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# REPORT

OF

THE SPECIAL COMMITTEE

APPOINTED

*TO ENQUIRE AND REPORT AS TO THE CONDITION,  
MANAGEMENT AND PROSPECTS*

OF

THE GRAND TRUNK RAILWAY Co.

~~~~~  
Printed by order of the Legislative Assembly.  
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TORONTO:

PRINTED BY JOHN LOVELL, YONGE STREET.

1857.



# ORDER OF REFERENCE.

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LEGISLATIVE ASSEMBLY,

MONDAY, 4th May, 1857.

*Resolved*,—That a Special Committee of nine Members be appointed to enquire and report as to the condition, management and prospects of the Grand Trunk Railway Company ; with power to send for persons, papers and records.

*Ordered*, That MR. BROWN,  
MR. SIMARD,  
MR. PAPIN,  
MR. MASSON,  
MR. CHRISTIE,  
MR. WILSON,  
MR. BELLINGHAM,  
Hon. Mr. Attorney General MACDONALD, and  
Mr. Solicitor General SMITH,

do compose the said Committee.

Attest,

WM. B. LINDSAY, JR.,

Clerk Asst. Leg. Assembly.



# PROCEEDINGS OF COMMITTEE.

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COMMITTEE ROOM,

WEDNESDAY, 6th May, 1857.

In Committee on the annexed order of reference ;

MEMBERS PRESENT :

MR. PAPIN,  
MR. CHRISTIE,  
MR. SIMARD,  
MR. MASSON,  
MR. WILSON, and  
MR. BELLINGHAM.

Read the order of reference.

On motion of Mr *Papin* ; GEORGE BROWN, Esquire, was elected Chairman.

Mr. WILSON was called to the chair, in consequence of the absence of Mr. *Brown*.

On motion of Mr. *Christie*, seconded by Mr. *Papin*,—

*Ordered*, That the Chairman move the House for a Message to the Honorable the Legislative Council for leave to the Honorable *John Ross* to attend and give evidence before the Committee.

*Ordered*, That the following witnesses be summoned to attend the Committee, viz. :

Captain *Galway*, R. E., Montreal ; *A. M. Ross*, Esq. ; Mr. *Grant* ; Mr. *Crawford*, a Member of the House ; Mr. *Galt*, a Member of the House ; Mr. *D. L. Macpherson* ; Sir *A. N. MacNab*, Bart., a Member of the House ; Dr. *Clarke*, a Member of the House ; Mr. *Davis*, Montreal ; Mr. *Holton*, a Member of the House ; *C. S. Gzowski*, Esquire ; *Benjamin Holmes*, and Mr. *Sidney Smith*, a Member of this House.

*Ordered*, That Messrs. *Galt*, *Holton*, *Gzowski*, *Holmes*, *Davis*, and *Crawford* being in Town, be requested to attend before the Committee forthwith.

Adjourned until 10 o'clock, A.M., to-morrow.

# MINUTES OF EVIDENCE.

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*Thursday, 7th May, 1857.*

The Committee met.

MEMBERS PRESENT :

GEORGE BROWN, ESQUIRE, in the Chair ;  
MR. PAPIN,  
MR. SIMARD,  
MR. BELLINGHAM,  
MR. MASSON,  
MR. WILSON,  
MR. CHRISTIE,  
HON. MR. ATTY. GENL. MACDONALD, and  
MR. SOL. GENL. SMITH.

Messrs. Galt and Holton, Members of the House, were in attendance, in accordance with the request of the Committee.

*A. T. Galt*, Esq., a Member of the House, examined :

*Ques. 1.* [By Mr. Bellingham.] Has there been a locating survey made between Stratford and Sarnia?—*Ans.* There has been a locating survey made between Stratford and Sarnia.

*Ques. 2.* Have the plans of such survey been deposited according to the Railway Clauses Act?—*Ans.* I do not know whether the plans of said survey have been deposited according to the Railway Clauses Act.

*Ques. 3.* Have you any knowledge of the quantity of land acquired at Sarnia by Gzowski & Co., the contractors, and the price paid for same?—*Ans.* The question affects the private affairs of Gzowski & Co., and I therefore decline answering the same.

The witness withdrew and the Committee deliberated.

The witness was recalled.

*Ques. 4.* Have you any knowledge of the quantity of land acquired by Gzowski & Co. at Sarnia, for the purposes of the Grand Trunk Railway, or of the price paid for the same?—*Ans.* Under the terms of their contract with the Grand Trunk Railway Company, Gzowski & Co. are required, agreeably to the specification and conditions therein set forth, to furnish station grounds at Sarnia ; Gzowski & Co. have acquired a considerable extent of land at Sarnia, and are prepared to furnish to the Company the requisite extent of land whenever required so to do. The Engineer of the Company has not yet stated the quantity required for the purposes of the Company.

*Ques.* [By the Chairman.] You have not stated the quantity of land so acquired by Gzowski & Co., nor the price. Can you inform the Committee on these points?—*Ans.* By my last answer it will be seen that no specific quantity of land has been as yet designated by the Engineer of the Company, as required for its purposes at Sarnia. Whatever quantity may be so required, must be furnished by the contractors, under the terms of their contract. With regard to the price paid by Gzowski & Co. for any land, I submit to the Committee that the Grand Trunk Railway Company has no interest whatever in the amount, as the price is included in the general price to be paid under the contract, and that the question solely affects the private transactions of Gzowski & Co., and I therefore decline answering the question.

Witness then withdrew.

*Ordered,* That J. M. Grant, Esq., Assistant Secretary of the Grand Trunk Railway at Montreal, be required to attend the Committee on to-morrow.

The Committee adjourned until 10 o'clock, A. M., to-morrow.

*Friday, 8th May, 1857.*

Committee met.

MEMBERS PRESENT :

GEORGE BROWN, Esquire, in the Chair ;

MR. WILSON,

MR. BELLINGHAM,

MR. PAPIN,

MR. MASSON,

MR. CHRISTIE,

MR. SOL GEN. SMITH, and

HON. MR. ATT. GEN. MACDONALD.

Hon. John Ross, Mr. Galt, and Mr. Holton were in attendance.

*Mr. Galt's* examination resumed :

*Ques.* 5. [By the Chairman.] You have not yet met the question, what quantity of land did Gzowski & Co. acquire at Port Sarnia for the purposes of the Grand Trunk Railway, and at what price?—*Ans.* I have already stated that the quantity of land at Sarnia required for the purposes of the Grand Trunk Railway has not been designated by the Engineer of the Company, nor has the position of the station ground been yet decided upon; it is therefore impossible for me to answer the question otherwise than has been already stated. With regard to the price paid for any land whatever acquired by Gzowski & Co., for the purposes of their contract, the question in no respect affects the Grand Trunk Company, as will be seen on reference to the terms of the contract, but solely relates to the private arrangements and affairs of the contractors. I am prepared to give every information in my possession connected with the transactions of my firm with the Grand Trunk Company, but I respectfully submit that I should not be required to answer questions relating solely to the transactions of my firm with third parties, inasmuch as such enquiry can in no respect affect the condition, management, or future prospects of the Grand Trunk Company.

Mr. Bellingham submitted to the Committee that Mr. Galt had not met the question, and that he ought to be instructed to answer it.

On which the Committee divided as follows :

*Yeas*,—3.

*Nays*,—5.

*Ques. 6.* [By Mr. Wilson.] Did you, or you and your partners, acquire from the Ordnance, or from any other party at Point Edward near Sarnia, any land, on the ground that it, or any part of it, was required for the Grand Trunk Railway Company; and if so, what quantity and at what price?—*Ans.* I believe that Gzowski & Co. did not acquire from any party other than the Ordnance any land at Point Edward near Sarnia, on the ground that it, or any part of it, was required for the Grand Trunk Company. So far as the land acquired from the Ordnance is concerned, I believe that the expectation was, that the station might be upon part of such land, but I am not aware that such was the ground upon which the sale was made by the Ordnance, I have always understood that the value was estimated by the officers of the department; it certainly was not so conveyed to the partners in the firm of Gzowski & Co., nor is there any stipulation in the deed relating to the Railway Company. No land whatever was acquired by the contractors in the name or for the purposes of the Grand Trunk Railway Company at Sarnia, but it was all acquired in their own names, with the view, when requisite, of making over to the Company such lands as might be required for their purposes. There were several purchases made at various prices, and it is impossible, until the station be determined, to state the price paid, as the quantity out of which the station ground is to be selected is very considerable.

*Ques. 7* [By the Chairman.] What quantity of land did you so acquire from the Ordnance, and at what price?—*Ans.* I have already stated that to the best of my belief no land was acquired for the purposes of the Grand Trunk Company at Sarnia, but it was all for the purposes of the contractors, among which was the provision of land for the station. I respectfully submit to the Committee that all arrangements for such purchases having been made for the purposes of Gzowski & Co., and paid for from their own means, I ought not to be required to reply to the question farther than as stated in my previous answer.

Mr. Simard, a member of the Committee entered the room, and at his request, the evidence was read.

Mr. Bellingham submitted to the Committee that Mr. Galt had not met the last question, and that he ought to be instructed to answer it,

On which the Committee decided as follows :

*The answer is not sufficient.*

Mr. Bellingham,  
Mr. Wilson,  
Mr. Christie,  
The Chairman,—4.

*The answer is sufficient.*

Hon. Mr. Atty. Gen. Macdonald,  
Mr. Sol. Gen. Smith,  
Mr. Masson,  
Mr. Papin,  
Mr. Simard,—5.

*Ques. 8.* [By the Chairman.] With whom, on the part of the Ordnance Department, did your firm negotiate for the acquisition of the said land? and which partner of your firm conducted the negotiation?—*Ans.* The negotiation for the purchase of the said land at Sarnia having been made as already stated on behalf

of Gzowski & Co., and not for the Grand Trunk Company, I respectfully submit that this question should not be put.

Mr. Bellingham submitted to the Committee that Mr. Galt ought to be instructed to answer the question.

Upon which the Committee decided as follows :

*The answer is not sufficient.*

Mr. Bellingham,  
Mr. Masson,  
Mr. Christie,  
Mr. Wilson,  
Mr. Sol. Gen. Smith,  
Mr. Atty. Gen. Macdonald,  
The Chairman,—7.

*The answer is sufficient.*

Mr. Papin,  
Mr. Simard,—2.

Whereupon Mr. Galt was requested to answer the question.

*Ans.* While I protest against the decision of the Committee, I beg to reply that I am unable to answer the question not being aware of the facts.

*Ques.* 9. [By Mr. Bellingham.] Is the land so acquired on the banks of the St. Clair River? and is it intended that the Grand Trunk Company's wharves, and works shall be erected on it?—*Ans.* I am not personally acquainted with the position of any of the lands at Sarnia, but believe they are upon part of the River St. Clair. I am quite unable to state what the intentions of the Grand Trunk Company are in regard to any works at Sarnia.

*Ques.* 10. [By Mr. Bellingham.] Have your firm leased the right of fishing on the said land, for a larger sum per annum, than you paid the Ordnance Department for the whole land?

This question is objected to by Mr. Sol. Gen. Smith, and withdrawn.

*Ques.* 11. [By Mr. Bellingham.] Did you, when in England, about the month of July last, apply to Lord Panmure or to any other member of the Imperial Government, to acquire possession of the remaining 40 acres reserved at Sarnia by the Ordnance Department or Board of respective Officers after the sale of 520 acres at Sarnia, to Gzowski & Co., setting forth that the said reserve was required for Grand Trunk Railway purposes?—*Ans.* I did not.

*Ques.* 12. [By Mr. Bellingham.] Have you any knowledge of any other party connected with Gzowski & Co., making such application to Lord Panmure?—*Ans.* I have not.

*Ques.* 13. [By Mr. Bellingham.] What reply did Gzowski & Co. receive from the Board of respective Officers, to their first application to obtain possession of the 560 acres at Sarnia, known as the Military Reserve?—*Ans.* Subject to the same objection as before stated by me to any question connected with the private negotiations of Gzowski & Co., I beg to answer that I do not know what reply was received, having had no part in such negotiation.

*Ques.* 14. [By Mr. Bellingham.] Have you had communication of Alex. M. Ross, C. E.'s letter of 22nd July, 1854, addressed to Sir C. P. Roney?—*Ans.* Yes.

*Ques. 15.* How much money did you claim from the Grand Trunk Company for the right of roadway from St. Mary's to Sarnia, and can you furnish the Committee with a statement of the purchases of the separate lots comprised within the said Railway, and the price paid for each lot? can you furnish details of the charge of £22,500 for roadway from St. Mary's to Sarnia, and £6250 for cost of survey and location of line set forth in that letter of Alexander M. Ross?

The witness requested permission to prepare his answer, and submit it at the next meeting of the Committee.

The request was granted.

On motion of the Chairman it was

*Ordered,* That the proceedings of this Committee be printed from day to day for the use of the Members of the Committee.

The Committee then adjourned until 10 o'clock A.M., on Monday next.

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*Monday, 11th May, 1857.*

MEMBERS PRESENT :

MR. BELLINGHAM,  
MR. PAPIN,  
MR. SOL. GEN. SMITH,  
HON. MR. ATTY. GEN. MACDONALD,

Messrs. Galt and Holton were in attendance.

At eleven o'clock, A. M., the Committee adjourned, for want of a quorum, until ten o'clock, A. M., to-morrow.

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*Tuesday, 12th May, 1857.*

Committee met.

MEMBERS PRESENT :

GEORGE BROWN, ESQUIRE, in the chair :  
MR. SOL. GEN. SMITH,  
MR. BELLINGHAM.  
MR. MASSON,  
MR. PAPIN,  
MR. SIMARD,  
HON. MR. ATTY. GEN. MACDONALD, and  
MR. CHRISTIE.

THE minutes of the last meeting were read.

The Hon. Mr. Ross, Mr. Galt, Mr. Holton and Mr. Holmes were in attendance.

Mr. Galt's examination resumed :

The witness banded in his answer to question No. 15, of Friday last.

*Ques.* 15½. How much money did you claim from the Grand Trunk Company for the right of roadway from St. Mary's to Sarnia, and can you furnish the Committee with a statement of the purchases of the separate lots comprised within the said Railway, and the price paid for each lot? Can you furnish details of the charge of £22,500 for roadway from St. Mary's to Sarnia, and £6,250 for cost of Survey and location of line set forth in that letter of Alexander M. Ross?—*Ans.* Strictly speaking no claim was ever made by Gzowski & Co. for the right of way from St. Mary's to Sarnia, nor can any detail be furnished, as the payment was one on account of the contract, and has been so charged by the Company, and admitted by the contractors, thereby reducing the amount to be ultimately paid them when the works are resumed and completed. The same remark applies to the account for location of £6,250, but to satisfy the Committee of the grounds upon which the advance was made on account of the contract for this item, I beg to state that in the apportionment of the whole contract price to the several items of work, £250 per mile was estimated as the cost of engineering from the commencement to the completion of the work. At this rate for 68 miles from St. Mary's to Sarnia the sum appropriated was £17,000 sterling, but as provision had to be made for the reserve of a proportionate sum to cover the engineering remaining to be done whenever the work should be resumed, the Engineer of the Company, with the concurrence of the contractors, allowed out of the sum of £17,000 an advance to be made of £6,250, to cover the costs of location and other engineering expenses incurred up to the time of suspension, the contractors in this case as in the right of way, receiving payment as on account of the contract and not as exclusive, or in any way in addition thereto. With the permission of the Committee I will state distinctly the circumstances under which the Report of Mr. A. M. Ross arose, and upon which the payment of £22,500 and £6,250 were made—after replying to the other points in the question—which is, “whether I can furnish a statement of the purchases of the separate lots comprised within the said roadway.” This statement in detail I now furnish, shewing the Township, Concession and part of lot, with the name of the party. The said lands having been purchased for the purposes of the contractors, the Committee have already decided that I should not be called upon to disclose the particulars of the arrangements for the same. I will now proceed to state the circumstances under which the suspension of the works west of Stratford took place, arising out of which are the payments respecting which the Committee desire information. The firm of Gzowski & Co. were originally contractors for the line from Toronto to Guelph. When the Toronto and Guelph Company obtained power to go to Sarnia, this contract was extended to that point; and subsequently, by the amalgamation of that Company with the Grand Trunk Company, Gzowski & Co. found themselves in the position of contractors under the latter Company. Prior to the amalgamation, there had been considerable progress made in the works between Toronto and Guelph by the contractors, and the Company had caused the line to be located, the plans deposited, and agreements made for the right of way. By the new contract, the contractors having become bound to construct and equip the line, as well as to locate the same, to pay engineering expenses, land damages, &c.,—all the liabilities of the Toronto and Guelph Company, relating to these points, were assumed by the contractors and paid by them. The line having been located as far as Guelph, and the plans lodged, the contractors have been required to construct this line under the agreements made, irrespective of them, by the Toronto and Guelph Company: and the land damages have been exceedingly heavy, and rendered still

more so, indirectly, by the undertakings of the former Company, at various points, to construct under-grade farm crossings and other expensive works, which might have been avoided, had a better system of obtaining the right of way been adopted. The purchase of the right of way beyond Guelph was undertaken by the contractors themselves under the new contract; and seeing the evils of the system previously adopted, their agents, in many cases, purchased entire farms, from which the ground required for the railway was subsequently taken. In the autumn and winter of 1853, the entire roadway from Guelph to Sarnia was secured, either by absolute purchase or by agreement by bond to convey. In some few cases, recourse was had to the provisions of the Railway Consolidated Clauses Act; but in all such cases no more land was taken than required for the railway itself; and such land was taken and remains in the name of the Grand Trunk Company, and their property. In all practicable cases, the land was acquired by private bargain, in the name of the contractors, to be conveyed to the Company on the completion of the works, as has been done. In not one single instance did the contractors buy land for the purpose of speculation; and except in the case of Sarnia, where the station has not yet been settled, the contractors do not own, directly or indirectly, either as a firm or as individuals, one single foot of land along the line of road. The whole surplus lands were sold by them, at cost, as soon as the requirements of the Grand Trunk Company, under their contract, were satisfied. Although the Committee have not sought information on this point, nor do I consider myself bound to furnish it, yet as much misconception exists on the subject, I wish to state the facts, which are strictly that the contractors have confined their land purchases to what was necessary to enable them to complete their contract; and except in the case of Sarnia, where the Grand Trunk Company has not been in a position to select their station ground. Gzowski & Co. own no land along the line whatever. There was nothing in their contract to debar them from such land speculations; but they did not consider it for their interest to invest their means in operations which would necessarily be long before a return could be expected. At the time of the amalgamation with the Grand Trunk, the Committee will thus see that the right of way and location of line to Guelph were obtained under agreement made by the Toronto and Guelph Company, before the contractors had any interest in the question: that the works had been commenced, and a considerable amount executed, but not paid for, on this section: and that after the amalgamation, the contractors assumed and carried out the acquisition of the right of way beyond Guelph to Sarnia. I will now proceed to state the facts that occurred after the amalgamation.

The moment the new contract took effect by the amalgamation, which was virtually agreed to in March, 1853, in London, Gzowski & Co. feeling that their liability to pay interest on all capital expended on their works, involved the most serious consequences to them if the greatest exertions were not made, immediately organized an extensive engineering staff, placed several parties in the field, between Guelph and Sarnia, and by very great effort and expense, succeeded in running no less than three lines between these points, and on deciding on the most advantageous, they procured cross sections of the whole line at distances of 100 feet, from Toronto to Sarnia, prepared plans of the structures, and in short got the whole of the preliminary work of engineering completed, and the entire line located by the month of July, 1853. As already stated, the contractors made agreements for all the right of way, and before the close of 1853, (the amalgamation having been completed in July, 1853,) they placed the entire line under sub-contract, contracted for the ties, fencing, &c., and were in a position to press forward their whole works to rapid completion. Meantime they were urging forward the expensive works between Toronto and Guelph with the greatest energy, and had so large a force employed, that in the month of September, 1853, the value of work executed in that month, amounted to no less a sum than £51,032 11s. 3d., sterling.

In October, 1853, the contractors first learned, that owing to the altered state of the money market in London, difficulty was experienced by the Company in obtaining funds, and the desire was conveyed to them by the Engineer of the Company, that they should reduce their forces, and consequently diminish their demands upon the Company, and £10,000 per month was stated as the sum at which it was desired the expenditure on the Toronto and Sarnia division should be limited. The official notice of the desire of the Company was conveyed to the contractors in the following letter :

MONTREAL, 18th November, 1853.

Messrs. G. S. Gzowski & Co., &c., Toronto.

SIR,—I beg to hand you on the other side extracts from the Board of Proceedings of the Board of the Company at a general meeting held on the 16th November, 1853.

I am, Sirs,

Your very obedient servant,

(Signed)

JOHN M. GRANT,

Assistant Secretary.

The Grand Trunk Railway Company of Canada: Extract from the proceedings of the Board, at a meeting held on the 16th November, 1853 :

With reference to Messrs Gzowski & Co's certificate for the past month, it was resolved, "That the estimate, less usual deductions, be passed to their credit, and such advances made as may be determined by the Finance Committee.

The present state of the money market in England, and the current expenditure of the Company having been made subjects of discussion, it was resolved: "That the Contractors of the various sections of the amalgamated Grand Trunk Railway be requested to restrict their expenditure within the narrowest possible limits during the present depressed state of the money market in England."

The contractors, acting under these instructions, took immediate steps for confining their operations to the works already commenced between Toronto and Guelph, and suspended as far as practicable all works west of Guelph. The delay was exceedingly embarrassing to the contractors, and involved very serious losses—independent of the delay—but the contractors knew the case was one involuntary on the part of the Company, and did their best to meet the necessity. Under this arrangement, the contractors, who by their contract were entitled to press forward their works as rapidly as they saw fit, and to receive cash for the same, were limited to the receipt of £10,000 per month, during the winter of 1853.

Feeling the vast importance to themselves of ascertaining the exact position and views of the Company, in regard to the future, I went, on behalf of my firm, to England, in March, 1854, and put myself in communication with the London Board of the Grand Trunk Company.

At that time, and in fact from the formation of the Company, very decided hostility had been uniformly evinced towards the Grand Trunk Company by those connected with the Great Western Railway Company, and an effort was made shortly after my arrival in London to reconcile these conflicting interests. Without troubling the Committee with details, I may state that a final understanding was come to, whereby the Great Western Company agreed to suspend operations on their branch from London to Sarnia, on condition that the Grand Trunk Company suspended their works from Stratford to Sarnia; the suspension to exist until the 1st January, 1856. The Committee will please to notice, that no such agreement could have been made by the Grand Trunk Company without my consent as contractor for the Western line. I opposed the agreement referred to, to the best of my ability, as detrimental to the true interests of the Grand Trunk; but the necessity of allaying opposition in the London money

market, was paramount to all other considerations, and the agreement was made. This agreement, as I have stated, could not take effect without my concurrence, and I respectfully entreat the Committee to mark the conditions upon which my assent was given, although opposed to the policy,—they are as follows :—

LONDON, 3rd May, 1854.

Wm. Chapman, Esq.,

Grand Trunk Railway Company.

Sir,—Understanding that the Directors of the Grand Trunk Railway Company in London contemplate the postponement of certain works west of Stratford until 1st January, 1856,—I request that you will have the goodness to inform me on behalf of C. S. Gzowski & Co., if this be the case, that my arrangements may be made conformable to the instructions of the Board. Connected with such postponement I wish to bring under the notice of the Board, several points to which I presume no objection can arise.

Additional time to be allowed for the completion of the works to be postponed, and the Company to accept the section between Toronto and Stratford as soon as completed according to contract.

The contractors to be paid for the work between Toronto and Stratford, according to the proportion it bears to the entire work between Toronto and Sarnia, as settled by the Chief Engineer. The Section to Guelph being much more expensive in construction, renders it necessary to make this arrangement rather than one based upon distance.

The Company to make such allowance as may be deemed reasonable by the Chief Engineer for the outlay by the Contractors beyond Stratford to Sarnia. The amount retained from the Contractors for the security and salary funds to be reduced *pro rata* to the extent of works to be immediately executed.

The Company to give the Contractors a general assurance, that in consenting to the postponement of these works beyond Stratford till the period fixed—it is not intended that the contractors should be exposed to injury or damage.

I have the honor to be, Sir,

Your faithful Servant,

(Signed)

A. T. GALT.

This letter was written after conference with the London Board, and was replied to the same day as follows :

OFFICE OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA,

2 LEADENHALL STREET, LONDON, 3rd May, 1854.

A. T. GALT, Esq., &c., &c., &c.

Sir,—I am instructed to acknowledge the receipt of your letter of this day—and to state in reply that the London Board of Directors have resolved :

“ That it is expedient to postpone all works on the Grand Trunk Line west of Stratford, included in Messrs. C. S. Gzowski & Co.’s contract till 1st January, 1856.”

I am instructed to add that this Board sees no objection to compliance with the proposals made in your letter as connected with the above mentioned resolution—provided the same meet the approval of the Board in Canada.

I have the honor to be, &c., &c., &c.,

(Signed)

W. CHAPMAN,

Secretary.

The Canadian Board, on the 21st June, 1854, confirmed the minutes of the London Board. The whole subject was then referred to the Engineer of the Company, for report. After consideration of a proposal on the part of Gzowski & Co., to adopt a different mode which was afterwards withdrawn.

It was under these circumstances that the Report of Mr. A. M. Ross, already referred to, was made. And as explanatory of that report, I will now state to the Committee certain details connected with the contract, and the mode of making progress estimates under it. By the contract which I now desire to put in evidence as it appears on the Journals of the House it will be seen that Gzowski & Co.,

were bound to complete and equip a line of Railway from Toronto to Sarnia, according to certain specifications, for one block sum of £1,376,000 sterling. ON subdivision of this sum was made by the contract, either into sections or miles. The rate was a little more than £8000 per mile, according to the ascertained distance, and this sum included all the expenses connected with the Railway, from its first step in the field to its delivery as a finished road, with certain stations, sidings and equipments, the extent of which was set forth in the contract. The contractors were liable for all contingencies arising out of the work, of whatever description,—for all damages of every kind—and they were bound in addition to pay interest on capital till the completion of the works, and also to provide a salary fund for the purposes of the Company, of £13,000 sterling.

The contract being in the terms set forth, it became immediately necessary to enable the engineer to ascertain and certify the proportionate amount of work performed, and to do so it was requisite to complete the location of the line, ascertain the amount of excavation, its kind of material, whether earth or rock, the quantity and description of masonry, the tons of rails, spikes, chairs, ties, and the equipment, stations, and so forth; and so to apportion the whole price of the contract on these several items, that as they were respectively executed, the contractors might be paid in proper proportion to the whole work. As soon as the location of the line was determined, this was done by the engineer, with the concurrence of the contractors, he being then in possession of all the necessary information. This apportionment was only made, as stated, for the purpose of *progress estimates*, and in no respect altered or modified the contract. It was made in July, 1853, before the least idea existed in the mind of any one that any suspension of part of the works would take place. In this apportionment the sum of £345 per mile was allotted for the payment of the right of way from Toronto to Sarnia. It did not involve the Company in any obligation to pay a larger sum, if the land cost more, neither did it involve on the contractors any liability to account for any balance which might remain if the right of way were procured for less. It was simply the relative proportion which the information at the time in the possession of the parties, induced them to believe this item held towards the whole contract, and had the works been permitted to proceed uninterruptedly, no possible question could have arisen out of it. In like manner, the engineering on the whole line was valued for the purposes of the progress estimates, at £250 sterling per mile, and if the whole line had been simultaneously completed, no question could have arisen on this point either.

The Committee will observe that by my letter of 3rd May, 1854, already in evidence, I expressly required that “the contractors be paid for the work between Toronto and Stratford according to the proportion it bears to the entire work between Toronto and Sarnia, as settled by the Chief Engineer. The section to Guelph being much more expensive in construction renders it necessary to make this arrangement rather than one based upon mileage,” this stipulation having reference as well to the greater cost of the land damages and roadway, as to the actual work. In the same letter I also provided that “the Company should make such allowance as may be deemed reasonable by the Chief Engineer for the outlay by the contractors beyond Stratford to Sarnia.” The Committee will please to observe that these conditions were attached by me to my assent to the suspension in London, on a question that had there arisen, and consequently without the possibility of any previous knowledge on my part of the view the Chief Engineer, Mr. A. M. Ross, might take, he being then in Canada. The stipulations appeared to me only reasonable and equitable and were so regarded both by the London and Canadian Boards of Directors.

When, therefore, the subject was as already stated, referred to Mr. A. M. Ross, by the Canadian Board, the points necessary to be determined by him were, first, the amount of actual work, relatively to the whole, which was to be performed between Toronto and Stratford. This was done by reference to the ascertained quantities of work, as shown by the surveys and cross sections, as well as by the structures to be erected, and was estimated by him to be in the proportion of £907,110, to £468,890 sterling. Subsequently, the line was directed to be extended to St. Mary's, when the apportionment became £961,252 to £414,748 sterling; the data being precisely the same employed and settled previously to any suspension being thought of, and framed with reference to the progress estimates. I now submit to the Committee the profiles of the entire line, as located from Toronto to Sarnia, whereby they will be able to judge both of the equity of the condition imposed by me, and also, of the reason why the apportionment of the work is so much larger on the line east of Stratford, than on the section west to Sarnia, the former including all the difficulties of surmounting the height of land between lakes Ontario and Huron, the latter comprehending almost a perfectly level route on the great western plain reaching from London and St. Mary's to Lakes Huron and St. Clair. So far, therefore, as regarded the extent of work to be performed, and the proportionate part of the contract price to be applied to its payment, no difficulty existed in determining these points, and there thus remained £468,890 applicable to the works west of Stratford, including the requisite equipment. But as certain works had been commenced and the right of way secured, on the part of the line suspended west of Stratford, Mr. A. M. Ross was required to report upon the reasonable allowance to be made the contractors in regard to the same. On this head no difficulty occurred as to the work performed; which, as Mr. A. M. Ross's report states, was paid for under the progress estimates. Nor was there any difficulty on the subject of claims of sub-contractors arising out of the suspension, which claims the Company requested Gzowski & Co. to arrange for them, as was done for the very moderate sum of about £5000, which represents the whole actual loss to the Company arising out of the suspension, Gzowski & Co. never having claimed or received one shilling as compensation for any loss of profit by them, but having received every payment as made on account of the contract, and in diminution of the amount ultimately to be paid them. These points, therefore, were readily disposed of, and in regard, *First*, to the right of way from Stratford to Sarnia, Gzowski & Co. represented that they had acquired or made arrangements for the entire right of way to Sarnia; that the cost of the same from Toronto to Stratford was vastly in excess of the sum allotted per mile, and that manifest injustice would be done them if they were held to be bound to furnish the right of way on this section, under a schedule framed with reference to the whole line, when the western and suspended section was the one whereby they would receive indemnity for the excessive cost of the eastern section: That the contractors had agreed for and were prepared to deliver the whole right of way to Sarnia, and were therefore entitled to be paid for the same, according to the schedule, equally as for the number of yards of earth which they had excavated on the suspended works. This view of the case was regarded by the Chief Engineer, and subsequently by the Board, as correct, and in accordance therewith a progress estimate for the western section was issued to the contractors, amounting to the sum stated, £22,500, being the exact rate, per schedule, at which it was to be charged against the contract. The position of the matter therefore is, that the contractors have received, on account of the section from Stratford to Sarnia, £22,500, which has been duly charged against them in account with the Company, and the amount to be paid for the remaining work is so far diminished. The engineering item of £6,250 was treated in the same way, except that instead of paying the contractors the whole sum allotted to this service, £17,000, the Chief Engineer retained

£10,750 in the hands of the Company, to cover the cost of engineering attendant upon the actual execution of the work. The Committee will thus observe that so far from the suspension of the works having been made a ground by Gzowski and Co., for exacting payment in excess of the contract, they have only been paid exactly in proportion to the whole, for what they have executed; and for the section remaining still incomplete there is now held in reserve the precise sum for each item of work which has been paid for that executed, the difference wholly arising out of the enormously expensive character of the line from Toronto to Stratford. The Company on the report of Mr. A. M. Ross, as will be seen, further desired the Contractors to furnish the portion of equipment appertaining to the suspended section, amounting to £58,080 sterling, which has thus also gone in increase of the apparent cost of the eastern line, though without the slightest benefit to the contractors. The Company have therefore received, on account of the western line, delivery of the equipment amounting to £58,080 sterling; they have also paid for, and the contractors are prepared to deliver, the right of way, amounting to £22,500 sterling, and they have paid the contractors £6,250 sterling on account of the sum of £17,000 sterling, appropriated for engineering expenses. I shall further state, that instead of the plan adopted for estimating the cost of the eastern section from Stratford to Toronto, by the comparative quantities, being favorable to the contractors, it was quite the reverse, as every practical man is aware that the contingencies attendant upon the execution of vast structures and heavy cuts, as well as their actual cost, are very much greater than when, as in the western line, the work consists of ordinary earth work, with inconsiderable culverts for drainage, instead of such formidable viaducts as those of the Credit, Humber, Eramosa, Guelph and Grand Rivers. From the foregoing statements the Committee will perceive that no alteration whatever has been made in the conditions of the contract, for the benefit of the contractors, and that the exact sum now remains from the contract price, for the execution of the remaining work, which would have been paid to the contractors had the works been permitted to go on. I desire to state distinctly that the contractors have never received one penny on the western work, except under the contract, nor have they ever received on the eastern section, anything beyond the price of their contract. It is true they have been paid other sums than for their contract work, but in every such case, it has been for other and additional works, not included in the contract, which they were in no way liable to perform, and which must have been executed and paid for to others, if not undertaken by Gzowski and Co. The nature of these works is fully set forth in the reports of Mr. A. M. Ross and Mr. Walter Shanley, and require no further notice from me. Being, however, desirous to place the Committee in the fullest possible possession of all relating to Gzowski & Co.'s transactions with the Company, I will further ask permission to state some additional facts connected with the contract as indicating our constant desire to be permitted to proceed with the work to Sarnia, and the nature of the only claim that has arisen out of the same. The work was suspended as already stated, with our concurrence, till 1st January, 1856, and being in London on the business of my firm at the close of 1855, I had repeated communications with the London Board on the subject, and on the 18th September, by their desire, reduced the basis of the understanding to the following terms:

LONDON, 18th September, 1855.

WILLIAM CHAPMAN, Esq.,

Secretary to the Grand Trunk Railway Company,  
London.

SIR.—In accordance with the desire of the Board, we beg to state in reference to the work remaining to be done on our contract beyond Stratford, that we will complete the works already partially undertaken between Stratford and St. Mary's under our existing contract. That we will undertake the new

work from St. Mary's to London, at the same average rate per mile as from Toronto to Sarnia, viz : eight thousand pounds sterling, according to the same specification, provided that the cost of obtaining the right of way and requisite station accommodation in the town of London, do not exceed seven thousand five hundred pounds currency, any excess to be paid by the Company.

In payment of the work from St. Mary's to London, we will accept the City of Toronto bonds for one hundred thousand pounds currency at par, and the balance in cash, but we should require the cash payment to be first made on our estimates as the City Bonds may not be immediately available.

As these bonds are now in sums too large for negotiation, we should expect the Company to procure their conversion into more available amounts.

With reference to the works remaining under our existing contract, from St. Mary's to Sarnia, we will accept the work from St. Mary's to London, as representing so much in amount of the said contract, and we will agree to waive any claim for damages against the Company arising out of the non prosecution of the work from St. Mary's to Sarnia, provided that in the event of the Company hereafter desiring to complete their line to Sarnia or to construct other works along our present line, the option shall be reserved to us of undertaking the same at fair prices.

We would expect to be relieved from the payment of interest on the London work, in consideration of the probable loss that may be sustained on the negotiation of the Toronto bonds.

The work to London shall be completed by 1st January, 1857, after which date if incomplete, interest to be charged against us.

We are, Sir,

Your most obedient Servant,

(Signed,)

A. T. GALT  
For Self and Partners.

Subsequently, on the 18th December, 1855, the London Board being yet in doubt as to the course they should pursue, desired me to put in writing my views having particular respect to the direct line to Sarnia, which I did as follows :

London, 18th December, 1855.

Sir C. P. RONEY.

Secretary.

Grand Trunk Railway,

SIR,—In compliance with the desire of the Board, I have the honor to state to you, that at the period when instructions were received by us to suspend all works west of Stratford, our arrangements were made for their then execution.

Should the Board now desire us to resume the works, it is my duty to state that owing to the greatly enhanced price of labour and material, it would be impossible for us to execute them on equally advantageous terms ; and I request that in such case the Board will refer the subject to the decision of the Chief Engineer of the Company,—Mr. A. M. Ross, for the purpose of his making us such allowance beyond the contract price as may appear to him equitable under the circumstances.

I have, &c., &c.

(Signed,)

A. T. GALT,  
For self and partners.

At a subsequent meeting of the London Board, I assented to a continued postponement of the suspended works, from 1st January to 1st May, 1856, as is shewn by the following documents :

Extracts from the Minutes of the London Board of Directors, held on Thursday, the 20th Dec. 1855 : —Mr. Galt attended the Board with reference to the Extension of the Railway west of Stratford, and proposed that as it was not convenient for the Board to come to any final decision immediately, he was willing to continue the suspension of the unfinished work, until the 1st May next, without any claim for compensation on account of such further delay.

Resolved, " That the postponement be agreed to on these terms. "

On my return to Canada the subject was considered by the Canadian Board, and in answer to a letter from Mr. Holmes the following reply was sent:

MONTREAL, 22nd January, 1856.

BENJAMIN HOLMES Esq.,  
Vice-President,  
Grand Trunk Railway Co.

SIR,—We beg to acknowledge receipt of your favor of yesterday's date, enclosing letter from Sir C. P. Roney, and resolution adopted by the London Board on the 20th December last, desiring the continuance of the suspension of our unfinished work from 1st January to 1st May next.

In reply we beg to repeat the statement made verbally by our Mr. Galt that while perfectly ready and willing to fulfil any instructions of the Company either by constructing the line to Sarnia or to London, we willingly acquiesce in the postponement of our works until 1st May, as it does not appear that an earlier decision can be come to by the Company; nor shall we at any time rest any claim for compensation from the Company arising out of any extension of such postponement from 1st January to 1st May.

We beg however to call your attention to a point not mentioned in Sir C. P. Roney's letter or the Resolution in reference to this extended suspension. Mr. Galt stated to the London Board that as our present work would doubtless be completed before 1st May, we should expect payment of the Security Fund arising out of the work so completed, when delivery of the Section from Toronto to Stratford is made. Without absolutely assenting to this condition it was said the question would be referred to the Canadian Board, and to avoid future mis-understanding, we now beg to draw your attention to the subject, as one intimately bearing on our assent to the postponement.

We have &c., &c.,  
(Signed,) C. S. GZOWSKI & Co.

On the 16th April, 1856, the Canadian Board being then in session, Gzowski & Co. addressed the following letter:

TORONTO, 15th April, 1856.

Hon. JOHN ROSS,  
President of the Grand Trunk Railway.

SIR,—We have the honor to request that you will draw the attention of the board of Directors to the circumstance that according to the understanding had between our Mr. Galt and the London Board on the 18th December last, the suspension of our works west of Stratford and St. Mary's was postponed from 1st January to 1st May, and that the latter period has now nearly arrived.

The importance of completing the Western Section of our line, is so great in view of the connection thus afforded with the great water communications with the west, that we do not doubt the subject has already received the attention of the Board, but consideration may possibly not have been given to the very serious loss which must arise to us and therefore to the Company, if, from any cause we are not placed in a position to proceed with the works in question at the 1st May, and it is in this view that we feel it incumbent upon us to request instructions before the period of suspension shall have expired.

Reference to the correspondence in London will sufficiently shew the readiness we evinced to await the policy of the Board on this subject, and we should now be glad to learn the ultimate decision of the Board upon the case as therein set forth.

We have the honor to be,  
&c. &c. &c.  
(Signed,) C. S. GZOWSKI & CO.

To which no definite reply was received.

Extract from the Minutes of the Meeting of the Canada Board, held April 30th, 1856, in Toronto.

"Board Minutes of the London Directors, of the 29th March and 9th April, and the Secretary's letters dated 1st and 11th April were read, as were also the following letters, on the subject of the suspension of the Sarnia section of the road, viz:

Mr. A. T. Galt's letter to Mr. Chapman, dated London, 5th May, 1854.

Mr. A. T. Galt's letter to Sir C. P. Roney, dated, 18th Dec 1855.

C. S. Gzowski & Co., to Mr. Holmes, 22nd January, 1856.

The Minutes of the London Board, bearing upon this subject were also read, and the whole question having been fully considered by the Board, and the President having explained the necessity which existed for giving notice to Messrs. Gzowski & Co., to proceed with the suspended works,—the Directors representing the Government retired for consultation,—and on re-entering stated that no guarantee having been given on the suspended works, they considered the Board was not in a position, considering the minute of the London Board, to require or give notice to Messrs. Gzowski & Co., to proceed with the works now in abeyance, and the Hon. Mr. Cayley expressed a wish that this should be recorded as his opinion. Upon receiving this communication from the Inspector General, and after deliberating upon the position in which the Company now stands, and having reference also to the terms stated in the Secretary's letter, dated London, 1st April, conveying the views of the London Directors, in reference to the notice to be given for a continuation of the work :

It was resolved :—

“ That it is inexpedient to require Messrs. Gzowski & Co., to proceed with the works now suspended, inasmuch as no prospect of relief was held out by the Inspector General.

The question then stood over; the Company being known to be without available means, the contractors had necessarily to await the completion of such arrangements as might enable them to proceed.

In the course of previous negotiations with the Great Western Company, the propriety of constructing the line from St. Mary's to London, either in addition to or in substitution for the direct line to Sarnia, had been repeatedly discussed, and instructions had been received by Gzowski & Co., under a tender which they had made for that line, to take the necessary steps to procure the right of way, &c. ; but, owing to the want of legal power to build this line, nothing beyond preliminary surveys, &c., could be had, until after the passage, in 1856, of the charter for the London and St. Mary's Junction Company. I shall be happy to afford the Committee any information they may desire in reference to this subject, but my object in alluding to it here, is to show the connection between this proposed line and the Sarnia line, as referred to in my letter of 18th Sept., 1855, already in evidence, and which Gzowski & Co. understood to define their future relations to the Company, in the following manner :

That the line from Toronto to St. Mary's should be completed agreeably to the contract.

That the London and St. Mary's line should be executed at the same average rate as the whole line from Toronto to Sarnia, viz : £8000 sterling per mile.

That the contractors should waive all claim for prospective profits on the work from St. Mary's to Sarnia.

That the Company should hereafter give to Gzowski & Co. the execution, at fair prices, of an amount of work equivalent to that on which the claim for profit was abandoned, less the London and St. Mary's work.

That if ever the Company were in a position to proceed to Sarnia, Gzowski & Co. should have the offer of the work at fair prices.

Such was the understanding by Gzowski & Co., of their relations to the Grand Trunk Company, on the 18th September, 1855; but as will be seen by the letter already read, of 18th Dec., the London Board subsequently hesitated as to

the policy to be adopted, and desired to know what Gzowski & Co. considered to be their position with respect to the Sarnia section alone. This was plainly stated in the letter referred to, to consist in a demand by Gzowski & Co. that any increased cost to which they might now be subjected on account of their previous arrangements having been broken up, should be allowed by the Company, and I therein expressed their willingness to be governed by the decision of the Engineers of the Company, the question being a very simple one, as we had the former sub-contracts to shew what it would originally have cost us, and it was not difficult to determine what the same work could now be effected for.

The Company were thus in possession in 1855, of the views which Gzowski & Co. held in regard to all these works, and there was no reason to anticipate any disagreement.

After the passage of the Relief Act of 1856, and of the London and St. Mary's Charter, Gzowski & Co. expected that the understanding of 18th Sept., 1855, would be acted upon, and took their measures accordingly, including the contract for the London branch; but it soon became manifest that no immediate progress could be made for want of funds, and much to the surprise of Gzowski & Co., they learned by a letter from the President, as follows:

TORONTO, 15th October, 1856.

Messrs. GZOWSKI & Co.,

Toronto.

GENTLEMEN,—On my arrival from England I have ascertained that in my absence from Canada, the organisation of the company for the Branch Railway from St. Mary's to London, was completed and a contract entered into by the Board with your firm for the construction of the line, on the same terms and specifications, as for the Grand Trunk line, a contract, that on the face of the proceedings appears to have been granted in accordance with a previous negotiation for the same work had by you with the Grand Trunk Company previous to the 1st May last, but which the Company considered at an end.

I request, therefore, that you will state to me the causes which led to this action on your part, and I have at the same time to inform you, that it is the opinion of the London Board of the Grand Trunk Company, that the amalgamation of the branch line referred to, should be untrammelled by any contract with you, and that it should be open to them to take any steps they may deem proper for the execution of the work. You will therefore have the goodness to state to me whether you consider your existing contract for the branch line as in force; or, if you are prepared at once to resign it.

Awaiting your reply,

I am gentlemen,

Your obedient servant,

(Signed.)

JOHN ROSS.

By the terms of this letter it became evident that the London Board had entirely set aside, or lost sight of, the understanding of 18th Sept., 1855, and were disposed to overlook the engagements by which Gzowski & Co. had consented to, waive their claims. We therefore replied to that letter, stating our adherence to the letter of the 18th September, 1855,—but adding, that if not at once confirmed we should withdraw all our concessions, and adhere to the strict requirements of our contract. At the same time, while necessarily taking decided ground toward the Company, I wrote myself, privately, to Mr. Glyn, stating that I was much hurt at the implied charge of having in any improper way obtained the contract from London to St. Mary's, reminding him of what passed in London, (England) on the subject in 1855, and stating for myself and partners, that if on considering the whole matter, he and Mr. Baring should decide that we were not honorably entitled to the contract, it should be at once given up. Pending any reply to this letter, the action of the Board being considered unfriendly to Gzowski & Co., they decided to take measures for having all questions connected with their business relations to the Company put in train for settlement, which was indeed the more

necessary, as both Mr. Holton and myself had been for some time desirous of being relieved from all further interest in the Grand Trunk works. With this view, on the 10th Dec., 1856, Gzowski & Co., addressed the following letter to the Board :

Toronto, 10th December, 1856.

Hon. JOHN ROSS, President of the Grand Trunk Railway Co.

SIR,—We beg to invite the attention of the Board of Directors to several matters arising out of our Contract with the Company, for the construction of the Toronto and Sarnia Division of the Grand Trunk Railway, on which, we think, the time has arrived for some definite action.

And first, with reference to the claim of the Company against us for interest on the capital represented by the payments made to us under our contract.

By the terms of our contract, we are chargeable with interest at the rate of six per cent. on all payments made to us, from the date of such payments until the completion of the Road, unless sections thereof should be accepted by the Company, prior to the completion of the whole line; in which event, interest on the cost of such section is to cease from the date of their acceptance.

