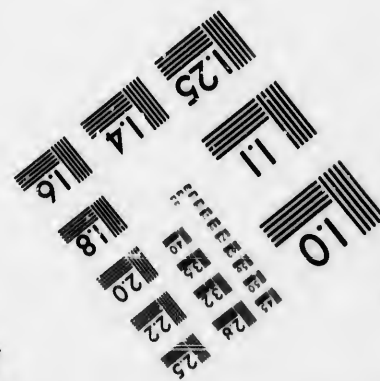
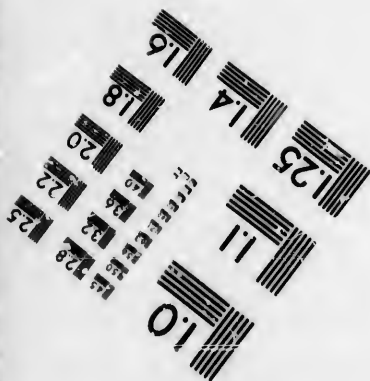
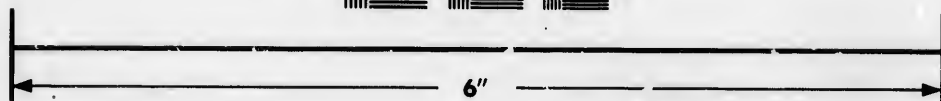
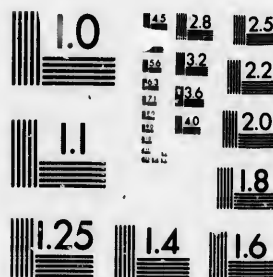


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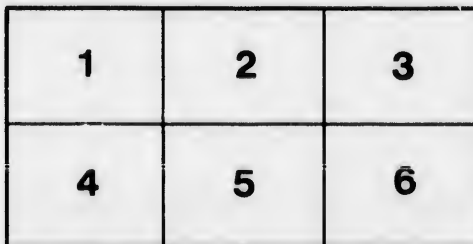
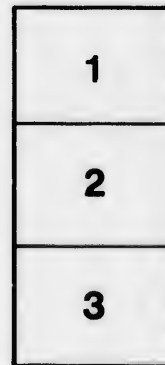
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# THE GREAT SOUTH WESTERN RAILWAY.

To the Editor of the Spectator.

HAMILTON, 6th April, 1857.

Sir,—I find that certain parties for their own selfish ends, are attempting through the press to circulate untruths which would prejudice the public mind (and through it the mind of Parliament) on the subject of my proceedings in the carrying on of the Great South Western Railway, since the lamented death of Mr. Zimmerman. It is therefore due not only to myself, but to those co-operating with me, and to the safety of the great enterprise itself, that the whole truth be at once plainly made known. The following letters, and the appended resolution of the Directors of the Amherstburgh and St. Thomas Railway, explain my whole movement, which is attempted to be made appear one to take advantage of the Trustees of the late Mr. Zimmerman; and the perusal of them will make it evident that the parties to this "Cry" do not make it for the sake of Mr. Zimmerman's estate, but for their own sake, and to grasp for themselves as individuals what is already firmly secured to Mr. Zimmerman's Trustees.

HAMILTON, 21st March, 1857.

J. C. STREET, Esq.,  
Representing George Wythes.  
MILES O'REILLY, Esq.,  
For himself, and as representing the late  
Samuel Zimmerman, Esq.

GENTLEMEN.—Mr. McLeod is here, and has repeated the former assertion of the Amherstburgh Board (of the Amherstburgh and St. Thomas Railway,) that they are led to prevent me carrying out my brother's agreement with Messrs. Wythes and Zimmerman, only by the indications given by Mr. Zimmerman of his not being prepared to abide by the charters as to the Western termini. He offers, on behalf of that Board, to renounce the By-Law to secure my property in the railway; and, with my consent, to give a contract securing the road to go to Amherstburgh—this seeming to be the best, if not the only way to satisfy all parties. In present circumstances, you seem the proper parties to assume the contract, afterwards to be transferred to, or held for, the parties who are to carry out the agreement aforesaid, to secure my outlay and responsibility for the railway.

By now taking this contract, you have it in your power to receive for them the substance of that which my brother undertook to put into their hands. I, therefore, now call on you to take the contract offered; and if you do not do so, with you must remain the responsibility of refusing this practical fulfilment, on my brother's part, of the agreement aforesaid.