Our contract was for cash, payable on the monthly certificates of the Company's Engineer, and we were at liberty, and had in point of fact every inducement, founded on our own interest, in view of our liability for interest on the capital expended, to push forward to rapid completion the works on the whole line. If therefore, the Company had been in a position to carry out its engagements to us, no question touching the amount of interest to be paid by us could possibly arise. It would be simply a matter of account, but, it is well known to you, Sir, and the Board over which you preside, that the Company has not been always in such a position, but that we have been obliged to graduate our expenditure by the fluctuating financial circumstances of the Company, thereby necessarily postponing the period of the completion of the work, besides entailing considerably increased cost.

We respectfully urge that we are equitably entitled to at least an abatement of interest for a period equivalent to the delay caused by the circumstances to which we have adverted, circumstances for which we are not responsible, and the consequences of which therefore ought not to be borne by us. The first occasion on which we were required to restrict our demands on the Company, and by necessary consequence to curtail our operations, was in the autumn of 1853 when we were furnished with copies of two resolutions adopted by the Board at their meeting, held on the 16th November, the first informing us that our estimate instead of being paid in cash, was passed to our credit, and that such advance as might be determined by the Finance Committee would be made to us against it; the second requesting us to restrict our expenditure within the narrowest possible limits during the then depressed state of the Money Market in England, and it was intimated to us by the Finance Committee, that we must not rely upon receiving more than £10,000 per month during the then ensuing winter and spring, when we would most advantageously to ourselves have prosecuted our works on a scale involving an expenditure of at least three times that amount. Again, in the month of January 1855, we were required by the Company in consequence of its financial embarrassment then so grave as to compel the Board to adopt a resolution declaring that there were no funds at their disposal to discharge our estimates of the preceding month, to slacken our efforts to complete our work, and were obliged for five months to take the Company's notes at six months date for 60 per cent. of the amount of our estimates.

It must be obvious that the effect of these repeated restrictions on our operations must have been to delay for many months, the completion of the road, besides involving a direct loss of interest on the cost of a large quantity of iron and other materials procured earlier than would have been necessary had we not supposed that we should be allowed to proceed uninterruptedly with our work. It may be difficult to establish the precise measure of delay produced by the causes adverted to. We think, therefore, that it is a matter to be settled between the Board and ourselves on general grounds of equity rather than to be included in the submission we are about to propose of other questions arising out of our relations with the Company, which might involve in the adduction of the necessary evidences in support of our views, a troublesome and unpleasant investigation into the financial position of the Company at various periods.

To obviate this and to effect a speedy and amicable adjustment of our accounts with the Company, we are prepared to say that an abatement of six months interest on the gross amount paid us under our contract will be accepted by us as adjustment of the question, although we are satisfied we could establish a claim to a larger deduction, and we desired to be understood as reserving our right to do so, as well as to urge any other claims arising from the delay of our works, if the decision of the Board should be adverse to our proposition.

There are two points arising out of the suspension of the work on the Western portion of our line,

which we invite your Board to concur with us in referring to the decision of three competent and disinterested parties,—one to be chosen by the Board, one by ourselves, and the third by these two,

The first point is the amount to be allowed us in addition to the original contract price in the event of the Company determining within a reasonable time (we would suggest 30 days) from the rendering the award, to proceed with the construction of the line to Sarnia, in consideration of the greater cost now, as compared with the price at which a large part of it had been actually sub-let at the time we were required to suspend our operations, and in consideration also of our time and expenses from having to devote two additional years to the completion of our contract.

And secondly, in the event of the Company not determining to proceed within the specified term, what amount of damages we are entitled to receive as an equivalent for the profits on the construction of the section of the Railway from near St. Mary's to Sarnia, abandoned or indefinitely postponed by the Company.

We have the honor to be,  
(Signed,) C. S. GZOWSKI & Co.

At this time we thus expected to have an arbitration agreed to, at which the several matters in dispute might be settled. These matters were,—

A remission of a portion of the interest on capital.

A settlement of the amount to be allowed for the greater cost of the line from St. Mary's to Sarnia; it proceeded with as claimed, in our letter of 18th Dec., 1855, subsequently reported on by the Engineers of the Company at £45,781 5s.

And a settlement of the amount of damages, if any, to be allowed us, if the work to Sarnia were definitely abandoned.

I do not propose to detain the Committee by a statement of the grounds of these claims, as the letters shew them sufficiently; if desired, I shall willingly afford any further information.

Instead of agreeing to the arbitration as expected, the Board took no action on the subject, and the letters were referred to the Engineer for report.

Finding no prospect of getting any settlement of the matter in Canada, and being also anxious that the London Board should thoroughly understand the whole case, it was determined by my partners that Mr. Gzowski and myself should proceed to London to endeavor to get matters adjusted. We accordingly left in the latter end of last December, and on arrival I learned from Mr. Glyn that neither Mr. Baring nor himself were disposed to act in the case as submitted to him by me, but the London Board were quite willing to leave the whole subject, including the London and St. Mary's contract to arbitration. To this I at once assented and begged the business might be accelerated, as I was most anxious for many reasons to close my connection with the Company. Accordingly, next day, 7th January, I received from Sir C. P. Roney a minute of the London Board, assenting to the arbitration, but requiring the umpire to be a barrister. This stipulation was not consistent with the contract, nor was it one I was willing to assent to, feeling that to enter upon an arbitration at all in London, was to incur great risk of losing the whole matter in dispute. However, my anxiety to get the affair arranged induced me to write the following letter:

LONDON, 10th January, 1857.

Sir C. P. RONEY,

Secretary Grand Trunk Railway, Co., London.

DEAR SIR.—I am favored with your letter of 7th instant, enclosing copy of a Resolution passed at the last meeting of the London Board of Directors from which I learned that the Board accedes to the

reference of the matters in question between the Company and my Firm "to two referees, they to choose an arbitrator, who is to be a Barrister."

It does not appear to us to be necessary that a legal gentleman should preside at such reference, indeed we fear such appointment might lead to the protracted discussion of technicalities not affecting the broad merits of the case. We rest our claims rather upon considerations of equity, and of practical experience than of strict law, but still if the Board adhere to their view, we shall not object; it will, however, of necessity require the reference to take place in Canada, where all our legal proofs and evidence are.—Mr. Gzowski will in this case have to return there immediately and give it his attention, and we hope such instructions will go out as will enable us to enter upon the reference without delay.

If, however, the Board wish that the reference should take place here, and will place at our disposal the contracts, correspondence, and minutes, both here and in Canada, relating to our affairs, admitting them as evidence, and will at the same time permit the officers of the Company now in London to give such evidence as they possess in the matter, we will agree with the Board, in leaving all matters to the final decision of George Bidder, Esq., Vice President of the Institute of Civil Engineers with power to that gentleman to take such legal advice as he may consider necessary in the case.

I have not the advantage of a personal acquaintance with Mr. Bidder, but the high position he occupies will afford us a sufficient guarantee that our matters will receive a fair and equitable consideration if placed before him, and I am sure that it is in this spirit the London Board would desire to have the several questions between us dealt with.

If the Board consent to the reference to Mr. Bidder, in the manner proposed, may I beg the favor of your informing me thereof as soon as possible.

I have the honor to be, dear sir,  
Your most obedient servant,  
(Signed,) A. T. GALT,  
For self and partners.

To which I received the following reply :

21 OLD BROAD STREET,  
LONDON, 14th January, 1857.

MY DEAR SIR,—I duly laid before the London Board, at its meeting held this day your letter to me of the 10th inst., and I am desired to state in reply that the Directors agree to your proposal that Mr. G. P. Bidder shall be the sole referee in settlement of all matters to be adjusted between this Company and your firm, provided Mr. Wagstaff can be present at all meetings held by Mr. Bidder to conduct the case for and on behalf of the Company.

In the belief that you will agree to this condition, I have instructed Mr. Wagstaff to at once put himself in communication with Mr. Bidder, so that if he consent to act, the reference may be begun immediately.

I have the pleasure of adding that the Directors have desired me to place at your disposal the documents at this Office you may require relating to your affairs, admitting them as evidence; and the officers of the Company now in London will be instructed to give such evidence as they possess relating to the matters under arbitration.

I am, my dear Sir,  
Yours very faithfully,  
(Signed,) C. P. RONEY.

A. T. Galt, Esq.,  
British Hotel,  
Cockspur Street.

A joint letter was then addressed to the arbitrator, in the following terms:

LONDON, 15th January, 1857.

GEO. P. BIDDER, Esq.,  
London.

SIR,—Certain points of difference having arisen between the Grand Trunk Railway Company of Canada and Messrs C. S. Czowski & Co., in regard to claims of the latter connected with their contracts with the Company for the execution of certain works in Canada, it has been mutually agreed that the said points shall be referred for your decision, to which both parties engage to give legal effect.

The points on which your decision is requested are:

*First.*—The claim of the contractors for a remission of interest on the money paid them under the terms of the contract, and the amount, if any, to be allowed to them.

*Second.*—In the event of the Company deciding not to execute a certain portion of the intended works, to wit, from St. Mary's to Sarnia, the amount of damages, if any, to be awarded to the contractors.

*Third.*—In the event of the Company deciding to proceed with certain works under the contract, suspended by order of the Company, to wit, from St. Mary's to Sarnia, the amount of additional price, if any, to be allowed the contractors for extra cost arising out of such suspension.

*Fourth.*—Whether the contractors are entitled to the contract for the construction of the line from St. Mary's to London, and, if so, on what terms.

The reference of the above points is made to you with the view of your deciding upon the said claims according to their fair and equitable merits as between the parties. Should it appear to you, however, necessary to obtain legal advice upon any point that may arise it is understood that you are fully authorized to do so, giving it such weight as in your own judgment it may appear to possess.

The Directors of the Grand Trunk Company require that Mr. Wagstaff shall appear before you on behalf of the Company, and the contractors will be represented by Mr. Galt and Mr. Gzowski.

We have the honor to be, Sir,

Your most obedient humble servants,

(Signed.) C. P. RONEY,

Secretary of Grand Trunk Railway and Company.

(Signed.) C. S. GZOWSKI & Co.

32 GREAT GEORGE STREET,

WESTMINSTER, 17th January, 1857.

MY DEAR SIR,—Mr. Bidder agrees to the appointment of Tuesday at half past ten.

It occurs to me as desirable that there should be a somewhat more formal document than a letter to Mr. Bidder, and I have accordingly sketched and enclosed for your consideration a short agreement.

The Hon. Mr. Ross suggested that I should see Mr. Glyn prior to entering on the reference, and I went into the city with that object this morning, intending at the same time to take his opinion as to the accompanying agreement, but unfortunately Mr. Glyn was not in town to-day, and therefore I have not had the opportunity of obtaining any instructions as to whether any agreement ought to be signed or not. I will endeavor to see him on Monday.

Yours truly

(Signed.)

WILLIAM WAGSTAFF.

A. T. Galt, Esq.

32 GREAT GEORGE STREET,

WESTMINSTER, 19th January, 1857.

MY DEAR SIR,—I regret much that circumstances beyond my control require me to ask a postponement of our meeting fixed for to-morrow until some later day in the present week. I suggested Thursday and have called on Mr. Bidder to ascertain whether that day would suit him, but finding that day to be inconvenient I have fixed Friday at half past ten, subject to your approval.

Yours faithfully,

(Signed.)

WILLIAM WAGSTAFF.

A. T. Galt, Esq.

32 GREAT GEORGE STREET,

WESTMINSTER, 19th January, 1857.

MY DEAR SIR,—I have arranged with Mr. Bidder to postpone the meeting from to-morrow to some other day, and I do not therefore suppose that he will expect you and probably will not be in town to-morrow.

I can assure you that there shall be no delay on my part, but I think it better to postpone any meeting until Friday.

Yours faithfully,

(Signed.)

WILLIAM WAGSTAFF.

A. T. Galt, Esq.

32 GREAT GEORGE STREET,

WESTMINSTER, 20th January, 1857.

MY DEAR SIR,—I have seen Mr. Glyn but find he is unwilling to sign the agreement of Reference

which I have prepared, and which I consider necessary in order to render any award which Mr. Bidder may make binding, without first submitting it to the Board for consideration.

I understand there is to be a Meeting of the Board to-morrow, which Mr. Glyn will attend, and to which he will submit the matter.

Yours faithfully,  
(Signed,) WILLIAM WAGSTAFF.

A. T. Galt, Esq.,  
British Hotel.

After consenting thus twice to a postponement of the hearing, I finally received the following letter from Mr. Wagstaff, the Solicitor of the Company :

32 GREAT GEORGE STREET,  
WESTMINSTER, 22nd January, 1857.

MR DEAR SIR,—I regret to say that the London Directors declined to enter into the agreement which I sent for your perusal, as involving a personal responsibility which they do not feel at liberty to undertake ; and on applying for directions as to proceeding with the arbitration in the absence of an agreement which would be mutually binding, I have to intimate to you that appreciating the difficulty which might be occasioned to all parties by an award not legally binding and not made on the footing of the strict legal rights of the parties it is not considered advisable to proceed further with the reference to Mr. Bidder until a communication is received from the Board confirming the proposed arbitration.

I am further instructed to intimate the hope that this course will not seriously inconvenience you and that you are quite at liberty, instead of waiting the result of communication with Canada, at once to withdraw from any reference to Mr. Bidder, and to have the disputed question settled in Canada instead of here, by an arbitration there under the provisions of the Contract.

This suggestion is made having regard to your parliamentary engagements in Canada during the ensuing months.

I remain, &c.,  
(Signed,) W. WAGSTAFF.

I have given notice to Mr. Bidder, that we shall not be prepared to proceed to-morrow.  
A. T. Galt, Esq.,  
British Hotel.

To which I made the following reply :

LONDON, 22nd January, 1857.

W. WAGSTAFF, Esq.,  
32 Great George Street,  
Westminster.

SIR—We have just received (7 P. M.,) your letter of this date to our Mr. Galt on the subject of the arbitration between our Firm and the Grand Trunk Railway Company.

At present we can only reply that we entirely dissent from the conclusions you state the Board to have arrived at. And we maintain that they cannot now honorably withdraw from the terms of reference already agreed upon, and communicated to Mr. Bidder.

We therefore desire to inform you on behalf of the Grand Trunk Railway that we shall attend on Mr. Bidder at the appointed hour, half past ten o'clock to-morrow morning, and will then be prepared to enter upon the arbitration as agreed, and we notify you thereof that you may be present to represent the Grand Trunk Railway Company of Canada.

We beg leave further to state that we are and shall be ready to enter into any undertaking that may be required binding our firm to abide by the decision at which Mr. Bidder may arrive on all the points submitted agreeably to the joint letter of reference, dated 15th inst. And we state that we have not required nor do we ask any personal undertaking to this effect from the gentleman acting on the London Board, being satisfied that the Canadian Board will honorably fulfil any liability arising out of the engagement entered into by the London Board by its resolution of reference communicated to us.

(Signed,) C. S. GZOWSKI & CO.

I failed, however, in obtaining the desired reference, but after a week's negotiation the following letter was given me as the ultimatum of the Board :

OFFICE OF THE GRAND TRUNK COMPANY OF CANADA,  
21 OLD BROAD STREET, 4th February, 1857.

GENTLEMEN,—I am instructed by the English Board of the Grand Trunk Company of Canada to submit to you the following proposal for the settlement of the claims brought by you under the notice of the Directors and intended to form the subject of a submission to arbitration and all other matters at issue, viz :

1. That the contract with the Grand Junction Railroad Company for the line from St. Mary's to London be adopted by the Grand Trunk Railway Company.
2. That your claim for loss of profit in respect of the non-construction of the portion of Railway from St. Mary's to Sarnia be abandoned.
3. That the question as to your obligation to complete that portion of the line and upon what, if any addition to the contract in price, remain in abeyance until the completion of the line of St. Mary's to London.
4. That the sum of £25,000 in C Bonds be paid and accepted in full satisfaction and discharge of all claims by you on the Grand Trunk Company, as stated in your letter of 10th December. It being understood that the above payment shall in no respect alter the settlement to be made between you and the Company for works executed, or for interest due by you under the contract.

On receiving from you a written acceptance of the above proposal, the matter will be considered as concluded, and a more formal agreement, if required by either party, is to be prepared and settled by Mr. Lloyd and Mr. Wagstaff in accordance therewith.

I have the honor to be,  
Gentlemen,  
Your obedient servant,  
(Signed,)

C. P. RONEY,  
Secretary.

To Messrs. Gzowski and Co.

LONDON, 4th February, 1857.

SIR.—With a view to an amicable adjustment of all matters in difference between the Grand Trunk Company and us, we accept the above proposal.

We are, Sir,

Your very obedient servants,  
(Signed.) C. S. GZOWSKI & CO.

Sir C. P. Roney,  
&c. &c. &c.

To which I assented. And this is now the precise position in which the firm of Gzowski & Co. stand towards the Grand Trunk Company.

The Committee will therefore observe that with the exception of £25,000 of C Bonds, given under the proposal stated before, Gzowski & Co. have never received one shilling beyond their contract price. The Bonds referred were received by me in extinguishment of a much larger claim for remission of interest arising from the delays caused to us by the Company, at various periods of great financial difficulty. And in regard to the Sarnia work, if it be now proceeded with, the agreement is that the question of increased price, if any shall be then determined. Assuming that it was now decided to proceed, the estimate of the Engineers already stated of £45,781 5s., Gzowski & Co. consider as binding on them, and therefore the whole increased cost arising out of the suspension would be the addition of this sum to the balance unexpended of the present contract, and the line would be completed for the same.

The whole contract was for.....	£1,376,000	0	0
The works executed, independent of additional sidings, stations, and rolling stock, represent.....	1,019,332	0	0
Balance.....	356,668	0	0

But as already stated the contractors have provided and been paid for .....			
The right of way.....	£22,500	0	0
On account of engineering.....	6,250	0	0
			28,750 0 0
Add for increased cost as estimated by Engineers.....			£327,918 0 0
			45,781 5 0
The sum of.....			£373,699 5 0
Therefore represents the whole liability of the Company to Gzowski & Co. under the contract, and for this sum the contractors are bound, and are prepared to execute the remaining work to Sarnia. The whole cost of the line from Toronto to Sarnia, agreeably to the contract, if the contractors be now instructed to proceed would thus be.....	£1,376,000	0	0
Add for increased cost as before.....	45,781	0	0
			1,421,781 5 0
For additional sidings, stations, &c.....	£160,805	0	0
Less amount stated as additional rolling stock, but included in contract when wholly complete.....	58,080	0	0
			102,725 0 0
			£1,524,506 5 0
Of this sum there has been, or would be when complete, repaid to the Company by Gzowski & Co., for the salary fund.....	£13,000	0	0
And for interest an amount has been paid and is claimed (of which a part is in dispute and now under reference to the Hon. J. H. Cameron and Mr. Eccles) of.....	100,569	6	8
And a further amount of interest will also have to be paid if the works go on to Sarnia, of probably.....	30,000	0	0
			143,569 6 8
			£1,380,936 18 4

Upon the full completion of the line, with the amount of rolling stock provided by the contract, but with sidings increased from 3 per cent. to 10 per cent. or from 3 to 10 miles, together with additional stations and double track structures at the most important points, from Toronto to St. Mary's, and all engineering and other expenses paid by the contractors, the Company will thus have in all paid to Gzowski & Co. £1,380,936 18s. 4d., or equal to about £8,000 sterling per mile for about 170 miles of unquestionably first-class railway, passing, for the 100 miles west of Toronto, through the most difficult and expensive country in the whole Province. And I respectfully submit to the Committee that the whole of this work has been executed in the most perfect good faith, without a single complaint on the part of the Company, and without a single claim having been put forward by the contractors for any contingency, however unfavorable to them, which may have occurred, without the payment of one shilling beyond the contract rate, except the solitary claim arising out of the increased cost of performing work that should have been completed in 1853 and 1854, and which claim has been left by the contractors to the decision of the Company's own officers. I must apologize to the Committee for the great length of my

reply, but my desire has been to place the whole relations of my firm towards the Grand Trunk Company plainly and fully before the Committee, and I shall be happy to furnish any information that may be desired in elucidation of any point.

*Ques.* 16. In whose hands are the title deeds for roadway between Stratford and Sarnia deposited?—*Ans.* I believe the title deeds are in the possession of Gzowski & Co.

*Ques.* 17. In whose name are the above described title deeds?—*Ans.* Gzowski & Co.

*Ques.* 18. You say in reply to Question 15, that Gzowski & Co. were to have the offer of any further work at fair prices; do you mean that the contract was to be arranged between that firm and the Directors, without public notice and competition?—*Ans.* Yes.

*Ques.* 19. (By Hon. Mr. Atty. Genl. Macdonald.) You have, I believe, an intimate acquaintance with the inception of the Grand Trunk Railway; when did that acquaintance first begin?—*Ans.* The first knowledge that I had of the proposed Grand Trunk Railway arose from a meeting with the Hon. Mr. Hincks, in London, (England,) in the spring of 1852, when that gentleman did me the honor to consult with me as to the negociation which he was then conducting with the Imperial Government, with regard to the line from Halifax to Quebec. Mr. Hincks then informed me that he had no expectation of bringing that negociation to a successful issue; he acquainted me with the terms of a letter addressed by him to Sir John Pakington, dated about the 1st June, 1852; he said that in the event of a failure he should endeavour to make other arrangements to enable the main line of Railway through Canada itself to be carried out. Either from Mr. Hincks or from some other party, I heard that the Quebec and Richmond Railway had been contracted for by Messrs. Peto & Co., and I then expressed to Mr. Hincks my doubt whether arrangements of a similar kind would be popular in Canada. I subsequently went to Paris, where I received a letter from Mr. Hincks a few days after, informing me of the result of his correspondence with the Colonial Office, and that he had made arrangements with Messrs. Peto & Co. for an examination by them of the Grand Trunk Line, with a view of their undertaking its construction. To this letter I replied, repeating my doubt whether the arrangement was a desirable one, and Mr. Hincks returned to Canada before I had an opportunity of seeing him again.

*Ques.* 20. (By Hon. Mr. Atty. Gen. Macdonald.) Upon the two Acts of incorporation of the Railway from Montreal to Kingston, and from Kingston to Toronto, being assented to by Proclamation in August, 1853, were any steps taken to organize these Companies, or either of them, and what were those steps?—*Ans.* I am not myself aware of the steps taken for the organization of the line from Toronto to Kingston, but in the case of the Montreal and Kingston line, the stock authorized was after due advertisement subscribed, and the Company organized, by the appointment of Directors.

*Ques.* 21. (By Hon. Mr. Atty. Gen. Macdonald.) Was the organization not in opposition to the policy of the Provincial Government, and what was the course of the Government with respect to such organization?—*Ans.* Unquestionably the organization was in opposition to the policy of the Provincial Government, and the Government determined to grant a new and separate Charter for the line from Montreal to Toronto, notwithstanding the Charter previously proclaimed in August 1852.

*Ques.* 22. (By Hon. Mr. Atty. Gen. Macdonald.) Was the Government policy resisted, and who were parties to such opposition?—*Ans.* The Government

policy was resisted by the Montreal and Kingston Railway Company as organized, of which Mr. Holton was President, and myself Vice-President, as will be seen by reference to the proceedings before the Railway Committee in 1852..

*Ques. 23.* (By Hon. Mr. Atty. Gen. Macdonald.) Did this Company really and bona fide contemplate the construction of the work from Montreal to Kingston?  
—*Ans.* Yes.

*Ques. 24.* (By Hon. Mr. Atty. Gen. Macdonald.) What were their expectations of raising the required funds for that purpose?—*Ans.* They depended upon the provisions of the Provincial Guarantee Act, to provide one half of the whole cost of the Railway; they expected to receive assistance, either from the sale of stock or on loan from the various municipalities on the line, and they also looked forward to the possibility of disposing of part of the capital in the arrangements for the construction of the works, but the opposition at once indicated by the Government towards their proceedings, prevented that Company from taking any very active steps beyond obtaining from several contracting firms, general tenders for the execution of the works.

*Ques. 25.* (By Hon. Mr. Atty. Gen. Macdonald.) On the opposition to the Government policy proving unsuccessful, and the Grand Trunk Charter becoming law, were any negotiations entered into or arrangements made by the parties comprising the Montreal and Kingston Railway Company, with Mr. Hincks or the Grand Trunk Company, and if so explain the nature and results of such negotiations?  
—*Ans.* Before the Grand Trunk Charter became law, the divisions in the Railway Committee and in the House upon the Bill, plainly shewed that the policy of the Government would prevail unless the claims of the Montreal and Kingston Company would receive stronger support; to obtain that support I, being at the time President of the St. Lawrence and Atlantic Railway, brought before the notice of the Board of Directors of that Company a proposal of amalgamating their line with the Montreal and Kingston Company, which proposal was favourably entertained by the Directors of that Company, and communicated by their desire to Mr. Hincks, prior to the third reading of the Grand Trunk Bill, I received a telegraph from Mr. Hincks requesting me immediately to come to Quebec, and stating that proceedings in the Bill should be stayed until my arrival. I accordingly went to Quebec and there saw Mr. Hincks, who expressed a strong desire that the proposed amalgamation of the lines referred to should not take place, to the prejudice of his own plans, he adverted to a correspondence which had previously taken place between Mr. Holton and himself, on the subject of the Victoria Bridge, he urged upon me, that we had there offered to withdraw our opposition provided the Victoria Bridge were constructed, he said that that work was too expensive for any single Company to undertake it, and that we would be perfectly unable to do it ourselves, if we carried out our project of amalgamating the St. Lawrence and Atlantic and Montreal and Kingston lines, he said that he admitted the importance of the St. Lawrence and Atlantic line, having an interest west of Montreal, and stated that had Mr. Jackson been in the country he would have recommended his entertaining the project for the amalgamation with the St. Lawrence and Atlantic line. The above is the general purport of lengthy discussions which I had with Mr. Hincks on the subject, which resulted in his proposing to use his best influence to secure the amalgamation of the St. Lawrence and Atlantic line with the Grand Trunk proper, and the consequent construction of the Victoria Bridge as stipulated in the letter of Mr. Holton addressed to Mr. Hincks and published in the newspapers at the time.

*Ques. 26.* (By Hon. Mr. Atty. Gen. Macdonald.) Were these arrangements made with Mr. Hincks alone, or were any members of the firm of Peto & Co. parties

thereto?—*Ans.* They were made with Mr. Hincks alone; Mr. Jackson, the only member of the firm who had been to Canada till that time, having returned to England several weeks previously.

*Ques. 27.* (By Hon. Mr. Atty. Gen. Macdonald.) Was there any agreement or understanding, private or otherwise, for the individual advantage of any of the parties connected with the Montreal and Kingston or the St. Lawrence and Atlantic Railways?—*Ans.* There was not any such agreement or understanding; the only points connected with the Grand Trunk arrangements were the nomination of Mr. Holton and myself as Directors upon the Board of that Company, being limited not to take advantage of the condition of the Grand Trunk Act, which provided that the Stock in that Company should be divided amongst the parties named in the Act. In the case of Mr. Holton and myself, Mr. Hincks expressed apprehension that we might take advantage of that circumstance still more seriously to interfere with his arrangements, by subscribing for an inconvenient amount of Stock, and provided that we should under no circumstances subscribe more than £50,000, which power, I may here state, was never exercised. The only other point of a personal nature referred to in any conversation I had with Mr. Hincks arose out of the interference of a member of his Government, at that time, with the proceedings of the Toronto and Guelph Railway Company for the purpose of preventing fair consideration being given to a tender which was then before that Company, by the present firm of Gzowski & Co., for the construction of the road from Toronto to Guelph. I stated to Mr. Hincks that I conceived it exceedingly unfair that any influence should be used by any member of the Government in such transactions, and that if it had arisen from any hostile attitude in which Mr. Holton and myself had stood towards the Government that I thought it ought immediately to cease. Mr. Hincks expressed his entire ignorance of any such step having been taken by any one, and agreed in its impropriety, promising that nothing of the kind should ever occur again.

*Ques. 28.* (By Hon. Mr. Atty. Gen. Macdonald.) What member of the government do you allude to in your last answer; what was the nature of his opposition, and how did it come to your knowledge?—*Ans.* The Hon. Malcolm Cameron, I think he was President of the Council at that time. It consisted of a telegraph to the Vice-President of the Toronto and Guelph Company expressing a desire that the contract for that road should not be given to Gzowski & Co., and was, I believe signed with the addition of P. C. I cannot state at this distance of time, how it came to our knowledge, but it was either from the gentleman to whom it was addressed, or from some other member of the Board.

*Ques. 29.* (By Hon. Atty. Gen. Macdonald.) At this time was there any expectation of an amalgamation of the Toronto and Guelph with the Grand Trunk Railway, and had you then any communication with Mr. Hincks or the Grand Trunk Company on the subject?—*Ans.* None whatever; nor had I any communication with Mr. Hincks or any body else on the subject.

*Ques. 30.* (By Hon. Atty. Gen. Macdonald.) What steps did you take with respect to the Grand Trunk Railway, on the conclusion of the arrangements made, by which you became a Director?—*Ans.* The opposition to the Grand Trunk Bill was withdrawn, and the repeal of the charter of the Montreal and Kingston Road was assented to; I then proposed to the Board of the St. Lawrence and Atlantic Railroad, that I should be authorized to proceed to England, with the view of endeavouring to perfect an amalgamation or sale of that Railway to the Grand Trunk Company; I also wrote to the Directors of the Atlantic and St. Lawrence Railway, (American section of the Montreal and Portland Road) suggesting that

they should confer upon me, authority also, to negotiate a transfer of their line to the Grand Trunk Company, this authority was given to me by both Companies, and I proceeded to England with the view of conducting the negotiations.

*Ques. 31.* (By Hon. Atty. Gen. Macdonald.) Was the amalgamation of the Toronto and Guelph Railway any portion of your mission?—*Ans.* It was not. My mission in regard to that Company was to endeavour to raise funds by the sale of certain bonds then in the hands of the Canada Company in London, and other securities if possible, for the purpose of completing the Road.

*Ques. 32.* (By Hon. Atty. Gen. Macdonald) When did you arrive in England, and with whom did you communicate there on the subject of the Grand Trunk Railway?—*Ans.* I arrived in England the beginning of January, 1853, and I immediately communicated on the subject of the Grand Trunk Railway with the Hon. Mr. Ross, the President of that Company, who brought me into communication also with Mr. Jackson, of the firm of Peto & Co.

*Ques. 33.* (By Hon. Atty. Gen. Macdonald.) With whom did you communicate on the subject of the Toronto and Guelph Railway?—*Ans.* I put myself in communication with Mr. Francks, Chairman of the Canada Company, in whose possession the bonds to which I have referred, were.

*Ques. 34.* (By Hon. Atty. Gen. Macdonald.) What were your first steps as to the Grand Trunk Railway and the proposed amalgamation of the Portland Road with it?—*Ans.* I took the earliest opportunity of stating to Mr. Ross, the views I held of the importance of the Victoria Bridge in connection with the through line of Railway proposed from the West, and I pointed out to him the importance of securing access during the winter to the Atlantic, representing to him that Portland was the nearest point on the Atlantic coast to Montreal, and therefore the point over which the traffic of the West would naturally flow after reaching Montreal, and holding these views I proposed that the line from Montreal to Portland should be amalgamated with the line from Montreal to Toronto, and the Victoria Bridge constructed by the united Company.

*Ques. 35.* (By Hon. Atty. Gen. Macdonald.) Had you then any communication with Mr. Ross on the subject of the Toronto and Guelph Railway?—*Ans.* Not at that time.

At 2 P.M. the Committee adjourned till to-morrow morning at 10 A.M.

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*Wednesday, 13th May, 1857.*

Committee met.

MEMBERS PRESENT :

MR. BELLINGHAM, in the Chair ;  
 MR. CHRISTIE,  
 MR. SIMARD,  
 MR. PAPIN,  
 MR. MASSON,  
 MR. SOL. GENL. SMITH, and  
 HON. MR. ATTY. GENL. MACDONALD.

Hon. Mr. Ross, Mr. Holmes, Mr. Davis, Mr. Galt, and Mr. Holton, were in attendance.

Mr. Galt's examination resumed :

*Ques. 36.* (By Hon. Mr. Atty. Genl. Macdonald.) What first induced you to propose the amalgamation of the Toronto and Guelph Railway?—*Ans.* Shortly after my arrival in London, I ascertained that the best understanding did not exist between the parties representing the Great Western Railway in England, and the promoters of the proposed Grand Trunk Railway, and I believed the opportunity had thus arisen for me, in the execution of my mission on behalf of the Toronto and Guelph Railway, to enlist the good offices of the friends of the Grand Trunk in its behalf, believing that they would consider it an object of importance to have a direct line from Toronto to the westward, whose interests would be identical with their own in the transmission of traffic coming from the West over the Grand Trunk line to Montreal and the seaboard. In the case of the Great Western Company, their interests were much more largely engaged in directing trade over the Niagara frontier, and the New York Central Railway to New York and Boston, and as that Company had obtained the control, by the grant of a Charter to the Toronto and Hamilton Railway, of the line between Toronto and the Great Western Railway at Hamilton, it was evident that their hostility, if it were not mitigated towards the Grand Trunk, hereafter would, in point of fact, leave that great enterprise entirely dependent upon the Great Western Railway for its communications with the West; for these and similar reasons, I proposed to the Hon. Mr. Ross and to Mr. Jackson, that the amalgamation of the Toronto and Guelph Railway should form part of an united scheme of Railway from the ocean, at Portland, to Sarnia, in the West.

*Ques. 37.* (By Hon. Mr. Attorney General Macdonald.) You have stated the reasons urged by you for amalgamating the Montreal and Portland line; what discussion took place on the matter? with whom did you negotiate? and did these discussions result in the adoption of your views?—*Ans.* I negotiated with the Hon. Mr. Ross, as President of the Grand Trunk, with Mr. Jackson, and Sir Morton Peto, on the subject. Very lengthened discussions took place in regard to the position, value, character of the works, and prospects of traffic over the lines from Montreal to Portland; and I then urged upon these gentlemen that the lines referred to, notwithstanding the difficulties of the country through which they passed, had been constructed at a period when such work could be most economically performed and that therefore believing as I did, that the traffic on those lines would be fully equal to that upon other sections of the Grand Trunk Railway, that it would be only fair that the proprietors in those lines should benefit from the greater cheapness at which their lines had been constructed, and that if any amalgamation took place at all, the basis for it ought to be the cost of the Grand Trunk Line from Montreal to Toronto. Had my views been adopted, I believe the arrangement would have been exceedingly advantageous to the proprietors of the Companies I represented; but I did not succeed in finally inducing the gentlemen I have named to adopt my views; they contended that the character of the works provided for by the Grand Trunk contracts, was of a superior class to that of the lines from Montreal to Portland, and that therefore it could not reasonably be demanded by me, that the views I held should be adopted. These discussions lasted for a considerable time, on different occasions, and finally it was agreed that the basis for an amalgamation, if it finally took place, should be the assumption of the lines referred to at their cost, the united Grand Trunk Company accepting the Roads, and assuming their liabilities. In the case of the American Road from Island Pond to Portland, I do not wish to be misunderstood as stating that it was

proposed to amalgamate that line, the circumstance of its being in a foreign country preventing the same description of an arrangement as could be made in the case of a Provincial Company. I may further state to the Committee that as soon as there seemed a probability of an arrangement being effected for the union of the lines referred to, it became necessary to obtain the sanction of the Provincial Legislature to such union, and I believe that the Amalgamation Act was brought forward by the Government in Canada, in consequence of communications from England.

*Ques. 38.* (By Hon. Mr. Atty. Gen. Macdonald.) Did any of the Canadian Directors of the Grand Trunk Company take part in those discussions? If so, name them?—*Ans.* I believe that Captain Rhodes, Mr. Forsyth, and the Hon. Geo. Pemberton, were parties to these arrangements, they were certainly made aware of them at a meeting of the Directors of the Grand Trunk Railway, which on several occasions met in London, to advise with Mr. Ross on the steps to be taken.

*Ques. 39.* (By Hon. Mr. Atty. Gen. Macdonald.) Why did you negotiate with Messrs. Peto and Jackson?—*Ans.* Because under the terms of the arrangements made in Canada with the sanction of the Railway Company and the Government, these gentlemen did in fact represent the real interests of the Grand Trunk Railway and were the parties whom every one regarded as responsible for the carrying out of the enterprise.

*Ques. 40.* (By Hon. Mr. Atty. Gen. Macdonald.) Was not their position as a contracting firm and as capitalists in England considered such as to ensure the success of the enterprise?—*Ans.* I certainly so regarded them myself, from such information as I could obtain from my friends in London.

*Ques. 41.* When was the amalgamation of the Quebec and Richmond and the Grand Trunk East Railways first proposed?—*Ans.* To the best of my recollection it must have been about six weeks subsequent to my arrival in England, but it certainly was after a general understanding had been come to with regard to the terms upon which the Grand Trunk West and the Montreal and Portland Lines were to be united.

*Ques. 42.* (By Hon. Mr. Atty. Gen. Macdonald.) Who were the parties most largely interested in the proposed amalgamation?—*Ans.* Messrs. Jackson, Peto & Co. undoubtedly held the largest interest in the Quebec and Richmond Road, and also in the Grand Trunk East, inasmuch as they were understood to be in the same position with regard to that Road as in the Grand Trunk West.

*Ques. 43.* (By Hon. Mr. Atty. Gen. Macdonald.) What terms were sought for by the parties interested in these two Railways? (viz: the Quebec and Richmond and the Grand Trunk East.) and were the terms sought for accepted?—*Ans.* The terms sought for by gentlemen in Liverpool connected with the Quebec and Richmond Road were that it should be taken at a fixed minimum guaranteed interest of six per cent., but these terms were not accepted, and the same basis was finally adopted as in the case of the St. Lawrence and Atlantic Road.

*Ques. 44.* (By Hon. Mr. Atty. General Macdonald) Were you satisfied with the arrangements for the amalgamation of the lines East of Richmond? *Ans.* I was not satisfied with this arrangement, because I had not as favourable a view as the other Gentlemen of the traffic on the lines from Richmond Eastward, and I thought it would be placing the Shareholders of the St. Lawrence and Atlantic Railroad,

in a worse position than they would be in, if the lines East of Richmond were left perfectly undisturbed from the remainder of the scheme.

*Ques. 45.* (By Hon. Mr. Atty. Gen. Macdonald.) Did this amalgamation alter or modify your views as to the St. Lawrence and Atlantic Railway? If so state in what way?—*Ans.* It did very considerably modify my views as to the union of the St. Lawrence and Atlantic Railway; and inasmuch as it had been arranged previously that the arrears of interest due to the proprietors of that Company should be capitalised by their payment by the united Company, I proposed that these arrears should be fixed at the sum of £75,000, instead of the exact amount, which would have been ascertained to be due to those proprietors; the effect of this arrangement was to give them a bonus, in addition to the interest to which they were entitled under the previous arrangement. I was not at the time aware of what the amount of such interest would have been, but no interest had been paid for a long time to the proprietors of that Company. This proposition was adopted.

*Ques. 46.* (By Hon. Mr. Atty. Gen. Macdonald.) Were your views modified as to the Atlantic and St. Lawrence lease, and as to the Guelph line? *Ans.* No, in no respect, because in the case of the Atlantic and St. Lawrence line, their position was fixed and defined to be a six per cent. lease; consequently, whatever the effect of the lines East of Richmond might have on the whole line, it certainly did not affect that Company, neither did I feel justified in proposing any better terms for the Toronto and Guelph line, inasmuch as I believed that the Company itself derived very great advantage from being taken into the amalgamation, whereby the capital was expected to be provided for its construction. This latter Company did not stand at all in the same position as the St. Lawrence and Atlantic Company.

*Ques. 47.* (By Hon. Mr. Atty. Gen. Macdonald.) Could not arrangements have been made by the Grand Trunk Railway Company for acquiring all these lines on better terms? If not, please state your reasons for thinking so.—*Ans.* I do not think so, because though it is true that in the cases of the St. Lawrence and Atlantic, and Atlantic and St. Lawrence Companies, the shares in those Companies were at a very large discount, yet the road was on the eve of completion, and very great confidence was entertained by those connected with them in their future traffic, besides it would not in my opinion have been possible to have acquired the shares in those companies by purchase in the market, without immediately rising the price very much, neither was it competent for the Grand Trunk Railway Company, as such, to become the purchasers of any shares in any Company, and therefore they could not have either acquired or held such shares so as to give them that control over the lines referred to, which I regard as essential for the establishment of a uniform system of traffic from the West to the ocean. In reference to the Toronto and Guelph Road, the capital had only been raised to a very limited extent, and was at par, at which rate it was amalgamated.

*Ques. 48.* (By Hon. Mr. Atty. Gen. Macdonald.) Then I understand you to state it as your opinion, that amalgamation by consent was the only mode?—*Ans.* That is my opinion.

*Ques. 49.* (By Hon. Mr. Atty. Gen. Macdonald.) When did you cease to be a Director of the Grand Trunk Railway? State the date.—*Ans.* I cannot state the date, but it was, I believe, in the end of March or beginning of April, certainly not later than the 13th of April, 1853.

*Ques. 50.* (By Hon. Mr. Atty. Gen. Macdonald.) In the case of the St. Lawrence and Atlantic Road, what amount of capital had been raised, and how?

—*Ans.* The total amount of capital raised was £739,035 12s. 4d. stg., which has been raised in the following manner :

Provincial Bonds under Guarantee Act,.....	£400,000	0	0
Montreal City Bonds,.....	102,739	14	6
Seminary of Saint Sulpice,.....	20,547	18	11
British American Loan Company,.....	20,547	18	11
Shares.....	195,200	0	0
	£739,035	12	4

*Ques.* 51 (By Hon. Mr. Atty. Gen. Macdonald.) What portion of this capital was affected by the amalgamation?—*Ans.* The Share Capital alone was affected by the amalgamation.

*Ques.* 52. (By Hon. Mr. Atty. Gen. Macdonald.) If the Share Capital of the St. Lawrence and Atlantic road, had been procured at current market rates of the day, what would have been saved by the Grand Trunk?—*Ans.* Assuming that the Share Capital could have been procured at the current market rate of the day, which may be generally stated at from 40 to 50 per cent. discount, the amount of the saving would have been from £75,000 to £97,000, but, as I have already stated, I believe it would have been perfectly impossible to have procured the Shares on these terms.

*Ques.* 53. (By Hon. Mr. Atty. Gen. Macdonald.) How was the amalgamation of the St. Lawrence and Atlantic Road with the Grand Trunk finally effected?—*Ans.* The amalgamation was to consist in the issue of an amount of Grand Trunk Stock, equal to the amount of St. Lawrence and Atlantic Stock.

*Ques.* 54. (By Hon. Mr. Atty. Gen. Macdonald.) Are we to understand then, that no money was paid or payable to the Shareholders of the St. Lawrence and Atlantic Road, and that the amalgamation was effected altogether by an exchange of Stock on equal terms?—*Ans.* Certainly, that was the nature of the arrangement.

*Ques.* 55. (By Hon. Mr. Atty. Gen. Macdonald.) What was the value of Grand Trunk Shares at the time of issue?—*Ans.* The Grand Trunk Shares, with 10 per cent. paid upon them, bore a small premium when they were first issued, but from various unfortunate causes they speedily went to a discount, at which they have from that time continued.

*Ques.* 56. (By Hon. Mr. Gen. Macdonald.) What was the value of the Grand Trunk Shares at the beginning of the present year, and what is their present value?—*Ans.* About 50 per cent. discount at the beginning of 1857, and about 40 per cent. at the present time.

*Ques.* 57. (By Hon. Mr. Atty. Gen. Macdonald.) Do the Grand Trunk Railway Shares now hold a higher value than the St. Lawrence and Atlantic Shares at the time of amalgamation? *Ans.* About the same.

*Ques.* 58. (By Hon. Mr. Atty. Gen. Macdonald.) In the case of the Atlantic and St. Lawrence Road, what amount of Capital had been raised, and how?—*Ans.* The amount of capital was about £370,000 sterling, in shares, and £613,972 3s. 10d. sterling in bonds.

**Ques. 59.** (By Hon. Mr. Atty. Gen. Macdonald.) Could the Atlantic and St. Lawrence Road have been amalgamated with the Grand Trunk? Could the shares have been bought, and at what rate? What saving would have been made by the purchase of the shares, and what is the present value at Portland of its shares and bonds?—*Ans.* The Atlantic and St. Lawrence Road could not have been amalgamated with the Grand Trunk Company, owing to its being a foreign corporation in a foreign country. The shares, as I have stated in answer to a previous question, could not have been bought by the Grand Trunk Company as such, but if bought by individuals, could probably have been obtained at that time to a limited extent, at about 30 to 40 per cent. discount, though I make the same remark as before, that to buy any large amount would have raised the price. If bought at the rate named, the saving would have been from £110,000 to £148,000. The present value in Portland of the shares of that Company, guaranteed by the Grand Trunk lease, is from £35 to £40 per cent. discount, and its bonds are, I believe, worth about 18 or 20 per cent. discount.

**Ques. 60.** (By Hon. Mr. Atty. Gen. Macdonald.) Please to apply the two last questions to the Quebec and Richmond Road, and answer them.—*Ans.* In the case of the Quebec and Richmond Railway, the capital raised was about £635,000 sterling, of which about £285,000 sterling, were in shares, £100,000 sterling in bonds, and £250,000 sterling in bonds of the Province, to be issued under the Guarantee Act. The shares of the Quebec and Richmond were almost entirely held in England, and were quoted in the Stock Exchange Act, at the time of the amalgamation, at a small premium; no saving could, therefore, have been effected by the purchase of these shares, on the market. They are at present, I believe, incorporated with the Grand Trunk Shares, and I cannot, therefore, state what their market value might be.

**Ques. 61.** (By Mr. Bellingham.) Could not shares of the Atlantic and St. Lawrence, and St. Lawrence and Atlantic have been bought at the 40 per cent. discount, sufficient to give control of the direction to the Grand Trunk Company, and thus save the purchase?—*Ans.* I am not able to state whether this could have been done or not.

**Ques. 62.** (By Hon. Mr. Atty. Gen. Macdonald.) Please to apply questions 58 and 59 to the Toronto and Guelph Road, and answer them?—*Ans.* In the case of the Toronto and Guelph Railway, the capital issued was about £135,925 sterling. It had been proposed before the amalgamation was contemplated to issue bonds, for I think £275,000 sterling, and these bonds were actually executed, and in the hands of the Upper Canada Company in London at the period referred to, but these bonds were never issued to the public, but cancelled, and consequently form no part of the capital raised at the time of the amalgamation. I think I have already stated that but little progress had been made with regard to the capital of the Toronto and Guelph Road, and that the shares were at par, for whatever amount had been paid upon them, consequently no saving could have been effected in this case, nor can their present value be stated, because they were incorporated with the Grand Trunk Company at the time.

**Ques. 63.** (By Hon. Mr. Atty. Gen. Macdonald.) Do the Committee understand you to say, that the present value of the stock, and other securities issued to the several amalgamated Roads, is about the same as was the balance of their own security, at the time of amalgamation?—*Ans.* The present value of the stock and security issued to the St. Lawrence and Atlantic, and Atlantic and St. Lawrence Companies is very much the same as was the value of the original stock and securities of those Companies. In the case of the Quebec and Rich-

mond Railway, the value has now depreciated from about par to 40 to 50 per cent. discount, on the shares, and a considerable discount on the Bonds also; as regards the Toronto and Guelph Company, the amounts paid on the shares were small and have been subjected to a similar depreciation as the Quebec and Richmond Company.

*Ques. 64.* (By Mr. Bellingham.) If the amalgamation had not taken place, and the grand Trunk Company had been restricted to the original circuits, what would now be the relative value of the stocks of the amalgamated roads, and the Grand Trunk Company?

The witness requested that he may take the above question with him, and present his answer to the Committee to-morrow.

The request was granted.

The Committee then adjourned until 10 A. M. to-morrow.

*Thursday, 14th May, 1857.*

Committee met.

MEMBERS PRESENT :

GEORGE BROWN, Esquire, in the Chair.

Mr. BELLINGHAM,

" Sol. Gen'l SMITH,

" PAPIN,

" CHRISTIE,

Hon. " Att'y Gen'l MACDONALD,

" WILSON, and

" MASSON.

Mr. Galt, Mr. Holton, and Mr. Holmes, were in attendance.

Mr. Galt's examination resumed.

The witness handed in his answer to question 64.

*Ques. 64.*—If the amalgamation had not taken place, and the Grand Trunk Company had been restricted to the original circuits, what would now be the relative value of the stocks of the amalgamated roads, and the Grand Trunk Railway?—  
*Ans.* It can obviously be only a matter of opinion what the relative value would now be of the amalgamated roads and the Grand Trunk Company, if the amalgamation had not taken place, especially when there are no facts to guide me except those arising from the management of the Grand Trunk Company. Taking the traffic returns as the basis for forming such opinion, it is plain that in the case of the Quebec and Richmond and St. Thomas section, very little value would attach to the stock raised for their construction, and to a very great extent the same remark applies to the line from Montreal to Island Pond. From Island Pond to Portland, the traffic returns show a surplus over the expenditure to a considerable amount.

It is scarcely competent for me to estimate the result that would have flowed to these roads, especially to that from Montreal to Portland, had the original policy of the managers of these roads been carried out, which was to have looked to the connection with vessels from Montreal westward to the East Lakes, for traffic. This policy was not that adopted by the Grand Trunk managers, and I believe the result has been very serious in regard to the traffic, which has thus consisted almost entirely of local way business. Had the several roads remained distinct, of course each would have considered only its own interests, and made its arrangements independent of future interests; whereas as in the case of the Grand Trunk, having in view the construction of a line westward from Montreal to Sarnia, it might be considered by its managers good policy to look for traffic in the eastern lines, rather to the completion of the western lines, than to the navigation. This policy I believe to have been erroneous, and as I have stated, to have mainly produced the unsatisfactory returns in the Montreal and Portland line.

Mr. Galt desired to state to the Committee that in replying to question 33, in which he said he had negotiated with Mr. Franks, on the subject of the Toronto and Guelph Company, he wished to add, that in all the negotiations connected with the Toronto and Guelph Company, Alexander Gillespie, Esq., of Gillespie, Moffatt & Co., of London, was associated with him in the power of Attorney, and every step taken by Mr. Galt was with that gentleman's consent and concurrence.

*Ques. 65* (By Hon. Mr. Atty. Gen. Macdonald.) Is the prospectus printed in Mr. Cayley's pamphlet, the original prospectus of the Grand Trunk Company as published in London?—*Ans.* Yes.

*Ques.* (By Hon. Mr. Atty. Gen. Macdonald.) Were you a party to its preparation? If so, who acted with you in the matter, and who is responsible for it and the facts and propositions contained in it?—*Ans.* I was a party to its preparation. The Hon. Mr. Ross, Captain Rhodes, Mr. Forsyth, and the Hon. Mr. Pemberton, who were then Directors of the original Grand Trunk Company, also Messrs. Glynn and Baring, and Messrs. Peto & Co., were all parties to the preparation of the prospectus. Mr. A. M. Ross, the Engineer, was also engaged in its preparation. It was issued on the responsibility of the gentlemen whose names appear on it, they being in London; those in Canada necessarily had no communication of its precise contents

*Ques. 67.* (By Hon. Mr. Atty. Gen. Macdonald.) What data did you possess for the estimates of the expected business and profits of the Railway as stated in the prospectus?—*Ans.* The data generally stated in the appendix to the prospectus, they were obtained generally, as regards the line from Montreal to Toronto by Mr. A. M. Ross and Mr. Jackson when in Canada, as regards the Toronto and Guelph line, from the census returns of the several townships traversed and other data obtained by the Toronto and Guelph Company in my possession, as regards the line from Montreal to Portland, from data supplied by the Atlantic and St. Lawrence Company, and in the case of the St. Lawrence and Atlantic line from data supplied by that Company. As regards the line eastward from Richmond to Quebec, the calculations of the Quebec and Richmond Company, employed at the time their capital was raised, formed the basis of that section, for the line eastward of Quebec Mr. Jackson and Mr. A. M. Ross furnished the information used.

*Ques. 68.* (By Hon. Mr. Atty. Gen. Macdonald.) Was there any expectation of the British Government aiding in the extension of the Railway to Halifax?—*Ans.* There was.

*Ques. 69.* By Hon. Mr. Atty. Gen. Macdonald.) Were any negotiations then

going on with the Colonial Office on the subject?—*Ans.* The Hon. Mr. Ross, I understood, was in negotiation with the Colonial Office on the subject.

*Ques.* 70. (By Hon. Mr. Atty. Gen. Macdonald.) Did you take part with Mr. Ross in the negotiation, and what was the result?—*Ans.* I was not a party in the negotiation. But I learned that it failed subsequently to the issue of the prospectus. Previously to the issue of the prospectus, I understood that there were very great hopes that it would have been carried out.

*Ques.* 71. (By Hon. Mr. Atty. Genl. Macdonald.) Why did you not delay the issue of the prospectus until the negotiations were concluded?—*Ans.* The state of the money market was the over-ruling cause, it was considered as in rather a critical state for the attempt to raise the large amount required, especially as it was known that a loan of £8,000,000 by the Russian Government for railway purposes was on the point of being brought out on the Stock Exchange.

*Ques.* 72. (By Hon. Mr. Atty. Gen. Macdonald.) Is the prospectus now as it was originally framed; if not in what respect, and was it altered, and by whom?—*Ans.* The prospectus was not originally framed as it was published, the principal difference being that it was originally intended to issue the whole capital at once; this was altered to an issue of one-half on the terms stated in the prospectus; it was so altered by the desire of Messrs. Glynn and Baring, and I understood the reason to be their doubt as to the possibility of obtaining subscribers for the whole amount; this alteration took place within eight or ten days before it came out.

*Ques.* 73. (By Hon. Mr. Atty. Gen. Macdonald.) Was this alteration desired by Messrs. Peto & Co., and was it more favorable to them than the issue of the whole capital as originally proposed would have been?—*Ans.* I understood from them at the time that they were very decidedly opposed to the alteration, and at one time it appeared probable that the whole scheme would have been abandoned on account of it. I have never regarded it as favorable to them in any respect.

*Ques.* 74. (By Hon. Mr. Atty. Gen. Macdonald.) Do you consider that the non-issue of the capital in any way contributed to the pecuniary embarrassment of the Company?—*Ans.* The result has shown that the non-issue of the capital has been a cause of the greatest embarrassment to the Company: had it been issued, I believe much of the subsequent difficulty would have been avoided.

*Ques.* 75. (By Hon. Mr. Atty. Gen. Macdonald.) Was this non-issue, in your opinion, determined on for the benefit of any person or persons connected with the Company?—*Ans.* I believe not. The only cause I ever heard stated was the doubt as to the capital being raised, and I believe no other reason existed for it.

*Ques.* 76. (By Hon. Mr. Atty. Gen. Macdonald.) Look at the prospectus, and state how the capital of £9,500,000 is made up?—*Ans.* It will be seen that £1,416,400 had been already raised, and £7,246,000 was proposed to be raised under the prospectus, in the proportion of one-fourth Provincial Bonds, obtained under the Guarantee Act, one-fourth in the Company's own Bonds, and one-half by shares, £837,600 were reserved as therein stated.

*Ques.* 77. (By Hon. Mr. Atty. Gen. Macdonald.) How much of the Provincial Guarantee had been issued or disposed of at the time of the amalgamation?—*Ans.* £400,000 had been issued to the St. Lawrence and Atlantic Company, and £250,000 were due to the Quebec and Richmond Company.

*Ques. 78.* (By Hon. Mr. Atty. Gen. Macdonald.) What was then the whole amount of the Provincial Guarantee applicable to the Grand Trunk?—*Ans.* It amounted to £3,000 per mile, both East and West, and was estimated to be £1,494,000 sterling.

*Ques. 79.* (By Hon. Mr. Atty. Gen. Macdonald.) In the cases of the St. Lawrence and Atlantic, and Quebec and Richmond Railways, was the Provincial Guarantee the means of raising other capital?—*Ans.* In the case of the St. Lawrence and Atlantic road it was not. I am not aware whether it was so used in the Quebec and Richmond.

*Ques. 80.* [By Hon. Mr. Atty. Gen. Macdonald.] Was the Grand Trunk Capital, in your opinion, raised because the Provincial Bonds formed part of it? *Ans.* Undoubtedly, the Provincial Bonds being at a considerable premium, offered an inducement to parties to subscribe for the Grand Trunk Capital, but I believe the principal cause for the success of the scheme was the very high character of the parties to the prospectus.

*Ques. 81.* [By Hon. Mr. Atty. Gen. Macdonald.] Was any provision of capital made at the amalgamation for the debts and the completion of the St. Lawrence and Atlantic Railway? If so, state the nature and amount of the provision, and whether it has proved sufficient? and if not, why not? and answer the same enquiry as regards the Atlantic and St. Lawrence Railway?—*Ans.* Provision to the amount I believe of £300,000 sterling, was made for the completion of the St. Lawrence and Atlantic Road. I since learn from the published statement of the Company, that this amount has been largely exceeded, but I am unable to state either the particulars or the cause. As regards the Atlantic and St. Lawrence Company, no provision of capital was made, because being under lease, and a foreign Company, the means existed of raising additional capital under its own organization, and this I believe has been done to a considerable extent.

*Ques. 82.* [By Hon. Mr. Atty. Gen. Macdonald.] Was any provision made for interest on these two roads, and on the Quebec and Richmond Road pending the completion of the line.—If not, do you know the reason why?—*Ans.* There was not provision made for interest on the Montreal and Portland Line. In the case of the Quebec and Richmond Road, provision had been made in the contract for that Road for payment of interest by the contractors. The Montreal and Portland Line was rapidly approaching completion and it was expected would from its traffic enable the interest to be met.

*Ques. 83.* [By Hon. Mr. Atty. Gen. Macdonald.] Was that expectation realized? What has been the amount paid for interest? And what was the nett amount of the traffic?—*Ans.* I am sorry to say it has not been. I am unable to answer the latter part of the question, except as to the nett amount of the traffic, which appears by the published statement of the Company to amount to £131,217 19s. 6d., of which by that return £100,000 appears to have been obtained from the line under lease.

*Ques. 84.* [By Hon. Mr. Atty. Gen. Macdonald.] Were your firm or the firm of Peto and Company concerned in the expenditure on the Montreal and Portland Lines since the amalgamation?—*Ans.* No.

*Ques. 85.* [By Hon. Mr. Atty. Gen. Macdonald.] To what works or engagements connected with the Grand Trunk Company were your firm confined?—*Ans.*

Exclusively for works West of Toronto. We have never contracted for, or executed any other works for the Company.

*Ques.* 86. [By Hon. Mr. Atty. Gen. Macdonald.] Can you state the works to which Peto and Company were confined?—*Ans.* They were the contractors for the Quebec and Richmond Road, the Line to Trois Pistoles, the Victoria Bridge, the Line from Montreal to Toronto, and the Belleville and Peterborough. I am not aware that that firm were contractors for any other works besides these works.

*Ques.* 87. [By Hon. Mr. Atty. Gen. Macdonald.] Can you state the amount of the several contracts to be executed by your firm, and by Peto and Company?—*Ans.* The amount to be executed by Gzowski and Company was £1,376,000 sterling. Peto and Company's contracts, as stated above, amounted to a little under £7,000,000 sterling.

*Ques.* 88. [By Hon. Mr. Atty. Gen. Macdonald.] Are you aware how the contract price for these several works was established? State particularly how it was in your own case?—*Ans.* In the case of Gzowski and Company the basis for the contract price was the contract previously existing with the Toronto and Guelph Company, and it was desired by me that this contract should be carried out by the united Company, but it was decided by Mr. Glynn that the contracts for the whole works should be so arranged that a specific sum should cover the execution of the work in its various branches, the equipment of the road, and the payment of interest on the capital employed. The original contract with the Toronto and Guelph Company did not meet these points, and I was required to alter it into an entire sum to cover all the points referred to; this I did from the information in my possession to the best of my ability, and the result was, that the price now stated was settled. The new contract was made with the Toronto and Guelph Company prior to the amalgamation, and subject to the approval of the Directors of that Company, which was subsequently given. The original contract was for certain prices for each particular description of work, but did not include the right of way, engineering expenses, equipments, nor many other items, nor contingencies of any description, covered by the specification of the new contract. The contract itself is, I believe, on the Journals of the House. With regard to the contract price for Peto and Company's works, I can state to the Montreal and Toronto section, that the original contract was that arranged by the Railway Committee in 1852. By reference to the proceedings of the Committee, it will be seen what that contract was to consist in; it did not include interest on capital, it limited the cost of right of way to a specific sum, and it fixed a maximum price which the contractors should be chargeable with for iron, as in the case of Gzowski and Company. It was desired to settle all these points by a new contract, which was done by fixing the entire sum of £3,000,000 as the cost of the works; the mode by which the sum of £3,000,000 was arrived at as follows,—Contract price agreed for by the Railway Committee was £7,625 sterling per mile, and the distance was supposed to be 350 miles, amounting to £2,630,625 sterling. It was supposed that the right of way would exceed the limitation to £70,000 by at least £30,000; the maximum price of iron was fixed at £6 10s. per ton, and it had already risen to £8 10s., amounting to an increase on this item of £69,000; an advance in the cost of the iron bridges was also chargeable against the Company, amounting, to the best of my recollection, to about £25,000 or £30,000, and the interest on capital was estimated to be equal to about two years interest on the whole, from all these returns it will be seen that the aggregate would considerably exceed £3,000,000, but the Hon. Mr. Ross required the contract to be limited to this sum, as that authorized to be raised under the Grand Trunk Charter, thereby causing a reduction of, as near as I can recollect, about £138,000 from what the contractors might have claimed.

**Ques. 89.** [By Hon. Mr. Atty. Gen. Macdonald.] Were the alterations in the contracts, in your opinion, favorable or unfavorable to the contracting firms?—*Ans.* As far as Gzowski and Co. are concerned, I stated at the time, that I would prefer adhering to the original contract, believing it to be more advantageous, and involving less risk. In the case of Peto and Co., the only way in which the new contract was less favorable than the previous one, was the deductions which I have stated.

**Ques. 90.** [By Hon. Mr. Atty. Gen. Macdonald.] Is it usual to include payments of interest and engineering expenses in such contracts? What were the reasons for including them, and for the alterations made in the first contracts?—*Ans.* It is, I believe, very unusual to include interest in contracts; nor do I know any other case in which it has been done. The same remark applies to the engineering expenses; though in the latter case I have understood that, on the continent of Europe, such provisions are not unfrequent. The reasons assigned, were the importance of fixing absolutely the cost of the works, and assuring the subscribers interest on their capital till the works were ready for traffic. At the time, in England, much dissatisfaction existed at the constant increase which was taking place in the capital accounts of railways, and it was desired, if possible, to avoid this in the case of the Grand Trunk, in the belief that the public would have more confidence if some guarantee were given as to the absolute cost of the works.

**Ques. 91.** [By Hon. Mr. Atty. Gen. Macdonald.] Was the character of the work, or equipment, as fixed by the Railway Committee, altered?—*Ans.* It was not altered.

**Ques. 92.** [By Hon. Mr. Atty. Gen. Macdonald.] Were the sidings and the equipments on the Grand Trunk Road, in your opinion, sufficient?—*Ans.* I think not.

**Ques. 93.** [By Hon. Mr. Atty. Gen. Macdonald.] Were they considered sufficient by the Engineer of the Company?—*Ans.* I believe not; as I understood he wished a larger amount in these respects, but was limited by the decision of the Railway Committee.

**Ques. 94.** [By Hon. Mr. Atty. Gen. Macdonald.] Do you know any reason for their being so fixed by the Railway Committee?—*Ans.* I believe it arose from a desire to meet the opposition offered to the Grand Trunk policy of the Government, by reducing the cost of the road as much as possible.

**Ques. 95.** [By Hon. Mr. Atty. Gen. Macdonald.] Do you mean to say that the equipment and sidings were known to be insufficient when the contract was made?—*Ans.* I thought them so myself.

**Ques. 96.** [By Hon. Mr. Atty. Gen. Macdonald.] Was any attempt made to rectify this, and increase the amount of sidings and equipment; could this have been done in the case of your contract, or of Peto and Company?—*Ans.* No such attempt was made to the best of my knowledge. It could not have been done in the case of the Montreal and Toronto Line without an increase of the capital prescribed by the Act, £3,000,000. It could have been done in the case of Gzowski and Company's contract by an increase in the contract price, and after the amalgamation no doubt the same could have been done with any of the contracts.

**Ques. 97.** [By Mr. Bellingham.] Are you aware that the Grand Trunk contractors made a stipulation of their taking the contract, that their Engineer Alex. M. Ross should be made Chief Engineer of the Grand Trunk Company?—*Ans.* I am not so aware, but I have heard so stated.

*Ques.* 98. [By Mr. Bellingham.] Are you aware that a year previous to the giving out the contracts, Alex. M. Ross, and Mr. Jackson, one of the contractors, passed over the proposed railway route, carefully examining the same,—and that Alex. M. Ross passed a year in Canada gathering information for the Grand Trunk contractors before the contracts were given out?—*Ans.* I believe such was the case.

*Ques.* 99. [By Mr. Bellingham.] Are you aware that Alex. M. Ross has been for years intimately associated with the Grand Trunk contractors, and in their service?—*Ans.* I am not aware of this.

The Committee adjourned at 1 P. M. until 10 A. M. to-morrow.

*Friday, 15th May, 1857.*

• Committee met.

MEMBERS PRESENT :

MR. BROWN, CHAIRMAN.  
MR. WILSON,  
MR. PAPIN,  
MR. BELLINGHAM,  
MR. SIMARD,  
MR. CHRISTIE, and  
HON. MR. ATTY. GENL. MACDONALD.

Mr. Galt and Mr. Holton were in attendance.

Several questions were handed to Mr. Galt by Mr. Bellingham, and his answers to same were agreed to be received by post.

The Committee then adjourned until Monday next, at 10 A. M.

*Monday, 18th May, 1857.*

Committee met.

MEMBERS PRESENT :

MR. BROWN, CHAIRMAN,  
MR. SIMARD,  
MR. CHRISTIE,  
MR. PAPIN,  
MR. MASSON,  
MR. BELLINGHAM,  
MR. SOL. GEN. SMITH, and  
HON. MR. ATTY. GENL. MACDONALD.

In consequence of the absence of the Hon. John Ross, the Committee adjourned until to-morrow, at 10 A. M.

*Tuesday, 19th May, 1857.*

Committee met.

MEMBERS PRESENT :

MR. BROWN, CHAIRMAN,  
MR. SOL. GEN. SMITH,  
MR. PAPIN,  
MR. CHRISTIE,  
MR. BELLINGHAM,  
MR. SIMARD,  
MR. MASSON,  
MR. WILSON, and  
HON. MR. ATTY. GEN. MACDONALD.

The Hon. John Ross not being in attendance as a witness, when the Committee assembled, the Committee adjourned at a quarter to 11 A. M. until to-morrow at 10 A. M., and instructed the Clerk to write to the Hon. John Ross, stating the Committee had waited two mornings for his attendance and requesting his attendance to-morrow at the above hour.

John Shuter Smith, Esq., of Port Hope, was called, and several questions were placed in his hands by the Chairman for answer in the course of the day.

James Webster, Esq., of Guelph, was ordered to be summoned to attend before the Committee to-morrow.

*Wednesday, 20th May, 1857.*

Committee met.

MEMBERS PRESENT :

MR. BROWN, CHAIRMAN.  
MR. SIMARD,  
MR. BELLINGHAM,  
MR. WILSON,  
MR. CHRISTIE,  
MR. PAPIN, and  
MR. MASSON.

The Hon. *John Ross* and Mr. *Webster* of Guelph were in attendance.

*James Webster*, Esq., of Guelph, examined (by the Chairman.)

*Ques.* 100. Do you reside in Guelph, and were you formerly member of Parliament for the County of Waterloo?—*Ans.* Yes.

*Ques.* 101. Did you purchase, or aid in purchasing the right of way for any portion of the Toronto and Sarnia section of the Grand Trunk Railway?—*Ans.* I

purchased some of the right of way, but not for the Grand Trunk.

*Ques.* 102. What portion did you purchase?—*Ans.* I purchased a part of the right of way between Stratford and Toronto.

*Ques.* 103. Did you conduct the negotiations alone, or in conjunction with others?—*Ans.* Sometimes alone and sometimes with others.

*Ques.* 104. With whom, when you acted with others?—*Ans.* I decline to answer.

The Committee deliberated, and the witness was instructed to answer the question.

Well, I had associated with me Mr. John Cole Wilson, of Guelph, and Mr. Charles Davidson, of Guelph, as assistants in the transaction. I purchased all between Stratford and Toronto which the original Toronto and Guelph Company had not secured, and I also purchased some of the right of way for the original Company.

*Ques.* 105. In negotiating with the parties for the purchase of their lands, was it distinctly understood that you were buying the right of way for the Grand Trunk Railway under the provisions of the charter?—*Ans.* I presume it was.

*Ques.* 106. In whose name did you take the contract agreements?—*Ans.* I do not recollect with regard to that, but the Deeds of the Sale were made to C. S. Gzowski & Company. The deeds to the Toronto and Guelph Company were made direct to that Company, and some of the forms were altered to the Grand Trunk Company. Also in cases of arbitration deeds were made direct to the Grand Trunk Railway.

*Ques.* 107. Did you purchase the exact quantity required for the Railway Statutory allowance, or did you in many cases purchase whole farms through which the lines passed?—*Ans.* Occasionally purchased whole farms.

*Ques.* 108. Did you purchase the station grounds along the line?—*Ans.* I purchased all the station grounds, Weston, Malton, Brampton, Georgetown, Acton, Guelph, Berlin, Petersburg, Hamburgh, Shants and Shakespeare.

The Hon. Mr. Atty. Gen. Macdonald entered the room.

*Ques.* 109. How much land did you purchase at Weston?—*Ans.* I cannot tell.

*Ques.* 110. How much at Malton?—*Ans.* Well, I forget the quantities of land that are at those stations.

*Ques.* 111. How much at Brampton?—*Ans.* I can only give the same answer.

*Ques.* 112. Can you state the quantity purchased at any one station?—*Ans.* No I cannot. I forget.

*Ques.* 113. Did you in every case purchase more land than was actually conveyed to the Company for station grounds?—*Ans.* Well, not in every case.

*Ques.* 114. At what places did you purchase the actual quantity of land for

station grounds required by the Company and no more?—*Ans.* At Weston, Malton, Georgetown, Guelph, Berlin, Petersburg and Hamburg.

*Ques.* 115. Did you afterwards purchase from Gzowski & Co. all the surplus land so bought for right of way and station ground, not actually required for the purposes of the Grand Trunk Railway?—*Ans.* I purchased none.

*Ques.* 116. Had you any, or have you any interest in said lands?

Witness declined to answer this question and then withdrew.

The Committee deliberated, and the witness was recalled, and instructed to answer the question.

*Ans.* I have an interest in the said lands now.

*Ques.* 117. From whom did you purchase such interest?—*Ans.* I purchased my interest from Mr. John Galt. I fancy he was the original purchaser.

*Ques.* 118. Do you refer to Mr. John Galt of Goderich, brother of Mr. A. T. Galt, of the firm of Gzowski & Company?—*Ans.* I refer to Mr. Galt of Goderich.

*Ques.* 119. Did Mr. John Galt purchase the right of way west of Stratford in the same way as you did to the east of Stratford?—*Ans.* I presume so. I do not know.

*Ques.* 120. Have you any interest in the surplus land, purchased under the charter, west of Stratford?—*Ans.* None.

*Ques.* 121. What quantity of land did Mr. Galt and you acquire by the purchase referred to?—*Ans.* About 600 acres.

*Ques.* 122. What consideration did you give Gzowski & Company for the said land?—*Ans.* Prime cost.

*Ques.* 123. Have you laid out Village Lots at several of the stations upon the land so acquired?—*Ans.* Yes, at two of the stations, Shants and Shakespeare.

The examination of Mr. Webster here closed.

The chairman then sent the following telegraph message to

BENJAMIN HOLMES, Esq.,

Montreal:

Can you be here on Friday morning?—We will want the Minute Books of Boards of Directors of all the amalgamated lines.

(Signed,)

GEO. BROWN.

Chairman.

The Clerk reported having received from Mr. Galt the replies to the questions submitted to him (by Mr. Bellingham) on Friday last as follows:

*Ques. 124.* What prospect was there of repayment of the £75,000, alluded to in your reply to question 45, by the St. Lawrence and Atlantic Road, had the amalgamation you urged not taken place?—*Ans.* Had the amalgamation not taken place, the St. Lawrence and Atlantic would have continued to manage their own Railway, and I am not able to state what policy they would have pursued as to capitalizing interest to their proprietors, in the way done by the Grand Trunk Company.

*Ques. 125.* If a proposition had been made to the St. Lawrence and Atlantic road at the period mentioned in your reply to question 47, to purchase the stock at the then value of 40 per cent. discount, or construct another and more durable line to Portland, would they not have accepted the offer,—if in the negative state why?—*Ans.* In my reply to question 47, I have already stated my reasons for believing a purchase of the stock would not have succeeded. What course the St. Lawrence and Atlantic proprietors might have taken under the threat of another line to Portland, it is impossible for me to say, as the circumstances supposed by the question did not exist.

*Ques. 126.* Did you believe when you proposed the amalgamation, that the St. Lawrence and Atlantic road was equal in character to the proposed Grand Trunk Railway, if not, why do you in your reply to question 35 say that the basis of an amalgamation ought to be the cost of the Grand Trunk Line from Montreal to Toronto?—*Ans.* I was quite aware that in respect to iron bridges and some other points, the St. Lawrence and Atlantic road was not equal to the proposed Grand Trunk. In speaking of the cost of the latter as the basis, I had regard to the additional outlay that would have been required to make the two lines equal in construction.

*Ques. 127.* Can you state what the St. Lawrence and Atlantic road costs the Grand Trunk Company at the present day?—*Ans.* I am unable to reply from my own knowledge. The published accounts of the Company I presume afford the information desired.

*Ques. 128.* Was not the effect of the amalgamation to raise the value of the stock of the St. Lawrence and Atlantic road and send it above par?—*Ans.* I believe the amalgamation had this effect.

*Ques. 129.* Were you a holder of the stock of the St. Lawrence and Atlantic at the time of the amalgamation?—*Ans.* I was.

*Ques. 130.* Did you not communicate in advance to your friends, when the amalgamation became certain, and did they not operate in the stock of the St. Lawrence and Atlantic?—*Ans.* I never gave any information to my friends in advance of my official despatches. I do not believe that any person with whom I had correspondence operated in the stock referred to.

*Ques. 131.* It is not to your personal knowledge that several parties who were in the secret of the amalgamation operated freely in St. Lawrence and Atlantic stock, making large sums thereby, which could not have been done, had such an amalgamation not been effected?—*Ans.* I have no knowledge that any such operation took place. There was no secret as to the progress of the negotiations in England, as I was in constant correspondence on the subject with the Board of Directors of the St. Lawrence and Atlantic Railway in Montreal.

*Ques. 132.* Did you telegraph to any of your friends the earliest certain infor-

mation in your possession as to the amalgamation?—*Ans.* The facts connected with the telegraph carrying the information of the issue of the prospectus will be found fully stated on the Journals of the House, in the enquiry into the conduct of members of the late administration in 1854-5. It was then stated by me that the only telegraph sent was one addressed to the Hon. F. Hincks, Inspector General; to the Vice-President of the St. Lawrence and Atlantic Railway, Montreal; to the President of the Atlantic and St. Lawrence Railway, Portland; to the Toronto and Guelph Railway, and to my own partners. The telegraph was uniform to all, in fact was one message directed to the telegraph office at Halifax, with the instructions to send it to the several parties named. I was never either directly or indirectly a party to giving prior information for the purpose of stock operations.

*Ques.* 133. Did you benefit by the amalgamation? If so, to what extent?—*Ans.* I benefitted by the amalgamation to the same extent as other Shareholders.

*Ques.* 134. Has not the value of the Stock of the Grand Trunk Company been reduced by the amalgamation? In other words, if the Montreal and Toronto Road had been constructed as an independent line, would it not, to-day, be more profitable than amalgamated as it is with those lines you represented in 1853?—*Ans.* The effect of the amalgamation of the Montreal and Portland and Toronto and Sarnia lines (which were those I represented) may from unforeseen financial causes, have operated injuriously to the Grand Trunk from Montreal to Toronto; but I see no reason to believe that this will continue to be the case. The lines I represented are not exposed to competition with the navigation, and when completed to the West, I believe they will prove the best sections in the whole scheme.

*Ques.* 135. Who first suggested to you to deviate from the conditions of the contract for the construction of the Toronto and Sarnia Road?—*Ans.* I am not aware that any deviations have been made by Gzowski & Company from the conditions of their contract. All the particulars connected with the suspension of part of the works are fully stated in my reply to question 15.

*Ques.* 136. Had you any intimation from the Engineer or Chief of the Company, or the Engineer in charge of the Road, or the President of the Company, that such deviations from the contract for the construction of the Toronto and Sarnia Road would be paid for by the Company?—*Ans.* I have already stated that no deviation took place from the contract, and therefore, could have no intimation of any kind on the subject.

*Ques.* 137. If you had confined your works within the limits of the contract, what sum would Gzowski & Company now owe the Grand Trunk Company on the Toronto and Sarnia contract?—*Ans.* Gzowski and Company having never received any payment in advance, no sum could be owing by them to the Grand Trunk Company. Had the Company required no works beyond those specified in the contract, there would have been a smaller sum paid to the contractors.

The Committee then adjourned until 10 A.M., on Friday next.

*Friday, 22nd May, 1857.*

Committee met.

MEMBERS PRESENT :

GEORGE BROWN, ESQUIRE, in the Chair.

MR. BELLINGHAM,

MR. MASSON.

MR. PAPIN, and

MR. SIMARD.

The Chairman read the following reply from Mr. Holmes to his Telegraph :

“ Cannot get out copies of all papers involved in your queries before Friday night, consequently propose to start Saturday morning.

(Signed,) “ BENJAMIN HOLMES.”

*L. H. Holton*, Esquire, a member of the House, was sent for to give evidence before the Committee, and attended at half-past 10 o'clock ; he stated he had been in attendance since 10 o'clock, but there was no quorum, and that it would be inconvenient for him to remain longer this morning. The Committee discharged Mr. Holton from attendance to-day, and instructed the Clerk to summons him for Tuesday next at 10 o'clock.

*John Shuter Smith*, Esquire, attended, and stated he had been unable, up to the present time, to answer the questions put to him, but would do so without delay.

The Hon. *J. Ross* still failing to be in attendance for examination, the Committee instructed the Clerk to again summons him for Tuesday next, at 10 A. M.

*Ordered*, That R. G. Benedict, Gregory, Hodges, G. Tate and Thomas C. Clarke, (of Port Hope,) Esquires, be summoned to attend before the Committee on Wednesday next, at 10 A. M.

The Chairman sent the following message to

BENJAMIN HOLMES,

Montreal.

We must positively have the Books and papers on Monday morning.

(Signed,) GEO. BROWN.

The Committee then adjourned until 10 o'clock A. M., on Tuesday next.

*Tuesday, 26th May, 1857.*

Committee met.

MEMBERS PRESENT :

MR. MASSON,  
MR. SIMARD,  
MR. PAPIN,  
MR. BELLINGHAM,  
MR. CHRISTIE, and  
MR. SOL. GEN. SMITH.

Hon. John Ross, Mr. B. Holmes, and Mr. Holton were in attendance.

In answer to the summons issued on Friday last, the following letter was received from *George Tate*, Esquire :

“ GRAND TRUNK RAILWAY OF CANADA,  
“ Contractors’ Office, Toronto, 23rd May, 1857.

“ ALFRED PATRICK, Esquire,  
“ Chief Clerk of Committees,  
“ Legislative Assembly.

“ SIR,—I have to acknowledge receipt of summons to attend on Wednesday  
“ next, at 10 o’clock, and give evidence before the Select Committee of the  
“ Legislative Assembly to whom was referred ‘ To inquire and report as to the  
“ ‘ condition, management, and prospects of the Grand Trunk Railway  
“ ‘ Company.’

“ Mr. Gregory, the Engineer appointed in London, England, to examine  
“ and report upon the works of the Grand Trunk Railway, has notified me that  
“ he shall require my attendance next week whilst he examines that portion  
“ which has been constructed for Messieurs Peto & Company under my manage-  
“ ment.

“ I shall, however, be glad to attend the Committee so soon as Mr. Gregory’s  
“ inspection of the works under my charge shall be completed.

“ I think it due to the Committee to state that I am in no way capable of giv-  
“ ing evidence as to the condition, management, or prospects of the Grand Trunk  
“ Railway Company—having been merely engaged to construct a portion of the  
“ Line in the private capacity of Agent to Messieurs Peto, Brassey, Betts, &  
“ Jackson.

“ I am, Sir,

“ Your obedient servant,

“ (Signed,) GEORGE TATE.”

The following replies were received from *J. Shuter Smith*, Esquire, Port Hope, in answer to the questions placed in his hands by the Chairman on Tuesday last :

*Ques. 138.* Are you a Barrister of Upper Canada, and resident of Port Hope,

and were you Mayor of Port Hope in the years 1854 and 1855?—*Ans.* I am a Barrister of Upper Canada, resident at Port Hope, and was Mayor of Port Hope in the years 1854 and 1855.

*Ques.* 139. Are you conversant with the several proceedings taken by the Grand Trunk Railway Company from time to time for securing Station grounds at Port Hope?—*Ans.* I am generally conversant with the proceedings of the officers of the Grand Trunk Railway, or their contractors, in reference to the Station grounds at Port Hope.

*Ques.* 140. Will you be good enough to state all you know in the said matter?—*Ans.* I think it was in June, 1855, Mr. Tate, the Engineer of the contractors, applied to the principal proprietors of the land required for Railway purposes in Port Hope, for the purchase of the right of way; not being able to obtain any offer from him, the proprietors authorized me to make an offer to him, which was done. To that offer no answer was ever given, nor any intimation afforded whether it had been or would be accepted or declined; but in the course of a month or two afterwards it was reported, and generally understood, that the Company or their contractors had determined not to construct the Road through Port Hope at all, but to pass that town some three miles in rear. A line was accordingly run in that direction, and I believe located. At all events, at the commencement of the following winter, they proceeded to draw a large quantity of stone and materials from Port Hope to the line in rear of the town, and it was not until strong remonstrances were made by the inhabitants to the Directors of the Company, that they were compelled to abandon that line, and to construct the Railway on the line prescribed by their Act of Incorporation, "through Port Hope." It was then agreed to refer the question of the right of way and compensation for land damages to Thomas G. Ridout, Esquire, by whom the matter was finally arranged.

At 11 o'clock, the Committee adjourned until to-morrow at 10 A. M., in consequence of the Chairman's absence from illness.

*Wednesday, 27th May, 1857.*

Committee met,

MEMBERS PRESENT:

GEORGE BROWN, ESQ., in the Chair,

MR. WILSON,

MR. CHRISTIE,

MR. PAPIN,

MR. MASSON,

MR. BELLINGHAM,

The Hon. John Ross and Messrs. Holmes and Galt were in attendance.

*Benjamin Holmes, Esq.*, called and examined, (By the Chairman.)

*Ques.* 141. What office do you hold in the Grand Trunk Railway Company? and when did you enter upon the duties of that office?—*Ans.* I hold the office of Director, and Vice-President of the Company, and the date of my action was July, 1853.

**Ques. 142.** Are you director of the Canadian Board, and how long have you been so?—**Ans.** I am, and have been since July, 1853.

**Ques. 143.** Have you been present at all the meetings of the Board since that date?—**Ans.** I think I have been present at all the meetings of the Board since that date.

**Ques. 144.** Can you furnish a list of the various meetings of the Board; the members present at each meeting, the persons from time to time on the Direction, and the amount severally paid them for their services?—**Ans.** I submit a list of all meetings, and members present, since the amalgamation; the remuneration paid to each is £200 sterling, per annum, on the retirement of Captain Rhodes, Mr. LeMesurier was elected in his stead, and subsequently Mr. John Rose was chosen on the retirement of Mr. LeMesurier; Mr. Beaty was elected in the room of the Hon. F. Hincks, and Mr. Ridout was chosen on the resignation of Mr. Ponton.

*List of Meetings referred to in the last answer.*

At the first meeting of the Board of Directors of the amalgamated Grand Trunk Railway Company, held at Quebec, on Monday, the 11th July, 1853:—Present—The Hon. John Ross, President; Hons. Francis Hincks, E. P. Taché, R. E. Caron, James Morris, Peter McGill; William Rhodes, Benjamin Holmes, and George Crawford, Esquires. The Proxies of the English Directors held by the Hons. Mr. Ross and Mr. Hincks.

At an adjourned meeting of the Board of Directors held at Quebec, on the 12th of July, 1853:—Present—The Hon. Mr. Ross, President, in the Chair; Hons. Mr. Caron, J. Morris, Col. Taché; B. Holmes, V. P., G. Crawford and W. Rhodes, Esquires. The Proxies of the English Directors held by the Hon. Mr. Ross.

At a meeting of the Board of Directors held at Quebec, Wednesday, 17th August, 1853:—Present—Hon. John Ross, President, in the Chair; Hons. James Morris, F. Hincks, M. Cameron, Peter McGill, Col. Taché; Capt. Rhodes; E. F. Whittemore, B. Holmes, and W. H. Ponton, Esquires. The Proxies of the English Directors held by the Hons. Mr. Ross and Mr. Hincks. Mr. William Jackson, and Mr. E. L. Betts were present on the invitation of the Board.

At a meeting of the Board of Directors held at Quebec, on the 17th of August, 1853:—Present—Hon. John Ross, President, in the Chair; Hons. James Morris, F. Hincks, M. Cameron, Col. Taché, Peter McGill; Capt. Rhodes; E. F. Whittemore, B. Holmes, and W. H. Ponton, Esquires. The Proxies of the English Directors held by the Hons. Mr. Ross and Mr. Hincks.

At a meeting of the Board of Directors held at Quebec, Wednesday, 21st September, 1853:—Present—Hon. John Ross, President, in the Chair; Hons. Francis Hincks, Col. Taché, M. Cameron; Capt. Rhodes.

At an adjourned meeting of the Board of Directors held at Quebec, 27th September, 1853:—Present—Hon. John Ross, President; Hons. F. Hincks, L. T. Drummond, M. Cameron, James Morris, Col. Taché; George Crawford, and E. F. Whittemore, Esquires. The Proxies of the English Directors held by the President and the Hon. Francis Hincks. Mr. E. L. Betts and Mr. Jackson were present by invitation of the Board.

At an adjourned meeting of the Board of Directors held at Quebec, on Wednesday, the 28th September, 1853:—Present—Hon. John Ross, President; Hons. F. Hincks, L. T. Drummond, M. Cameron, James Morris, Col. Taché; Benjamin Holmes, George Crawford, E. F. Whittemore, and W. H. Ponton, Esquires. The Proxies of the English Directors held by the President and the Hon. Francis Hincks. Mr. E. L. Betts and Mr. Jackson, M.P., were present by the invitation of the Board.

At a meeting of the Board of Directors held at Quebec, on Wednesday, 19th October, 1853:—Present—Hon. John Ross, President; Hons. F. Hincks, Peter McGill, James Morris, E. P. Taché, L. T. Drummond; G. Crawford, W. H. Ponton, B. Holmes, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on Wednesday, the 16th November, 1853:—Present—The Hon. John Ross, President; Hons. F. Hincks, M. Cameron, L. T. Drummond, Peter McGill, Col. Taché; B. Holmes, W. H. Ponton, G. Crawford, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on Wednesday, the 21st December, 1853:—

Present—The Hon. John Ross, President; Hons. M. Cameron, F. Hincks, E. P. Taché, L. T. Drummond, B. Holmes, W. H. Ponton, Esquires. The Proxies of the English Directors held by the President, and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Montreal, on the 18th January, 1854:—Present—The Hon. John Ross, President; Hons. M. Cameron, L. T. Drummond, James Morris, E. P. Taché; George Crawford, Benjamin Holmes, W. H. Ponton, and E. F. Whittemore, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on Wednesday, the 15th March, 1854:—Present—The Hon. John Ross, President; Hons. M. Cameron, L. T. Drummond, E. P. Taché; Benjamin Holmes, Vice President, W. H. Ponton, and G. Crawford, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on Wednesday, the 17th May, 1854:—Present—The Hon. John Ross, President; Hons. P. McGill, E. P. Taché, James Morris, M. Cameron, L. T. Drummond; G. Crawford, B. Holmes, and E. F. Whittemore, Esquires. The Proxies of the English Directors held by the President.

At a meeting of the Board of Directors held at Quebec, on the 21st June, 1854:—Present—The Hon. John Ross, President; Hons. F. Hincks, L. T. Drummond, M. Cameron, James Morris, E. P. Taché, P. McGill; George Crawford, B. Holmes, W. H. Ponton, and E. F. Whittemore, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on the 11th August, 1854:—Present—The Hon. John Ross, President; Hons. L. T. Drummond, F. Hincks, P. McGill, E. P. Taché; B. Holmes, and H. LeMesurier, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on the 20th September, 1854:—Present—The Hon. John Ross, President; Hons. H. H. Killaly, Col. Taché, L. T. Drummond; H. LeMesurier, G. Crawford, B. Holmes, W. H. Ponton, and E. F. Whittemore, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on Wednesday, the 18th October, 1854:—Present—The Hon. John Ross, President; Hons. F. Hincks, Col. Taché, H. H. Killaly, L. T. Drummond, B. Holmes, G. Crawford, W. H. Ponton, E. F. Whittemore, and H. LeMesurier, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on the 15th November, 1854:—Present—The Hon. John Ross, President; Hons. F. Hincks, L. T. Drummond, E. P. Taché, W. Cayley, Sir Allan MacNab; G. Crawford, B. Holmes, H. LeMesurier, Esquires. Sir Allan MacNab and Mr. Cayley attended the Board as Government Directors in the place of Mr. Killaly and Mr. Morris, resigned. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec, on the 13th December, 1854:—Present—The Hon. John Ross, President; Hons. Colonel Taché, L. T. Drummond, Sir Allan MacNab, W. Cayley, F. Hincks; George Crawford, H. LeMesurier, W. H. Ponton, B. Holmes, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec on the 17th January, 1855:—Present—Hons. John Ross, President, F. Hincks, Wm. Cayley, E. P. Taché, L. T. Drummond; H. LeMesurier, G. Crawford, B. Holmes, Esquires. The Proxies of the English Directors held by the President and the Hon. Francis Hincks.

At a meeting held at Quebec on the 21st February, 1855:—Present—Hons. John Ross, President, F. Hincks, L. T. Drummond, Wm. Cayley, E. P. Taché; Sir Allan MacNab, G. Crawford, Benj. Holmes, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec on Wednesday, the 21st March, 1855:—Present—Hons. John Ross, President, F. Hincks, Wm. Cayley, E. P. Taché, L. T. Drummond; Sir Allan MacNab, E. F. Whittemore, W. H. Ponton, G. Crawford, B. Holmes, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec on Wednesday the 18th April, 1855:—Present—Hon. John Ross, President, Hons. F. Hincks, Wm. Cayley, E. P. Taché, L. T. Drummond; Sir Allan MacNab, G. Crawford, B. Holmes, W. H. Ponton, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec on Wednesday, 16th May, 1855:—Present—Hons. John Ross, President, Hons. Wm. Cayley, E. P. Taché, L. T. Drummond, F. Hincks, Sir Allan MacNab; B. Holmes, G. Crawford, W. H. Ponton, Esquires. The Proxies of the English Directors held by the President and the Hon. F. Hincks.

At a meeting of the Board of Directors held at Quebec on Tuesday, September 4th, 1855:—Present—B. Holmes, Esq., Vice-President, Hons. L. T. Drummond, F. Lemieux, Wm. Cayley, P. McGill; G. Crawford, E. F. Whittemore, Esquires. The Proxies of the English Directors held by the Vice President.

At a meeting of the Board of Directors held at Quebec on Wednesday, the 5th September, 1855:—Present—Hons. Wm. Cayley, F. Lemieux, P. McGill, L. T. Drummond; E. F. Whittemore, G. Crawford, H. LeMesurier, Benj. Holmes, Esquires.

At a meeting of the Board of Directors held at Toronto, on the 20th October, 1855:—Present—B. Holmes, Esq., Vice President; Hons. Wm. Cayley, F. Lemieux; G. Crawford, H. LeMesurier, W. H. Ponton, E. F. Whittemore, Esquires.

At a meeting of the Board of Directors held at Toronto on Wednesday, the 21st November, 1855:—Present—B. Holmes, Esq., Vice President; Hons. E. P. Taché, L. T. Drummond, Wm. Cayley, Sir Allan McNab; H. LeMesurier, E. F. Whittemore, G. Crawford, W. H. Ponton, Esquires. The Proxies of the English Directors held by the Vice President.

At a meeting of the Board of Directors held at Toronto on Wednesday, the 19th December, 1855:—Present—Hon. John Ross, President; Hons. L. T. Drummond, Wm. Cayley, Sir Allan McNab, Col. Taché, B. Holmes, H. LeMesurier, G. Crawford, E. F. Whittemore, Wm. H. Ponton, Esquires. The Proxies of the English Directors held by the President.

At a meeting of the Board of Directors held at Toronto, on Wednesday, the 16th January, 1856:—Present—The Hon. John Ross, President; Hons. L. T. Drummond, W. Cayley, Sir A. McNab, Col. Taché; W. H. Ponton, B. Holmes, E. F. Whittemore, and G. Crawford, Esquires. The Proxies of the English Directors held by the President.