I am, Gentlemen,  
Yours respectfully,  
(Signed) ISAAC BUCHANAN.

HAMILTON, C. W., 27th March, 1857.  
ISAAC BUCHANAN, Esq.,  
Hamilton, C. W.

DEAR SIR,—We have to acknowledge your letter of the 21st instant, and to express ourselves prepared to take a contract from the Amherstburgh and St. Thomas Railway Company, for the purposes therein contained, and having especial reference to the fulfilment of your Brother's agreement, of the 26th September last, with Messrs. George Wythes and Samuel Zimmerman.

We therefore now give you this letter to show the understanding on which you assent to the Board of Directors of the Amherstburgh and St. Thomas Railway Company, giving us the contract about to be gone into.

We are, dear Sir,  
Yours respectfully,  
(Signed) M. O'REILLY,  
(Signed) JAMES C. STREET.

Resolution of the Amherstburgh and St. Thomas Railway Directors, held at Amherstburgh, on the 25th of March, 1857.

"It was moved by  
Seconded by  
That the Company do now enter into a contract for the construction of the road with Messrs. J. C. Street and Miles O'Reilly, the former representing George Wythes, Esq., and the latter representing himself, and the

Trustees of the late Samuel Zimmerman, Esq., said contract being for the sum of £— and that the President be authorized to sign the same and attach to it the Seal of the Company."

Now, after reading the foregoing, will any fair and disinterested party say that there has been the slightest approach on my part to any overlooking of Mr. Zimmerman's interests, or that I have failed to act by Mr. Zimmerman's Trustees in this matter with the same scrupulous honor, with which I should desire any party to act to wards my trustees in similar circumstances?

I may add a few words to show that my present more active interference is neither unnatural nor unnecessary. As the public will know, I first got the control of the charters, on which the Great Southwestern Railway is to be built without any view of speculation or profit to myself, but with the simple view of putting it in the power of the Great Western Railway to lay out on this line (instead of along the present Great Western line) the money then ready in London to build its second track; and no good would now arise from my reflecting on how these views of mine were frustrated to my very serious personal injury as well as that of the Great Western Railway.

The public also know, through my report on my return from England in October last to the Directors of the Woodstock and Lake Erie Railway, that in order to prevent the Woodstock and Lake Erie charter being disassociated from the Great South Western through line (which would in reality have been the loss both of the cross road and of the money lent on it by the municipalities) I had proposed to Mr. Wythes in England that I would entirely stand out of the way, if he and Mr. Zimmerman would take over the charters, as held by me, and build on them the whole road between the Niagara and Detroit rivers, including the Woodstock and Lake Erie Railway. I also offered, on my brother's part and my own to give him all the assistance, both in England and America, in our power, asking no further interest in the matter than that I should be relieved by them of my responsibility and should get back the money I had outlayed.

The arrangement alluded to was made, but, to my deep regret, Mr. Zimmerman died, before carrying out the preliminary condition of relieving me from my responsibility, by transferring the Stock from my name or paying back to me the deposits I had made, and thus I was left, as I am at this moment, the only party (except the Municipalities) having any pecuniary interests in the Amherstburgh and St. Thomas and Woodstock and Lake Erie Railway Charters. In these circumstances, left with the power which I had so much desired to be relieved of, I was forced to act, and the course which I thought proper to take is shewn in the foregoing documents.

You will easily perceive how utterly false the insinuation is, that I have either desired to take or have actually taken, any advantage of Mr. Zimmerman's Trustees. The vast interests which I had, and still have, under the arrangement made by my brother with Messrs. Wythes, and Zimmerman dated Liverpool 26th Sept. last, left me no alternative but to act, seeing that my doing so was the only way my property could be protected; but I also saw that the interest of Mr. Zimmerman's estate as well as of Mr. Wythes equally required me to do as I have done.

I am anxious not to add a word of irritation, for I believe that the attempt to inflame and to deceive the Municipalities will be equally vain as the attempt on the public and on Parliament. The Municipalities all along have had perfect confidence in me, and I in them, as parties whose interests are identical; and they can never be made to regard people as otherwise than cutting their throats, whose object is to substitute a direct charter for that of the Woodstock and Lake Erie Railway, concealed though this object may be in the false and wicked "cry" that I have done more than carry out what the late Mr. Zimmerman had agreed to.

I am Sir,  
Yours Respectfully,  
ISAAC BUCHANAN.