At a meeting of the Board of Directors held at Toronto, on Thursday, the 28th February, 1856:—The Hon. John Ross, President; Hons. L. T. Drummond, W. Cayley, E. P. Taché; Benj. Holmes, W. H. Ponton, G. Crawford, J. Beaty, and E. F. Whittemore, Esquires. The Proxies of the English Directors held by the President.

At a meeting of the Board of Directors held at Toronto, on Wednesday, March 12th, 1856:—Present—The Hon. John Ross, President; Hons. E. P. Taché, W. Cayley, L. T. Drummond and Sir A. McNab; E. F. Whittemore, J. Beaty, G. Crawford and B. Holmes, Esquires. The Proxies of the English Directors held by the President.

At a meeting of the Board of Directors held at Toronto, on Wednesday, the 9th April, 1856:—Present—The Hon. John Ross, President. Hons. Wm. Cayley, E. P. Taché, L. T. Drummond, Sir A. McNab; James Beaty, G. Crawford, E. F. Whittemore, W. H. Ponton and B. Holmes, Esquires. The Proxies of the English Directors held by the President.

At a special meeting of the Board held at Toronto, on the 30th April, 1856:—Present—Hon. John Ross, President; Hons. Peter McGill, W. Cayley, Col. Taché, L. T. Drummond; E. F. Whittemore, G. Crawford, J. Beaty and B. Holmes, V. P., Esquires. The Proxies of the English Shareholders held by the President.

At a special meeting of the Board of Directors held at Toronto, on the 6th May, 1856:—Present—Hon. John Ross, President; B. Holmes, V. P., E. F. Whittemore, J. Beaty; Hons. E. P. Taché, W. Cayley and L. T. Drummond.

At an adjourned special meeting of the Board of Directors held at Toronto, 8th May, 1856:—Present—Hon. John Ross, President; Hons. W. Cayley and E. P. Taché; Benj. Holmes, J. Beaty, G. Crawford and E. F. Whittemore, Esquires. The Hon. Wm. Napier was present on invitation of the Board.

At an adjourned special meeting of the Board of Directors held at Toronto, on the 9th May, 1856:—Present—Hons. Col. Taché, John Ross and Wm. Cayley; Benj. Holmes, James Beaty, G. Crawford and E. F. Whittemore, Esquires.

At a meeting of the Board of Directors held at Toronto, on the 16th May, 1856:—Present—The Hon. John Ross, President; Hons. Wm. Cayley, L. T. Drummond and Col. Taché; George Crawford, W. H. Ponton, E. F. Whittemore, J. Beaty and B. Holmes, V. P., Esquires. The Proxies of the English Directors held by the President.

At an adjourned meeting of the Board of Directors held at Toronto on the 19th May, 1856:—Present—The Hon. John Ross, President; Hons. E. P. Taché, Wm. Cayley, L. T. Drummond, P. McGill; G. Crawford, J. Beaty, W. H. Ponton, E. F. Whittemore, and B. Holmes, Esquires.

At a meeting of the Board of Directors held at Toronto on the 11th June, 1856:—Present—Hon. John Ross, President; Hons. W. Cayley, Sir A. McNab, Col. Taché, L. T. Drummond, P. McGill; G. Crawford, E. F. Whittemore, J. Beaty, and B. Holmes, Esquire, The proxies of the English Directors held by the President.

At an adjourned meeting of the Board of Directors held at Toronto, on Thursday, the 12th June, 1856:—Present—Hon. John Ross, President; Hons. P. McGill, Col. Taché, Wm. Cayley, Sir A. McNab, James Beaty, E. F. Whittemore, and B. Holmes, Esquires.

At an adjourned meeting of the Board of Directors held at Toronto on Friday the 13th June, 1856:—Present—Hon. John Ross, President; Hons. William Cayley, Col. Taché, L. T. Drummond, Peter McGill; E. F. Whittemore, J. Beaty, and B. Holmes, Esquires.

At a special meeting of the Board of Directors held at Toronto on the 27th June, 1856:—Present—Hon. John Ross, President; Hons. E. P. Taché, Wm. Cayley, P. McGill; G. Crawford, J. Beaty, and E. F. Whittemore, Esquires.

At a meeting of the Board of Directors held at Toronto on the 9th July, 1856:—Present—Hon. John Ross, President; Hons. Wm. Cayley, Col. Taché, P. McGill, L. T. Drummond, Sir A. McNab; E. F. Whittemore, John Rose, G. Crawford, W. H. Ponton, J. Beaty, and B. Holmes, Esquires.

At a meeting of the Board of Directors held at Toronto on the 10th July, 1856, the Directors present at the last meeting re-assembled.

At a meeting of the Board of Directors held at Toronto on the 8th November, 1856:—Present—Hon. John Ross, President; Hons. Wm. Cayley, L. T. Drummond, Sir A. McNab, Col. Taché; G. Crawford, E. F. Whittemore, and B. Holmes, Esquires.

At an adjourned meeting of the Board of Directors held in Toronto on Monday, the 10th November, 1856:—Present—Hon. John Ross, President; Hons. P. McGill, Col. Taché, Wm. Cayley; G. Crawford, E. F. Whittemore, B. Holmes, W. H. Ponton, James Beaty, and John Rose, Esquires.

At a meeting of the Board of Directors held at Toronto on the 10th November, 1856:—Present—Hon. John Ross, President; Hons. Wm. Cayley, F. Lemieux, R. Spence, P. McGill, Col. Taché; James Beaty, G. Crawford, B. Holmes, J. Rose, E. F. Whittemore, and T. G. Ridout, Esquires.

At a meeting of the Board of Directors held at Toronto on the 10th December, 1856:—Present—Hon. John Ross, President; Hons. Wm. Cayley, R. Spence, Col. Taché, F. Lemieux; J. Beaty, G. Crawford, T. G. Ridout, E. F. Whittemore, and B. Holmes, V.P., Esquires.

At an adjourned meeting of the Board of Directors held at Toronto on the 11th December, 1856:—Present—Hon. John Ross, President; Hons. Wm. Cayley, R. Spence, Col. Taché, F. Lemieux; J. Beaty, G. Crawford, T. G. Ridout, E. F. Whittemore, and B. Holmes, V.P., Esquires.

At a meeting of the Board of Directors held at Toronto, which met on the 14th January, and adjourned in consequence of the absence of the Hon. William Cayley and the Hon. Col. Taché, on the 15th, and continued to the 18th January, 1857:—Present—B. Holmes, Esquire, Vice-President; Hons. Wm. Cayley, F. Lemieux, Col. Taché, R. Spence, P. McGill; E. F. Whittemore, John Rose, Q.C., James Beaty, and T. G. Ridout, Esquires.

At a meeting of the Board of Directors held at Toronto on Tuesday the 17th February, 1857:—Present—Benjamin Holmes, Esq., Vice President; Hons. Wm. Cayley, Colonel Taché, F. Lemieux, R. Spence; E. F. Whittemore, T. G. Ridout, J. Beaty, and John Rose, Esquires.

At an adjourned meeting of the Board of Directors held at Toronto on the 18th February, 1857, the Directors who were present the previous day, with the exception of Mr. John Rose, who had returned to Montreal, re-assembled.

At a meeting of the Board of Directors held at Toronto on Thursday the 12th March, 1857:—Present—Hon. John Ross, President; Hons. Wm. Cayley, Col. Taché, R. Spence, F. Lemieux, P. McGill; E. F. Whittemore, T. G. Ridout, James Beaty, John Rose, and B. Holmes, Esquires.

At an adjourned meeting of the Board of Directors held at Toronto on the 13th March, 1857, the Directors re-assembled.

At a meeting of the Board of Directors held at Toronto on Thursday the 16th April, 1857:—Present—Hon. John Ross, President; Hons. Wm. Cayley, Col. Taché, R. Spence, F. Lemieux; E. F. Whittemore, James Beaty, T. G. Ridout, and B. Holmes, Esquires. The Proxies of the English Directors held by the President and the Hon. Col. Taché. Edmund Hornby, Esq., was also present during the sitting.

Hon. Mr. Atty. Genl. Macdonald and Mr. Sol. Genl. Smith here entered the room.

*Ques. 145.* [By Mr. Bellingham.] How many votes did the proxies held by Mr. Ross and Mr. Hincks confer, and their names?—*Ans.* They represented the members of the London Board, six members, Mr. Baring, Mr. Glynn, Mr. Blake, Mr. Hodson, Mr. Callunt, and Mr. Alderman Thompson, the latter gentleman died and Mr Chapman was elected in his stead, on the retirement of the Hon. Mr.

Hincks, the London Board was represented by the Hon. Mr. Ross solely, until the present year, when Col. Taché represents a portion of that Board.

*Ques.* 146. [By the Chairman.] Are the Committee to understand that Mr. Ross for some time enjoyed at the Board of Direction his own vote, the votes of six English Directors and a casting vote as chairman?—*Ans.* Had there been discussions that required divisions. Mr. Ross would certainly have enjoyed that advantage, but I do not recollect any instance when the votes were asked for, or any division took place of the board, on some occasions individual members of the board desired to record their dissent.

*Ques.* 147. Who acted as Secretary to the Board and recorded the proceedings?—*Ans.* Sir Cusack Roney for about eighteen months, and subsequently John M. Grant, Esquire.

*Ques.* 148. Did Mr. H. H. Killaly, Assistant Commissioner of Public Works, at any time sit at the Board as a Director?—*Ans.* Mr. Killaly was appointed *pro tem* to form a Quorum of Government Directors, and sat at the Board twice or thrice.

*Ques.* 149. [By Mr. Bellingham.] Were the accounts for work done always submitted to the Board for their approval prior to the same being paid?—*Ans.* There were no accounts or statements submitted to the Board for work done, the Chief Engineer's certificates in favor of the Contractors specifying the amount due for the work performed were submitted to the Board, and for a time, paid in Canada by Bills of Exchange, subsequently the certificates in favor of the English Contractors were transmitted to London for settlement there, while those of the Canadian Contractors were paid in Canada.

*Ques.* 150. What do you understand to be the difference between the engineer's certificates and the accounts and statements?—*Ans.* Accounts and statements I should consider would convey a full description of the work, by which the Directors would be enabled to form judgment of the progress and amount of the work, which the production of a mere certificate would not supply.

*Ques.* 151. [By the Chairman.] In what capacity did Mr. A. M. Ross, Chief Engineer of the Company first come to Canada?—*Ans.* I cannot speak from any personal knowledge of his engagement, but I believe he first came to Canada as the friend or employe of the English Contractors, and I have understood that Messrs. Peto and Company made it a condition on taking their contract of the Grand Trunk Company, that Mr. A. M. Ross should be the engineer. Prior to the date of the amalgamation he was employed as engineer to the Grand Trunk Company, and in July, 1853, when the first meeting of the Board took place under the amalgamation, Mr. Ross' appointment as engineer was confirmed.

*Ques.* 152. [By Mr. Bellingham.] Have you any doubt that Mr. Ross was so nominated by the contractors?—*Ans.* I have always thought so.

*Ques.* 153. What means had the Board of checking the certificates of the engineer?—*Ans.* None; other than questioning the engineer.

*Ques.* 154. What branch of the Grand Trunk Company paid the certificates of the Chief Engineer?—*Ans.* The finance department, so long as the payments were made in Canada.

*Ques.* 155. Were the payments ever made without submitting to the Board?—*Ans.* No. The Chief Engineer sent his certificates in monthly, they were read at the Board and passed for settlement.

*Ques.* 156. Are you aware that any effort was made by the Chief Commissioner of the Board of Works to test the correctness of the certificates of Mr. A. M. Ross?—*Ans.* I am not.

*Ques.* 157. Could such an investigation have taken place at the Board without your knowledge?—*Ans.* Not at the Board.

*Ques.* 158. [By the Chairman.] Is it consistent with your knowledge that when he arrived in Canada, Mr. A. M. Ross anticipated being a partner in the construction of the Road? *Ans.*—It is not. I have no knowledge of any such agreement.

*Ques.* 159. Was you present at the first meeting of the Board when Mr. A. M. Ross was appointed Chief Engineer? *Ans.*—I was. When in July, 1853, his appointment was conferred.

*Ques.* 160. Did a discussion then arise as to Mr. Ross's appointment, and was it then distinctly stated to the Board that Messrs. Peto & Company would have nothing to do with the contract unless Mr. Ross were appointed Chief Engineer? *Ans.*—There was no such conversation took place at the meeting of the Board in 1853.

*Ques.* 161. Who determined the line of the Road? *Ans.*—The Chief Engineer.

*Ques.* 162. Who determined the points at which stations should be put? *Ans.* That was also determined by the Chief Engineer; at all events, I never heard it discussed.

*Ques.* 163. Who determined the quantity of land necessary at each station, and the manner in which the works should be laid out? *Ans.* It is provided in the contract that the quantity of land required at each station should be determined by the Chief Engineer, and their quantities have been so determined as well as their localities.

*Ques.* 164. Was it so provided in the original contract made in Canada, or in the second contract made in London? *Ans.*—I have reference to the second contract made in London. I am not conversant with the first contract.

*Ques.* 165. Were there material deviations made from time to time on the line of road and character of the works; and on whose authority were such deviations made? *Ans.*—I only bear in mind one deviation of any importance being discussed at the Board. That was at Port Hope. The Chief Engineer exercised the sole control, as far as I am aware. In the selection of the station, and the line of road at Port Hope some very important deviations were made which came under discussion of the Board, which resulted in an order to bring the line of road back to its present site.

*Ques.* 166. Can you furnish the Committee with the correspondence and minutes of the Board as to the deviation at Port Hope, the particulars of land purchased, sum paid, to whom paid, and the final action taken in the matter;

also, with any minute or correspondence as to any other deviations from the original plans? *Ans.*—I submit copies of the correspondence and the minutes of the Board, connected with the deviation at Port Hope, and also copies of correspondence between the Government and the Grand Trunk, Ottawa and Prescott, Cobourg and Peterboro Railway Companies on the subject of the aid to be given as contemplated in the Relief Bill of 1856.

EXTRACTS from the Minutes of a Meeting of the Directors of the Grand Trunk Railway Company of Canada, held at Toronto on the 19th December, 1855.

Read letter from Messrs. Ridout and Smith of Port Hope,—

And it was resolved—

“That the President be authorized to ascertain what terms were now asked for the land required.”

*See Appendix A.*

EXTRACTS from the Minutes of a Meeting of the Directors of the Grand Trunk Railway Company of Canada, held at Toronto on the 16th January, 1856.

The Board having maturely considered the Report of the Engineer regarding the Port Hope section, wherein it is stated that by the low level the work cannot be constructed before September, 1857, and that the depression of the Road from the summit level would be such as to render the constant employment of a permanent engine necessary to ascend the grades; also sundry communications from parties in Port Hope, representing the injury the Town would sustain by carrying the Road three miles to the north of the Town and the suggestion of Mr. Ridout the arbitrator on behalf of the owners of lots in Port Hope, to adopt the original line crossing the low lands on arches, which it was stated by that gentleman would be very satisfactory to the inhabitants of Port Hope, it was

*Resolved*,—“That directions be given to the Engineer of the Company to return to the original line as suggested, and proceed with “all convenient speed.”

*Also Resolved*,—“That Mr. Thomas G. Ridout be appointed arbitrator in this matter in behalf of the Company in the settlement of “the land claims.”

The following are the letters referred to above :—

[Copy.]

GRAND TRUNK RAILWAY OF CANADA,

Contractor's Office, Toronto, 21st December, 1855.

The Hon. John Ross.

DEAR SIR,—Understanding that the Messrs. Smith of Port Hope have written to you on the subject of the proposed deviation of the Grand Trunk Railway in the Townships of Hope and Hamilton, and intimating that no attempt has been made to effect an arrangement for “right of way” through their property in the Town of Port Hope on the original location as approved by the Government authorities, I am instructed by A. M. Ross, Esq., Engineer in Chief, to send you the enclosed copies of a correspondence I had with the Messrs. Smith upon the subject.

I beg here to remark that the difference in the character of the work on the two lines is such as to make twelve months' difference in the opening of the Railway. The original located line through the Town of Port Hope cannot be executed before the 1st September, 1857. The proposed deviation line three miles north of Port Hope, can be executed by the 1st September, 1856, if the amended Act can be passed in time to commence operations about 1st March next.

I have the honor to be, dear Sir,

Yours respectfully,

(Signed,)

GEORGE TATE.

*Appendix A.*

[Copy.]

I am authorized to offer the Grand Trunk Railway Company the following lots in Port Hope for the purpose of the said Railway, viz., lots numbered 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 170, 171, 172, 222, 250, 258, 380, 381, 393, 394, 395, 396, 397, 398, 399, 400, in full; also, that portion of the following lots embraced within the limits of the said Railway as shewn on the plans furnished to the proprietors of the lots by the said Railway Company, as corrected in pencil by Mr. Tate, viz.: 88, 173, 174, 175, 219, 220, 221, 359, 358, 357, 356, 355, 354, 353, 351, 437, and 360. Also the right to convey their Railway upon a bridge across the channel of the Creek over that portion of lots 251 and 252 included within their said proposed line.

*Upon condition* that the Company erect proper bridges and crossings upon and over all the streets and proposed streets intersected by the said Line, within the limits of the town, and that they construct the said Railway upon the land or line laid down upon the said plans as corrected in pencil by Mr. Tate, and in accordance with the profile accompanying the said plans; also the right of way as laid down on the same plans across lots numbers 3 and 10 in the broken front Concession of Hope, for the gross sum of twenty-two thousand six hundred and sixty-three pounds two shillings and six pence, currency. This proposal to remain open for acceptance by the Company until to-morrow night, and no longer. It is also expressly understood that the rights of way for the Port Hope, Lindsay and Beaverton Railway across the line of the Grand Trunk Railway is reserved in such position as is laid down in the plans of the said Port Hope, Lindsay, and Beaverton Railway Company.

(Signed,) J. S. SMITH.

Port Hope, 13th July, 1855.

(Copy.)

PORT HOPE, 13TH JULY, 1855.

John S. Smith, Esquire,

MY DEAR SIR,—I beg to acknowledge the receipt of your price for the right of way of Grand Trunk Railway of Canada, across the properties of the several members of your family in this Town and Township, and in reply would say, that it is of such serious importance I should like to have a fortnight to consider it. I also deem it necessary to refer the matter to Quebec, accompanied by tracings explaining your proposition. This will also, as you are aware, take time. An early answer will oblige me, as I intend leaving Port Hope for Toronto this evening.

I am, my dear Sir,

Yours faithfully,

(Signed,)

GEORGE TATE.

(Copy answer.)

PORT HOPE, 13TH JULY, 1855.

MY DEAR SIR,—In reply to your note, I beg to state, that without the opportunity of consulting all the parties interested, it would be out of my power to extend the time limited in my proposal of this day.

The fact that the Port Hope and Lindsay Railroad Company are forcing us to an arbitration in reference to a considerable portion of this very property, was the cause of so short a time being fixed for your decision. If we can manage to delay their proceedings so as to afford you the opportunity you require of referring the matter to Quebec, it will afford myself and the others interested, (whom I have been able to see this evening,) much pleasure in that way to meet your views. We have no disposition to press you for an immediate decision in a matter of such importance, and unless we are driven to adopt a different course by our own Company, we will not hesitate to allow you the time you ask. Before I could give you a conclusive answer, it will be necessary for me to consult the other parties. I will endeavour to see them all to-morrow, and advise you by Telegraph of the result.

I am, my dear Sir,

Yours truly,

(Signed,)

J. S. SMITH.

(Copy Telegraph.)

TORONTO, July 14th, 1855.

By Telegraph from Port Hope.

To GEORGE TATE, Grand Trunk Railway.

The time mentioned in our proposal cannot be extended.

(Signed,)

J. S. SMITH.

Toronto, 14th January, 1856.

The Hon'ble John Ross,

President Grand Trunk Railway Company,

SIR,—With reference to your letter of the 21st ultimo, I beg to inform you that I lately visited Port Hope, with a view of endeavouring to remove the difficulties which have for some time past existed between the Grand Trunk Railway Company and the proprietors of land at that place, which have not only impeded the works, but have induced the contractors of that line to seek another route three miles in rear of the Town, a course which would be most detrimental to the interests, not only of those landed proprietors, but to the inhabitants in general.

On my arrival at Port Hope, I found that all persons there were deeply interested, and anxious that the Grand Trunk Railway line should pass through that Town as it was originally intended, and were ready to make all reasonable sacrifices to carry the same into effect, and for that object I was presented with the enclosed letter of authority, signed, sealed, and executed, by all the holders of land in the Town and Township of Hope, along your original line, from lot number one to number eleven inclusive—a distance of about three miles—by which I am empowered as their sole arbitrator to settle as to terms and prices for the payment of all such parcel or parcels of land, occupied or taken for use of your Company, which I most respectfully beg to submit for your consideration.

For my own part as your line runs about 23 chains through my lot No. 8, which forms part of the Town of Port Hope, I think it right to inform you that it is my intention, and I hereby engage to grant to your contractors, Messrs. Peto, Betts, Brassey and Jackson, or to your Company as you may direct, a free conveyance and deed of all land required by them for such line, and should a station be required on my said lot, I hereby further engage to grant a free deed for four acres of land for that purpose, in such place as you may be pleased to select and mark off.

In case that the above proposals should meet with your favorable consideration, it seems to me very desirable that all further work should be stopped on the back line. I have therefore further to inform you, that I am authorized to give the contractors immediate possession of the whole line herein alluded to, so that they may commence their operations without any delay, as the arbitration will necessarily occupy me two or three weeks, which would otherwise cause a considerable loss of time, even at this season of the year.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

THOMAS G. RIDOUT.

N. B.—I think that if you adopt now your original line, by crossing the River and the low ground on arches, it will be very satisfactory to the inhabitants of Port Hope, provided that through those arches they will have free access to the Lake and Harbour.

T. G. R.

The undersigned parties owning or interested in certain lands, through which the line of the Grand Trunk Railway passes, which are required as right of way for the same hereby severally covenant and agree to refer the question of compensation or damages therefor to the sole arbitrament or award of Thomas G. Ridout of the City of Toronto, Esquire, Cashier of the Bank of Upper Canada, and to give the necessary conveyance of our several portions of the same upon receiving the amount of our respective awards. As witness our hands and seals the 29th day of December 1855.

Extracts from the minutes of a meeting of the Directors of the Grand Trunk Railway Company of Canada held at Toronto on the 10th of November, 1856.

Submitted letter (see Appendix B.) from the Honorable the Inspector General, dated the 10th November, 1856, on the subject of the Grand Trunk Railway Company granting aid to subsidiary lines, the Relief Bill of last session being accepted by this Company, and stating that the Government had made a temporary loan of £13,000 to the Prescott and Ottawa Railway Company on securities examined and approved by Mr. Samuel Keefer and Mr. Henry Smith, Solicitor General; and that the Government had in view the further granting of a loan not exceeding £10,000 upon similar approved securities to the Cobourg and Peterboro' Railway Company and wishing to know if these steps were in conformity with the views of the Directors:—Whereupon it was *Resolved*.—"That the Board was satisfied with the securities approved by Messrs. Keefer and Smith, and that so soon as the Company was in funds, the Government would be reimbursed the amount of these loans, and the assistant secretary was authorized to address a letter to the Honorable the Inspector General to this effect." (See Appendix C.)

Extracts from the minutes of a meeting of the Directors of the Grand Trunk Railway Company of Canada held at Toronto on the 11th December 1856.

Submitted correspondence (see Appendix D.) between the President and Mr. Bell, President of the Ottawa Road, on the subject of a further advance of £7,000 to be made to that Company by the Government, should the Grand Trunk Railway Company, in view of the assistance to be given to the Prescott Company under the provisions of the Relief Act of last session, approve of the securities offered by Mr. Bell, and it was *Resolved*.—"That the Grand Trunk Railway Company is willing to endorse the Prescott and Ottawa Company's note for the amount of £7000, and said amount to be advanced by the Government, security to be given by the Prescott Railway Company to cover this amount and to be approved by this

Company, and to be other than the securities already given and approved of by Mr. Solicitor General Smith, and Mr. S. Keefe for the previous loan of £13,000."

*Submitted* application (see Appendix E,) from the President of the Port Hope and Lindsay Railroad Company on the subject of an advance to the amount of £30,000 included in the Relief Act of last session, and it was *Resolved*,—"That so soon as this Company was in a position to assist the Port Hope and Lindsay Railroad Company to the extent contemplated in the Relief Act of last session, the Grand Trunk Railway Company will be prepared to give such assistance on the condition that such amount shall be considered as the first mortgage on the Road."

EXTRACTS from the Minutes of a meeting of the Directors of the Grand Trunk Railway Company of Canada, held at Toronto on the 18th February, 1857.

Read, a further application (see appendix F,) for assistance as contemplated in the Relief Act of 1856, from the Port Hope and Lindsay Railway Company, and it was

*Resolved*,—"That should the Government accede to the request contained in the above Resolution, that the assistance prayed for should be granted, and this determination on the part of this Company was ordered to be conveyed to the Government in the letter to be addressed to the Provincial Secretary."

EXTRACTS from the Minutes of a meeting of the Directors of the Grand Trunk Railway Company of Canada, held at Toronto on the 12th March, 1857.

Read, letter from Mr. Bensou, (see appendix G,) Secretary of the Port Hope and Lindsay Railway Company, renewing his application for the assistance intended to be given and included in the conditions of the Relief Act of last session, and the President having stated that the securities offered by the Port Hope Company were, in his opinion, quite satisfactory, being £30,000 of the first mortgage Bonds of the Road, which sum Mr. Zimmerman, who held the first mortgage to the extent of £100,000, was prepared to give on behalf of that Company, it was

*Resolved*,—"That so soon as this Company was in a position to advance the money required by the Port Hope and Lindsay Railway Company, they would be prepared to do so upon the securities offered."

Read, letter from the Honorable the Inspector General, (see appendix H,) enclosing final Report from Mr. Solicitor General Smith, approving the securities tendered by the Cobourg and Peterboro' Railway Company for the Loan of £10,000, also contemplated in the Relief Act of last session, and it was

*Resolved*,—"That the Report of the Honorable the Solicitor General be approved and confirmed, and that this confirmation be conveyed to the Honorable the Inspector General."

#### Appendix B.

[Copy.]

I. G. O. TORONTO,

November 10th, 1856.

SIR,—Referring to that section of the Grand Trunk Railway Relief Bill which sanctions the granting aid to subsidiary lines, and to my letter and your reply in relation thereto, in which you state "there appears to be little reason to doubt that the Grand Trunk Company will avail themselves of the provisions of the Act," I have now the honor to inform you that in anticipation of such action on the part of the Company, the Government have made a temporary loan of £13,000 to the Prescott and Ottawa Company, on securities examined and approved by Mr. Samuel Keefe, Chief Engineer of the Grand Trunk Road Company, and Mr. Henry Smith, Solicitor General.

Mr. Bell, of Belleville, was also requested to assist but was unable to do so.

For further details herein, I have to refer you to the letter of the Provincial Secretary to the Vice President of the Company under date of July 23rd, 1856.

I have also to inform you that assistance has been applied for by the Cobourg and Peterborough line, a communication of which has also been made to the Assistant Secretary.

The Government have directed an inspection of the securities with a view of furnishing temporary aid to that line, to an extent not exceeding £10,000.

Trusting that these steps are in conformity with the views of the Directors of the Grand Trunk Railway Company,

I have the honor to be, Sir,

Your obedient servant,  
(Signed,)

W. CAYLEY;  
Inspector General.

To the Hon. JOHN ROSS,  
President Grand Trunk Railway Company.

*Appendix C.*

[Copy.]

19th November, 1856.

SIR,—At the last meeting of the Directors of this Company, which was held in Toronto on the 10th inst., I was desired to communicate to you a Resolution passed thereat in reply to your communication of the same date on the subject of the Loan the Government has made to the Ottawa and Prescott Company, and I have now the honor of handing you on the other side copy of said Resolution, from which you will observe that the Directors are satisfied with the securities accepted by the Government, and that so soon as the Company is in funds these loans will be repaid to the Government.

I have the honor to be, Sir,

Your most obedient servant,

(Signed,)

JOHN M. GRANT.

Hon. Wm. Cayley,

Inspector General, Toronto.

*Appendix D.*

[Copy.]

TORONTO, 3rd December, 1856.

MY DEAR SIR:—I have received from the Hon. Inspector General a communication respecting the proposed advance in aid of the Ottawa and Prescott Railway. In his communication Mr. Cayley says:

"Ex. C. O., 2nd December.

"DEAR SIR:—In answer to your note I beg to say that if the Grand Trunk Railway will give an obligatory undertaking (similar to that given for the £13,000 already advanced) to repay the Government the further sum of £7000 now asked for by your Company with interest within a specified period, I am prepared to recommend such further advance at the period named by you to the Receiver General.

"I have, &amp;c,

"Your obedient servant,

(Signed,)

"WM. CAYLEY."

"Robert Bell, Esq."

As you have already given evidence of your sincere desire to enable me to take advantage of the Government aid, I trust I can depend on you to give me, in anticipation of any action by the Grand Trunk Board, a further assurance of your readiness to co-operate with the Government in completing this transaction. It will be ruinous to me to be subjected to much further delay, and as I judge from the tenor of Mr. Cayley's letter, that your formal assent to the negotiation as Head of the Grand Trunk Railway Company will answer every purpose of guarantee which the Executive ask for in the mean time, I trust I can rely on your assistance.

May I, therefore, venture to ask an early answer in writing to this note.

Very truly yours,

(Signed,)

ROBERT BELL.

Hon. John Ross,

President Grand Trunk Railway Co., Toronto.

TORONTO, 10th December, 1856.

MY DEAR SIR,—In order that I may be in a position to negotiate with the Hon. Inspector General at once for the advance of the £7000 will you be so kind as to oblige me with a memorandum of the action taken by the Board at its meeting this day.

A communication from you on the subject will best reach me by being left this afternoon at your office in Toronto Street.

Very truly yours,

(Signed,)

ROBERT BELL.

Hon. John Ross,

President Grand Trunk Railway Co., Toronto.

*Appendix E.**To the President and Directors of the Grand Trunk Railway of Canada.*

The Memorial of the President and Directors of the Port Hope, Lindsay and Beaverton Railway Company,—

RESPECTFULLY SHEWETH:

That the Railway in the construction of which your memorialists are engaged, is now approaching

completion, the grading, masonry, bridging and fencing, on the whole line from Port Hope to Lindsay being finished: more than two thirds of its length having the iron rails laid, and the ballasting nearly done; and the rails to lay the remainder of the track being obtained, and almost all delivered at Port Hope.

That in consequence of the inability of your memorialists to realize their expectations of negotiating the bonds of their Company in London, issued to the extent of one hundred and twenty-five thousand pounds, sterling, and secured by a first mortgage on all the real and personal property of the Company, your memorialists now find themselves unable to meet their payments to the contractors, Messrs. Zimmerman and Balch, according to the terms of the contract; and are therefore exposed to the hazard of having the works stopped in an entirely unproductive state, and seeing the encouraging prospects they had reasonably anticipated entirely blasted, or at least indefinitely delayed.

That your memorialists representing one of the subsidizing lines of Railways enumerated in the Act passed at the last session of the Provincial Parliament, intituled "An Act to grant additional aid to the Grand Trunk Railway of Canada," are induced to apply to your Board for the portion of assistance contemplated in the said Act as applicable to their Railway.

Your memorialists propose to hypothecate with your Company an equal amount of the said first mortgage bonds, as security for the sum which your Company may advance as assistance to the Port Hope Railway under the provisions of the said Act.

By an arrangement between your memorialists and the said contractors, the latter have agreed to carry on the Port Hope Railway to completion, provided the amount referred to as the proportion of assistance appropriated to the said Railway in the said Act, be paid over to the said contractors; and your memorialists desire no other application of the said amount.

Your memorialists therefore respectfully, pray that your Board, taking in consideration the importance of the Railway of your memorialists as a subsidiary line to the Grand Trunk Railway, and the benefit which the latter must derive from the completion of the Port Hope Railway, will adopt such measures as will enable the contractors, Messrs. Zimmerman and Balch, to realize the proportion of assistance contemplated in said Act as the share to be appropriated to the Port Hope Railway, out of the one hundred thousand pounds therein mentioned, and thus secure for your Railway the early completion of one important link in the chain of tributary Railways so essential to the full development of a traffic upon which the Grand Trunk must be essentially dependent for the full measure of success which awaits it.

By order of the Board of Directors of the Port Hope, Lindsay and Beaverton Railway Company.

(Signed,) JAS. SMITH.

President.

Port Hope, 1st December, 1856.

#### *Appendix F.*

#### OFFICE OF THE PORT HOPE, LINDSAY AND BEAVERTON RAILWAY COMPANY,

PORT HOPE, 16th February, 1857.

GENTLEMEN,—With reference to the minute adopted at the meeting of your Board held on the 11th December last, on the subject of the memorial presented by this Company, asking for the aid contemplated in the Relief Act of last session, I beg leave to state that this Company is not in a condition to avail itself of the aid mentioned, on the terms proposed in the minute.

As implied in the memorial, a mortgage was several months ago executed by this Company covering the whole of its real and personal estate to secure its Bonds, to the amount of one hundred and twenty-five thousand pounds. These Bonds have been issued and are now in the hands of the Contractors, who have agreed to accept a very large proportion of them (about ninety thousand pounds) at par. It has heretofore become impossible for this Company to make any new security which would take precedence of the existing mortgage.

The amount of the actual paid up stock of our Company is upwards of two hundred and five thousand pounds currency. This stock is all of one class, and no claim or security of any kind exists which can possibly take precedence of the first mortgage Bonds.

Under these circumstances it is hoped, that your Board will consider the security offered as ample, and will take measures to make the amount asked available to this Company as early as possible.

The season for active operations in completing the comparatively small amount of work yet to be done on our line is now close at hand, and a very large amount of traffic has already accumulated at various points, in anticipation of the opening of the Road in early summer.

It cannot be necessary to enlarge upon the advantages of our line as a subsidiary road to the Grand Trunk. The more thoroughly the nature and history of the tract of country intersected by our line is

understood, the more apparent it will become that no portion of Western Canada of equal extent is more fruitful in all the elements of a profitable local traffic. As a grain and cattle producing country it has no superior in this Province, and the vast quantities of excellent timber, and the known mineral wealth of the tract lying northward of the line, and which must for many years at least be exclusively tributary to our Road, indicate resources for Railway traffic which can leave no doubt of the immense importance of our Road as a Branch of the Grand Trunk. Unless it be granted that it is impossible to select any tract of newly settled country so rich in natural resources and population, and geographically so favored by converging lines of navigable waters with abundant hydraulic power, as to maintain a Railway solely by its local traffic, then there can be no reasonable doubt of the ultimate success of the Port Hope Railway.

As an instance of what may be expected from this road when its business becomes developed, it is a significant fact that the Tolls upon the freight for conveyance of which applications are now in this office, would amount to upwards of thirty thousand dollars if we could assure the owners that the Road would be open for traffic by the 1st June next.

In view of such prospects and considering the other advantages to the Grand Trunk which cannot fail to suggest themselves on due consideration, it is hoped that the Board of Directors of the Grand Trunk will see that it is not less their interest to facilitate, by the safe and certain means proposed, the early opening of this important branch, than it is the anxious desire and object of the Directors of the Port Hope Railway.

I have the honor to be,  
Gentlemen,  
Your very obedient servant,  
(Signed,) THOMAS BENSON,  
Secretary Port Hope, Lindsay and Beaverton Railway Company.

(Copy answer.)

MONTREAL, March 3rd, 1857.

SIR,—I beg to acknowledge the receipt of your letter of the 16th ult., addressed to the President and Directors of this Company, and in reply beg to inform you that the same was duly laid before the Board at its last meeting, but action of a definite nature was postponed until some communication had been made with the Government on the subject of the provisions generally of the Relief Act of last Session.

I am in hopes, however, that at the next meeting of the Directors which will take place on the 11th inst., a definite answer to yours of the 16th ultimo, will be forwarded to you.

I have the honor to be,  
Sir,  
Your most obedient servant,  
(Signed,) JOHN M. GRANT.

T. Benson, Esquire,  
Secretary Port Hope, and Lindsay Railway Company,  
Port Hope.

*Appendix G.*

OFFICE OF THE PORT HOPE, LINDSAY, AND BEAVERTON RAILWAY COMPANY,  
PORT HOPE, 11th March, 1857.

SIR,—I beg to be permitted respectfully to invite the attention of the Board of Directors of the Grand Trunk Railway Company of Canada, to my letter addressed to the Board, of date 17th February last, on the subject of the application of this Company for aid under the Relief Act of last Session.

The circumstances which rendered the repetition of our application so necessary at that time have not at all abated in their energy; and I trust that among the many important matters now engaging the attention of the Grand Trunk Board, our claim will not fail to receive the consideration which its direct bearing upon the interests of both undertakings entitles it to.

I have the honor to be,  
Sir,  
Your obedient, humble servant,  
(Signed,) THOMAS BENSON,  
Secretary Port Hope, Lindsay and Beaverton Railway Company.

To The Hon. John Ross,  
President Grand Trunk Railway Company of Canada,  
Toronto.

**Memorandum.**

Resolution passed by Board, March 13, 1857, that so soon as the Company is in funds to make the advance of £30,000, it will be prepared to do so upon the securities offered, viz., £30,000 of the first mortgage bonds held by Mr. Zimmerman to the extent of £100,000.

Mr. Zimmerman killed same day, as also Mr. Benson, and no answer sent.

(Signed,)

J. M. G.

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*Appendix H.*

(Copy.)

The Inspector General has the honor to submit the first Report of Mr. Solicitor General Smith, approving of the securities tendered by the Cobourg and Peterboro' Railroad Company, for the loan of £10,000, being part of the aid to be afforded to subsidiary lines as contemplated in Grand Trunk Relief Bill of 1856.

The Inspector General has received instructions from the Government to conclude the arrangement on receiving from the Grand Trunk Company their concurrence and approval of Mr. Smith's report.

I. G. O., 12th March, 1857.

(Copy.)

OFFICE OF ATTORNEY GENERAL FOR UPPER CANADA.

Toronto, 4th March, 1857.

The Solicitor General of Upper Canada has the honor to make the following Report upon the securities to be given by the Cobourg and Peterborough Railway Company for the proposed loan to them of £10,000 :

In consequence of the Minute of Council adopted upon the former report of the Solicitor General, a communication was addressed to the President of the Company requesting him to inform the Solicitor General if the Company could substitute any other security in the place or in addition to those already given, in consequence of certain portions of the lauds of the Company being encumbered by a mortgage to Messrs. Proudfoot and Ridout to secure the payment of first mortgage bonds.

Mr. Covert has now proposed that in addition to the present securities he would give his own personal bond for the deficiency in the amount for which good security was required, and that in addition to his bond he would assign to the Solicitor General as a further security, a first mortgage on the Depot and Stations of the Company at Cobourg, held by himself.

The amount of the securities which is defective in consequence of the mortgage to Messrs. Proudfoot and Ridout is £3,212, for which sum Mr. Covert has given his own personal bond to the Solicitor General, payable in one year with interest, and he has assigned over in further security the mortgage which he holds upon the Depot and Station grounds at Cobourg.

The Company have executed a bond and mortgage for the sum of £10,000 and interest, upon the several station grounds and lands in Mr. Keefer's Schedule, marked B, and a bill of sale by way of mortgage upon the rolling and other stock valued by that gentleman.

Taking into consideration that the Titles to the land mentioned in that Schedule (except those contained in the Solicitor General's last report) are clear, that the certificate of the Sheriffs of Peterborough and Northumberland show that no writs are in their hands against the lands, tenements, goods or chattels of the Company, and that the rolling and other stock of the Company given in security is also free and clear from incumbrance, as certified by the several County Court Clerks. As Mr. Covert's personal security for the sum of £3212 is undoubted, and even that sum is further covered by the mortgage of the Company to him, and which he has also assigned as further security. And as the Post Office Contract money will be retained by the Postmaster General, the Solicitor General would respectfully recommend for the consideration of the Honorable the Executive Council, that, although not in strict accordance with the terms of the Orders of Council of the 3rd February last, yet that the securities are good and sufficient, and that the loan of £10,000 may be safely made upon them.

All which is respectfully submitted.

(Signed,)

HENRY SMITH, JUNR.,  
Solicitor General.

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**Ques. 167.** Can you furnish the Committee with a list of the several stations on the line of road, and the distances apart?—**Ans.** I hand in a copy of our time tables, which specifies distances and stations.

GRAND TRUNK RAIL

WINTER ARRANGEMENT OF PASSENGER TRAINS

MAIN LINE.

UP TRAINS.				DOWNS TRAINS.			
Total Miles.	Stations.	*Through Express.	*Night Mail.	Total Miles.	Stations.	Through Express.	Night Mail.
5	Montreal	7.00 A.M.	5.15 P.M.	6	Toronto	7.00 A.M.	3.39 P.M.
15	Blue Bonnets		5.27 "	13	York		5.47 "
21	Pointe Claire		5.57 "	17	Scarboro'		6.03 "
24	St. Anne's		6.12 "	21	Port Union		6.29 "
29	Vaudreuil	7.53 "	6.25 "	21	Frenchman's Bay		6.33 "
24	Cedars (Road to)		6.35 "	23	Duffin's Creek		6.40 "
37	Coteau Landing	8.25 "	7.00 "	29	Port Whithy	8.13 "	6.53 "
44	River Beaudette		7.20 "	33	Oshawa	8.30 "	7.10 "
54	Lancaster	9.05 "	A7.48 "	43	Bowmanville	8.55 "	7.40 "
60	Summerstown		D7.53 "	47	Newcastle	9.05 "	A7.50 "
68	Cornwall { arrive	9.35 "	A8.28 "	53	Newtonville	9.22 "	8.14 "
73	{ depart	9.43 "	D8.33 "	59	Port Britain		8.30 "
77	Moulinette		8.47 "	62	Port Hope	9.45 "	8.40 "
77	Dickinson's Landing		8.58 "	70	Cobourg { arrive	19.07 "	A9.05 "
84	Aultsville		9.18 "	77	{ depart	10.12 "	D9.20 "
92	Williamsburg	10.40 "	9.40 "	77	Grafton	10.30 "	9.40 "
99	Matilda	10.56 "	10.00 "	84	Colborne	10.48 "	10.02 "
104	Edwardsburg		10.13 "	91	Brighton	11.05 "	10.23 "
112	Prescott Junction	11.25 "	10.33 "	101	Trenton	11.32 "	10.54 "
113	Prescott	11.30 "	10.40 "	113	Belleville { arrive	12.05 "	11.28 "
120	Maitland		10.57 "	120	{ depart	12.10 "	11.50 "
125	Brockville { arrive	11.55 "	A11.10 "	120	Shannonville	12.30 "	11.50 "
129	{ depart	12.00 "	D11.15 "	124	Tyendinaga	12.48 "	
137	Lynn	12.11 "		134	Napanee	1.10 "	12.35 A.M.
137	Mallorytown	12.35 "	11.52 "	145	Ernestown	1.39 "	
146	Lansdowne	1.00 "		153	Collins' Bay	2.00 "	
145	Gananoque	1.27 "	12.48 A.M.	160	Kingston { arrive	2.20 "	A1.50 "
169	Kingston Mills	2.05 "		164	{ depart	2.40 "	D2.00 "
173	Kingston { arrive	2.18 "	A1.40 "	164	Kingston Mills	2.52 "	
180	{ depart	2.38 "	D1.50 "	178	Gananoque	3.30 "	2.53 "
180	Collin's Bay	2.56 "		187	Lansdowne	3.55 "	
188	Ernestown	3.20 "		196	Mallorytown	4.20 "	3.45 "
199	Napanee	3.52 "	3.08 "	204	Lynn	4.40 "	
209	Tyendinaga	4.21 "		208	Brockville { arrive	4.55 "	A4.20 "
213	Shannonville	4.33 "	3.50 "	213	{ depart	5.00 "	D4.25 "
220	Helloville { arrive	4.53 "	4.10 "	220	Maitland	5.25 "	4.55 "
232	{ depart	4.58 "	4.10 "	221	Prescott	5.31 "	5.00 "
242	Trenton	5.30 "	4.47 "	229	Edwardsburg	5.20 "	5.20 "
242	Brighton	5.56 "	5.18 "	234	Matilda	6.02 "	5.35 "
249	Colborne	6.13 "	5.38 "	241	Williamsburg	6.18 "	5.55 "
256	Grafton	6.30 "	6.00 "	249	Aultsville		6.16 "
263	Cobourg { arrive	6.48 "	A6.20 "	256	Dickinson's Landing		6.35 "
271	{ depart	6.53 "	D6.30 "	260	Moulinette		6.45 "
271	Port Hope	7.13 "	6.53 "	265	Cornwall { arrive	7.15 "	A6.58 "
274	Port Britain		7.03 "	270	{ depart	7.20 "	D7.03 "
280	Newtonville	7.38 "	7.20 "	273	Summerstown		7.24 "
286	Newcastle	7.55 "	7.38 "	279	Lancaster	7.53 "	7.40 "
290	Bowmanville	8.05 "	7.50 "	289	River Beaudette		8.05 "
300	Oshawa	8.30 "	A8.20 "	296	Coteau Landing	8.30 "	A8.25 "
304	Port Whithy	8.42 "	8.42 "	304	Cedars (Road to)		8.55 "
310	Duffin's Creek		8.58 "	309	Vaudreuil	9.03 "	9.08 "
312	Frenchman's Bay		9.05 "	312	St. Anne's		9.17 "
316	Port Union		9.15 "	318	Pointe Claire		9.32 "
320	Scarboro'		9.27 "	323	Blue Bonnets		10.00 "
327	York		9.47 "	333	Montreal	10.00 "	10.15 "
333	Toronto	10.00 "	10.05 "				

\* These Trains connect at Toronto with the Great Western Railway Trains for Hamilton, Buffalo, Detroit, Chicago, and all parts West.

Reference Rooms at Cobourg, Belleville, Kingston, and Cornwall. Time allowed for Dinner at Kingston.

STRATFORD DIVISION.		Toronto to Stratford.	Toronto to Stratford.
	Toronto	8.10 "	3.40 P.M.
8	Weston	8.35 "	4.06 "
15	Malton	8.56 "	4.25 "
21	Brampton	9.14 "	4.43 "
29	Georgetown { arrive	9.40 A.M.	A5.08 "
	{ depart	9.45 "	D5.15 "
35	Acton	10.00 "	5.30 "
41	Rockwood	10.15 "	5.45 "
49	Guelph	10.36 "	6.05 "
56	Schantz	10.54 "	6.21 "
63	Berlin	11.13 "	6.37 "
69	Petersburgh	11.33 "	6.57 "
72	Baden	11.43 "	7.07 "
75	Hamburgh	11.53 "	7.17 "
82	Shakespeare	12.16 P.M.	7.40 "
88	Stratford	12.35 "	8.05 "

STRATFORD DIVISION.		Stratford to Toronto.	Stratford to Toronto.
	Stratford	7.00 A.M.	2.30 P.M.
6	Shakespeare	7.20 "	2.40 "
13	Hamburgh	7.43 "	3.04 "
16	Baden	7.53 "	3.14 "
19	Petersburgh	8.03 "	3.24 "
25	Berlin	8.23 "	3.44 "
32	Schantz	8.40 "	4.00 "
39	Guelph	8.57 "	4.16 "
47	Rockwood	9.17 "	4.36 "
53	Acton	9.31 "	5.00 "
59	Georgetown	9.45 "	5.15 "
67	Brampton	10.05 "	5.35 "
73	Malton	10.20 "	5.50 "
80	Weston	10.35 "	6.06 "
88	Toronto	11.00 "	6.30 "

WAY OF CANADA.

COMMENCING ON MONDAY, 23RD MARCH, 1857.

MAIN LINE.

DOWN TRAINS.				UP TRAINS.			
Distances in Miles.	Stations.	Mixed Train.	Portland & Boston.	Distances in Miles.	Stations.	Montreal Passenger.	Local Passenger.
17	Longueuil	8.30 A.M.	4.15 P.M.	5	Portland	1.25 P.M.	7.45 A.M.
30	St. Hilaire	9.20 "	5.00 "	11	Falmouth	1.38 "	7.58 "
37	St. Hyacinthe	10.05 "	5.35 "	12	Yarmouth	1.55 "	8.15 "
43	Upton	10.27 "	5.52 "	22	Yarmouth Junction	1.57 "	8.17 "
49	Acton	10.50 "	6.10 "	22	New Gloucester	2.25 "	8.45 "
61	Durham	11.05 "	6.25 "	28	Danville Junction	2.45 "	8.55 "
71	Richmond	11.45 "	7.00 "	37	Mechanic Falls	3.10 "	9.30 "
82	Windsor	12.15 " Arrives	7.25 "	41	Oxford	3.20 "	9.40 "
90	Brompton Falls	12.30 " Depart	7.30 "	48	South Paris	3.40 "	10.00 "
96	Sherbrooke	1.00 P.M.	7.55 "	62	Bryant's Pond	4.15 "	
99	Lennoxville	1.25 "	8.15 "	70	Bethel	4.40 "	
106	Waterville	1.40 "	8.30 P.M.	80	Gilead	5.03 "	
110	Compton	2.00 "	4.15 A.M.	85	Shelburne	5.15 "	
118	Coaticook	2.10 "	4.25 "	91	Gorham	5.35 "	
125	Boundary Line	2.20 "	4.45 "	97	Berlin Falls	5.50 "	
143	Island Pond	2.45 "	5.20 "	103	Milan	6.02 "	
158	North Stratford	3.10 "	5.40 "	109	West Milan	6.15 "	Island Pond to Montreal.
170	Northumberland	4.00 "	A6.30 "	122	Northumberland	6.50 "	
183	West Milan		D7.00 "	134	North Stratford	7.18 "	
189	Milan		7.35 "	149	Island Pond	7.55 "	
194	Berlin Falls		8.05 "	166	Boundary Line	8.00 "	8.30 A.M.
201	Gorham		8.35 "	174	Coaticook	8.50 "	9.20 "
207	Shelburne		8.47 "	182	Compton	9.10 "	9.45 Arr.
212	Gilead		9.00 "	186	Waterville	9.35 "	10.00 Dep.
222	Bethel		9.20 "	193	Lennoxville	9.45 "	10.23 "
230	Bryant's Pond		9.35 "	196	Sherbrooke	10.05 "	10.55 "
244	South Paris		9.45 "	202	Brompton Falls	10.15 P.M.	11.05 "
251	Oxford		10.12 "	210	Windsor	6.30 A.M.	11.20 "
256	Mechanic Falls		10.35 "	221	Richmond	6.45 "	11.20 "
264	Danville Junction		11.15 "	231	Durham	7.05 "	11.45 "
270	New Gloucester		11.28 "	243	Acton	7.32 "	12.15 P.M.
280	Yarmouth Junction		6.15 "	249	Upton	7.40 "	12.30 "
281	Yarmouth		6.27 "	255	Britannia Mills	8.08 "	1.00 "
287	Falmouth		7.00 "	262	St. Hyacinthe	8.35 "	1.30 "
292	Portland		7.30 "	275	St. Hilaire	8.62 "	1.44 "
			7.43 "	282	Longueuil	9.08 "	1.58 "
			7.58 "	292		9.25 "	2.15 "
			8.10 "			10.00 "	2.47 "
						10.45 "	3.30 "

QUEBEC AND RICHMOND DISTRICT.

DOWN TRAINS.				UP TRAINS.			
From Station to Sta.	Total Miles.	Stations.	Mail and Passenger.	From Station to Sta.	Total Miles.	Stations.	*Mail and Passenger.
		Longueuil	8.30 A.M.			Point Levi	8.30 A.M.
		Richmond	12.30 P.M.		8	Chaudière Junction	8.55 "
		Danville	1.00 "	12	9	Chaudière	9.00 "
	12	Warwick	1.30 "	12	15	Craig's Road	9.14 "
	8	Arthabaska	1.50 "	9	20	Black River	9.25 "
	9	Stanford	2.12 "	9	29	Methot's Mills	9.47 "
	6	Somerset	2.27 "	6	41	Becancour	10.16 "
	8	Becancour	2.47 "	8	49	Somerset	10.35 "
	12	Methot's Mills	3.17 "	12	55	Stanford	10.48 "
	9	Black River	3.39 "	9	64	Arthabaska	11.07 "
	5	Craig's Road	3.50 "	5	72	Warwick	11.24 "
	6	Chaudière	4.05 "	6	84	Danville	11.51 "
	1	Chaudière Junction	4.10 "	1	96	Richmond	12.20 P.M.
	8	Point Levi	4.30 "	8	168	Longueuil	3.30 "

\* This Train connects with the Night Mail Train for Toronto, Hamilton, and the West, leaving Point St. Charles at 6.15 P.M.

ST. THOMAS BRANCH.

DOWN TRAINS.				UP TRAINS.			
From Station to Station.	Total Miles.	Stations.	Mixed Train	From Station to Station.	Total Miles.	Stations.	Mixed Train
		Point Levi	11.00 A.M.			St. Thomas	3.30 P.M.
	8	Chaudière Junction	11.29 "		9	Berthier	4.03 "
	9	St. Henry	12.00 "		9	St. Michael	4.37 "
	8	St. Charles	12.30 P.M.		6	St. Charles	5.02 "
	6	St. Michael	12.53 "		8	St. Henry	5.33 "
	9	Berthier	1.25 "		9	Chaudière	6.06 "
	9	St. Thomas	1.50 "		8	Point Levi	6.30 "

S. P. BIDDER, General Manager.

*Ques.* 168. Have you a list of the buildings erected by the contractors at the several stations, shewing the dimensions and material of each?—*Ans.* A statement of the buildings is contained in the published report at pages 51 and 52. It is the only information I can supply on that subject.

MONTREAL, 20TH DECEMBER, 1856.

TO THE SECRETARY OF THE GRAND TRUNK RAILWAY COMPANY.

I certify that the sum of Twenty-eight thousand nine hundred and ninety-four pounds sterling, is due to the contractors, Messrs. Jackson, Peto, Brassey and Betts, for additional station accommodation provided on the Montreal and Toronto section of the Grand Trunk Railway of Canada.

(Signed,)

ALEX. M. ROSS,

£28,994 sterling. See Detailed Account.

Engineer.

F.—GRAND TRUNK RAILWAY.—(MONTREAL AND TORONTO.)

Statement shewing accommodation at Stations contracted for and provided.

NAME OF STATION.	Contract.	Provided.	Excess.	Deficiency.
Blue Bonnets—lodge, platform and cottage.....	750	230	.....	520
Point Claire—station and dwelling.....	750	500	.....	250
St. Anne's—station and dwelling.....	750	500	.....	250
Vaudreuil Station—dwelling and freight attached, two tanks, sand roads, syphon, pipe to river, warming apparatus.....		1,351	1,351	
Cedars—lodge and platform.....	750	130	.....	620
Coteau Station—dwelling and freight attached.....	750	700	.....	50
Beaudette—lodge and platform.....		140	140	
Lancaster—as per contract.				
Grant's road—lodge and platform.....	750	130	.....	620
Moulinette—lodge and platform.....		147	147	
Dickenson's Landing—station, dwelling and freight attached.....	750	700	.....	50
Aultsville—lodge and platform.....		102	102	
Williamsburg—according to contract.				
Matilda—according to contract.				
Ewardsburgh—station, dwelling and freight attached.	750	700	.....	50
Prescott Junction—including refreshment room, luggage, slide and stairs.....		900	900	
Prescott—according to contract, except accommodation for station-master.....	300			300
Maitland.....		721	721	
Brockville—according to contract except dwelling.....	360			300
Lynn.....	750	700	.....	50
Mallory Town—including freight, tank, woodshed, land, &c.....		1,599	1,599	
Lansdowne.....	750	700	.....	50
Gananoque—according to contract.				
Kingston Mills—including land, fencing, tank, house, deep well, pump, &c.....		1,027	1,027	
Kingston—according to contract, refreshment room.....		3,245	3,245	
Engine for pumping, including engine-house pipe, right of way, excavation, &c.....		850	850	
Collin's Bay, including land, fencing, and earthwork.....		744	744	
Ernestown—according to contract, mill creek tank house.....		351	351	
Napanee—according to contract, engine for pumping, including engine-house, pipe, excavation, &c.....		1,180	1,180	
Tyendinaga—including land, fencing, tank house and well.....		1,054	1,054	

## Montreal and Toronto, Statement,—(Continued.)

NAME OF STATION.	Contract.	Provided	Excess.	Deficiency
Shannonville—according to contract.				
Belleville—according to contract except dwelling.....	300			300
including engine-house pipes excavation.....		1,490	1,490	
Trenton—according to contract.				
Brighon—according to contract.				
Colborne—according to contract.				
Grafton.....	750	500		250
Cobourg—refreshment room instead of dwelling, according to contract.				
Port Hope—can be altered to contract.				
Port Britain—flag-station and dwelling, tank and wood shed, land, etc.....		1,378	1,378	
Newtonville—flag-station, dwelling, tank and land.....		1,057	1,057	
Newcastle.....	750	500		250
Bowmanville—can be altered according to contract.....				
Oshawa—flag-station dwelling, tank, land, &c.....		1,150	1,150	
Whitby—can be altered to contract.				
Duffin's Creek.....	750	500		250
Frenchman's Bay—station dwelling, land, &c.....		1,216	1,216	
Port Union.....	750	500		250
Markham Road.....	750	500		250
East York—station dwelling, land, &c.....		624	624	
Don Station—including Buck's building for offices, platform, tank house, woodshed, and accommodation for emigrants.....		2,000	2,000	
Contract provides for 15 freight-houses; 32 have been built independent of stations; additional length 620 feet.....		6,200	6,200	
Excavation filling, and approaches to do.....		5,128	5,128	
			33,654	4,660
			4,660	
Amount charged in excess.....			28,994	

*Ques. 169.* How can the Committee obtain fuller information as to the character of the several buildings at the different stations?—*Ans.* By an examination of Mr. S. Keefer, the Assistant Engineer, Mr. J. W. Tate or Mr. Walter Shanly, Mr. Wingate and Mr. Starke, can afford you this information as respects the Quebec and Richmond and the St. Thomas Road, as also the Portland Road.

*Ques. 170.* Are the buildings at the several stations all made of stone or brick?—*Ans.* No, partly made of stone and brick, and a portion are wood. The Quebec and Richmond are nearly all wood.

*Ques. 171.* What provision was made in the contracts as to the buildings to be erected on the Quebec and Trois Pistoles, the Montreal and Toronto, and the Toronto and Port Sarnia sections?—*Ans.* All the station buildings provided for in the contracts were to be erected of stone and brick, additional stations have been erected of wood.

*Ques. 172.* Has this condition of the three contracts in question been fulfilled? Are the buildings at all the stations originally established on these sections of brick or stone?—*Ans.* I do not think that the conditions of the original contracts have been fulfilled in all respects, more particularly at Montreal and Toronto, where I know that a considerable portion of the buildings contemplated in the original

contract have not been erected. I refer to the total absence of the station-house in Montreal and Toronto; with regard to the other buildings specified to be erected on the line, I believe they are of brick or stone.

*Ques. 173.* Are the Committee to understand that the Road from St. Thomas to Stratford is held by Mr. A. M. Ross, the Chief Engineer, as completed?—*Ans.* I refer you to Mr. Ross's Report of the 20th December, 1856, which I take to be the Chief Engineer's final report; he states the Road to be complete with the exception of a certain amount of ballasting and the erection of a station-house at Toronto.

*Ques. 174.* Has Mr. A. M. Ross awarded the contractors' final estimates as for completed contracts?—*Ans.* The Chief Engineer has rendered his final estimate in favor of the contractors, with a reservation of their liability to the amount of £6,000 sterling on each of the parties (Messrs. Peto & Co. and Messrs. C. S. Gzowski & Co.) for the erection of a station-house at Toronto, and £3,000 sterling for ballasting the Road between Toronto and Kingston (on Peto & Co.)

*Ques. 175.* (By Mr. Bellingham.) Are any of the culverts between Toronto and Montreal of wood?—*Ans.* I cannot speak with certainty, this is one point now under inspection by Mr. Gregory, but I believe the culverts are of brick or stone.

*Ques. 176.* (By the Chairman.) Have the Directors accepted the road from the contractors and do they recognise the right of Messrs. Peto & Co., and Messrs. Gzowski & Co. to final payments?—*Ans.* The Directors have not finally accepted the Road from Peto & Co., but the Road has been taken off the hands of Gzowski & Co. as complete, subject, however, to the examination and report of an Inspecting Engineer. The Company hold a letter from Messrs. Gzowski & Co., assenting to this obligation, and I may add that Messrs. Peto & Co. have assented to a like understanding.

*Ques. 177.* (By Mr. Masson.) Are you aware that the Hon. Mr. Harwood remonstrated upon the state of one of your bridges?—*Ans.* I have no knowledge of any such remonstrance, but have heard he had a correspondence with the Engineer Department on the subject.

*Ques. 178.* (By Mr. Bellingham.) Are you aware that the location of the bridge interferes with the trade of the River Ottawa?—*Ans.* I am aware that parties connected with the forwarding establishments have complained that the bridge, as now erected, rendered the navigation more difficult. They were referred to the Chief Engineer and to the Government for the reasons which induced the erection of the bridge at that particular spot, and I believe the Government finally determined the site.

*Ques. 179.* Do you know who recommended the location of the Bridge to the Government?—*Ans.* I do not know.

*Ques. 180.* Are you aware that the location of the Bridge there has injured the navigation of the river below?—*Ans.* I can afford no information on the subject.

*Ques. 181.* Are you aware who paid the cost of constructing the wharf erected immediately below St. Ann's Bridge, to enable vessel to overcome the current caused by the erection of the Bridge?—*Ans.* I have no particular knowledge of the circumstance. I believe the Company in one instance paid an estimate, something over £5,000, for wharves at that point.

*Ques. 182.* [By the Chairman.] Can you furnish the Committee with a state-

ment of all lands purchased under the charter, for Grand Trunk purposes, showing by whom and from whom each parcel was purchased, in whose name each deed was given, and the quantity of each parcel actually conveyed to the Company and now held by it?—*Ans.* I cannot furnish to the Committee a statement of all lands purchased for Grand Trunk purposes under the charter, the contractors, under their agreements, being bound, in addition to the road way, to supply ample station grounds, the quantity of land to be determined by the Company's Engineer. Lands for such purposes were acquired by the Contractors in the name of the Company, the undertaking being that all surplus quantities so acquired, beyond what might be determined as needful for the station grounds, should be re-conveyed to the original purchaser—the contractors. These acquisitions, to the exception of those on the Quebec and Richmond Section, are not yet settled for on any portion of the line west of Montreal, but I submit a tabular statement of the quantities of land reported by the Engineer as station grounds on the following sections, viz.: The Toronto and Sarnia Section, Messrs. Gzowski & Co., contractors; The Toronto and Kingston Section, Messrs. Peto & Co., do.; The Kingston and Montreal Section, do.; The Quebec and Richmond Section, do.; The St. Thomas Section, do. These show a total of six hundred and twenty-two acres of land as appertaining to the Company. I hand in also copy of a letter from Messrs. Cartier and Berthelot, in whose hands the deeds connected with the Quebec and Richmond Section are, showing the quantities and cost of lands purchased in Lower Canada, the station at Point St. Charles included, further particulars of which time does not admit of supplying.

## GRAND TRUNK RAILWAY OF CANADA.

### *Statement of Land acquired for Stations.*

#### TORONTO AND SARNIA SECTION.

Name of Station.	Quantity of Land in right of way.			Quantity of Land exclusive of right of way.			Total Land at Station.			Remarks.
	A.	R.	P.	A.	R.	P.	A.	R.	P.	
Stratford .....	2	1	37	7	...	32	9	2	29	
Shakespeare .....	2	2	23	4	2	8	7	...	31	
Hamburgh .....	2	2	38	4	3	24	7	2	22	
Baden .....	3	...	31	4	...	8	7	...	39	
Petersburgh .....	3	1	9	5	...	22	8	1	31	
Berlin .....	2	2	18	4	2	32	7	1	10	
Schantz .....	2	1	37	4	1	3	6	3	...	
Guelph .....	3	1	9	6	...	2	9	1	11	
Rockwood .....	2	2	2	5	3	2	8	1	4	
Acton .....	2	...	23	5	3	2	7	3	25	
Georgetown .....	2	...	11	8	2	6	10	2	17	
Brampton .....	1	2	24	4	3	19	6	2	3	
Malton .....	3	1	14	4	3	...	8	...	14	
Weston .....	1	3	9	2	2	38	4	2	7	
Toronto .....	4	0	38	7	...	32	11	1	30	Queen's Wharf.
	40	2	3	80	1	30	120	3	33	

## TORONTO AND KINGSTON SECTION.

Name of Station.	Quantity of Land in right of way.			Quantity of Land exclusive of right of way.			Total Land at Station.			Remarks.
	A.	R.	P.	A.	R.	P.	A.	R.	P.	
Don .....	4	2	24	5	3	14	10	1	38	
East York .....	2	2	35	1	...	38	3	3	33	
Scarborough .....	2	...	27	2	2	...	4	2	27	
Port Union .....	2	1	...	2	2	24	4	3	24	
Frenchman's Bay .....	2	2	33	4	2	26	7	1	19	
Duffin's Creek .....	2	1	37	3	...	26	5	2	23	
Whitby .....	3	1	2	3	2	3	6	3	5	
Oshawa .....	2	3	20	4	...	...	6	3	20	
Bowmanville .....	2	2	6	1	3	10	4	1	16	
Newcastle .....	2	3	11	4	...	26	6	3	37	
Newtonville .....	2	3	2	3	2	11	6	1	13	
Port Britain .....	2	3	6	3	3	5	6	2	11	
Port Hope .....	2	1	24	2	1	6	4	3	20	
Cobourg .....	2	3	2	4	3	20	7	2	22	
Grafton .....	2	2	33	6	2	...	9	...	23	
Colborne .....	1	2	34	4	3	...	6	1	34	
Brighton .....	2	2	12	5	2	8	8	...	20	
Trenton .....	2	...	30	7	1	22	9	2	12	
Belleville .....	4	2	7	12	2	26	17	...	33	
Shannonville .....	1	3	32	3	2	...	5	1	32	
Tyendinaga .....	1	1	39	2	2	24	2	0	23	
Napanee .....	2	1	37	7	1	30	10	3	27	
Ernestown .....	1	2	33	3	2	32	5	1	25	
Collin's Bay .....	1	...	39	1	1	21	2	2	20	
Kingston .....	2	2	4	4	1	32	6	3	36	
Kingston Mills .....	2	...	11	1	1	25	3	1	36	
	66	1	10	108	1	29	174	2	39	

## KINGSTON AND MONTREAL SECTION.

Name of Station.	Quantity of Land in right of way.			Quantity of Land exclusive of right of way.			Total Land at Station.			Remarks.
	A.	R.	P.	A.	R.	P.	A.	R.	P.	
Gananoque .....	2	2	24	6	0	27	8	3	21	
Lansdowne .....	3	...	29	4	1	19	7	2	8	
Mallorytown .....	2	...	12	4	...	...	6	...	12	
Lyn .....	1	2	37	1	2	37	3	1	34	
Brockville .....	2	1	32	6	3	29	9	1	21	
Maitland .....	1	2	37	...	2	11	2	1	8	
Prescott .....	3	...	27	6	1	16	9	2	3	
Edwardsburgh .....	1	...	32	...	2	32	1	3	24	
Matilda .....	2	...	18	2	1	24	4	2	2	
Morrisburg .....	2	2	16	3	...	13	5	2	29	
Dickenson's Landing .....	2	1	30	2	2	30	5	...	20	
Cornwall .....	3	...	39	4	3	18	8	...	17	
Lanca-ster .....	3	1	1	2	1	25	5	2	26	
Coteau Landing .....	2	1	21	2	3	25	5	1	6	
Vaudreuil .....	1	3	9	2	1	28	4	1	37	
Ste. Anne .....	2	2	19	...	2	12	3	...	31	
Ste. Claire .....	3	2	22	4	3	29	8	2	11	
Montreal .....	7	2	10	93	3	30	101	1	...	
	49	3	25	151	...	5	200	3	30	

### RICHMOND AND QUEBEC SECTION.

Name of Station.	Quantity of Land in right of way.			Quantity of Land exclusive of right of way.			Total Land at Station.			Remarks.
	A.	R.	P.	A.	R.	P.	A.	R.	P.	
Richmond .....	6	2	18	8	2	12	15	.....	30	
Danville .....	2	2	36	2	3	22	5	2	18	
Warwick .....	4	.....	27	2	1	28	4	2	15	
Arthabaska .....	5	.....	6	7	0	34	12	1	.....	
Stanford .....	4	2	8	1	0	38	5	3	6	
Somerset .....	2	3	5	1	3	24	4	2	29	
Beaucour .....	2	1	3	1	.....	5	3	1	8	
Methot's Mills .....	2	1	5	1	3	9	4	.....	14	
Black River .....	3	.....	5	.....	3	32	3	3	37	
Craig's Road .....	2	1	31	.....	3	16	3	1	7	
Chaudière .....	4	.....	.....	8	2	28	12	2	28	
Point Levi .....	2	1	1	21	.....	39	23	2	.....	To Low Water Mark.
	40	.....	25	58	3	7	98	3	32	

### CHAUDIÈRE AND ST. THOMAS SECTION.

Name of Station.	Quantity of Land in right of way.			Quantity of Land exclusive of right of way.			Total Land at Station.			Remarks.
	A.	R.	P.	A.	R.	P.	A.	R.	P.	
Chaudière Junction .....	5	1	8	1	2	6	6	3	14	
Trente sous Road .....	1	.....	1	1	.....	19	2	.....	20	
St. Charles .....	1	3	2	4	1	17	5	3	19	
Berthier .....	3	.....	1	2	1	5	5	1	6	
St. Thomas .....	3	2	28	3	.....	24	6	3	22	
	14	3	.....	12	1	1	27	.....	1	

### R E C A P I T U L A T I O N .

	Quantity of Land in right of way.			Quantity of Land exclusive of right of way.			Total Land at Stations.		
	A.	R.	P.	A.	R.	P.	A.	R.	P.
Toronto and Stratford Section .....	40	2	3	80	1	30	120	3	33
Toronto and Kingston Section .....	66	1	0	108	1	29	174	2	39
Kingston and Montreal Section .....	49	3	25	151	.....	5	200	3	30
Richmond and Quebec Section .....	40	.....	25	58	3	7	98	3	32
Chaudière and St. Thomas Section .....	14	3	.....	12	1	1	27	.....	1
	211	2	23	410	3	32	622	2	15

MONTREAL, 19th May. 1857.

Benjamin Holmes, Esq.,  
Vice-Prest. Grand Trunk.

DEAR SIR,—In answer to your communication of the 17th instant, by which you desire to be furnished before you leave for Toronto to-morrow morning, with a statement of all the lands purchased for Grand Trunk purposes, showing by whom each parcel was sold and purchased, in whose name the deed is given, the quantity of such parcel actually purchased, and the quantity now held by the Company, in order to enable you to produce such statement when examined before the House Committee of Investigation on Grand Trunk affairs now sitting at Toronto,

We beg leave to inform you that it is not possible, under so short a notice, to furnish you with all the particulars and details you desire; but, we are able to state that as Solicitors of the Company we have in our possession the following deeds, viz:

1st. For right of way and Railroad purposes for that branch of the Road known as the Grand Trunk Railway, Canada East, from Chaudière junction to St. Thomas, five hundred and seventy-five deeds from proprietors on that portion of the road.—575.

2nd. For right of way and Railroad purposes for that Branch of the Road known as the Quebec and Richmond Railroad, three hundred and twenty-nine deeds.—329.

3rd. For the right of way and Railroad purposes for that Branch of the Road from Montreal to the Provincial Line, two hundred and ninety-one deeds.—291.

4th. Besides these last mentioned deeds there are also four deeds of purchases for the Point St. Charles Dépôt, of 131 arpents, 71 perches at, a cost of £33,996 10s. 10d., from the Seminary of Montreal, the Grey Nuns, the Hotel Dieu, and the Congregation.

5th. There are also deeds for the Quebec extension line, which are in the possession of Messrs. Lelièvre & Augers.

The particulars of the statement you require would necessitate the examination of about twelve hundred and fifty deeds, some of which are very long, and it would be impossible to prepare such a detailed statement in less than a week or two.

We remain very respectfully,

Yours, &c.,

(Signed,)

CARTIER & BERTHELOFF,

Solicitors.

*Ques.* 183. Was there any agreement between the Company and contractors as to buying land under the charter, further than appears on the face of the several contract deeds?—*Ans.* Not that I am aware of.

*Ques.* 184. Was it contemplated under any of the agreements with the contractors that the Contractors might use the powers conferred on the Company by the charter, to coerce the sale to them of lands beyond the actual demands of the Railway, for speculative purposes?—*Ans.* Certainly not.

*Ques.* 185. Are not the terms of the several contracts that "the contractors will purchase and provide the lands necessary for the Railway and Stations,"

and that "the Company will at all times" "put in force all the powers, authority and privileges belonging to them for the benefit and advantage" of the contractors"?—*Ans.* Yes.

*Ques.* 186. Are you aware that the contractors have purchased at many of the stations larger quantities of land than were demanded of them by the Chief Engineer for the purposes of the Road, and that they have laid out portions of said lands in Village lots, around the stations, deriving therefrom large profits?—*Ans.* I do not know anything of it. Though I have heard such was the case.

*Ques.* 187. How many stations were there in the original contract between Montreal and Toronto?—*Ans.* Thirty-four.

*Ques.* 188. How many additional stations have already been found necessary for the traffic on this section?—*Ans.* Ten additional stations have already been opened and several more have been applied for.

*Ques.* 189. How many stations were in the original contract between Toronto and Stratford? and how many additional have been already found necessary?—*Ans.* There were ten, including Toronto and Stratford, and there are now fifteen.

*Ques.* 190. Have the buildings erected by the contractors at the several stations, been found sufficient for the traffic?—*Ans.* No, they have not; they have been reported by the sub-engineers in several instances as insufficient between Montreal and Toronto. I have heard no complaint from West of Toronto.

*Ques.* 191. Can you furnish a statement of the additional buildings already found to be required for the operations of the Company beyond the original contract?—*Ans.* I have no means of supplying this information.

*Ques.* 192. Who can furnish such information?—*Ans.* S. P. Bidder, Esq., and A. M. Ross, Esq.

*Ques.* 193. Which of the Stations between Montreal and Toronto are at lake or river ports? and at which of these ports is the road run down to the water edge and wharfage accommodation furnished?—*Ans.* With the exception of five or six Stations between Montreal and Toronto, there might be access had to the water at the whole of the Stations, whereas excepting Montreal and Toronto, the line affords no communication with the lake or rivers.

*Ques.* 194. Has this not been a great injury to the road, and is it not absolutely necessary to its profitable working that wharfage accommodation should be obtained at all the principal ports on the line?—*Ans.* I should consider it was unquestionably necessary to the working of the road, and with a view to its being made profitable, that the Road should connect with the water at Lancaster, Prescott, Brockville, Kingston, Cobourg, Belleville, and Port Hope. The line as it runs affording insufficient accommodation, while the accommodation could be obtained at an inconsiderable outlay at Oshawa, Whitby, and one or two other ports near Toronto, where also it is wanting.

*Ques.* 195. Do you conceive that the furnishing of such wharfage accommodation came properly within the contract of Messrs. Peto & Co., and if that firm fails to furnish it, will not the Company be under the necessity of providing it from their own funds?—*Ans.* I conceive it was the duty of the Chief Engineer particularly to have called the attention of the Directors to the necessity there existed, with a view

to secure the traffic of the Lakes, Rivers, and navigation, to requiring the contractors to run the line down to the water at all the points mentioned in the preceding question, which to my knowledge never was done, and which work, if not required yet to be performed by the contractors, must entail upon the Company a very heavy outlay, or the loss of the traffic originally contemplated as that to be secured by the Road.

*Ques.* 196. Have not the contractors profited largely by the omission of the Chief Engineer to demand such wharfage accommodation?—*Ans.* Unquestionably the carrying of the lines to the ports which have been designated, would have involved a much larger expenditure than that of the line as it now runs.—I conceive that that expenditure must be incurred either by the Company or by the contractors before the work is complete.

*Ques.* 197. Has not the line in many cases been run at some distance from the Villages, Towns, or Cities at which stations have been established, to the injury of the road and the great dissatisfaction of the inhabitants of the places affected?—*Ans.* The distance at which the line runs from many of the Towns and Villages has been generally complained of, and there can be no doubt as I have already stated, that that distance involves expense in communicating with the Road, which is injurious to the Company. In this answer I refer to the route between Montreal and Toronto, I do not know that it applies to the Western Section.

*Ques.* 198. At which of the Stations does the line fail to enter the Towns or Villages?—*Ans.* Most of the stations between Montreal and Toronto are in my opinion too far removed from the business portions of the Towns and Villages although they may be within the land surveyed for the Town Plot, some of them are removed to a distance inconvenient and injurious to the interests of the Road such as Kingston, Cobourg, Prescott, Belleville, and Coteau du Lac, as also Whitby and Oshawa, which lie back from the Lake Shore.

At 2 P. M. the Committee adjourned until 10 A. M. to-morrow.

*Friday, 29th May, 1857.*

Committee met,

MEMBERS PRESENT :

GEORGE BROWN, ESQ., (in the Chair,)

MR. BELLINGHAM,

MR. SIMARD,

MR. MASSON,

MR. PAPIN,

MR. WILSON,

MR. CHRISTIE, and

MR. SOL. GEN. SMITH.

The Hon. *John Ross*, Mr. *Holmes*, Mr. *Galt*, Mr. *Holton*, and Mr. *Clarke*, (Port Hope,) were in attendance.

*B. Holmes, Esq., examination, continued. (By Chairman.)*

*Ques. 199.* Does the Road run into the City of Montreal and have ample station accommodations been furnished there? If not, why not, and have steps been taken towards securing proper accommodations in that City?—*Ans.* The Road runs into the limits of the City of Montreal, at Point St. Charles, where it will connect with the Victoria Bridge; the station is so inconveniently distant from the business part of the City as to have induced communications with the city authorities and others, on the subject of a terminus and track through Craig Street or on Commissioner Street, fronting the river, but nothing definite has yet taken place on that subject. Ample accommodation has not been supplied in Montreal and much inconvenience has already been experienced for want of a proper station house, the site for a station building was marked out, and the description of the accommodation to be supplied is to be found in the contract, but no such building has been erected, though I was shewn a plan and the elevation of the intended building, more than two years past, which I was informed would cost over £50,000 sterling. The Chief Engineer as will be seen at page 47 of the published Reports assumes that £45,000 sterling was the limit to the expenditure at Point St. Charles, no limitation of the kind, however, exists in the contracts, and I consider the contractors are bound to erect such building in Montreal.

*Ques. 200.* Does the Road run into the City of Toronto, and have ample station accommodations been furnished there? If not, why not, and have steps been taken towards securing accommodation in that city?—*Ans.* The Road from Montreal runs west into Toronto at the Don, over which is built a bridge. From Stratford it runs east into Toronto at the Old Fort, and a connection was to have been formed, and now is progressing over the Esplanade in front of the City. The English and Canadian contractors are both under their contracts bound to supply engine and store-houses, and station buildings similar to those described as to be erected in Montreal. The buildings erected near Queen's Wharf by Messrs. C. S. Gzowski and Company, the Canadian contractors, are such as were contemplated, to the exception of a station house, which has not been built. The building of the station houses has been deferred until the junction is effected over the Esplanade, when it is now understood one station house, under an agreement between the contractors and the Chief Engineer will be erected at a joint cost of £12,000 sterling, but I consider double that sum will hardly suffice for the erection of a proper building, with the requisite accommodations described in the contracts. The other accommodation needful, and in my opinion contemplated in the contracts as to be supplied by Messrs. Peto and Company have not been furnished, and I am aware that frequent and loud complaints have been made of want of absolutely needful accommodation at the Don Station, where the arrangements are not at all in accordance with the contracts.

*Ques. 201.* Do the Committee understand you to say that the Chief Engineer has reported that a contribution of £6000 sterling each, by Messrs. Peto & Co., and Messrs. Gzowski & Co., will provide sufficient buildings for passenger and freight stations, houses and locomotive and other workshops, for the joint use of the Sarnia and Montreal sections in the City of Toronto?—*Ans.* I mean to say the Chief Engineer has reported that £8000 sterling, is yet to be contributed by each of the contractors, for the erection of a station house for the accommodation of the traffic east and west into and out of the City of Toronto. I consider those sums, £12,000 sterling in all, insufficient to provide what is described as station buildings in the contracts; and I consider that the contractors are both under the terms of their contracts bound to erect a station building similar to that described in the contracts for the City of Montreal, and that a joint building suitable for the business, and affording all the accommodation described would cost £25,000 sterling. The

freight, locomotive, and other buildings which Messrs. Peto & Co., are bound to supply at Toronto are not included in what is called the station house, and as previously stated have not been supplied to the extent contemplated under the provisions of the contract.

*Ques. 202.* Have the Company erected station buildings at Portland, under the directions of Mr. A. M. Ross, at the expense of the Company: what has been the expense of the said buildings, and is there any reason why more extensive premises should be required at Portland than at Toronto?—*Ans.* The Company has on the recommendation and upon plans prepared under Mr. A. M. Ross's directions, erected a station house at Portland at a cost of about £30,000 currency, it is built of brick and stone and affords the accommodation stated to be necessary at terminal points, and in my opinion is such a building as is contemplated in the contract to be erected as station houses in Montreal and Toronto—though less extensive than that for which I was shown a plan for the Montreal or Point St. Charles station house. I should consider it, however, very suitable and ample for the traffic and general business of the Company at Toronto.

*Ques. 203.* Have the Company sufficient station accommodation at Quebec? Were these furnished by the Contractors, have the Company been called on to expend large sums beyond the contract at Quebec for station accommodation, and if so how did such expenditure become necessary?—*Ans.* The Company had what were considered sufficient accommodations at Quebec, but being of wood, though extensive, they were totally destroyed by fire last fall; temporary sheds and buildings are now used. Large sums beyond the contract have been expended at Quebec, owing mainly to the extension of the line of Road from Hadlow to Tibbett's Cove, the outlay incident to that extension has involved the Company in expenses beyond the contract to the amount of £60,000.

*Ques. 204.* Were the buildings at Quebec that you say were destroyed by fire insured, and if so to what extent?—*Ans.* They were not insured, the Company is its own insurers to the exception of certain erections at Point St. Charles on which policies to the extent of £50,000 have been taken out.

*Ques. 205.* Have new buildings been erected in place of those destroyed, and what sum is estimated to be required for replacing them?—*Ans.* Temporary buildings at Quebec have been erected for immediate accommodation; but to replace those destroyed £10,000 or £15,000 would be required for buildings of a permanent character.

*Ques. 206.* Please then to explain to the Committee how the large expenditure from Hadlow to Tibbett's Cove became necessary; what works were completed with the money; how it occurred that these were not finished by the contractors under their original contract and by what authority this large extra expenditure was incurred?—*Ans.* I cannot, without reference to documents in Montreal, state correctly what was the expenditure incurred by the extension of the line to Tibbett's Cove, but the Chief Engineer informed the members of the Finance Committee, of which I was one, that the said extension had or would cost between sixty and seventy thousand pounds, including land claims, &c., and I have already said I considered £60,000 expense had been incurred thereby. The extension was undertaken in consequence of representations made, I believe, by parties in Quebec, who offered the land gratis to the Company. This subject, however, the President can explain far better than I or any other member of the Board can do. It was entirely in his hands. The contractors could of course have no right to determine what that extension should be nor upon the outlay, nor did they that I am aware

in any manner do so, though the work performed under the superintendence and instructions of the Chief Engineer was performed by them.

*Ques. 207.* Can you furnish the Committee with a list of the rolling stock supplied by the contractors for the several sections of the Road?—*Ans.* I hand in a statement of rolling stock supplied by the contractors, English and Canadian, marked B. The papers shows the quantities supplied by Messrs. Peto & Company, and by Messrs. Gzowski & Co. under their respective contracts.

The rolling stock now held by the Company exceeds largely the specifications referred to in this return.

## B.

### STATEMENT OF ROLLING STOCK.

*Supplied by Messrs. Peto, Brassey & Co., under their Contracts, as per Specification.*

#### MONTREAL AND TORONTO DIVISION.

83 Passenger Engines.	100 Timber Waggons.
14 Goods “	100 Cattle Cars.
30 First Class Cars.	50 Ballast Waggons
15 Second “	50 Hand Cars.
15 Third “	10 Snow Ploughs.
150 Goods Wagons.	10 50-foot Engine Turn-tables.
150 Box Cars.	

#### TORONTO AND SARNIA DIVISION.

*Supplied by Messrs. Gzowski & Co., under their Contracts, as per Specification.*

16 Passenger Engines.	50 Timber Waggons.
7 Goods Engines.	50 Cattle Cars.
15 First Class Cars.	25 Ballast Waggons.
15 Second and Third.	25 Hand Cars.
75 Goods Wagons.	5 Snow Ploughs.
75 Box Cars.	5 45-foot Engine Turn-tables.

True extract from contracts.

JOHN M. GRANT,  
*Assistant Secretary.*

May, 1857.

*Ques. 208.* Have the Locomotive Cars and other rolling Stock furnished by the contractors been of first-rate character?—*Ans.* Having no mechanical or practical knowledge of what a first-rate Locomotive should be, I can in reply but express an opinion, based upon Reports made by the Company's servants. The passenger, box and other cars built for the Company by Messrs. Peto and Company, have always been reported as of an unexceptionable character; the Locomotives have been described as much less efficient than other Engines, in part owing to their being supplied with iron instead of brass or copper tubings, and in part by having in many instances been so severely worked, during the construction of the Road and before they were handed over to the Company by the contractors, as to render them incapable of performing the proper amount of work; this is one of the questions which will have to be determined by the Inspecting Engineer. The Locomotives supplied by Messrs. C. S. Gzowski

and Company are, I believe, all of either American or Canadian make, and are supplied with copper tubings; no complaints in respect to their capacity have reached the Directors.

*Ques. 209.* Do the committee understand you to say that Messrs. Peto & Co., handed over to the Company as part of the rolling stock under their contract, the locomotives they (Peto & Company) had employed in the construction of the Road?—*Ans.* Yes; several of the Engines supplied under the specification of their contract were used in ballasting and other purposes during the construction of the Road.

*Ques. 210.* Has the quantity of rolling stock furnished by the contractors been found sufficient for the limited amount of traffic even now offering on the Road?—*Ans.* The quantities of the different description of rolling stock supplied by contractors has been found totally insufficient even for the traffic offered last winter, though according to the specifications of contracts. The rolling stock of the Company now consists of

61 Passenger Engines,	97 Freight Engines,
79 First Class Passenger Cars,	48 Baggage Cars,
40 Second do do,	722 Box Cars,
4 Composite do,	944 Platform Cars,
112 Baggage Waggons,	22 Break Vans,
28 Snow Ploughs,	150 Hand Cars,
and 42 Cattle Cars,	

much of which has been bought from American and Canadian manufacturers.

*Ques. 211.* Have these additions to the rolling stock proved sufficient for the present demands of the traffic?—*Ans.* No; very considerable orders have been given for additional stock; from thirty to forty more engines are required, and four hundred box cars, measures for obtaining which have already been taken.

*Ques. 212.* In the prospectus of the Grand Trunk was it not distinctly stated that “the conditions of these contracts (with Messrs. Peto & Co.) are for the construction of a first-class single track Railway, and including ample rolling stock required to its perfect completion?” and again, that “for the capital stated they will secure the delivery of the whole Railway, fully equipped, and complete in every respect?”—*Ans.* Yes.

*Ques. 213.* Can you furnish the Committee with a list of all accidents and detentions of trains recorded on the books of the Company, with the cause thereof?—*Ans.* I hand in for the information of the Committee a return of casualties on the Grand Trunk Railway, from November, 1853, to May, 1857, marked D, which exhibits all important and recorded accidents. The detention of trains when not attended with loss has not been recorded at the head office, though I believe every such detention is recorded at the office of the Locomotive Superintendent.

Return of Casualties on the Grand Trunk Railway, including the Atlantic and St. Lawrence Railway from November, 1853, to May, 1857.

Date.	District.	Station.	Name or description of person injured or killed.	Whether passenger, employee or other.	Nature of Accident.	Cause of Accident.
From November, 1853, to November, 1854.—Miles open, 292.						
1853.						
Novr. 28.	J. P. & P.	Portland . . . .	Samuel Wells . . . .	Freight Conductor	Leg injured and amputated	Accidentally thrown under wheel of an engine while switching.
1854.						
June 12.	M. & J. P.	Boundary line	A man . . . . .	Name unknown . . . .	Run over and killed	Laying across track during night.
do 13.	do do	Richmond . . . .	A man . . . . .	do do . . . . .	do do . . . . .	Found dead on track during night.
do 25.	do do	do . . . . .	M. Galipeau . . . . .	Brakesman . . . . .	do do . . . . .	Fell off his train while on duty.
Sept 17.	do do	do . . . . .	A. O'Neill . . . . .	Laborer . . . . .	do do . . . . .	Walking on track after dark.
From November, 1854, to November, 1855.—Miles open, 428.						
Dec. 2 . . . .	J. P. & P.	Starke . . . . .	Mrs. Burns . . . . .	Passenger . . . . .	Injured and afterwards died . . . . .	Passenger train delayed by snow and plough breaking away, was run into by freight train following.
do . . . . .	do do	do . . . . .	9 others . . . . .	Passengers . . . . .	Injured . . . . .	
do 28 . . . .	Q. & R.	Somerset . . . .	W. Brassay . . . . .	Contractr's employ	Killed . . . . .	Coupling an engine.
1855.						
May 26 . . .	do do	Point Levi . . . .	A man . . . . .	Name unknown . . . .	do . . . . .	Walking on track.
do 28 . . . .	do do	do do . . . . .	do . . . . .	Laborer . . . . .	do . . . . .	Jumped off ballast train.
Sept. 13. . .	do do	Arthabaska . . . .	J. Hughes . . . . .	do . . . . .	Both legs injured and amputated . . . . .	Was in liquor.
From November, 1855, to November, 1856.—Miles open, 553.						
1856.						
March 5.	M. & Riv.	Point Claire . . .	Labrie . . . . .	Freight Conductor	Leg broken and amputated . . . . .	Snow plough ran off track carrying out a rail and throwing engine down a bank.
do 22. . . . .	do do	do do . . . . .	Saml. Mayhew . . . .	Foreman of track . . . .	Leg broken and afterwards died . . . . .	
* June 28 J. P. & P.	Yarmouth Jun.	C. Moody . . . . .	Brakesman . . . . .	Laborer . . . . .	Arm do do do . . . . .	Coupling cars.
July 15 . . .	M. & J. P.	Richmond . . . .	A man . . . . .	Laborer . . . . .	Killed . . . . .	Walking on track.
do 80 . . . .	K. & T.	Brampton . . . .	do . . . . .	Fireman . . . . .	do do . . . . .	Fell off tender accidentally.
Aug. 16. J. P. & P.	Cumberland . . . .	2 girls . . . . .	Names unknown . . . .	do do . . . . .	do do . . . . .	Driving across track, boy could not hold in the horse.
do . . . . .	do do	do do . . . . .	A boy . . . . .	do do . . . . .	Injured . . . . .	
Sept. 14. . .	Q. & R.	Arthabaska . . . .	A man . . . . .	do do . . . . .	Died under operation of amputation . . . . .	Getting on train in motion, was in liquor.
Nov. 20 . . .	M. & Riv.	Coteau Lan'g . . . .	Thos. Wilson . . . . .	do do . . . . .	Killed . . . . .	Drove across track, as train passed.
do 19 . . . .	J. P. & P.	Gilead . . . . .	Cummings . . . . .	Engine driver . . . . .	Slightly injured . . . . .	Engine ran off track.
do 26 . . . .	Kn. & T.	Don . . . . .	T. Wilcox . . . . .	Switchman . . . . .	Killed . . . . .	Coupling Cars.

RETURN of Casualties on the Grand Trunk Railway, including the Atlantic and St. Lawrence Railway, from November, 1853, to May, 1857.

Date.	District.	Station.	Name or description of person injured or killed	Whether passenger, employee or other.	Nature of Accident.	Cause of Accident.
From November, 1856, to date.—Miles open, 849.						
1856.	M. & K.	Williamsburg.	Latour	Brakesman	Killed	Helping to switch off car from siding freight train off track at a curve on the long bridge over Back Cove, near Portland, and engine and conductor's car were thrown into the water.
do	do	do	4 others	Employees	Slightly injured	
do	K. & T.	Belleville	Mrs. Howes	Passenger	do	Freight train delivering goods at station on time of passenger train, contrary to regulations. Slight collision ensued.
do	M. & K.	Lancaster	Denis Chautel	Brakesman	Killed	Coupling cars.
1857.	K. & T.	Brighton	J. Elheran	Passenger	Internal injury	Passenger car ran off track.
do	do	do	D. McConnell		Killed	Grossing track at level crossing.
Feb'y. 1.	T. & S.	Schaits	A woman.	Name unknown	do	Driving in sleighs, horse started and crossed track on a level as train passed.
do	do	do	3 others	do	Injured	Fell off engine accidentally.
do	Q. & R.	Becaneour	A man	Fireman	Killed	While shunting.
do	K. & T.	Don	H. Charlton	Car repairer	Injured	Between two cars.
March 28.	M. & K.	Kingston	Thibodo	Station Agent	Slightly hurt	Laying on track.
April 3	do	do	Matilda	Name unknown	Killed	
May 1	K. & T.	Oshawa	Hogan	Fireman	Badly hurt has since died	Train off track, engine fell over.
do	do	do	A man	Blacksmith	do	do
do	do	Cobourg	E. Daniels	Brakesman	Killed	Coupling cars.

10th June, 1856.

\*An accident occurred in consequence of the explosion of a boiler on the Company's Steam Ferryboat, plying between Montreal and Longueuil, by which 42 persons were killed and 36 more or less injured.

*Ques.* 214. Have many accidents or detentions of trains arisen from the locomotives being defective in construction, or difficult to keep in order?—*Ans.* I do not know that any accidents have arisen from locomotives being defective in construction, but it has very often occurred that detentions of trains have been reported, and in many instances, as owing to the incapacity of the Engines.

*Ques.* 215. Who is the superintendent of the Locomotive Department; what is his salary; and how was he appointed?—*Ans.* Mr. Trevithick is the superintendent of the Locomotive Department; his salary is £1500 sterling per annum; he came to Canada at the instance of the Chief Engineer, who reported his appointment to the Board at the salary above named.

*Ques.* 216. Do you mean to say that Mr. A. M. Ross created that office, appointed its incumbent, and fixed the salary, without reference to the Board of Directors? How was the department superintended before Mr. Trevithick's appointment?—*Ans.* Mr. A. M. Ross did not create the office, Mr. McKenzie, who is still in the Company's employ, held the office of superintendent prior to Mr. Trevithick's arrival, with a salary of £400 sterling per annum, this latter gentleman, (Mr. Trevithick,) however, came to Canada without any consultation previously had with the Board on the subject at the instance of Mr. A. M. Ross who reported the arrangement to the Board after Mr. Trevithick's arrival in Montreal.

*Ques.* 217. Can you furnish the Committee with a list of the officers and employees of the Grand Trunk Railway Company?—*Ans.* In reply to this question I submit a Tabular Statement marked E., prepared for the information of the Directors on 31st December last; it gives the names of the Chief officers of the Company, and their respective salaries, also the number of subordinate officers and servants of the Company, the wages of each class and the sections of each Road on which they are employed, with other information.

RETURN of Officers and Men employed by the Grand Trunk Railway of Canada.—  
December 1856.

GENERAL MANAGER'S DEPARTMENT.

S. P. BIDDER, General Manager.....	£1,500 Sterling.
H. BAILEY, Assistant do. ....	400 Currency.
M. PENNINGTON, Goods.....	600 Sterling.
J. HARDMAN, Auditor.....	600 do.
G. W. PARKIS, Telegraph Superintendent....	300 Currency.

## MONTREAL AND TORONTO SECTION.—333 MILES.

Superintendent—S. T. WEBSTER, Montreal to Kingston—Port St Charles.. £350.  
Do. J. S. MARTIN, Kingston to Toronto—Toronto..... 350.

STATIONS.	NAME.	OCCUPATION.	SALARY	REMARKS.
Pointe St. Charles..	G. A. Holmes..	Agent .....	£350	2 foremen porters at \$1.50 per diem.
Do.	Boutier .....	Freight .....		11 porters at 4s. 6d. per diem, with cooper.
Do.	Wilkinson .....	Clerk .....	120	Watchman, Switchman, and
Do.	Ingraham .....	Last Baggage	130	Policeman.
Pointe Claire .....	J. Kiron .....	Agent .....	80	1 porter \$1.00 per diem.
St. Anne's .....	J. Lonkes .....	do. ....	100	1 do. do. do.
Vaudreuil .....	G. Dilton .....	do. ....	100	1 do. do. do.
Coteau .....	W. J. Pay .....	do. ....	120	1 do. do. do.
Lancaster .....	H. Worsley .....	do. ....	120	1 porter and switchman, each \$1 per diem.
Cornwall .....	H. Kendall .....	do. ....	120	Loco Stable. 1 fitter and 1 car repairer.
Dickenson's Landing	W. Martin .....	do. ....	120	1 porter at \$1 per diem.
Williamsburg .....	A. G. Purkis .....	do. ....	120	1 porter at \$1.12½ and 1 switchman at \$1.
Matilda .....	J. Fell .....	do. ....	120	1 porter at \$1 per diem.
Edwardsburg .....	H. Kirkham .....	do. ....	50	
Prescott Junction..	A. Maddock .....	do. ....		1 porter \$1.25 per diem.
Prescott .....	N. W. Hardinge	do. ....	150	2 porters and 1 watchman.
Maitland .....	J. Dunbull .....	do. ....	60	
Brockville .....	W. Mackechnie	do. ....	150	3 porters, switchman, and constable.
Do.	D. Wilkinson .....	Clerk .....	100	Loco Stable. 1 foreman, 5 fitters and repairers
Lyn .....	E. Leslie .....	Agent .....	120	1 porter at \$1 per diem.
Mallorytown .....	E. Stephenson .....	do. ....	100	1 do. do. do.
Lansdowne .....	J. Walsh .....	do. ....	100	1 do. do. do. [diem.
Gananoque .....	J. Fielding .....	do. ....	120	1 porter 90 cents per diem, switchman \$1 per
Kingston Mills .....	Crawford .....	do. ....	100	1 porter \$1 per diem.
Kingston .....	O. Thibodo .....	do. ....	200	2 switchmen at \$1 per diem.
Do.	J. Earl .....	Clerk .....	*60	4 porters 90 cents per diem, 1 foreman.
Do.	S. Martin .....	do. ....	60	Loco Stable. 4 fitters and repairers.
Collin's Bay .....	J. Shatto .....	Agent .....	100	1 porter at \$1 per diem.
Ernestown .....	J. Acheson .....	do. ....	120	1 porter 90 cents, 1 switchman \$1 per diem.
Napanee .....	T. S. Delton .....	do. ....	120	do. do. do.
Tyendinaga .....	J. O Mills .....	do. ....	100	1 porter at \$1 per diem.
Shannonville .....	J. Addie .....	do. ....	120	1 porter at 90 cents per diem
Belleville .....	W. MacBean .....	do. ....	175	1 switchman \$1, 1 porter 90 cents per diem.
Do.	A. G. Davies .....	Asst. Tel. Supt		Loco Stable. 1 foreman.
Do.	T. Green .....	Freight Clerk .	*60	4 fitters and repairer.
Trenton .....	J. Bell .....	Agent .....	120	1 porter at \$1 per diem.
Brighton .....	W. Glasscott .....	do. ....	120	1 do. do. do.
Colborne .....	D. Howell .....	do. ....	100	1 porter 90 cents, 1 switchman \$1 per diem.
Grafton .....	J. Tremaine .....	do. ....	100	1 do. do. do. [per diem.
Cobourg .....	J. D. Hays .....	do. ....	150	1 foreman porter \$1.25 per diem, 3 porters \$1
Do.	J. Russell .....	Clerk .....	*60	Loco Stable. 1 foreman, 4 fitters and repairers.
Port Hope .....	J. Birmingham	Agent .....	120	2 porters at \$1 per diem.
Do.	J. Purkis .....	Clerk .....	*60	
Port Britain .....	J. Lilley .....	Agent .....	100	1 switchman at \$1.00 per diem.
Newtonville .....	W. P. Tresilian .....	do. ....	100	1 do. do. do.
Newcastle .....	John Wilson .....	do. ....	100	1 do. do. do. do.
Bowmanville .....	C. A. Hopkins .....	do. ....	100	2 do. do. do. do.
Oshawa .....	John Hall .....	do. ....	100	2 do. do. do. do.
Whitby .....	J. Garvey .....	do. ....	120	2 do. do. do. do.
Duffin's Creek .....	W. Oliver .....	do. ....	100	1 do. do. do. do.
Frenchman's Bay .....	John Martin .....	do. ....	100	1 do. do. do. do.
Port Union .....	H. MacNairn .....	do. ....	120	Also operator, 1 porter \$1 per diem.
Scarboro' .....	J. A. Switzer .....	do. ....	100	1 porter at \$1 per diem.
East York .....	J. MacNevin .....	do. ....	100	1 do. do. do.
Toronto (Don) .....	J. Davis .....	do. ....	150	2 foremen porters \$1.25 per diem.
Do.	J. Jones .....	Freight Agent	250	12 porters at \$1 per diem.
Do.	J. Stephenson .....	Ck & Operator	120	Loco Stable. 1 foreman, 3 fitters.
Do.	J. Knowles .....	First Clerk...	150	6 car repairers, 6 cleaners.

\* These Clerks also receive £40 per annum, as Telegraph Operators.

CONDUCTORS, BRAKESMEN, &c.  
There are 6 Conductors, \$50 per month.  
" " 2 " \$45 "  
" " 8 " \$40 "  
" " 8 Baggage Men, \$35 "  
" " 28 Brakesmen, \$30 "

## TORONTO AND STRATFORD SECTION—88 miles.

Superintendent—C. R. CHRISTIE, Toronto, (Wharf) £350.

STATION.	NAME.	OCCUPATION.	SALARY	REMARKS.
Toronto (Wharf) . . .	C. R. Christie..	Agent & Sup't.	£350	Two foremen, \$1.50 and \$1.25.
Do. . . . .	H. D. Ward . . .	First Clerk . . .	140	16 men at \$1 per diem.
Do. . . . .	H. B. Hope . . .	do. . . . .	100	As porters, switchmen, &c.
Do. . . . .	H. Wilson . . . .	do. . . . .	50	
Do. . . . .	S. Meagher . . . .	Ticket Clerk . . .	100	
Preston . . . . .	A. G. Duff . . . .	Agent . . . . .	100	2 men at \$1 per diem.
Malton . . . . .	H. Marcum . . . .	do. . . . .	100	2 do. do. do.
Brampton . . . . .	N. J. Mitchell . . .	do. . . . .	150	2 do. do. do.
Georgetown . . . . .	P. H. Carter . . . .	do. . . . .	120	2 do. do. do.
Acton (West) . . . . .	C. Knight . . . . .	do. . . . .	100	2 do. do. do.
Rockwood . . . . .	Mackenzie . . . . .	do. . . . .	100	1 do. do. do.
Guelph . . . . .	C. Hutchinson . . . .	do. . . . .	130	5 do. do. do.
Do. . . . .	J. C. Wilson . . . .	First Clerk . . . .	130	Loco Stable.
Selantz . . . . .	W. Hall . . . . .	Agent . . . . .	90	
Berlin . . . . .	A. D. Moodie . . . .	do. . . . .	150	3 men at \$1 per diem.
Petersburgh . . . . .	W. Platt . . . . .	do. . . . .	100	
Baden . . . . .	W. Gunwell . . . . .	do. . . . .	100	1 do. do. do.
Hamburg . . . . .	J. Smith . . . . .	do. . . . .	120	2 do. do. do.
Shakespeare . . . . .	W. Dunwo lie . . . .	do. . . . .	100	
Stratford . . . . .	J. Farrow . . . . .	do. . . . .	150	5 do. do. do.
		Night Clerk . . . .	100	Locomotive Stable.

## CONDUCTORS, BRAKESMEN, &amp;c.

There are 2 Conductors \$50 per month.

" 2 " 45 "

" 8 Brakesmen 32 "

" 2 Baggage men 35 "

## QUEBEC AND RICHMOND AND ST. THOMAS STATION—137 MILES.

Superintendent—W. Atkins, Pointe Levi . . . . . £250.

STATION.	NAME.	OCCUPATION.	SALARY.	REMARKS.
Danville . . . . .	P. Hogan . . . . .	Agent . . . . .	£120	1 porter, 4s. 6d. per diem.
Warwick . . . . .	J. Dunter . . . . .	do. . . . .	100	1 do, 4s. 3d. do.
Arthabaska . . . . .	G. Rawforp . . . . .	do. . . . .	75	1 do, 2s. 3d. do.
Stanford . . . . .	C. H. Lay . . . . .	do. . . . .	120	1 do, 4s. 6d. do.
Somerset . . . . .	T. N. Law . . . . .	do. . . . .	120	1 do, 2s. 3d. do.
Becancour . . . . .	J. Bally . . . . .	do. . . . .	100	1 do, 4s. 6d. do.
Methot's Mills . . . . .				1 do, 4s. 6d. do.
Black River . . . . .	J. Hadden . . . . .	do. . . . .	100	1 do, 4s. 6d. do.
Craig's Road . . . . .	F. Roberts . . . . .	do. . . . .	100	1 do, 4s. 6d. do.
Chaudière . . . . .				1 do, 4s. 6d. do.
St. Charles . . . . .				1 do, 4s. 6d. do.
St. Francis . . . . .				1 do, 4s. 6d. do.
St. Henri . . . . .				1 do, 4s. 6d. do.
St. Thomas . . . . .	J. D. Boucherville . . . .	do. . . . .	125	Conductor and porter, 4s. 6d. per diem, 2
Pointe Levi . . . . .	C. Lymans . . . . .	do. . . . .	155	foremen at \$1 per diem, 7 porters at
		First Clerk . . . . .	100	4s. 6d.
		do. . . . .	100	

Locomotive Stable for this District—Hadlow Cove.

## CONDUCTORS, BRAKESMEN, &amp;c.

There is 1 Conductor . . . . . \$50 per month.

" are 3 " . . . . . 40 "

" 2 Baggage men . . . . . 35 "

" 4 Brakesmen . . . . . 30 "

## MONTREAL AND PORTLAND SECTION—292 MILES.

Superintendent—D. Starke, Montreal and Island Pond, Longueuil.....£400 Stg.  
 “ S. F. Corser, Island Pond to Portland, Portland..... 350 Cy.

STATION.	NAME.	OCCUPATION.	SALARY.	REMARKS
Longueuil	F. St. Mars	Agent	£175 Cy.	15 men at an average of \$1 per diem, as car cleaners, porters, watchmen, &c.
Do.	D. Landel	Freight	175	
Do.	J. Moore	Clerk	90	
Do.	J. Payette	do.	120	
Do.	J. Richardson	Foreman	135	
St. Hilaire	J. Valiquette	Agent	125	1 Porter at 90 cents per diem.
St. Hyacinthe	G. MacCoy	do	150	£1.15 per diem porter and switchman.
	Doberby	Ticket Clerk.		
Britannia Mills		Agent	90	
Upton	Larivière	do	90	1 switchman at 90 cents per diem.
Acton	Beuregard	do	125	1 porter \$1, 1 switchman 90 cents.
Durham	— Leighton	do	90	1 switchman, 80 cents per diem.
Old Durham				1 do do do
Richmond	C. Brush	Agent	150	5 porters, 90 cents; 1 switchman, 95 cents.
Do.	J. Murphy	Clerk	£1.10 p. d.	<i>Loco stable.</i>
Windsor	J. Reynolds	Agent	£90	1 porter at 75 cents per diem.
Brompton	J. Duan	do	100	1 switchman at \$1 per diem.
Sherbrooke	N. Zebay	do	150	2 switchmen, \$1; 1 porter, 90 cents.
Do.	— Rule	Foreman	90	<i>Loco stable.</i>
Lennoxville	G. Elliot	Agent	125	1 switchman, 90 cents per diem.
Waterville	W. Hall	do	90	1 do do do
Compton	F. French	do	120	1 do do do [per diem
Caticook	J. Thompson	do	125	1 switchman, 90 cents; 1 porter, 80 cents
Boundary Line	J. MacBrien	do	90	1 switchman, 90 cents per diem.
Norton	D. Bourke	do		1 porter at \$1 per diem.
Island Pond	E. Hennessey	do	150	2 switchmen, \$1; 1 porter, 90 c'ts per diem.
Do.	— Garland	Freight Clerk.		<i>Loco stable.</i>
North Stratford	— Waterhouse	Agent	90	1 switchman, £78 per annum.
Stratford Hollow	H. Wright	do	78	
Northumberland	G. Cummings	do	90	1 porter, 1 switchman, £78 per annum each.
Stark	C. Cole	do	25	
West Milan	S. Mathers	do	78	
Berlin Falls	A. A. Knight	do	90	1 switchman, £78 per annum.
Gorham	S. A. Adams	do	100	<i>Loco stable.</i> 2 switchmen, 1 porter, £78 per annum each.
Shelburne	J. J. Hubbard	do	63	
West Bethel	— Allen	do	78	
Bethel	C. Crosby	do	78	1 switchman, £78 per annum.
Locke's Mill	C. Crocker	do	78	
Bryant's Pond	R. Dunham	do	78	1 switchman, £78 per annum.
North Paris	E. Berry	do	78	
South Paris	A. Hersey	do	75	1 foreman, 78; 2 baggagemen £85 each
Do.	— Morton	Freight Clerk.	99	<i>Loco stable.</i>
Oxford	W. Staples	Agent	78	1 switchman, £78 per annum.
Mechanics' Falls	— Cushman	do	87 10s.	2 do do do
Empire Road	J. Shunt	do	78	
Hote Road	— Forster	do	50	
Danville (Junc)	W. Clarke	do	112 10s.	2 baggagemen, £85 each per annum.
Cobb's Bridge	W. Cobb	do	60	
New Gloucester	N. Ridout	do	78	1 porter, £60 per annum.
Pawnal	J. Moore	do	78	
North Yarmouth	W. Dunn	do	60	
Yarmouth Junc	J. Raynes	do	60	1 switchman, £40 per annum.
Yarmouth	Z. Humphrey	do	87 10s.	1 switchman, £64 per annum.
Portland	Wm. Davis	Ticket Clerk...	137 10s.	18 porters and switchmen
Do.	D. Corser	Storeman	100	13 clerks in goods office,
Do.	S. Wells	Station Mnster	75	2 wntchmen and
Do.	L. H. Shaw	Train Master...	135	6 laborers.
Do.	C. Davis	Assist't Master	130	
Do.	J. Sinclair	Baggage Man	120	
Do.	J. S. Millar	Freight Agent	300	
Cumberland	D. Gray		25	
Falmouth	H. M. Stone		37 10s.	

## CONDUCTORS, BRAKESMEN, &amp;c.

There are 2 Conductors.....\$60 per month.

"	6	"	.....	50	"
"	8	"	.....	45	"
"	9	"	.....	40	"
"	6	Baggagemen,	.....	35	"
"	2	"	.....	30	"
"	38	Brakesmen	.....	30	"

## ENGINEERING DEPARTMENT.

Name.	Occupation.	Salary.
A. M. Ross....	Chief Engineer.....	£3000 stg.
Samuel Keefer.	Assistant do .....	1000 "
W. Shanley....	do do .....	1000 "
J. Tate.....	Resident do .....	400 cy.
	Toronto & Belleville Resident Engineer	
D. Starke....	Montreal and I. Pond also Supt. ...	400 stg.
R. Wingate....	Resident Engineer Quebec & St. Thos.	300 cy.
J. Barnard ...	Resident Engineer I. Pond to Gorham..	310 "
Charles Edwards	Resident Engineer Gorham to Portland	225 "
Arthur Ross....	Accountant.....	
WS.Sweltenham	Draughtsman.....	

## ACCOUNTANT'S DEPARTMENT.

Name.	Occupation.	Salary.
		£
W. H. A. Davies	Chief Accountant...	500 stg.
H. Smith.....	Assistant do ...	350 cy.
H. Hemming...	Clerk .....	250 "
A. Brown .....	do .....	100 "
J. Doran .....	Cashier .....	225 "

## PAYMASTER'S DEPARTMENT.

D Davidson ...	Chief Paymaster....	250
V. Wall.....	Assistant do .....	150
J. Haskell .....	do do .....	250

## AUDIT DEPARTMENT.

Name.	Occupation.	Salary.
		£
W. H. Smith ..	Inspector.....	200
Henry Holland	Chief Clerk.....	200
John Holland ..	Freight .....	175
C. Judge.....	do .....	175
H. Ritchie ...	Ticket Printer .....	160
G. Sanderson ..	Pass Clerk .....	120
C. Wrightson..	do .....	80
V. Pennington .	do .....	80
P. Langford....	do .....	60
A. Lang.....	do .....	50
J. Stuart.....	do .....	50
James Doyle ..	Freight Clerk.....	100
C. M. Lang ....	do .....	70
H. MacCulloch.	do .....	50
William Greaves	Assistant Printer...	30
E. Earle .....	Boy .....	30

## CONTRACTS FOR MAINTENANCE AND WAY.

Contractor.	Section.	Amount per mile per annum.
James Reekie..	St. Thomas to Quebec, .....	£80 cy.
	Quebec to Longueuil	95 "
Abbott & Freer	Richmond to Gorham	90 "
C. W. Barrett.	Gorham to Portland	98 "
— Bacon.....	Montreal to Williamsburg.....	93 "
W. Ellis.....	Williamsburg to Kingston..	33m. a £93 49m. a £105
W. Evans.....	Kingston to Grafton	105 cy.
— Beachell....	Grafton to Toronto..	105 "
W. Kingsford..	Toronto to Stratford	105 "

## SECRETARY'S DEPARTMENT.

Name.	Occupation.	Salary.
John M. Grant.	Assistant Secretary	£500 stg.
W. MacBean...	Share and Transfer Department.....	220 cy.
Arthur Clarke .	Clerk.....	175 "
J. A. Cockburn.	do .....	100 "
T. Mason.....	Messenger.....	100 "

## GOODS DEPARTMENT.

Name.	Occupation.	Salary.
		£
J. Foudrinier ..	Chief Clerk.....	225
H. Bailey, Junr.	Assistant do .....	50
J. Daveney....	Ticket do .....	120

## STORES' DEPARTMENT.

Name.	Occupation.	Salary.
		£
W. T. Bell . . . .	Temp'y. Storekeeper	400 cy.
G. Leifchild . . .	Assistant do . . . .	150
J. Macfarlane . .	Invoice Clerk . . . .	120
M. Darwent . . .	Book Keeper . . . .	120
J. Irvine . . . . .	Wood Clerk . . . . .	120
G. Cottrell . . . .	do . . . . .	120
A. Easty . . . . .	do . . . . .	120
T. Trimster . . . .	Store Keeper, Longueuil . . . . .	135
D. Lonches . . . .	Wood Agent, Brockville . . . . .	150
J. Macfarlane . .	Storeman . . . . .	105
L. Gareau . . . . .	do . . . . .	105
W. Harty . . . . .	Laborer . . . . .	\$1.00p.d.
E. Lawson . . . . .	Wood Agent, Richmond . . . . .	150
W. Barlow . . . . .	Wood Agent, Quebec	144

## TELEGRAPH DEPARTMENT.

Name.	Occupation.	Salary.
		£
C. Smith . . . . .	Operator, Portland . .	100
	Messenger . . . . .	30
W. Lane . . . . .	Operator, Yarmouth . .	60
A. Blake . . . . .	do Bryant's Pond . .	60
B. Holt . . . . .	do Bethel . . . . .	
E. B. Dean . . . . .	do Richmond, . . . .	60
	Asst. Supt. . . . .	150
J. Cassidy . . . . .	Operator, Danville . .	60
G. Christie . . . . .	Inspector . . . . .	9s. summer, 6s. 3d. winter.
G. B. Scott . . . . .	Operator, Montreal . .	
	Messenger . . . . .	24
R. Ryan . . . . .	Op'r, Pt. St. Charles .	100
G. Migham . . . . .	do . . . . .	90
	Messenger . . . . .	18
A. MacBean . . . .	Operator, Cornwall . .	60
P. Townsend . . .	do Brockville . . . .	75
J. MacLaren . . . .	do Gananoque . . . .	60
J. MacConniff . . .	do Ernestown . . . .	60
J. Bensington . . .	do Shannonville . . .	75
A. G. Davis . . . . .	Assistant Supt . . . . .	200
J. Russell . . . . .	Operator, Newtonville .	75
A. MacDonald . . .	do Bowmanville . . . .	75
R. Yule . . . . .	do Whitby . . . . .	75
O. White . . . . .	do Don Station . . . .	75
— O'Leary . . . . .	do Brampton . . . . .	75
H. Fisk . . . . .	do Georgetown . . . .	75
P. Ryan . . . . .	do Guelph . . . . .	75
J. McLaren . . . . .	do Berlin . . . . .	75
J. Theaber . . . . .	do Stratford . . . . .	75
M. Fenney . . . . .	do Prescott . . . . .	75

## WHARF.

Usually three Freight and one Pass Clerk, with six Porters and Watchmen, two Steamers with crews.

## LOCOMOTIVE DEPARTMENT.

NAME.	OCCUPATION.	SALARY.
F. H. Trevithick .	Locomotive Super't.	£1500 stg.
W. S. Mackenzie .	Assistant do . . . .	400 "
R. Haselden . . .	do do . . . . .	225 cy.
J. Goff . . . . .	Car Builder . . . . .	300 "
J. Hughes . . . . .	Draughtsman . . . . .	312 "
R. Mackenzie . . .	Stock Taker . . . . .	200 "
J. Dougall . . . . .	Foreman, Point St. Charles . . . . .	\$2.30 p diem
E. Hood . . . . .	Foreman, Cornwall . .	\$60 p month
R. Madigan . . . .	Foreman, Brockville .	80 "
C. Flovell . . . . .	Foreman, Kingston . .	60 "
J. Kennedy . . . . .	Foreman, Belleville .	60 "
P. Temple . . . . .	Foreman, Cobourg . .	60 "
J. Jones . . . . .	Foreman, Toronto (Don) . . . . .	60 "
T. Martin . . . . .	Foreman, Toronto (Q. Wh.) . . . . .	100 "
A. Hood . . . . .	Foreman, Longueuil .	75 "
J. Griffith . . . . .	Foreman, Sherbrooke .	75 "
D. Lister . . . . .	Foreman, Hadlow Cove . . . . .	85 "
J. Hamilton . . . .	Foreman, Portland . .	75 "

## THE LOCOMOTIVE STAFF

NOW CONSISTS OF

- 1 Superintendent.
- 2 Assistants.
- 1 Car Builder.
- 15 Foremen.
- 88 Drivers.
- 85 Firemen.
- 60 Fitters.
- 12 Boiler Makers.
- 20 Mechanics.
- 30 Smiths.
- 28 Strikers.
- 10 Moulders and Pattern Makers.
- 54 Carpenters and Car Repairers.
- 50 Car Cleaners.
- 10 " Oilers.
- 10 " Painters.
- 30 Laborers.
- 54 Pumpmen.
- 23 Watchmen.
- 3 Storekeepers.
- 3 Messengers.
- 19 Clerks.
- 1 Accountant.

The total number of Stations is 135, of which 86 are telegraph, embracing all stations other than flag stations.

Total number of men employed 2641.

## THE ROLLING STOCK

NOW CONSISTS OF

61	Engines	.....(Passenger.)
97	"	.....(Freight.)
79	Cars	.....(1st Class.)
40	"	.....(2nd " )
4	"	.....(Composite.)
48	"	.....(Baggage.)
722	"	.....(Box.)
944	"	.....(Platform.)
112	Ballast Waggon.	
22	Break Vans.	
28	Snow Ploughs.	
150	Handcars.	
42	Cattle Cars.	

## LOCOMOTIVE STABLES

BUILT TO HOLD ENGINES

as follows:

Montreal	.....	24
Cornwall	.....	3
Brockville	.....	6
Kingston	.....	6
Belleville	.....	6
Cobourg	.....	3
Toronto, East	.....	3
Toronto, West	.....	12
Guelph	.....	3
Stratford	.....	6
Longueuil	.....	12

**Ques. 218.** Have all these persons been appointed and their salaries fixed by the Canadian Board of Directors?—**Ans.** No; most of the principal officers and servants of the Company came out from England under engagements made with them there; their salaries were also determined before they assumed their duties as servants of the Company in Canada. I may mention, however, that under the charter all legal authority is vested in the Canada Board only, consequently at the first meeting of the Canada Board after the amalgamation, which was held at Quebec on the 11th July, 1853, it became necessary that the appointment of the following officers should be made or confirmed, and the same was done by Resolution:

The Honble. John Ross—President.

Benj. Holmes—Appointed Vice-President by the Canada Board, with a salary of £1000 stg. per annum.

C. P. Roney—Secretary of the Company, with a salary of £1500 stg. per annum.

William Chapman, Esq., of London, Secretary of London Board, with a salary of £1500 stg. per annum.

A. M. Ross, Esq.—Chief Engineer, with a salary of £3000 sterling per annum.

Samuel Keefer—As Assistant Engineer, named in England, and his name appears in the Prospectus, with a salary of £1000 stg. per annum.

S. P. Bidder, Esq.—As Chief Superintendent or General Manager, with a salary of £1500 stg. per annum.

The Chief Accountant, W. H. A. Davies, was subsequently appointed by the Canada Board, his salary is now £500 stg.

**Ques. 219.** Is it not the fact that the chief officers and employees of the Company were appointed and had their salaries fixed by the English contractors?—**Ans.** The chief officers and employees came out as I have already stated, with their salaries determined upon or fixed, from England. I have no personal knowledge of how or from whom their appointments were actually made, but it is generally understood their engagements emanated from or were made by or through the contractors (Messrs. Peto & Co.) Mr. Bidder's appointment, I have understood from himself, was through the recommendation of Mr. Glynn.

**Ques. 220.** How are the vacancies on the staff of the Company and new offices now filled?—**Ans.** Officers of the Company, Heads of Departments, have within the last six months been instructed in no case to make appointments without first consulting the Board or the Finance Committee; previous to which period appointments were generally made without any reference to the Directors.

**Ques. 221.** Who, previous to that date, made the appointments, without reference to the Directors?—**Ans.** The Chief Engineer and Mr. Bidder, which latter gentleman has sole control as General Manager over the Station Agents and all their subordinates.

*Ques. 222.* Has not the influence of the contractors in the appointments of the officers been injurious to the interest of the Company?—*Ans.* As the interests of the contractors and those of the Company must of course be to a large extent antagonistic, I cannot but consider any influence exercised by the contractors over the servants of the Company, as prejudicial to its interests, and it is only reasonable to suppose persons so appointed, entertain—where interests clash,—a feeling favorable to their patrons or friends.

*Ques. 223.* Who is the Solicitor of the Grand Trunk Railway in Lower Canada, and how much has he received for services rendered to the Company?—*Ans.* The Hon. G. E. Cartier was appointed in July 1853, and is still the Solicitor of the Company for Lower Canada; the amount paid him for legal services from date of his appointment, to the close of the year 1856, has been £2,190 11s. 4d. currency.

*Ques. 224.* Do you refer to the Hon. G. E. Cartier, Atty. Genl. for Lower Canada, member of the Executive Council, and one of the Directors of the Grand Trunk?—*Ans.* Yes. I mean the present Attorney General, but he is not a Director of the Grand Trunk Company.

*Ques. 225.* Is not Mr. Cartier also Solicitor for the English contractors?—*Ans.* Yes.

*Ques. 226.* Who is Solicitor of the Grand Trunk Company in Upper Canada, and how much has he received for services rendered to the Company?—*Ans.* John Bell, Esquire, of Belleville; I do not recollect whether or not any monies have been paid that gentlemen for professional services. I do not think he has yet presented his account against the Company.

*Ques. 227.* Has not Mr. Thomas Galt, of Toronto, also acted as the adviser of the Company in Upper Canada?—*Ans.* His opinion has been asked in some matters of interest to the Company, connected with the Sarnia section of the Road, but he is not held to be the Solicitor of the Company.

*Ques. 228.* Is not Mr. Bell, law-partner at Belleville, of Mr. John Ross, President of the Grand Trunk, and is not Mr. Galt law-partner of Mr. Ross at Toronto?—*Ans.* The Hon. John Ross, the President of the Company, was, I believe, law-partner with Mr. Bell, but whether or not any connection now exists I cannot say. I believe not, but I believe the President, the Hon. John Ross, and Thomas Galt, Esq., of Toronto, are connected as Solicitors and Barristers.

*Ques. 229.* Are not Mr. Bell and Mr. Galt Solicitors in Upper Canada for the contractors?—*Ans.* Mr. Bell, the Company's Solicitor for Upper Canada is also Solicitor for the contractors, whether Mr. Galt is for Messrs. Peto & Co. I cannot say; he is, I believe, the Solicitor of Messrs. Gzowski & Co.

*Ques. 230.* What relation does Mr. Robert Stephenson, the English Engineer, hold towards the Company; at whose expense did he visit Canada, what sums have been paid him from the Company's funds and for what services have such sums been paid him?—*Ans.* Mr. Robert Stephenson, the English Engineer, supplied I believe the original designs for the Victoria Bridge, and visited Canada in 1853 for purposes connected with that structure; there have been three payments made that gentleman, the certificates of the Chief Engineer, the amount in all if I recollect right was over £9000 paid for such services.

*Ques.* 231. Is the report true that the English Board of Directors agreed with Mr. Stephenson that he should receive £50,000 sterling for his services to the Company? Please state to the Committee all you know as to the appointment of Mr. Stephenson, the agreement as to his remuneration in any action or correspondence that has occurred in reference thereto?—*Ans.* Until about the commencement of 1856, I never heard any thing of any claim whatever on the part of Mr. Robert Stephenson for professional services connected with the Victoria Bridge; I was, however, of course aware that some £6000 sterling had been certified for in that gentleman's favor, and I think an additional certificate from Mr. A. M. Ross, was sent subsequently to England for services connected with the Bridge, in Mr. Stephenson's favor. About the period referred to, an enquiry reached Canada from Sir C. P. Roney, then resident in London, to ascertain whether any record or documents existed in Canada whereby a claim could be established for £50,000 sterling as the sum to be paid Mr. Stephenson, which amount that gentleman alleged it was agreed should be paid him. No such document, nor any paper or minute having reference to the subject was found in the office nor had any such ever been heard of. A communication was then addressed by the Assistant Secretary, Mr. Grant, to Mr. A. M. Ross, the Chief Engineer, I believe at Toronto, at the time of one of our Board Meetings, asking whether he had any knowledge of or whether he could supply any information on the subject. His reply was shown to me, and was to the effect that for Mr. Stephenson's professional services, connected with the Victoria Bridge the sum of £50,000 was to be paid that gentleman, and that the President, the Hon. John Ross, had been present at a meeting when an arrangement of the kind was come to. From a short conversation I had with the President about the time this enquiry was made, I came to the conclusion in my own mind that it was an affair between the contractors, Messrs. Peto & Co. and Mr. Stephenson, and I was afterwards rather confirmed in that impression by observing that the London Board had procrastinated the settlement of the last certificate issued in that gentleman's favor by the Chief Engineer. When I was in London in August and September last, I made some enquiry on the subject, and found the claim for the £50,000 was a matter apparently as little understood there as in Canada; the subject was not mooted at any of the Board Meetings attended by me in England that I recollect. I have been given to understand in speaking with parties on the subject, that Mr. A. M. Ross, was to have a portion of the £50,000 claimed by Mr. Stephenson. I believe that some correspondence has recently taken place between Mr. Robert Stephenson and the London Directors on the subject, the particulars of which or the result has not yet been communicated to the Canada Board.

*Ques.* 232. In the list of employees given by you in reply to question 217, there appear the names of eight persons as contractors for the maintenance of right of way. Can you state the amount payable to these parties annually, the term of their several contracts, the parties who concluded the said contracts on behalf of the Company, and whether the work was offered by public tender or given out by private agreement?—*Ans.* The parties named in the statement submitted in reply to question No. 217, are bound under their contracts to keep the line of road in good order for the sums per mile per annum set opposite their respective names; they repair all breakages, lift and replace damaged ties and rails, keep the fences, culverts and water tables in order, pay all damages arising out of bad fencing, ballast and repair the track as it becomes injured, and keep the line of Road free of snow in winter, and all under and subject to the direction of the resident engineer on the respective sections. The total cost to the Company for that work is about £65,000 per annum. The contracts were entered into and concluded on behalf of the Company by the Chief Engineer. The work was not offered for public competition, but determined, as already stated, by Mr. A. M. Ross.

*Ques. 233.* Is the "W. Kingsford" whose name appears as one of the said contractors, one of the editors of the *Leader* newspaper? Do you know whether or not Mr. Daniel Morrison, also editor of the *Leader* is interested with him in the contract—and that the contract was awarded to these persons at £105 per mile in face of the fact that a capable and responsible party offered to do the same work for £90 per mile?—*Ans.* Mr. W. Kingsford, who is one of the contractors, was, I have understood connected as a sub-editor with the *Leader* newspaper; whether he is now or not I cannot say. Mr. D. Morrison, Mr. Kingsford informed me, was and is his partner in the contract: the contract was given to Mr. Kingsford at £105 per mile. Whether any other party made a tender for doing the work at £90 or any other price I am not aware. I never heard that tenders had been asked for, although in speaking with Mr. A. M. Ross on the subject, as well as the President, I strongly urged the propriety of advertising for tenders, and opening all contracts to public competition.

*Ques. 234.* Which sections of the Grand Trunk Railway, as now constituted, were included in the original agreement made between the government and Mr. Jackson at Quebec in the fall of 1852?—*Ans.* The Quebec and Trois Pistoles and Montreal and Toronto sections only.

*Ques. 235.* Was the Richmond and Quebec section undertaken by Messrs. Peto & Co. previous to and independent of the Government arrangement with Mr. Jackson?—*Ans.* Messrs. Peto & Co. were the contractors for the Quebec and Richmond Road nearly a year before the amalgamation and therefore must have been.

*Ques. 236.* Was the Victoria Bridge Bill passed in the following spring, 1853?—*Ans.* In February or March, 1853.

*Ques. 237.* Was the Belleville and Peterboro' section also chartered in the spring of 1853?—*Ans.* Yes.

*Ques. 238.* Were the Quebec and Trois Pistoles, and the Montreal and Toronto sections the only portions of the present amalgamation entitled to Provincial aid under the original Grand Trunk agreement between Mr. Hincks and Mr. Jackson?—*Ans.* Yes, they were the only sections.

*Ques. 239.* Was the Toronto and Sarnia Road chartered as an independent Company, without any anticipation of its forming a portion of the Grand Trunk line, and without any Provincial aid?—*Ans.* Yes.

*Ques. 240.* Had the Company been organized before the date of the amalgamation as an independent Company, and had the contract for its completion been granted to and undertaken by Messrs. C. S. Gzowski & Co.?—*Ans.* The Company had been organized, and I believe the contracts were held by Messrs. Gzowski & Co.

*Ques. 241.* Was the Belleville and Peterboro' chartered as an independent Company and without Provincial aid?—*Ans.* Yes.

*Ques. 242.* Was the Victoria Bridge chartered as an independent Company and without Provincial aid?—*Ans.* The authority for its construction was given to the Grand Trunk Company, but without Provincial aid, under a Special Act, in the spring of 1853.

*Ques. 243.* Was the St. Lawrence and Atlantic Company, now forming a part of the Grand Trunk, an independent Company, built many years, and already in

operation before the date of the amalgamation?—*Ans.* Yes, it was an independent Company, but the works were not completed.

*Ques.* 244. Was the Atlantic and St. Lawrence section, now forming a portion of the Grand Trunk, a railroad entirely on United States Territory, uniting with the St. Lawrence and Atlantic at the Province Line, and was it built and in operation at the date of the amalgamation?—*Ans.* The Atlantic and St. Lawrence Railway is entirely within the United States; it runs from Portland to Island Pond in the State of Vermont; it was finished early in 1853. From Island Pond to the Province Line in distance is about 15 miles; it was built by and forms a portion of the St. Lawrence and Atlantic Road; it was completed in July, 1853. Both these sections had commenced to be run over at date of amalgamation. The St. Lawrence and Atlantic Company were authorized under an Act of the Legislature of the State of Vermont to continue its line of road from the Province Line to Island Pond in that State.

*Ques.* 245. Is it not the fact, that at the date of the amalgamation the only responsibility upon the Government of Canada as to the works now included in the Grand Trunk was, *first*, to advance £3,000 sterling per mile to the Quebec and Trois Pistoles, of 153 miles; *second*, £2,500 sterling per mile to the Quebec and Richmond, of 96 miles; and *third*, £3,000 sterling per mile to the Montreal and Toronto, of 333 miles; all to be secured by a first mortgage on these works?—*Ans.* The assistance given by the Government to the Quebec and Richmond Road, which was calculated at 100 miles in length, was £250,000. The limitation on the Quebec and Trois Pistoles Road was £3,000 sterling per mile; the same guarantee was extended to the line of road from Montreal to Toronto. The assistance secured from the Government for the construction of the St. Lawrence and Atlantic Road, prior to the amalgamation, was £467,500, of which £400,000 had been paid: all secured as first mortgage on the works, and this comprised the whole of the responsibility, I believe, at the date of amalgamation. I do not, however, recollect whether a previous Act of the Legislature, providing for a guarantee to railways in Canada to the extent of 50 per cent. of the cost of their construction, had at that time been repealed or not.

*Ques.* 246. Will you please explain to the Committee how the Quebec and Trois Pistoles, the Quebec and Richmond, the Atlantic and St. Lawrence, the St. Lawrence and Atlantic, the Victoria Bridge, the Montreal and Toronto, the Peterboro' and Bel'eville, and the Toronto and Sarnia Roads, all became amalgamated in the scheme? Was it consummated in Canada by the direct action of Parliament, or was it effected by individuals in London?—*Ans.* The arrangements for the amalgamation of the above Roads was originally made in London, subject to approval in Canada, and such amalgamation took place upon the votes of shareholders in those Companies respectively, at meetings for said purpose, which were convened by public advertisement.

*Ques.* 247. By whom were those preliminary arrangements made in London, and at what date were they effected?—*Ans.* The preliminary arrangements were made in London, sometime between January and April, 1853, by parties, I believe, whose names have been stated to the Committee by Mr. Galt; personally I have no knowledge of the proceedings taken there.

*Ques.* 248. At what date was the Prospectus of the Grand Trunk Company issued to the public, announcing the fact of the amalgamation of the several works named above?—*Ans.* The prospectus issued in London is dated 13th April, 1853. The announcement of the confirmations of the several amalgamations therein

provided for was made in Canada, in the months of May and June, immediately after the several meetings had been called for the decision of the question.

*Ques. 249.* Do you mean that the amalgamation was consummated, prospectus issued, and stock subscribed first, and the opinion of the shareholders taken afterwards upon the propriety of all these proceedings?—*Ans.* No, I do not mean that, I mean provisions for an amalgamation were provided in the prospectus, that the final amalgamation depended upon the vote of the shareholders of the Companies respectively therein mentioned, and that said amalgamations were finally concluded by the votes of the shareholders of those Companies respectively.

*Ques. 250.* At what date and place was the propriety of the amalgamation submitted to a vote of the Quebec and Trois Pistoles shareholders, as stated in your answer to 246?—*Ans.* In Quebec; I cannot say the date.

*Ques. 251.* When and where was the vote of the Quebec and Richmond shareholders taken?—*Ans.* Also in Quebec; I cannot say the date.

*Ques. 252.* When and where was the vote of the Atlantic and St. Lawrence shareholders taken?—*Ans.* In Portland, I believe early in June, but I do not positively recollect the precise date.

*Ques. 253.* When and where was the vote of the St. Lawrence and Atlantic shareholders taken?—*Ans.* In Montreal, I believe on the 31st May, 1853.

*Ques. 254.* When and where was the vote of the Victoria Bridge shareholders taken?—*Ans.* There were no shareholders.

*Ques. 255.* When and where was the vote of the Montreal and Toronto shareholders taken?—*Ans.* The meeting took place in Quebec, in June, 1853.

*Ques. 256.* When and where was the vote of the Belleville and Peterboro' shareholders taken?—*Ans.* I do not know that there ever was a meeting.

*Ques. 257.* When and where was the vote of the Toronto and Sarnia shareholders taken?—*Ans.* There was a meeting specially convened in June, 1853, I believe in Toronto.

*Ques. 258.* Is it not the fact that the prospectus of the amalgamated Grand Trunk was issued on 13th April, the stock allocated and deposit paid on 10th May, and that not one of these Canadian meetings was held until weeks afterwards?—*Ans.* I do not remember the date of the allotment of the stock in London, but I find by the copy of the minutes of the London Board that £721,280 had been received as deposits on 72,128 shares of the Grand Trunk Stock, on the 11th May; the meetings in Canada took place subsequently, as above stated.

*Ques. 259.* Are you aware that any Director of any of the amalgamated Companies, not at the moment in London, was consulted as to the propriety of the scheme before the prospectus was issued?—*Ans.* I am not aware.

*Ques. 260.* Did A. T. Galt, Esquire, M.P.P., take a chief part in the amalgamation proceedings in London?—*Ans.* I believe he did.

*Ques. 261.* Was Mr. Galt, at the time of these proceedings, a Director of the Montreal and Toronto Road, contractor for the Toronto and Sarnia Road, President of the St. Lawrence and Atlantic Road, Commissioner of the American Land Com-

pany, who were large partners of the St. Lawrence and Atlantic and paid agent of the Atlantic and St. Lawrence Road; all which works were incorporated in the amalgamation scheme?—*Ans.* I believe Mr. Galt held those appointments at the time, but I have no knowledge that he was a paid agent of the Atlantic and St. Lawrence Company, though I am aware he was authorized by that Company to effect arrangements for lease of said road to the Grand Trunk.

*Ques.* 262. What was the market value of Quebec and Richmond stock immediately previous to the preliminary amalgamation proceedings?—*Ans.* I do not know, but I should suppose at the date of the prospectus issued in London they must have been at par.

*Ques.* 263. What was the market value of Atlantic and St. Lawrence stock previous to the preliminary amalgamation proceedings?—*Ans.* About fifty per cent. discount.

*Ques.* 264. How long had the road then been in operation, and was it paying working expenses?—*Ans.* It was only fully finished just before the date of the lease, although portions of it had been in operation a long time previous, with what result in regard to its profits or expenditure I cannot say.

*Ques.* 265. In face of these facts is it true that by the amalgamation agreement, the road was leased for 999 years, with an annual dividend of six per cent. secured on the entire capital of said Company at par?—*Ans.* Yes, it is true.

*Ques.* 266. Were the Shareholders of the Atlantic and St. Lawrence Company paid interest on the past years in which they had received no dividend on their stock?—*Ans.* No, not by the Grand Trunk Company.

*Ques.* 267. What was the market value of St. Lawrence and Atlantic Stock immediately previous to the preliminary amalgamation proceedings?—*Ans.* From 30 to 40 per cent. discount.

*Ques.* 268. Had any dividend been paid to the Shareholders up to the date of the amalgamation?—*Ans.* No, no dividends properly so called (that is a division of profits on stock out of the traffic) had been paid, but interest on the amount of stock held by Shareholders had been paid, and I hand in two statements marked X, shewing the arrears of interest on the St. Lawrence and Atlantic shares, for which the Company's notes had been issued and which were subsequently paid by the Grand Trunk Company. The first statement exhibits a list of notes dated 1st July, 1850, amounting to £13,015 1s. 10d.; the second a list of notes dated 1st January, 1851, amounting to £4,584 8s 1d., and no interest was subsequently paid by the St. Lawrence and Atlantic Company.

INTEREST Debentures A Series, dated 1st July, 1850, payable 4 years after date, issued by the St. Lawrence and Atlantic Railroad Company, and paid by the Grand Trunk Railway Company of Canada.

Name.	Address.	Amount.	Name.	Address.	Amount.
		£ s. d.			£ s. d.
Beaudry, J. L.	Montreal	13 10 0	Archbald, H.	do	8 15 6
Bolvin, L. P.	St. Hyacinthe	9 9 11	Bethune, S.	do	14 16 3
Beaudry, J. L.	Montreal	9 0 0	Cross, A.	do	9 7 3
Coffin, W. F.	do	29 17 10	Charles Gowan & Co.	do	47 14 0
Gerrard, S.	do	45 0 0	Peck, T.	do	35 10 6
McDonnell, A.	do	52 0 11	Wend, G. H.	do	10 2 8
Monck, S. W.	do	17 11 10	Mead, J. H.	do	8 3 2
Evans, J. H.	do	7 6 10	Mead, J. H.	do	5 8 8
Honey, J.	do	10 9 11	Gibb, B.	do	33 10 4
Fisher, D.	do	4 2 3	Morris, R.	do	8 17 2
Beaudry, J. B.	do	17 5 8	Boy, G.	do	4 18 6
Benson, H. C.	do	2 16 9	Galt, A. T.	Sherbrooke	112 10 0
do	do	14 16 2	Galt, Alexander T.	Montreal	87 19 3
Lyman, H.	do	21 16 7	Beaudry, J.	do	4 7 6
Lyman, B.	do	22 2 1	Moses, M.	do	9 6 0
Proctor, C. D.	do	12 15 7	Rosa, J.	do	8 7 10
Hilton, J.	do	35 14 5	Ferguson, J.	do	7 13 8
Eschale, Messrs. J. & R.	do	41 0 2	Ferguson, J.	do	7 13 8
Holmes, B.	do	15 2 10	Garey, J.	do	7 12 10
Jackson, H.	do	15 5 2	Wilson, C.	do	5 7 7
Armour & Ramsay, M.M.	do	76 3 5	Haldimand, L.	do	9 7 5
Cartier, E.	do		Gibson, T. A.	do	7 12 5
Lamothe, P. The assignee of.	do	2 7 3	Durand, M.	do	1 19 8
do	do	4 9 9	Fullan, G.	do	5 15 5
Logan, F.	do	3 0 0	Reinhardt, G.	do	9 0 0
Dufresne, J.	do	6 16 1	Valois, N.	do	10 14 0
Bruneau, O. F.	do	35 10 3	Galarneau & Roy.	do	7 1 6
Beck, G. C.	do	8 9 4	Bouthillier, T.	do	20 14 3
Guines, Mr. R. B.	St. Johns	285 7 8	Birks, J.	do	11 11 10
Drummond, Hon. L. T.	Montreal	58 1 0	Lyman, J. & Co.	do	3 1 9
Foster, J.	do	13 8 3	Benoit, E.	do	3 19 2
Cherrier, C. S.	do	21 19 9	Merrill, H. & H. Messrs	do	7 18 2
Ladd, C. P.	do	8 2 3	Leclere, P. E.	do	8 17 9
Maitland, J. H.	do	10 18 8	Macfarlane, A.	do	6 16 11
Belle, J.	do	5 13 3	Hurdon & Lessurier.	Terrebonne	3 7 8
George, J.	do	8 19 7	Belevau, J.	Montreal	4 18 4
Connolly, W.	do	54 17 3	Morley, M.	do	8 19 10
Labadie, J. A.	do	8 15 10	Whitlaw, J.	do	4 8 9
Ferrier, J. Junior	do	32 7 2	Shuter, J.	do	26 2 11
Arthur, A.	do	6 5 1	Fleet, W. H.	do	2 0 7
Bertheaume, J.	do	4 10 0	Moffatt, J. Senior.	do	15 0 0
Roy, R.	do	5 13 2	Larocque, A.	do	90 12 10
Desmarteau, N. B.	do	11 14 6	Watson, W.	do	22 11 11
Dease, P. W.	do	26 15 1	Whitney, H. H. & Co.	do	9 2 11
Rose, J.	do	33 13 9	Berthelot, Thérèse.	do	21 8 10
Stewart, D.	do	26 12 7	McPherson, R. D.	do	5 4 1
Grenier, J.	do	7 14 11	Appleton, T.	do	2 14 6
Francis, W. Junior.	do	8 2 1	Smith, Jas.	do	8 14 2
Riddle, J.	do	10 2 0	Laficain, E.	do	4 0 10
Pelletier, J. F.	do	21 9 9	Hall, George.	do	11 12 6
Quimet, A.	do	26 2 0	Jenkins, Thomas.	do	4 4 8
Lafontaine, L. H. Hon.	do	45 16 0	Pichette, Olivier.	do	11 13 3
Leclair, F.	do	17 16 0	St. Jean, Henri.	do	25 19 9
Stewart, A. B.	do	26 2 0	Mahon, G.	do	9 6 11
Bryson, Campbell	do	8 18 11	Boston, John.	do	21 19 11
Quimet, B.	do	2 11 10	Dubois, E. H.	do	21 9 8
Brodie, J.	do	8 2 8	Delisle, Benjamin.	do	22 18 2
Lyman, W., & Co.	do	27 8 2	Tiffin, Joseph.	do	33 14 6
Doyle, J.	do	31 5 10	Delisle, H. M.	do	46 1 3
Corse, N. B.	do	4 0 8	Budden & Vennor.	do	11 11 4
Lemeurier, Routh & Co	do	32 13 1	Cartier, Geo. E.	do	19 16 2
Cowan & Cross, Messrs.	do	11 4 6	Prevost, A.	do	18 19 5
Sharpley, R.	do	4 13 11	Glennon John.	do	26 14 4

## INTEREST Debentures A Series.—(Continued.)

Name.	Address	Amount.	Name.	Address.	Amount.
		£ s. d.			£ s. d.
Nelson, W.	do	19 16 8	Musson, Thomas	do	13 5 1
Benjamin, S.	do	4 11 5	Veit, Frederick	do	4 1 6
Benjamin, W.	do	7 16 9	McDonald, John	do	6 9 9
Desnoyers, T.	do	2 6 9	Morrin, A. A. Honble.	Quebec	107 11 8
Herbert & Co., J. W.	do	7 11 2	Viger, L. M. Honble.	Montreal	17 5 8
McKay, Francis	do	8 18 7	Lemoine, F. H.	do	6 9 5
Perrin, Ferdinand	do	9 0 0	Scott, J.	do	180 1 7
Ferres, J. M.	do	10 10 6	Dumon, A.	Beloeil	9 0 0
Taylor, Hugh	do	57 15 1	Dufresne, J.	Montreal	35 19 4
Morris, William, Hon.	do	26 16 0	Ren, D.	do	11 2 9
Springle, J. H.	do	20 14 6	Little, T.	do	3 7 11
Sims & Coleman	do	24 19 7	Molson, T.	do	133 13 9
Huson, Ephraim	do	6 6 3	Molson, William	do	304 19 3
Hudon, E. & V. Messrs	do	7 10 4	Johnston, J.	do	11 1 1
Quecnel, F. A. Honble.	do	21 19 8	Logan, J.	do	3 4 1
Dorion, A. A.	do	4 13 1	do	do	177 16 11
Major, Miss	do	1 17 6	Campbell, T. E.	St. Hilaire	258 11 8
Major, J. E.	do	4 18 10	Hall, B.	Montreal	27 10 2
Lephron, E. M.	do	12 17 9	Muir, W.	do	6 6 6
Easton Robert	do	11 6 11	Kirkup, R.	do	25 10 3
Sun-terland, Daniel	do	4 7 5	Logan, W. E.	do	114 2 4
Adams, James D.	do	5 4 8	Holland, P.	do	26 3 1
Bythe, Thomas Bell	do	8 7 9	Moffat, George, Honble.	do	120 1 9
Bell, Alexander	do	4 10 0	Gillespie, Moffatt & Co.	do	180 2 4
Steller, Jacob	do	8 13 10	Levey, C. E.	do	100 3 2
Ellie, Pierre	do	8 16 5	Dow, W.	do	36 4 5
Hurteau, Léon	do	9 13 6	do	do	157 15 5
Lespérance, A. & F. M.M.	do	10 4 11	Crawford, J.	do	8 15 9
Blache, Louis	do	9 0 0	Dow & Co., Messrs.	do	82 1 10
Heron, Geo.	do	12 5 9	Whiteford, W.	do	13 10 0
Black Wood & Co.	do	338 5 9	Taylor, T. M.	do	45 0 0
O'Brien, Thomas	do	4 14 0	do	do	7 17 0
Houle, Michael	do	4 3 4	Armour, Robert	do	49 16 8
Grant, John	do	3 16 5	Brooks, W.	Sherbrooke	73 8 9
Grant, Hall & Co.	do	6 0 0	Phillips, C.	Montreal	109 12 10
Compte, Louis	do	12 3 3	Smith, W. P. D.	do	17 13 5
do	do	20 16 1	Mackay, R.	do	41 0 2
Darragh, Hugh	do	8 5 4	Evans, Major General	do	98 16 0
Peacock, Henry	do	4 13 11	Tait, T.	Melbourne	49 4 6
Fournier, Francis	do	4 10 0	Hopper, W. H.	Montreal	69 17 0
Thompson, John	do	10 1 7	Drummond, J.	do	307 15 2
Geddes, Charles	do	4 4 0	Frothingham, J.	do	134 9 5
Dumas, Hubert	do	5 3 8	Hale, S., Honble.	Sherbrooke	37 1 8
Farreau, O.	do	6 3 2	Ritchie, W.	do	4 16 5
Elliott, Robert	do	6 12 10	Wurtele, C. E.	Windsor	5 0 6
Lacroix, J. D.	do	6 13 0	Stayner, T. A.	Montreal	181 7 9
Brazeau, F. X.	do	10 6 4	Desbarats, Geo.	Quebec	30 0 0
Bruneau, O. F.	do	10 8 10	do	do	15 5 3
Scénéal, D.	do	3 9 5	Hineks, Honble. F.	do	100 3 2
McGrail, Michael	do	7 14 10	Morton, R.	Montreal	3 10 3
Sené, Eusebe	do	3 9 3	Soly, P.	St. Hyacinthe	1 19 2
Lyman, Theodore	do	3 0 8	Esdaile, J. & R.	Montreal	59 5 5
Charles, S. & W.	do	14 10 4	do	do	64 1 10
Beaujeu, L. De, Honble	do	16 7 5	Larocque, A.	do	10 16 5
Russell, Colin, Mrs.	do	17 12 5	Mercier, E.	do	4 4 5
Hubert, R. A. Richard.	do	26 3 10	Beaudry, P.	do	47 5 8
Smith, Ichabod	do	21 7 11	McWaters, T.	do	1 10 0
Morris, William	do	8 16 7	Cleveland, C. B. Senior	Richmond	17 3 10
Papineau, D. E.	do	37 12 10	McWaters, assignee of		
Garth, Charles	do	2 18 4	W. Muir	Montreal	1 17 9
Garth, George	do	2 18 4	Maitland, Tylee & Co.	do	21 5 4
Young, J.	do	93 2 10	Ricard, F.	do	5 14 6
Moodie, W.	do	5 16 9	Shiller, C. E.	do	14 2 0
Hatchinson, J.	do	10 4 10	Simpson, George, Sir.	Lachine	96 0 0
Braut, A. Messrs. & Co	do	2 11 3	Hodgkinson & Co.	Montreal	16 2 3
Fabre, E. R.	do	26 6 0	Snyder, D.	do	5 5 4

## INTEREST Debentures A Series.—(Continued.)

Name.	Address.	Amount.	Name.	Address.	Amount.
		£ s. d.			£ s. d.
Telmore, W. ....	Montreal...	2 2 11	Day, John J. ....	do .....	33 5 0
Provident & Sav. Bank	do .....	25 5 7	Gravel, Alexis. ....	St. Ours ...	3 16 6
Craig, J. ....	do .....	4 18 1	Savage, Alfred. ....	Montreal ...	10 18 7
Scyld, J. P. ....	do .....	4 6 10	Young, George. ....	do .....	3 16 4
Thompson, H. ....	do .....	7 0 3	Pomroy, Benjamin. ....	Compton ...	142 0 11
Torrance, J. ....	do .....	87 18 7	Murray, William. ....	Montreal ...	52 11 11
Torrance & Co., Messrs	do .....	87 18 7	Taylor, Seth. ....	E. Townships.	16 14 3
Christie, W. ....	do .....	5 0 11	Lulham, George. ....	Montreal ...	11 15 4
Paré, Hubert. ....	do .....	43 19 4	Godfrey, Dr. T. H. ....	do .....	4 5 11
Thompson, Wm. ....	do .....	3 7 7	Coffin, W. C. H. ....	do .....	13 5 6
Irwin, Robert. ....	do .....	4 9 4	Raza, Hypolite. ....	do .....	2 18 7
Shaw, Andrew. ....	do .....	6 14 1	Berthelot Joseph. ....	do .....	4 7 5
Lionais, H. ....	do .....	10 8 11	Perault, O. ....	do .....	6 17 10
Badgley, Francis. ....	do .....	9 18 3	DeMontenach, Madame	do .....	18 9 0
Edmonstone, W. ....	do .....	67 17 9	Franklin, Edward. ....	do .....	1 15 2
Allan, Hugh. ....	do .....	59 14 10	Pinsonneault. ....	do .....	41 1 9
Brush, George. ....	do .....	22 0 0	Masson & Co., MM. R.	do .....	87 18 7
Renaud, T. E. ....	do .....	17 13 11	Perault, Auguste. ....	do .....	7 3 10
Green, T. J. ....	do .....	5 8 5	Nicholson, A. ....	do .....	2 11 1
Bovin, Leonard. ....	St. Hyacinthe	5 19 2	Laframboise. ....	St. Hyacinthe	5 0 11
Joseph, Jesse. ....	Montreal ...	20 12 8	Fellers, George. ....	Montreal ...	1 14 0
McGregor, John. ....	do .....	3 7 10	Chapel, Leandre. ....	do .....	6 8 11
Rattray, Thomas. ....	do .....	10 3 1	Benoit, F. ....	do .....	11 0 5
Bruneau, Jean. ....	do .....	28 13 5	Mulholland, Henry. ....	do .....	3 13 4
Hall, J. N. ....	do .....	6 14 5	Tessier, Ives. ....	do .....	5 13 10
Mead, J. H. ....	do .....	8 12 0	Austin, C. ....	do .....	10 14 8
Becket, John C. ....	do .....	2 0 0	Weir & Dunn. ....	do .....	16 1 11
Stuart, Charles. ....	do .....	1 7 5	Lowe, John. ....	Toronto ...	3 0 0
Irwin, James. ....	do .....	10 19 5	Rodden, William. ....	Montreal ...	4 10 7
Torrance, James. ....	do .....	8 14 0	Chester, John. ....	do .....	5 14 7
McGill, Peter, Honble.	do .....	133 1 6	Cherrier, Caroline. ....	do .....	0 11 1
Williams, Miles. ....	do .....	42 3 11	St. Amour, Hypolite. ....	do .....	4 11 2
Idler, Ernest. ....	do .....	22 10 0	Sicotte L. V. ....	St. Hyacinthe	5 3 6
Taylor, William Major	do .....	13 0 5	Cheaney, Elias. ....	E. Townships.	4 18 11
Lamarche, Edouard. ....	do .....	2 12 2	McNaughton, A. ....	Montreal ...	3 5 0
Thompson, William. ....	do .....	21 19 9	Porteous, James. ....	do .....	8 15 11
Smith, John. ....	do .....	29 12 2	Whitecomb, Ruel. ....	E. Townships.	6 19 6
Lamarche, G. D. ....	do .....	7 13 5	Smith, H. B. ....	Montreal ...	7 11 4
Gagnon, J. T. Rev. ....	do .....	2 11 6	Cox, Edmund. ....	Kingsey ...	1 4 11
Rolland, J. B. ....	do .....	3 0 6	Moreau, Pierre. ....	Montreal ...	11 18 7
Pigeon, Charles. ....	do .....	4 5 5	Fisher, Arthur. ....	do .....	8 13 4
McCulloch, H. ....	do .....	8 8 8	Orr, W. R. ....	do .....	2 14 4
Trudeau, A. ....	do .....	2 15 9	Simard, Amable. ....	do .....	2 18 9
Allison, Messrs. ....	do .....	21 0 5	Cooper, James. ....	do .....	6 0 8
Cook, Edgar, per Jas.	do .....		Snaith, William. ....	do .....	6 2 5
Court. ....	do .....	8 12 0	Walker, William. ....	do .....	3 7 3
Buet, Emelin B. ....	do .....	4 8 0	Greig, John. ....	do .....	3 17 3
Robertson, Elizab. Mrs	do .....	22 2 1	McCulloch, M., M.D. ....	do .....	93 3 5
Slight, Rev. B. ....	Sherbrooke ..	3 14 11	Mailot, P. ....	Beloeil ...	1 16 5
Sutherland, Wm M.D.	Montreal ...	4 12 4	St. Denis, Jean B. ....	St. Hyacinthe	1 16 8
Rankin, Joseph H. ....	do .....	2 0 2	Goyette, Joseph. ....	do .....	1 10 4
Kay & Co., Messrs. T. ....	do .....	43 19 8	Wood & Son, John. ....	Montreal ...	5 16 4
Smith, Robert. ....	do .....	21 19 0	Archambault, Ant. or		
Dunlop, John. ....	do .....	2 0 1	H. T. J. Jackson. ....	St. Hyacinthe	2 1 8
Dunlop, William. ....	do .....	2 0 1	Plamandon, Michael. ....	do .....	3 8 11
Desantells, Jacques. ....	do .....	3 8 9	Orr, John. ....	Montreal ...	5 1 5
Lacroix, J. C. H. ....	do .....	12 9 8	McIntosh, Neill. ....	do .....	2 2 0
Lacroix, P. J. ....	do .....	12 3 0	Marchand, Louis. ....	do .....	2 3 5
Lewis, James. ....	do .....	4 12 3	Jackson, Rev. C. ....	Hatley ...	15 0 0
Brosseau, J. B. ....	do .....	20 0 0	Penny, E. G. ....	Montreal ...	1 14 4
Jodion, Pierre. ....	do .....	19 17 2	Foster, Geo. H. ....	Richmond ...	12 14 9
Alger, M. Enos. ....	E. Townships	3 11 5	McBean, John. ....	Berthier. ....	47 5 1
Beaubien, Pierre. ....	Montreal ...	30 4 4	Prendergrast, Walter.	Montreal ...	1 11 1
McDonnell, Geo. ....	do .....	44 4 5	Lancer, J. B. ....	do .....	12 18 10
Ea, Phillip. ....	Hatley ...	9 0 0	Alves, Frs. Joseph. ....	do .....	6 11 7
Corse, Messrs. R. & H.	Montreal ...	0 61 17	Brooke, John. ....	do .....	31 10 0

## INTEREST Debentures A Series.—(Continued.)

Name.	Address.	Amount.	Name.	Address.	Amount.
		£ s. d.			£ s. d.
Leblanc, Germani.....	do .....	9 1 9	Lindsay, Wm.....	Montreal.....	5 4 8
Wadleigh, John.....	Kingsey .....	3 3 3	Dowie, Kenneth.....	Liverpool.....	24 15 8
Stevenson, Adam.....	Montreal.....	6 4 8	Bell, Thomas.....	Montreal.....	6 6 1
Fraser, John.....	St. Marc.....	2 8 4	Harding, George.....	Prescott.....	7 19 2
Estate of late C. Bow- man.....	Montreal.....	12 16 2	Morrison, D. G.....	St. Hyacinthe	8 3 3
McLaren, John R.....	do .....	4 7 6	Wheeler, Geo. H.....	Montreal.....	2 17 1
McDougall, L. D.....	do .....	15 5 10	Wright, E. & G. Messrs.	do .....	15 9 1
Campbell, Robert.....	do .....	11 13 5	Voligny, Louis.....	do .....	4 16 6
Roe, John.....	Mascouche.....	2 18 10	Steel, Thomas.....	Shipton.....	6 0 8
Roe, Patrick.....	do .....	1 10 0	Savage, Joseph.....	Montreal.....	14 16 8
Boulanger, Joseph.....	Montreal.....	7 14 5	Roy, Alexander.....	do .....	8 2 8
Wadleigh, Luke.....	Kingsey.....	2 13 5	Marcotte, Rev. M.....	do .....	3 10 3
Cherrier, Caroline.....	Montreal.....	1 10 0	Kierskowski, A.....	St. Charles.....	6 0 0
Berezy, William.....	D'Aillebout.....	6 4 0	Guy, Etienne.....	Montreal.....	22 10 0
McPherson, D. L.....	Montreal.....	32 13 0	Cowon, Andrew.....	do .....	10 16 2
Denison, Simon M.....	Shipton.....	1 18 8	Anderson, Robt.....	do .....	3 15 7
La Riviere, A. Clement	Montreal.....	5 15 9	Andrews, Robert.....	do .....	6 3 4
LeBlanc, Ovide.....	do .....	3 15 2	Reid, C. P.....	Compton.....	5 19 10
Forsyth, J. B.....	do .....	66 19 2	British Amer. Land Co.	Sherbrooke.....	2199 1 0
Forsyth, William.....	do .....	66 19 2	Hudon, H.....	Montreal.....	4 7 9
LeBlanc, Orde.....	do .....	3 18 4	Bishop of Montreal (R- oman Catholic).....	do .....	8 15 11
Ostell, John.....	do .....	22 7 11	Vinet, J. J. Rev.....	S'tt Recollect.....	21 19 8
Cadoret, Francis.....	St. Hyacinthe	2 11 0	Frchette, Oliver.....	Montreal.....	17 17 11
Frechett, Joseph.....	do .....	2 13 11	Ogden, Samuel.....	do .....	2 9 0
Grenier, Joseph.....	Montreal.....	10 8 4	Ryan, Thomas.....	do .....	13 9 10
Buckley, Maurice.....	St. Hyacinthe	1 3 5	Murphy, Alex.....	do .....	44 7 10
Bellair, Louis P.....	Montreal.....	4 10 0	Weeks, George.....	do .....	11 9 1
Bellair, Madame.....	do .....	4 10 0	Brown, David.....	do .....	2 12 4
Roland, Alexander.....	do .....	4 9 9	Veuve Francois Tupin.	do .....	12 0 4
Webster, A. C.....	do .....	17 8 6			
do.....	do .....	5 15 0			
do.....	do .....	3 15 2			
			Total paid to date.....	£	13015 1 10

Montreal, 19th May, 1857.

INTEREST Debentures B series, dated 1st, Jan., 1851, payable 4 years after date, issued by the St. Lawrence and Atlantic Railroad Company, and paid by the Grand Trunk Railway Company of Canada.

Name.	Address.	Amount.	Name.	Address.	Amount.
		£ s. d.			£ s. d.
Pierre Beaudry.....	Montreal.....	15 0 0	A. Kierskowski.....	St. Charles.....	3 0 0
Robert Morton.....	do .....	3 0 0	Et. Guy.....	Montreal.....	7 10 0
Robert Mackay.....	do .....	15 0 0	Rev. M. Marcotte.....	do .....	1 10 0
Alfred Larocque.....	do .....	3 0 0	N. Dumas.....	Montreal.....	3 0 0
Pierre Soly.....	St Hyacinth.....	1 10 0	John Thompson.....	do .....	3 0 0
H. R. Esdaile.....	Montreal.....	16 10 0	H. Peacock.....	do .....	1 10 0
H. R. Esdaile.....	do .....	15 0 0	Ch. Geddes.....	do .....	1 10 0
Edward Mercier.....	do .....	1 10 0	R. Elliott.....	do .....	3 0 0
Thomas Steel.....	Richmond.....	7 10 0	G. Heron.....	do .....	3 0 0
R. F. Andrews.....	Montreal.....	1 10 0	Thomas O'Brien.....	do .....	1 10 0
D. G. Morrison.....	St. Hyacinth.....	3 0 0	Michel Houle.....	do .....	1 10 0
Robert Anderson.....	Montreal.....	1 10 0	A. & J. Lesperance.....	do .....	3 0 0
George Harding.....	Prescott.....	3 0 0	Louis Blache.....	do .....	3 0 0
Andrew Cowan.....	Montreal.....	3 6 0	Louis Comte.....	do .....	3 0 0
L. Voligny.....	do .....	3 0 0	Louis Comte.....	do .....	12 0 0
Joseph Savage.....	Montreal.....	6 0 0	Grant, Hall & Co.,.....	do .....	3 0 0
Alexander Roy.....	do .....	3 0 0	H. Darraugh.....	do .....	3 0 0
G. H. Wheeler.....	do .....	1 10 0	F. Fournier.....	do .....	1 10 0
Robert Anderson.....	do .....	4 10 0	J. D. Lacroix.....	do .....	5 8 4
E. & G. Wright.....	do .....	6 0 0	F. X. Brazeau.....	do .....	3 2 5

## INTEREST Debentures B series.—(Continued.)

Name.	Address.	Amount.	Name.	Address.	Amount.
O. T. Bruneau, .....	do .....	3 0 0	J. H. Springle, .....	do .....	7 10 0
O. Favreau, .....	do .....	3 0 0	E. M. Leprouhon, .....	do .....	3 0 0
D. Sénécal, .....	do .....	1 10 0	J. E. Major, .....	do .....	3 0 0
M. McGrail, .....	do .....	3 0 0	Hon. F. A. Quesnel, ..	do .....	7 10 0
Joseph Bireau, .....	do .....	1 10 0	A. A. Dorion, .....	do .....	1 10 0
Michael Morley, .....	do .....	3 0 0	E. Hudon, .....	do .....	3 0 0
Theodore Lyman, .....	do .....	1 10 0	E. & V. Hudon, .....	do .....	3 0 0
Hudson & Lesieur, .....	Terrebonne .....	1 10 0	Robert Easton, .....	do .....	6 0 0
Eusebe Séné, .....	Montreal .....	1 10 0	Miss Major, .....	do .....	3 0 0
John Whitlaw, .....	do .....	1 10 0	Rouer Roy, .....	do .....	2 19 6
Joseph Shuter, .....	do .....	15 0 0	Alexander Bell, .....	do .....	1 10 0
A. Larocque, .....	do .....	31 10 0	J. D. Adams, .....	do .....	1 10 0
H. H. Whitney & Co., ..	do .....	3 0 0	D. Sutherland, .....	do .....	1 10 0
Thérèse Berthelet, .....	do .....	7 10 0	Archibald Macfarlane, ..	do .....	3 0 0
Olivier Pichette, .....	do .....	4 10 0	Jacob St. Hellar, .....	do .....	3 0 0
J. St. Jean, .....	do .....	6 0 0	C. P. Ladd, .....	do .....	3 0 0
G. Michon, .....	do .....	3 0 0	Leon Hunteau, .....	do .....	3 0 0
W. H. Fleet, .....	do .....	1 10 0	Pierre Elie, .....	do .....	3 0 0
George Hall, .....	do .....	3 0 0	James Foster, .....	do .....	4 10 0
Et. L'Africaine, .....	do .....	1 10 0	C. S. Cherrier, .....	do .....	7 10 0
R. D. McPherson, .....	do .....	1 10 0	Thomas B. Blythe, .....	do .....	3 0 0
T. Appleton, .....	do .....	1 10 0	A. Arthur, .....	do .....	3 0 0
Thomas Jenkins, .....	do .....	1 10 0	J. Bertheaume, .....	do .....	1 10 0
James Smith, .....	do .....	3 0 0	P. W. Dease, .....	do .....	7 10 0
Isaac Moffatt, Sen'r, ..	do .....	7 10 0	James Ferrier, Jun., ..	do .....	7 10 0
E. A. Dubois, .....	do .....	7 10 0	N. B. Desmarteau, .....	do .....	6 0 0
John Barton, .....	do .....	7 10 0	A. B. Stewart, .....	do .....	7 10 0
B. Delisle, .....	do .....	7 10 0	J. Bryson, .....	do .....	3 0 0
Joseph Tiffin, .....	do .....	9 0 0	B. Ouimet, .....	do .....	1 10 0
A. M. Delisle, .....	do .....	15 19 9	F. Leclaire, .....	do .....	7 10 0
T. A. Gibson, .....	do .....	3 0 0	A. Ouimet, .....	do .....	7 8 7
G. Reinhardt, .....	do .....	3 0 0	Hon. L. H. Lafontaine, ..	do .....	15 0 0
George Fullam, .....	do .....	3 0 0	J. F. Pelletier, .....	do .....	6 0 0
John Brodie, .....	do .....	3 0 0	John Riddle, .....	do .....	3 0 0
M. Durand, .....	do .....	1 10 0	Jerome Grenier, .....	do .....	3 0 0
Charles Wilson, .....	do .....	4 10 0	William Francis, Jr., ..	do .....	3 0 0
F. Perrin, .....	do .....	3 0 0	John Rose, .....	do .....	7 10 0
F. McKay, .....	do .....	3 0 0	D. Stewart, .....	do .....	7 10 0
Galarneau & Roy, .....	do .....	3 0 0	N. B. Corse, .....	do .....	1 10 0
H. & H. Merrill, .....	do .....	3 0 0	John Does, .....	do .....	7 10 0
N. Valois, .....	do .....	3 0 0	Lemesurier, Routh & Co.	do .....	7 10 0
L. Haldimand, .....	do .....	3 0 0	Cowan & Cross, .....	do .....	3 0 0
J. Garepy, .....	do .....	3 0 0	Rice Sharpley, .....	do .....	3 0 0
A. Ferguson, .....	do .....	3 0 0	William Benjamin, .....	do .....	3 0 0
Jos. Ross, .....	do .....	3 0 0	S. Benjamin, .....	do .....	3 0 0
Budden & Vennor, .....	do .....	3 0 0	W. Nelson, .....	do .....	3 0 0
M. Moses, .....	do .....	3 0 0	Hon. J. Bourrett, .....	do .....	2 3 5
David Ferguson, .....	do .....	3 0 0	B. Gibb, .....	do .....	7 10 0
J. W. Herbert & Co., ..	do .....	3 0 0	Robert Morris, .....	do .....	12 0 0
T. Desnoyers, .....	do .....	1 10 0	George Roy, .....	do .....	1 10 0
F. Vert, .....	do .....	1 10 0	A. T. Galt, .....	Sherbrooke .....	37 10 0
John McDonald, .....	do .....	1 10 0	Alexander Cross, .....	Montreal .....	3 0 0
A. Prévost, .....	do .....	7 10 0	H. Bethune, .....	do .....	4 10 0
G. E. Cartier, .....	do .....	7 10 0	J. H. Mead, .....	do .....	1 10 0
T. Bouthillier, .....	do .....	7 10 0	G. H. Mead, .....	do .....	4 10 0
John Glennon, .....	do .....	7 10 0	J. H. Mead, .....	do .....	3 0 0
P. E. Leclerc, .....	do .....	4 10 0	A. T. Galt, .....	Sherbrooke .....	30 0 0
Thomas Musson, .....	do .....	4 10 0	Joseph Beaudry, .....	Montreal .....	1 10 0
Edward Benoit, .....	do .....	4 10 0	J. L. Beaudry, .....	do .....	4 10 0
H. n. W. Morris, .....	do .....	7 10 0	W. F. Coffin, .....	do .....	7 10 0
Hugh Taylor, .....	do .....	15 0 0	H. V. Archibald, .....	do .....	3 0 0
J. H. Maitland, .....	do .....	3 0 0	Thomas Peck, .....	do .....	7 10 0
Joseph Belle, .....	do .....	3 0 0	Carter & Cowan, .....	do .....	15 0 0
John George, .....	do .....	3 0 0	S. Gerrard, .....	do .....	15 0 0
William Connolly, .....	do .....	15 0 0	Allen McDonnell, .....	do .....	15 0 0
J. A. Labadie, .....	do .....	3 0 0	J. L. Beaudry, .....	do .....	3 0 0
Sims & Coleman, .....	do .....	7 10 0	L. P. Boivin, .....	St. Hyacinthe .....	3 0 0

## INTEREST Debentures B series.—(Continued.)

Name.	Address.	Amount.	Name.	Address.	Amount.
		£ s. d.			£ s. d.
John H. Evans, .....	Montreal, .....	3 0 0	T. E. Campbell, .....	St. Hilaire .....	60 0 0
John Honey, .....	do .....	3 0 0	John Hutchison, .....	Montreal, .....	3 0 0
S. W. Monck, .....	do .....	6 0 0	Jesse Joseph, .....	do .....	7 10 0
Daniel Fisher, .....	do .....	1 10 0	William Molson, .....	do .....	177 13 1
H. E. Benson, .....	do .....	6 0 0	Thomas Molson, .....	do .....	49 10 0
J. B. Beaudry, .....	do .....	6 0 0	Thomas Little, .....	do .....	1 10 0
C. D. Proctor, .....	do .....	4 10 0	David Rea, .....	do .....	3 0 0
Henry Jackson, .....	do .....	7 10 0	Thomas Ryan, .....	do .....	7 10 0
B. Holmes, .....	do .....	7 10 0	Gillespie, Moffatt & Co	do .....	45 0 0
J. & R. Esdaile, .....	do .....	15 0 0	John Wood & Son, .....	do .....	1 10 0
J. Hilton, .....	do .....	10 10 0	J. B. St. Denis, .....	St. Hyacinthe	1 10 0
B. Lyman, .....	do .....	7 10 0	Michel Plamondon, .....	do .....	1 10 0
H. Lyman, .....	do .....	7 10 0	Joseph Goyette, .....	do .....	1 10 0
Armour & Ramsay, .....	do .....	22 10 0	Joseph Langer, .....	Compton, .....	5 10 6
Blackwood & Co., .....	do .....	438 0 0	James Donk, .....	do .....	2 0 4
P. La Mothe, .....	St. Hyacinthe	1 10 0	British Amer. Land Co	Sherbrooke .....	750 0 0
A. S. Archambault, .....	do .....	2 1 8	George Desbarats, .....	Quebec, .....	7 10 0
E. Cartier, .....	do .....	3 0 0	George Desbarats, .....	do .....	30 0 0
F. H. Cadieu, .....	do .....	1 18 5	Thomas A. Stayner, .....	Montreal .....	63 0 0
Ant. Coté, .....	do .....	1 11 10	Hubert Paré, .....	do .....	15 0 0
Thomas Logan, .....	Montreal, .....	1 4 5	Thomas McWaters, .....	do .....	1 10 0
Joseph Dufrene, .....	do .....	3 0 0	Auguste Perrault, .....	do .....	4 10 0
O. T. Bruneau, .....	do .....	7 10 0	Levi Hodgkinson, .....	do .....	4 10 0
G. C. Beck, .....	do .....	3 0 0	Sir George Simpson, .....	Lachine, .....	33 0 0
B. B. McGuines, per			Hon. L. M. Viger, .....	Montreal, .....	6 9 0
Baron Grant, .....	do .....	60 0 0	Hon. A. N. Morin, .....	do .....	30 0 0
Hon. L. T. Drummond, .....	do .....	15 0 0	B. H. Lemoine, .....	do .....	3 0 0
Ernest Idler, .....	do .....	7 10 0	J. Frothingham, .....	do .....	37 10 0
George Young, .....	do .....	1 10 0	Hon. Ed. Hale, .....	Sherbrooke, .....	33 0 0
William Snyder, .....	do .....	1 10 0	Thomas Tait, .....	Melbourne, .....	34 10 0
George Morton, .....	do .....	3 1 8	W. P. Smith, .....	Montreal, .....	7 10 0
Donald Ross, .....	do .....	6 0 0	General Evans, .....	do .....	33 0 0
E. B. Bent, .....	do .....	1 10 0	Robert Armour, .....	do .....	18 0 0
Est. Edgar Cooke, .....	do .....	3 0 0	William Morris, .....	do .....	3 0 0
Allison & Co., .....	do .....	7 10 0	William Brooks, .....	do .....	15 0 0
Dr. McCulloch, .....	do .....	30 0 0	E. G. Stevens, .....	E. Township, .....	1 5 5
J. M. Taylor, .....	do .....	3 0 0	Charles Brooks, .....	Lennoxville, .....	6 18 1
J. M. Taylor, .....	do .....	15 0 0	R. Whitecomb, .....	E. Township, .....	1 10 0
Thomas Rattray, .....	do .....	3 0 0	E. K. Fabre, .....	Montreal, .....	7 10 0
Charles Philips, .....	do .....	37 10 0	James Johnston, .....	do .....	3 0 0
William Muir, Junior, .....	do .....	1 10 0	Prudent Malot, .....	Beloeil, .....	1 10 0
Mrs. D. Robertson, .....	do .....	7 10 0	William Moodie, .....	Montreal, .....	1 10 0
William Lindsay, .....	do .....	3 0 0	William Rodden, .....	do .....	13 16 7
John Craig, .....	do .....	3 0 0	Jean Bruneau, .....	do .....	7 10 0
Hugh Thomson, .....	do .....	3 0 0	Charles Schiller, .....	do .....	6 0 10
J. P. Seybold, .....	do .....	1 10 0	Samuel Ogden, .....	do .....	1 10 0
A. C. Webster, .....	do .....	1 10 0	John Smith, .....	do .....	7 10 0
A. C. Webster, .....	do .....	3 0 0	Dr. Godfrey, .....	do .....	1 10 0
A. C. Webster, .....	do .....	6 0 0	A. Brault & Co., .....	do .....	1 10 0
Elias Cheney, .....	do .....	1 10 0	Ichabod Smith, .....	Stanley, .....	7 10 0
J. C. Beckett, .....	do .....	1 10 0	Mrs. E. Ure, .....	Montreal, .....	4 10 0
W. H. Hopper, .....	do .....	18 0 0	Helen Jameson, .....	do .....	4 10 0
Robert Kirkup, .....	do .....	9 0 0	Thomas Ure, .....	do .....	4 10 0
William Dow, .....	do .....	45 0 0	Margaret Kerr, .....	do .....	4 10 0
D. Crawford, .....	do .....	3 0 0	H. Janet Smith, .....	do .....	4 10 0
Dow & Co., .....	do .....	22 10 0	Andrew Shaw, .....	do .....	1 10 0
William Dow, .....	do .....	24 0 0	H. Leonais, .....	do .....	3 0 0
Robertson, Masson & Co	do .....	30 0 0	J. H. Mead, .....	do .....	5 0 0
George McDonnell, .....	do .....	15 0 0	Joseph Hall, .....	do .....	3 0 0
S & W. Charles, .....	do .....	4 10 0	H. F. J. Jackson, .....	do .....	31 10 0
John Brooke, .....	do .....	31 10 0	John Young, .....	do .....	33 0 0
James Logan, .....	do .....	60 0 0	Rev. C. P. Reid, .....	Compton, .....	3 0 0
Philip Holland, .....	do .....	7 10 0	Hugh Allan, (T. Nye.)	Montreal, .....	15 0 0
John Torrance & Co., .....	do .....	30 0 0	Alexander Ronald, .....	do .....	1 10 0
James Logan, .....	do .....	1 10 0	John McGregor, (N. P.)	do .....	2 17 0
J. Torrance, .....	do .....	30 0 0	Francois Ricard, .....	do .....	1 10 0

## INTEREST Debentures B Series.—(Continued.)

Name.	Address.	Amount.	Name.	Address.	Amount.
Laurent Dufresne,....	do	13 10 0	George Fellers,.....	do	1 10 0
William Edmonstone, ..	do	15 0 0	Charles Austin,.....	do	3 0 0
Weir & Dunn,.....	do	3 8 5	Alexis Giard,.....	St. Ours,.....	1 10 0
Ed Maitland, Tyler & Co	do	7 10 0	Pierre Moreau,.....	Montreal	3 0 0
H. B. Smith,.....	do	3 0 0	John Grieg,.....	do	1 10 0
Mrs. John Scott,.....	do	9 0 0	A. Trudeau,.....	do	1 10 0
Mrs. John Thorburn, ..	do	4 10 0	Edward Lamarche, ...	do	1 10 0
James Scott,.....	do	4 10 0	Dr. Bouthillier,.....	St. Hyacinth.	1 4 3
H. St. Armour & E.			Ives Tessier,.....	Montreal	1 10 0
Bergue,.....	do	1 10 0	William Dunlop,.....	do	1 10 0
Mrs. Colin Russell, ...	do	7 10 0	John Dunlop,.....	do	1 10 0
Pierre Jodoin,.....	do	7 10 0	Robert Campbell, ...	do	3 0 0
George Weeks,.....	do	3 0 0	William E. Logan, ...	do	30 0 0
Seth Taylor,.....	E. Township.	4 10 0	Patrick Roe,.....		1 10 0
James Lewis,.....	Montreal	1 10 0	Jos. Boulanget,.....	Montreal	3 0 0
John Frazer,.....	St. Marc	3 0 0	Hon. George Moffatt, ..	do	30 0 0
Hypolite Raza,.....	Montreal	1 10 0	Olivier Fréchette, ...	do	7 10 0
Jos. A. Berthelot,.....	do	1 10 0	Hon. S. DeBeaujeu, ..	do	4 10 0
A. M. Naughten,.....	do	1 10 0	Majr Taylor,.....	do	4 10 0
Est'e of late C. Bowman	do	3 0 0	James Irwin,.....	do	3 0 0
Alfred Savage,.....	do	3 0 0	Francois Charon,.....	Longueuil	1 13 11
Thomson & Son,.....	do	1 7 1	John Lowe,.....	Toronto	1 10 0
Hon. F. Hincks,.....	Quebec	75 0 0	William Christie,.....	Montreal	1 10 0
Hugh McCulloch,.....	Montreal	3 0 0	Luke Wadleigh,.....	E. Township.	1 10 0
William Whiteford,...	do	4 10 0	Pierre Beaubien, M. D.	Montreal	15 0 0
R. A. R. Hirbert,.....	do	9 0 0	Jos. H. Rankin,.....	Brampton	1 10 0
Jacy Desantel,.....	do	1 10 0	William Bercy,.....	D'aillebout	1 10 0
O. Perrault,.....	do	3 0 0	D. L. McPherson,.....	Montreal	7 10 0
Madame De Montenack	do	6 9 7	John Chester,.....	do	1 10 0
Mrs. Hugh Tyre,.....	do	9 0 0	Simon M. Denison,.....	Shipton	1 10 0
James Tyre,.....	do	4 10 0	William Thompson, ..	Montreal	1 10 0
Claude McCallum,.....	West Indies	4 10 0	Alfred Pinsoneault, ..	do	15 0 0
Leonard Boivoiu,.....	St. Hyacinthe	4 10 0	John J. Day,.....	do	7 10 0
P. J. Lacroix,.....	Montreal	3 0 0	Louis Marchand,.....	do	1 10 0
J. C. H. Lacroix,.....	do	3 0 0	Abraham Clement dit		
E. C. Wurtele,.....	Windsor	3 0 0	La Riviere,.....	do	3 0 0
Dr. Fisher,.....	Montreal	3 0 0	M. Laframboise,.....	St. Hyacinthe	3 0 0
G. K. Foster,.....	Richmond	6 0 0	Rev. B. Slight,.....	Sherbrooke	1 10 0
Thomas Kay,.....	Montreal	15 0 0	Francois Le Blanc, ..	Montreal	1 10 0
Robert Smith,.....	do	7 10 0	Robert Irwin,.....	do	1 10 0
Francis Badgley,.....	do	3 0 0	J. B. Forsyth,.....	do	15 0 0
George Lulham,.....	do	3 0 0	William Forsyth,.....	do	15 0 0
John R. McLaren,.....	do	1 10 0	F. Benoit,.....	do	2 0 0
Arthur Nicholson,.....	do	3 0 0	Ovide Le Blanc,.....	do	1 10 0
James Norton,.....	do	1 7 4	Germain LeBlanc,.....	do	3 0 0
Benjamin Hall,.....	do	6 0 0	Adam Loomis,.....	Sherbrooke	0 12 11
James Porteous,.....	do	3 0 0	William Walker,.....	do	3 0 0
E. B. Cleveland,.....	Ri hmond	4 10 0	J. B. Lancer,.....	Montreal	3 0 0
R. & H. Corse,.....	Montreal	12 0 0	François J. Alevet, ..	do	3 0 0
J. B. Broupeau,.....	Beloil	7 10 0	Philip Earle,.....	Hatley,.....	3 0 0
Alphonse Dumon,.....	do	3 0 0	Amable Simond,.....	Montreal	1 10 2
Bishop of Montreal, ..	Montreal	3 0 0	Henry Mulholland, ..	do	1 10 0
Rev. H. Hudson,.....	do	1 10 0	L. V. Sicotte,.....	St. Hyacinth,	4 10 0
Benjamin Pomeroy, ...	Compton	30 0 0	Edward Goff Penny, ..	Montreal	1 10 0
D. E. Papineau,.....	Petite Nation	7 10 0	Charles E. Levy,.....	Quebec	75 0 0
Miles Williams,.....	Montreal	15 0 0	George Garth,.....	Montreal	1 10 0
W. C. H. Coffin,.....	do	3 0 0	Charles Garth,.....	do	1 10 0
J. B. Rolland,.....	do	1 10 0	John Ostell,.....	do	7 10 0
Rev. S. F. Gagnon,.....	do	1 10 0	François Cadoret, ..	St. Hyncinthe	3 0 0
G. D. Lamarche,.....	do	3 0 0	David Young,.....	Montreal	1 6 10
James Torrance,.....	do	3 0 0	Laird Paton,.....	do	1 6 10
William Murray,.....	do	15 0 0	Rev. C. Jackson,.....	Hatley	7 10 0
Thomas Bell,.....	do	3 0 0	Ira Jamieson,.....	Montreal	1 10 9
William Thompson,...	do	6 0 0	Leandre Chaput,.....	do	1 10 0
Lorn D. MacDougall,...	do	13 13 11	Jos. Fichette,.....	St. Hyacinthe	1 10 0
Neil McIntosh,.....	do	1 10 0	Maurice Buckley,.....	do	3 0 0

## INTEREST Debentures B series.—(Continued.)

Name.	Address.	Amount.	Name.	Address.	Amount.
		£ s. d.			£ s. d.
Caroline Chevrier,....	Montreal ....	1 10 0	Joseph Grenier, .....	Montreal ....	3 0 0
Kenneth Dowie, per P. McGill, Attorney,...	Liverpool ...	30 0 0	Hon. P. McGill, .....	do ....	30 0 0
Louis Bellair, .....	Montreal ....	1 10 0	W. R. Orr, .....	do ....	1 10 0
Madame Bellair, .....	do ....	1 10 0	Veuve François Tupin,	do ....	4 10 0
C. B. Cleveland, Junior	Longeuil ....	2 5 4	John Orr, per J. Elliott,		
Wm Sutherland, M. D.,	Montreal ....	1 10 0	Tutor, .....	Montreal ....	3 0 0
David Brown, .....	do ....	2 4 6	Rev. J. J. Vinet, .....	St'ltRecollet..	7 10 0
Adam Stevenson, .....	do ....	1 10 0	John Wadleigh, .....	Kinsey ....	3 0 0
Enos Alger, .....	E. Townships.	1 10 0	John McBean, .....	Berthier ....	15 0 0
			Total paid to date is.....	£	4584 8 1

Montreal, May 19th, 1857.

**Ques. 269.** How did these interest notes come to be issued? Was it for profits earned? Please explain the circumstances?—*Ans.* Those notes were issued long before I had any connection with the Company, and I never referred to the minutes to ascertain the circumstances under which they were issued; they were not for profits certainly.

**Ques. 270.** Was the St. Lawrence and Atlantic Company bankrupt immediately previous to the said preliminary arrangements?—*Ans.* The Company was in a very embarrassed position, but certainly was not bankrupt, inasmuch as it was meeting its ordinary expenditure.

**Ques. 271.** Notwithstanding those embarrassments and the depreciated price of the Stock in the market, is it the fact that the Road was amalgamated in the Grand Trunk scheme at the par value of the entire capital, and that in addition a bonus was paid to the Shareholders on their paid up Stock for all the back years when they received no dividend?—*Ans.* It is a fact that the Road was amalgamated in the Grand Trunk scheme at the par value of its entire capital. In addition, a bonus was given of £75,000 sterling by the Grand Trunk Company, to cover arrears of interest.

**Ques. 272.** Was this bonus of £75,000 sterling in addition to the two sums you previously referred to of £4,584 8s. 11d. and £13015 1s. 10d. currency of back interest?—*Ans.* Of course, inasmuch as those amounts composed a portion of the liabilities of the St. Lawrence and Atlantic Road prior to the amalgamation to the Grand Trunk Road, and the notes representing these amounts had passed out of the hands of the Shareholders in most cases, and were held by other parties.

**Ques. 273.** How long a period of back interest did those sums of £75,000 sterling, and £17,599 currency extend over?—*Ans.* Of course they must have extended over the whole period from the Company's existence in 1844 to 1853.

**Ques. 274.** Immediately on the allocation of the Grand Trunk amalgamated Stock, did the St. Lawrence and Atlantic shares rise in the London market to par, and were the holders of Stock at that date entitled besides to receive in cash a bonus of nearly 40 per cent. for this back interest?—*Ans.* I do not know that there were any shares of the St. Lawrence and Atlantic Company in the London

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market at that date. The Shareholders in London would be entitled of course to the same advantages as those in Canada, and those were paid in consequence of the arrangements made for the amalgamation, a bonus of  $37\frac{1}{2}$  per cent. in cash.

*Ques. 275. (By Mr. Bellingham.)* How have you any knowledge of the amount of Stock held by A. T. Galt, Esq., M.P.P., and the St. Lawrence and Atlantic Railway Company, prior to the amalgamation being contemplated, and what he held, and the amount, immediately prior to the amalgamation, and how it was acquired?—*Ans.* I think the amount of shares held by A. T. Galt, Esq., the then President of the St. Lawrence and Atlantic Railway Company, was, at the period of his departure in December, 1852, under an hundred shares. At the date of the amalgamation, that gentleman's name appeared as the holder of 2756 shares. The St. Lawrence and Atlantic Company held, in December, 1852, a considerable amount of its own Stock, taken back in settlement of an account with Messrs. Wood, Black & Co, one of its contractors, the amount at par being, if I recollect right, over £68,000. That Stock Mr. Galt offered to purchase at a discount of 30 per cent. conditionally. Mr. Galt's proposal was assented to by the Directors. The condition was, that he had the option at any time within six months, either to pay for or return the Stock. Mr. Galt's mission having been successful, and the arrangement effected for an amalgamation, the Stock was assumed and paid for by that gentleman as agreed. The Stock so sold to Mr. Galt, was purchased by the Company at 50 per cent. discount.

*Ques. 276.* Apply the last question to the Hon. Francis Hincks? *Ans.* At the date of the amalgamation, or either a few weeks prior, Mr. Hincks purchased in the market, at the current rate of the day, as I understood, about £4000 of stock. He bought from two or three different parties.

*Ques. 277.* Can you produce a list of the shareholders at the date of the amalgamation, shewing to whom the bonus of £75,000 sterling was paid. *Ans.* I submit a list of shareholders in the St. Lawrence and Atlantic Company, at the date of the amalgamation, shewing the distribution of the £75,000 sterling, paid in July, 1856.

LIST of parties to whom the Bonus declared by the Shareholders of the St. Lawrence and Atlantic Railroad Company was paid in accordance with a Resolution passed at a Special General Meeting held in their Office, Montreal, on 30th May, 1853 :

Names.	Residence.	Shares.	Amount.	Bonus.		
		No.	£	s.	d.	¢
Allard, Jean B.	Beloeil	2	50	18	17	2
Armour, Robert	Montreal	24	600	226	6	0
Austin, C.	do	4	100	37	14	4
Alves, Fra. Jos.	do	4	100	37	14	4
Alg-r, Enos	Eastern Townships	2	50	18	17	2
Armet, Wm	do	4	100	37	14	4
Allan, Hugh	Montreal	20	500	188	11	8
Bell, Thomas	do	4	100	37	14	4
Bruneau, Jean	do	10	250	94	5	10
Boulauguet, Jos.	do	4	100	37	14	4
Brousseau, Dr. J. B.	Beloeil	10	250	94	5	10
Boston, John	Montreal	10	250	94	5	10
Beliveau, Louis J.	do	2	50	18	17	2
Blacke, Louis	do	4	100	37	14	4
Brodie, John	do	4	100	37	14	4
Beck, G. C.	do	4	100	37	14	4
Berthelot, Therese	do	10	250	94	5	10
Berczy, Wm	D'Aillebout	2	50	18	17	2
Beaudry, J. L.	Montreal	18	450	169	14	6
Braut & Co., A.	do	2	50	18	17	2
Beaudry, Joseph	do	2	50	18	17	2
Brown, Wm M.	do	4	100	37	14	4
Bellair, Plessis	do	2	50	18	17	2
Bellair, L. R. P.	do	2	50	18	17	2
Beaudry, J. B.	do	8	200	75	8	8
Beihneu, Strachan	do	6	150	56	11	6
Baird, Edmond	do	2	50	18	17	2
Blean, Lambert	do	2	50	18	17	2
Beaudry, Pierre	Varennes	20	500	188	11	8
Barsalou, Louis	Montreal	10	250	94	5	10
British American Land Company	Sherbrooke	1000	25000	9429	3	4
Brooks, Charles	Lennoxville	10	250	94	5	10
Baker, Joel	Ascot	2	50	18	17	2
Ball, A. P.	do	2	50	18	17	2
Barrie, James	do	2	50	18	17	2
Ball, David	Lennoxville	2	50	18	17	2
Buckley, M.	St. Hyacinthe	4	100	37	14	4
Brooke, John	Montreal	42	1050	396	0	6
Biron, Edward	do	2	50	18	17	2
Cartier, George E.	do	10	250	94	5	10
Campbell, Robert	do	4	100	37	14	4
Charles, S. and W.	do	6	150	56	11	6
Corse, R. and H.	do	16	400	150	17	4
Chester, John	do	2	50	18	17	2
Campbell, Thomas E.	St. Hilaire	80	2000	754	6	8
Comte, Louis	Montreal	4	100	37	14	4
Coffin, W. C. H.	do	4	100	37	14	4
CConnell, David	Hatley	2	50	18	17	2
Cox, Edmund	Kingsey	2	50	18	17	2
Cherrier, Caroline	Montreal	2	50	18	17	2
Charron, Francois	Longueuil	2	50	18	17	2
Cadorel, Francois	St. Hyacinthe	4	100	37	14	4
Charlebois, Mrs. M. S.	Montreal	2	50	18	17	2
Collard, Joseph	do	2	50	18	17	2
Campbell, Dr. G. W.	do	32	800	301	14	8
Collis, R. D.	do	20	500	188	11	8
Dubois, E. A.	do	10	250	94	5	10
Dumas, Norbert	do	4	100	37	14	4
Dumon, Alphonso	Beloeil	4	100	37	14	4
Dunlop, John	Montreal	2	50	18	17	2
Dunlop, William	do	2	50	18	17	2
Dessarteau, N. B.	do	8	200	75	8	8

## Shareholders of the St. Lawrence and Atlantic Railroad Co., &amp;c.—(Continued.)

Name.	Residence.	Shares.	Amount.		Bonus.		
			No.	£	s.	d.	
Day, John J.	do	10	250		94	5	10
Desautel, Jacques	do	2	50		18	17	2
Durand, M.	do	2	50		18	17	2
Dufresne, Jos	do	4	100		37	14	4
DeBeaujeu, S. Hon.	do	6	150		56	11	6
Doak, James	Eastern Townships	2	50		18	17	2
Dennison, Simon M.	Shipton	2	50		18	17	2
Doolittle, Rev. L.	Sherbrooke	8	200		75	8	8
Dufresne, Laurent	Montreal	18	450		169	14	6
Douglas, James H.	do	2	50		18	17	2
Dow, William	do	246	6150		2319	11	6
Dow, Andrew	do	10	250		94	5	10
Delisle, A. M.	do	14	350		132	0	2
David, M. E.	do	140	3500		1320	1	8
Davies, Rev. Dr.	do	2	50		18	17	2
Evans, Lt. General	do	54	1350		509	8	6
Edmonstone, William	do	20	500		188	11	8
Edgell, Hiram E.	Lennoxville	6	150		56	11	6
Earl, Philip	Hatley	4	100		37	14	4
Esdaile, J. and R.	Montreal	189	4725		1782	2	8
Frothingham, John	do	10	250		94	5	10
Fabre, E. R.	do	10	250		94	5	10
Fisher, Dr. Arthur	do	4	100		37	14	4
Ferrier, James, Junior	do	10	250		94	5	10
Foster, James	do	6	150		56	11	6
Fortier, Felix	do	2	50		18	17	2
Franklin, Edward	do	2	50		18	17	2
Ferguson, Archibald	do	4	100		37	14	4
Ferguson, David	do	4	100		37	14	4
Foster, George K.	Richmond	8	200		75	8	8
French and Son, William	St. Hyacinthe	2	50		18	17	2
Fitchett, James	do	2	50		18	17	2
Fairbairne, John	Montreal	10	250		94	5	10
Gibb, Ben.	do	10	250		94	5	10
Gillespie, Moffatt & Co.	do	21	525		198	0	3
Greig, John	do	2	50		18	17	2
Giard, Alexis	do	2	50		18	17	2
Gibson, T. A.	do	4	100		37	14	4
Green, T. J.	do	2	50		18	17	2
Gibson, John	Toronto	2	50		18	17	2
Garth, Charles	Montreal	4	100		37	14	4
Gremer, Jos.	do	4	100		37	14	4
Godfrey, Dr.	do	2	50		18	17	2
Gondie, James	do	2	50		18	17	2
Galt, A. T.	Sherbrooke	52	1300		490	6	4
Galt, A. T.	London account Sherbrooke	2756	68900		25986	15	8
Geddes, Charles	Montreal	40	1000		377	3	4
Hubert, R. A. R.	do	12	300		113	8	0
Hudon and Lesieur	do	2	50		18	17	2
Hutchison, John	do	4	100		37	14	4
Hudon, Rev. H.	V. G.	2	50		18	17	2
Hall, Benjamin	Montreal	8	200		75	8	8
Hale, Edward	Sherb.	46	1150		433	14	10
Harvey, Lemuel P.	Compton	6	150		56	11	6
Harding, George	Prescott	4	100		37	14	4
Harrison, Richard	England	20	500		188	11	8
Holmes, Benjamin	Montreal	70	1750		660	0	10
Hamilton, Bros.	Hawkesbury	20	500		188	11	8
Hineks, Francis	Quebec	184	4600		1734	19	4
Heward, Augustus	Montreal	9	225		84	17	3
Hopper, Wm. H.	do	6	150		56	11	6
Joseph, Jesse	do	10	250		94	5	10
Idler, Ernest	do	10	250		94	5	10
Johnston, James	do	4	100		37	14	4
Iodoin, Pierre	do	10	250		94	5	10
Irwin, Robert	do	2	50		18	17	2

## Shareholders of the St. Lawrence and Atlantic Railroad Co., &amp;c.—(Continued.)

Name.	Résidence.	Shares.	Amount.	Bonus.		
				£	s.	d.
		No.				
Jenkins, Thomas.....	Montreal.....	2	50	18	17	2
Jackson, Rev. C.....	Hatley.....	10	250	94	5	10
Jackson, H. F. J.....	Longueuil.....	61	1525	575	3	7
Kay, Thomas.....	Montreal.....	72	1800	678	18	0
Lemoine, B. H.....	do.....	4	100	37	14	4
Lacroix, Paul J.....	do.....	4	100	37	14	4
Lacroix, J. C. H.....	do.....	4	100	37	14	4
Leblanc, Ovide.....	do.....	2	50	18	17	2
Laframboise, M.....	St. Hyacinthe.....	4	100	37	14	4
Lemesurier, Routh & Co.....	Montreal.....	10	250	94	5	10
Le Blanc, F.....	do.....	2	50	18	17	2
Lovell, John.....	do.....	2	50	18	17	2
Lulhan, George.....	do.....	4	100	37	14	4
Lefevre, Mark.....	do.....	2	50	18	17	2
La Fontaine Leandre.....	do.....	2	50	18	17	2
Levey, Charles E.....	Quebec.....	100	2500	942	18	4
Longee, Joseph.....	Compton.....	8	200	75	8	8
Loomas, Francis.....	Sherbrooke.....	2	50	18	17	2
Lowe, John.....	Toronto.....	2	50	18	17	2
City and D. Savings Bank.....	Montreal.....	50	1250	471	9	2
Laroque, Alfred.....	do.....	112	2800	1066	1	4
Longee, Joseph.....	Compton.....	2	50	18	17	2
Levey, Joseph.....	Montreal.....	6	150	56	11	6
Morin, Hon. A. N.....	Quebec.....	40	1000	377	3	4
Malot, P.....	Beloeil.....	2	50	18	17	2
McGill, Hon. Peter.....	Montreal.....	40	1000	377	3	4
McCulloch, Dr.....	do.....	40	1000	377	3	4
Mercier, Edward.....	do.....	2	50	18	17	2
Marchand, Louis.....	do.....	2	50	18	17	2
Maitland, J. H.....	do.....	4	100	37	14	4
Michon, G.....	do.....	4	100	37	14	4
McCulloch, H.....	do.....	4	100	37	14	4
Muuro, Dr. Henry.....	Lachenaie.....	2	50	18	17	2
Murray, Wm.....	Montreal.....	20	500	188	11	8
Millar, M. A.....	Detroit.....	2	50	18	17	2
Meilleur, J. B.....	Montreal.....	4	100	37	14	4
Moffatt, Isaac Senr.....	do.....	10	250	94	5	10
Montreal, Bishop of.....	do.....	4	100	37	14	4
McBean, John.....	Bortier.....	20	500	188	11	8
M. Pherson, D. L.....	Montreal.....	10	250	94	5	10
McDonnell, George.....	do.....	20	500	188	11	8
Morriss, Wm.....	Sherbrooke.....	4	100	37	14	4
Morse, John.....	Compton.....	2	50	18	17	2
Montenach de, Mrs.....	Montreal.....	46	1150	433	14	10
Maitland, Tylee & Co.....	do.....	10	250	94	5	10
McWaters, Thomas.....	do.....	2	50	18	17	2
Molson, Thomas.....	do.....	66	1650	622	6	6
Molson, Wm.....	do.....	362	9050	3413	7	2
McLean, John.....	do.....	10	250	94	5	10
Masson, J. W. A. R.....	do.....	20	500	188	11	8
McCalmont, Robert.....	London.....	328	8200	3092	15	4
Mess Brothers.....	Montreal.....	4	100	37	14	4
Maad, Jos. H.....	do.....	66	1650	622	6	6
Messon, Edouard.....	do.....	20	500	188	11	8
McDougall, D. L.....	do.....	60	1500	566	15	0
Molson, George E.....	do.....	4	100	37	14	4
Nerton, James.....	do.....	2	50	18	17	2
Nelson, Dr. Wolfred.....	do.....	4	100	37	14	4
Nicolson, Arthur.....	do.....	4	100	37	14	4
Ouden, Samuel.....	do.....	2	50	18	17	2
Ouimet, André.....	do.....	10	250	94	5	10
Ouimet, Benju.....	Eastern Townships.....	2	50	18	17	2
Ostell, John.....	Montreal.....	10	250	94	5	10
Paré, Hubert.....	do.....	20	500	188	11	8
Pelletier, J. F.....	do.....	8	200	75	8	8
Phillips, Charles.....	do.....	50	1250	471	9	2

## Shareholders of the St. Lawrence and Atlantic Railroad Co., &amp;c.—(Continued.)

Name.	Residence.	Shares.	Amount.	Bonus.
		No.		£ s d.
Papineau, D. B. E.	Montreal	2	50	18 17 2
Prentice, Edward	do	2	50	18 17 2
Plinquet, Rev. P.	St. Scholastique	2	50	18 17 2
Parrault, Olivier	Montreal	4	100	37 14 4
Porteous, James	do	4	100	37 14 4
Faton, Laird	do	2	50	18 17 2
Prenlergest, Walter	do	4	100	37 14 4
Papineau, D. B.	Petite Nation	8	200	75 8 8
Pangman, John	Lachenaie	2	50	18 17 2
Patton, James, Senr.	Montreal	2	50	18 17 2
Ryan, Thomas	do	4	100	37 14 4
Routh, H. L.	do	200	5000	1885 16 8
Rose, John	do	40	1000	377 3 4
Ritchie, W. C.	Sherbrooke	2	50	18 17 2
Roy, Rouem	Montreal	4	100	37 14 4
Robertson, Andrew	do	2	50	18 17 2
Rattray, Thomas	do	4	100	37 14 4
Russell, Mrs. E. L.	do	2	50	18 17 2
Rinhardt, G.	do	4	100	37 14 4
Ricard, Francis	do	2	50	18 17 2
Roy, George	do	2	50	18 17 2
Renaud, Louis	do	8	200	75 8 8
Renaud, J. B.	Quebec	2	50	18 17 2
Richardson, Salvin	Compton	2	50	18 17 2
Reid, Rev. C. P.	do	4	100	37 14 4
Ryan Brothers	Montreal	20	500	188 11 8
Routh, H. L.	do	92	2300	867 9 3
Ryan, Thomas (in trust)	do	108	2700	1018 7 0
Savage, Joseph	do	8	200	75 8 8
Savage, Alfred	do	4	100	37 14 4
Shuter, Joseph	do	20	500	188 11 8
Stayner, Thomas A.	do	34	2100	792 1 0
St. Jean, Mrs.	do	4	100	37 14 4
Smith, John, Senr.	do	10	250	94 5 10
Saujesson, Joseph	do	2	50	18 17 2
Stevenson, Adam	do	2	50	18 17 2
Sutherland, Daniel	do	2	50	18 17 2
Stevens, G. G.	Eastern Townships	2	50	18 17 2
Spafford, Sydney	do	2	50	18 17 2
Smith, Robert	England	10	250	94 5 10
Stuart, Margaret	Montreal	2	50	18 17 2
Slight, Rev. B.	Sherbrooke	2	50	18 17 2
Scott, Henry S.	Quebec	2	50	18 17 2
Starke, George	Montreal	4	100	37 14 4
Shaw, Andrew	do	38	950	358 6 2
Schiller, Charles E.	do	20	500	188 11 8
Torrance, John & Co.	do	40	1000	377 3 4
Torrance, John	do	40	1000	377 3 4
Taylor, Hugh	do	20	500	188 11 8
Tessier, Yves	do	2	50	18 17 2
Trudeau, Francois	do	4	100	37 14 4
Trudeau, A.	do	2	50	18 17 2
Toupin, Mrs. Veuve	do	6	150	56 11 6
Thomson & Son	do	2	50	18 17 2
Towle, Charles	Lennoxville	2	50	18 17 2
Torrance, James	Montreal	4	100	37 14 4
Thomson, Johnson	do	66	1650	622 6 6
Terroux, Mrs.	do	2	50	18 17 2
Taylor, T. M.	do	38	900	339 9 0
Terroux, Janvier, H.	do	12	300	118 3 0
Viger, L. M.	do	8	200	75 8 8
Vinet, Rev. J. J.	Sault Recollet	10	250	94 5 10
Watson, Wm.	Montreal	16	400	150 17 4
Williams, Miles	do	20	500	188 11 8
Wilson, Edward	do	2	50	18 17 2
Workman, Dr. B.	do	2	50	18 17 2

## Shareholders of the St. Lawrence and Atlantic Railroad Co., &amp;c.—(Continued)

Name.	Residence.	Shares.	Amount.	Bonus.		
				£	s.	d.
Wurtele, Charles C. ....	Windsor. ....	4	No. 100	37	14	4
Wadleigh, Luke. ....	Compton. ....	2	50	18	17	2
Whitecomb, Paul. ....	Eastern Townships. ....	2	50	18	17	2
Wadleigh, John. ....	Kingsey. ....	4	100	37	14	4
Wilton, Jos. S. ....	Herbrooke. ....	8	200	75	8	8
Workman, Wm. ....	Montreal. ....	244	6100	2300	14	4
Wei and Dunn. ....	do. ....	20	500	188	11	8
Wilson, Charles. ....	do. ....	129	3225	1216	7	3
Webster, A. C. ....	do. ....	345	8625	3253	1	3
Young, George. ....	do. ....	2	50	18	17	2
Young, David. ....	do. ....	2	50	18	17	2
Young, John. ....	do. ....	142	3550	1388	18	10
		No.	9404	£235100	£88671	17 8

Paid to A. T. Galt, Esq., by authority of Resolution of Shareholders, being Net Balance unexpended of £75,000 sterling .....	2578 2 4
	91250 0 0
£75,000 sterling at 1½ per cent. is .....	£91250 0 0

**Ques. 278.** How happened it that Mr. Galt received the balance of £2578 2s. 4d. exhibited with a paper attached to your last answer? **Ans.** By a resolution adopted at a general meeting of shareholders, held in Montreal, it was determined that the balance of the £75,000 sterling, after paying a bonus of 37½ per cent on the stock, should be presented to Mr. Galt as a remuneration for services rendered to the St. Lawrence and Atlantic Company by that gentleman, in effecting an amalgamation with the Grand Trunk Company. The amount of the bonus paid shareholders was £88671 17s. 8d. currency; the £2578 2s. 4d. is the exact difference at par on the amount received from the latter Company.

**Ques. 279.** Did Mr. Galt officially represent the St. Lawrence and Atlantic Company in the amalgamation negotiations in London, and what was the object of the Company in desiring to dispose of their Road? Was Mr. Galt also authorized by the Atlantic and St. Lawrence Company to sell their Road?—**Ans.** In the fall of 1852, at which time I was a Director in the St. Lawrence and Atlantic Railway Company, A. T. Galt, Esquire, who was then President of that Road, signified his intention of proceeding to England—at that period, that Company was in a very depressed condition, and it was evidently the interest of its shareholders to negotiate a sale or an amalgamation with the Grand Trunk Company—and Mr. Galt was empowered to effect that object if possible. The Atlantic and St. Lawrence Company also delegated to Mr. Galt full power to effect arrangements with the Grand Trunk Company, whereby a lease of that Road in perpetuity could be made.

The Committee adjourned until 9 A.M. tomorrow.

*Saturday, 30th May, 1857.*

Committee met.

PRESENT :

GEO. BROWN, ESQUIRE, in the chair.  
MR. BELLINGHAM,  
MR. MASSON,  
MR. SIMARD.

The Hon. John Ross, A. T. Galt and B. Holmes, Esquires, were in attendance at 9 o'clock.

The Committee adjourned until Tuesday next at 10 a.m.

*Tuesday, 2nd June, 1857*

Committee met.

MEMBERS PRESENT :

GEORGE BROWN, Esquire, Chairman.  
MR. PAPIN,  
MR. BELLINGHAM,  
MR. MASSON,  
MR. WILSON, and  
MR. SIMARD,

The Hon. John Ross, B. Holmes, A. T. Galt, and L. H. Holton, Esquires, were in attendance.

Mr. *Holmes'* examination continued.

*Ques.* 280. [By the Chairman.] What was the amount of the share capital of the Atlantic and St. Lawrence Road, (the American portion of the Montreal and Portland section)?—*Ans.* The share capital of the Atlantic and St. Lawrence Company, at date of amalgamation, was £513,491 sterling, a portion of that, however, was shares held by the Company, and subsequently handed over to the Grand Trunk to cover expenditure on the road.

*Ques.* 281. You have stated that the market value of Atlantic and St. Lawrence shares prior to the preliminary arrangements for the amalgamation was fifty per cent. below par, can you state the price to which it rose on the successful introduction of the Grand Trunk scheme on the London Stock Exchange?—*Ans.* I cannot positively answer that question, but they must have been near par, as the Grand Trunk shares were at par.

*Ques.* 282. Are you aware that before starting for England to accomplish the amalgamation, Mr. Galt had secured to himself the right to purchase, within a certain number of months, half a million of dollars of this stock, at a certain price?—*Ans.* I am not aware what were the particulars of Mr. Galt's arrangements with

the Atlantic and St. Lawrence Company, I only know he was negotiating with the Company on the subject, prior to his starting for England.

*Ques. 283.* Are you aware that Mr. Galt has, besides, demanded from the Atlantic and St. Lawrence Company, fifty thousand dollars for obtaining for them so favorable a lease of their property, that he has been paid fifteen thousand dollars of this sum, and is now urging payment of the balance?—*Ans.* I am not aware that Mr. Galt demanded from the Atlantic Company any such sum. I only know that some stock of the value at par of about \$15,000 was voted to him by that Company; neither do I know anything regarding his now prosecuting a claim upon them at this period for the balance of \$50,000.

*Ques. 284.* Can you furnish the Committee with a copy of the lease made by the Atlantic and St. Lawrence Company to the Grand Trunk, under the conditions of the amalgamation?—*Ans.* Yes; I hand in a copy of the lease, the amendments and the documents connected therewith:

*LEASE to Trustees for the Grand Trunk Railway Company of Canada, August 5, 1853.*

*Whereas* the Atlantic and St. Lawrence Railroad Company, a corporation established by the legislature of the state of Maine, and the Grand Trunk Railway Company of Canada, a corporation established by the legislature of the province of Canada, have negotiated respecting the leasing of the railroad of the said Atlantic and St. Lawrence Railroad Company to the said Grand Trunk Railway Company, under the authority granted by an act of the legislature of Maine, passed on the twenty-ninth day of March, in the year of our Lord one thousand eight hundred and fifty-three, entitled an act to authorize a lease of the Atlantic and St. Lawrence Railroad, and the said companies have preliminarily agreed, the said Atlantic and St. Lawrence Railroad Company to grant, and the said Grand Trunk Railway Company to accept a lease of said railroad and its appurtenances, in substance upon the terms, agreements, covenants and conditions hereinafter, in this instrument, recited and set forth, but the said Grand Trunk Railway Company has not now the legal competency to enter into and execute such lease, for want of the requisite legislative authority therefor, and the Hon. JOHN ROSS, of Belleville, in the province of Canada, BENJAMIN HOLMES, Esq., of Montreal, in the said province, and WILLIAM JACKSON, Esq., of Birkenhead, England, stockholders in said Grand Trunk Railway Company in furtherance of the objects of said companies, and to promote the ultimate and definitive execution of their preliminary agreement as aforesaid, have undertaken, as hereinafter recited, to enter into and accept a lease of said railroad and appurtenances for the purpose of holding the same in behalf of said Grand Trunk Railway Company pending and until the procurement of the requisite legislative authority to enable said company definitively to execute and complete said preliminary agreement, and in its own behalf to enter into, execute and accept a lease as aforesaid and with the intent that as soon as such authority shall be procured, they, the said Ross, Holmes and Jackson, shall assign and transfer all their right, title and interest in said railroad and appurtenances, to the said Grand Trunk Railway Company:

*And whereas* the said Atlantic and St. Lawrence Railroad Company by the act of the Legislature of Maine aforesaid was authorized at any time within two years from the passage of said act, to enter into and execute such a lease of the railroad of said company or contract in the nature of a lease as would enable the lessees thereof to maintain and operate by means of said railroad and other roads in extension of the same, a connected line of railroads from the Atlantic ocean at Portland to the city of Montreal, in the province of Canada, and thence to the western part of said province:

*And whereas* the stockholders of the said Atlantic and St. Lawrence Railroad Company, at a legal meeting held on the tenth day of June in the year of our Lord one thousand eight hundred and fifty-three, by their vote authorized the directors of said company to enter into such a lease, or contract in the nature of a lease, as is contemplated and described in the act aforesaid:

*Now this indenture*, made this fifth day of August in the year aforesaid, between the said Atlantic and St. Lawrence Railroad Company, on the one part, and the Hon. John Ross, Benjamin Holmes and William Jackson, Esquires, aforesaid, on the other part, *witnesseth*, that in consideration of the premises, and of the rents, covenants and agreements hereinafter reserved and contained, by and on the part of them, the said Ross, Holmes and Jackson to be paid, done and performed, the said Atlantic and St. Lawrence Railroad Company, doth hereby demise and lease to them, the said Ross, Holmes and Jackson, the railroad of the said Atlantic and St. Lawrence Railroad Company, as now chartered, located and constructed commencing at the city of Portland, in the state of Maine, extending thence to the boundary line of the state of New Hampshire, and thence continuing through the state of New Hampshire to and into the state of Vermont, as far as the Common Junction at Island Pond, in the county of Essex, in said state of Vermont, together with all the property and estate, real, personal and mixed, wheresoever the same may be situated belonging to said Atlantic and St. Lawrence Railroad Company, appurtenant to and designed for the purposes of maintaining and operating said Railroad; including all the stations, warehouses and other buildings, bridges, piers, wharves, shore rights, water rights and harbour privileges belonging to, vested in or possessed by said Atlantic and St. Lawrence Railroad Company, and all the rights of way, and other easements, rights to acquire easements, the road bed, superstructure, equipment, apparatus, implements, rail-

and other materials and stores, which the said company possesses, claims, holds, occupies and enjoys for the objects of its incorporation, under the charter thereof, according to the schedule of said property and estate hereinafter named and marked "*schedule of property*," also all the tolls, rates, fares, rents and income which the said company is now or may hereafter be entitled to receive and take, and all its right to demand, collect and receive the same, and all the claims of every nature, credits, choses in action, causes of action, appeals and rights of appeal, which shall belong to and be held by said company at the commencement of and during the term herein defined and limited.

To have and to hold the said railroad, property, estate, rights and privileges, and all and singular the premises hereby demised with the appurtenances thereof to them, the said Ross, Holmes and Jackson, and the survivors and survivor of them, in trust, until assignment thereof as hereinafter provided and to their said assigns herein designated, for and during the full term of nine hundred and ninety-nine years, from the first day of July, in the year of our Lord one thousand eight hundred and fifty-three.

Subject to the provisions of all the special acts of the legislatures of the states of Maine, New Hampshire and Vermont respectively, creating, limiting, defining or restraining the rights, privileges, powers and duties of the said Atlantic and St. Lawrence Railroad Company, and to all the provisions of the general laws of said states now in force, and which may hereafter be enacted affecting the said company.

Subject also to the provisions of any and all mortgages, grants, leases and conveyances of whatever nature, heretofore executed by said company of its said railroad, property, estate, privileges and rights, or any part thereof, and to all liens and incumbrances now lawfully existing on the same.

Reserving hereupon a yearly rent payable by the said lessees and assigns to the said Atlantic and St. Lawrence Railroad Company, of the sum of one hundred and eight thousand nine hundred dollars, being at the rate of six dollars in the hundred by the year upon the aggregate amount of eighteen thousand one hundred and fifty shares in the capital stock of said Atlantic and St. Lawrence Railroad Company at the par value thereof, being all the shares now lawfully issued and entitled by virtue of existing contracts to be issued, of the said capital stock, except certain collateral shares hereinafter mentioned, to be paid in equal half yearly payments at said Portland, on the thirty-first day of December and thirtieth day of June, in every year for and during the term of this lease.

This lease is made and accepted upon the following further terms, covenants and agreements—that is to say:

*First.* The said lessees are to maintain and operate, and hereby jointly and severally covenant for themselves and the survivors and survivor of them, that they will maintain, operate, use and employ the railroad, property, estate, rights and privileges hereby demised, in furtherance of the objects contemplated by the charter of the said Atlantic and St. Lawrence Railroad Company, in the several states within which the same is located and constructed, and in pursuance of all the general and special laws of the states aforesaid affecting the same, and in such manner as to promote the best public convenience and advantage, under said charter and laws, during the term of this lease.

*Second.* The said lessees further covenant as aforesaid, that they will at all times during the term of this lease, maintain and keep the said railroad, buildings, superstructure, equipment and other property hereby demised and enumerated in the schedule of property aforesaid, and such as may be substituted in pursuance of this indenture, in place of the same, in good and substantial repair and condition, and will from time to time make such alterations, improvements and enlargements of said railroad and its appurtenances, and such additions to and renewals of its buildings, equipment, apparatus and other moveable property of every kind as shall be necessary for the most safe, convenient and regular transportation, to the largest practicable amount, of passengers, goods and mails, upon all and every part of the line, and from all the several stations of said railroad, so as to accomplish most effectually the public objects contemplated by the charter of said Atlantic and St. Lawrence Railroad Company, and by the laws of the several states aforesaid affecting the same, and to promote and sustain, most beneficially, all the possible reversionary interests of the said Atlantic and St. Lawrence Railroad Company.

*Third.* The said lessees are hereby authorized to sell or otherwise dispose of, alter, amend and repair any of the buildings, rails, equipment, apparatus or other moveable property, hereby demised and enumerated in the schedule of property aforesaid, or which may at any time be used or employed in or about said railroad or be appurtenant thereto, so however, that in all such cases, and the said lessees hereby covenant as aforesaid, that, in all such cases, there shall be substituted in place of that which is sold or otherwise disposed of, altered, amended or repaired, other property of the like kind, and equally good or better for the like purposes—and the said lessees are hereby further authorized to cause to be made or constructed any new buildings, tracks, rails, apparatus, equipment or other moveable property, necessary and beneficial to be used for the purposes of said railroad, and to make any and all improvements, alterations and repairs, renewals and enlargements of said railroad, which may be necessary for the greatest efficiency and use of the same, but not so as to divert the same from its present location, nor to impair the most convenient public use of the same.

*Fourth.* The said lessees further covenant as aforesaid, that they will duly pay the rent herein reserved, at the time and manner herein provided, without demand of the same, and will duly pay all taxes which may lawfully be assessed in any jurisdiction, and for any purpose, upon any and all the corporate property, rights, estate and franchise of the said Atlantic and St. Lawrence Railroad Company.

*Fifth.* The said lessees further covenant as aforesaid, that they will assume, provide for, satisfy and fully discharge all the debts, liabilities and obligations of the said Atlantic and St. Lawrence Railroad Company, which are over and above the funded debt hereinafter mentioned, and which are enumerated in the schedule thereof hereinafter named, and marked "*schedule of debts*," and all the debts, liabilities and obligations, if any, which may hereafter during the term of this lease by implication of law, arise against and be due from said company, and will fully and forever guarantee, indemnify, save and hold harmless the said Atlantic and St. Lawrence Railroad Company and the stockholders thereof against all liability for principal or interest on account of any mortgage bonds heretofore issued by said company, and on account

of any bonds, mortgages, obligations or assurances heretofore given by said company, to the city of Portland, to secure the said city for the loan of its credit to said company.

*Sixth.* The said lessees further covenant as aforesaid, that they will forever guarantee, indemnify, save and hold harmless the said company against all liability for payment of principal or interest of the certificates of loan heretofore issued by said city to said Atlantic and St. Lawrence Railroad Company, in aid of the construction of said railroad, and against all costs and expenses arising from any suit or legal proceeding instituted by any holder of such certificates, and will undertake and perform all the duties and assume all the liabilities imposed upon the said Atlantic and St. Lawrence Railroad Company by the several acts of the Legislature of Maine, authorizing the said city to issue the certificates aforesaid, and will duly provide for and make all such contributions and payments as the said Atlantic and St. Lawrence Railroad Company is by law required to make to the several sinking funds created and established by acts of the Legislature of Maine for the reimbursement of the loans, or any part of the loans so made by the city of Portland.

*Seventh.* The said lessees further covenant, as aforesaid, that they will, from and after the execution of this indenture, assume the defence of all suits, actions, complaints and prosecutions, which may then be pending, or which may thereafter be brought against the said Atlantic and St. Lawrence Railroad Company, or any of its officers, servants or agents, for anything by them done, under authority and in behalf of said company, and will indemnify and save harmless the said company, and the stockholders thereof, against all costs and expenses incurred in such defence, and against any and all judgements which may be recovered in such suits, actions and prosecutions, and will indemnify, save and hold harmless, the said Atlantic and St. Lawrence Railroad Company, and the stockholders thereof, against all claims, actions, damage and liability, on account of anything which may be done or omitted by the lessees, or any of them, while exercising, or assuming to exercise any of their powers and rights, under this indenture, and on account of any and all acts, omissions or neglects of any kind, in any manner done or suffered by the said lessees, or any of their servants or agents.

*Eighth.* The said lessees further covenant, as aforesaid, that they will, on or before the expiration of every year during the term of this lease, pay to the said Atlantic and St. Lawrence Railroad Company, the sum of five hundred dollars, for all such necessary expenses as the company may incur, within the year aforesaid, for the compensation of such officers as may be required in maintaining the organization of said company, for incidental charges attending the holding of its corporate meetings, and for all necessary proceedings, in maintaining and preserving its corporate powers.

*Ninth.* The said lessees further covenant, as aforesaid, that they will never underlet nor assign this lease, or any part of their term therein, except by assignment to said Grand Trunk Railway Company, as hereinafter provided, and that they will at all times do, observe and perform, whatever may be lawfully and reasonably required on their part to be done, observed and performed, to uphold, protect and maintain the franchise, rights and interests of said Atlantic and St. Lawrence Railroad Company, and that they will not do, nor voluntarily suffer anything to be done, which shall lead or tend to a forfeiture of the franchise of said Atlantic and St. Lawrence Railroad Company, or in any manner impair the value of the same.

*Tenth.* And, whereas the said Atlantic and St. Lawrence Railroad Company, and the St. Lawrence and Atlantic Railroad Company, a corporation established by the Legislature of the Province of Canada, and designed to effect, through the connection of the respective railroads of said companies, a communication between the city of Portland and the city of Montreal, by a certain instrument or fundamental articles of mutual agreement, entered into by them, on the seventeenth day of April, in the year of our Lord one thousand eight hundred and forty-six, established certain mutual regulations, providing, amongst other things, for the mode and terms of transacting the joint business upon said railroads, and for the government of said companies in relation thereto, and the said St. Lawrence and Atlantic Railroad Company has since that time been consolidated into, and become a part of the said Grand Trunk Railway Company:

Now the said lessees further covenant, as aforesaid, that they will at all times faithfully observe and do whatever remains executory, subsisting and unperformed, of the agreements and relations so entered into and adopted by the said St. Lawrence and Atlantic Railroad Company, and consistent with the relations of the parties to this lease, and that, in the event of a surrender or forfeiture of this lease, the said Grand Trunk Railway Company shall and will, nevertheless, assume, perform and continue to perform and observe, all the agreements and regulations so entered into and adopted by the said St. Lawrence and Atlantic Railroad Company, and then remaining executory, subsisting and unperformed.

*Eleventh.* If the said lessees shall at any time fail to pay the rent herein reserved, as the same shall become payable, and shall suffer the same to be in arrears for more than sixty days, from and after the time the same became payable, they shall, upon such failure and suffering the said rent to be in arrears, be liable, without any demand or notice by the said Atlantic and St. Lawrence Railroad Company, to suffer the forfeiture of this lease, as hereinafter provided.

If the said lessees shall, at any time, fail to pay the interest, which shall become due and payable upon any of the certificates of loan, issued by the city of Portland, as hereinbefore mentioned, or shall neglect or omit to pay the principal of any of said certificates, for more than six months after the maturity thereof, they shall, upon such failure, or such neglect and omission, be liable, without any demand or notice by the said Atlantic and St. Lawrence Railroad Company, or any person or corporation interested therein, to suffer the forfeiture of this lease, as hereinafter provided.

If the said lessees shall at any time fail to pay the interest, which shall become due and payable, upon any of the mortgage bonds heretofore issued by the said Atlantic and St. Lawrence Railroad Company, or shall neglect or omit to pay the principal of any of said mortgage bonds, for more than six months after the maturity thereof, the said lessees shall, upon such failure, or such neglect and omission, be liable, without any demand or notice by the said Atlantic and St. Lawrence Railroad Company, or any holder of said mortgage bonds, to suffer the forfeiture of this lease, as hereinafter provided.

But, these stipulations and agreements for forfeiture, so far as relates to the certificates of loan, aforesaid, issued by the city of Portland, and to the mortgage bonds, aforesaid, are to be understood and taken as subject to the provision, that if said lessees shall duly provide the requisite funds for the payment of the principal and interest, which shall become due and payable at any time, upon the certificates of loan and mortgage bonds aforesaid, and shall deposit such funds with some suitable depository, at the times and places, when and where such principal or interest shall be payable, according to the tenor of the certificates and bonds aforesaid, payable on demand to the holders thereof, and shall give reasonable public notice of such deposit, then the said lessees shall not be accountable for, nor liable to suffer any forfeiture, by reason of any delay on the part of the holders of such certificates and bonds to demand and accept payment of the principal or interest due thereon, but shall, nevertheless, be and remain liable at all events, for the fidelity of the depository with whom such funds shall be deposited, and for the security and proper application of the same.

If the said lessees shall fail to pay and discharge the debts, liabilities and obligations of the said Atlantic and St. Lawrence Railroad Company, which are over and above the funded debt hereinafter mentioned, and which are enumerated in the schedule of debts hereinafter named, and shall suffer such debts, liabilities and obligations to be in arrears and unpaid to an amount equal to twenty-five thousand dollars for more than ninety days after the maturity of that amount in the aggregate, and after notice of such arrears given by authority of the directors of said Atlantic and St. Lawrence Railroad Company to the said lessees, or any of them, or to any officer of said Grand Trunk Railway Company, at the principal office of said company in Canada, the said lessees shall, upon such failure and suffering such arrears to remain for the time aforesaid, be liable to suffer the forfeiture of this lease as hereinafter provided.

*Twelfth.* In the event of any failure, neglect and omission by the said lessees or the survivors or survivor of them or their assigns, hereinafter designated, to make the payments provided for and specified in the eleventh article hereof, as therein required, and which failure, neglect, omission and the suffering of such payments to be in arrears, it is therein declared, shall render the said lessees liable to suffer the forfeiture of this lease, the said Atlantic and St. Lawrence Railroad Company, into and upon all the said railroad, property and estate hereby demised, and into and upon all the improvements thereof, and property substituted therefor, or into and upon any part thereof in the name of the whole, shall have the right immediately or at any time thereafter, without other notice or demand than is hereinbefore provided, to re-enter and take and hold possession of the same, and use and operate the same, and take the income and profits thereof, and the said lessees and all their servants and agents to dispossess and remove, and may at the time of such re-entry or at any time thereafter, give written notice to the said lessees or any of them, or to the said Grand Trunk Railway Company, that it holds the said railroad property, estate and improvements for the purpose of effecting the determination of this lease and enforcing the forfeiture thereof, for the specified breach or breaches of covenant for which such entry was made; which written notice shall be sufficient, if delivered by authority of the directors of said Atlantic and St. Lawrence Railroad Company, to any one of said lessees or to any officer of the said Grand Trunk Railway Company at the principal office of said company in Canada, or in case of inability to deliver notice as aforesaid, by publishing such notice for two weeks, in some public journal in the city of Montreal. If the said lessees shall not, within eighteen months after the delivery of notice or the last publication thereof as aforesaid, repair, supply and make good all the deficiency and breach of covenant for which such entry was made, with interest for the time of such deficiency upon the sum or sums unpaid and in arrears, all the state, rights and interest of the said lessees shall be absolutely determined and forfeited, and the said Atlantic and St. Lawrence Railroad Company shall have and hold all the said railroad property and estate demised, and all the improvements thereof and property substituted therefor, and all the income thereof, as in and of its former estate and to its own use without liability to account to said lessees for any of said property, estate, improvements substitution or income, or to refund or reimburse to said lessees any sum by them before that time advanced, paid or applied in fulfilment or part fulfilment of any of the covenants and agreements herein expressed. But if the said lessees and the survivors and survivor of them and their assigns hereinafter designated, shall at any time after such entry for breach of covenant and before the expiration of eighteen months aforesaid, from the delivery or publication of notice aforesaid, repair, supply and make good all the deficiency and breach of covenant for which such entry was made, with interest as aforesaid, then the said lessees and the survivors and survivor of them, and their assigns aforesaid, shall be restored to the possession, use and enjoyment of all the demised premises and the improvements thereof and property substituted therefor, as fully and amply, and to all intents and purposes as if no such deficiency and breach of covenant had occurred, and the said Atlantic and St. Lawrence Railroad Company shall restore, and hereby covenants that it will restore and yield possession as aforesaid, and will account for and pay to the said lessees and the survivors and survivor of them and their assigns aforesaid, all the net profits and income received by the said Atlantic and St. Lawrence Railroad Company by virtue of its entry and possession aforesaid.

*Thirteenth.* The said Atlantic and St. Lawrence Railroad Company on its part hereby covenants, that it shall and may be lawful to and for the said lessees and the survivors and survivor of them and their assigns aforesaid, paying the rent herein reserved, and providing for, and making all the other payments required and provided for in the eleventh article hereof, peaceably and quietly to have, hold, use, occupy and enjoy all and singular the premises hereby demised, with the appurtenances, for and during the said term of one hundred and ninety-nine years hereby demised, without any molestation whatsoever of or by the said Atlantic and St. Lawrence Railroad Company or assigns, or any person or persons lawfully or equitably claiming or to claim, by, from, or under said company.

*Fourteenth.* The said Atlantic and St. Lawrence Railroad Company further covenants, that it will during the term hereby demised, uphold and maintain the lawful organization of said company, and will do all things on its part required to be done to uphold and save inviolate the charter and franchise thereof; and will, from time to time, elect and appoint all such officers, agents and servants, as it may by law

be required to elect and appoint for the purpose of so maintaining its organization, charter and franchise, and will invest them with such powers and duties as may be necessary to secure and maintain the corporate efficiency of said company according to law.

*Fifteenth.* The said Atlantic and St. Lawrence Railroad Company further covenants, that after the execution of this lease and until the determination thereof, it will not, without or beyond the request and consent of the said lessees, issue any further shares in the capital stock of said Atlantic and St. Lawrence Railroad Company beyond the number of shares now lawfully issued, or entitled by virtue of existing contracts to be issued, as hereinbefore mentioned, and will not after the execution of this lease and until the determination thereof, without or beyond the consent of this said lessees create any new debt against said Atlantic and St. Lawrence Railroad Company, nor issue or deliver any previously executed evidence of debt for which the said company shall not have received value at the date of the execution of this lease nor voluntarily do any act whereby any obligation or indebtedness shall result against said company; but may, nevertheless, execute and deliver any new evidence of debt for indebtedness now existing, or in liquidation of subsisting contracts.

*Sixteenth.* The said Atlantic and St. Lawrence Railroad Company further covenants, that the said lessees shall be entitled to, and shall have all the benefit and advantage secured by law to the said Atlantic and St. Lawrence Railroad Company, arising or to arise from the establishment and operation of the several sinking funds created, as hereinbefore mentioned, for the redemption and reimbursement of the certificates of loan heretofore issued by the city of Portland as aforesaid, and shall be entitled to use and enjoy all the remedies which the said Atlantic and St. Lawrence Railroad Company has, or may have, to secure the proper custody and management of said funds, and to use the name of the said Atlantic and St. Lawrence Railroad Company whenever necessary for the enforcement of such remedies.

*Seventeenth.* The said Atlantic and St. Lawrence Railroad Company further covenants, that it will on its part observe and keep all the agreements and regulations established and adopted, in and by the fundamental articles hereinbefore mentioned, entered into between the said company and the Atlantic and St. Lawrence Railroad Company, under date of April 17th, 1846, and now remaining executory, subsisting and unperformed.

*Eighteenth.* In further consideration of the premises, the said Atlantic and St. Lawrence Railroad Company hereby assigns to the said lessees all the contracts, bonds, notes, accounts, choses in action, claims, actions and causes of action, judgments, appeals and rights of appeal, which the said Atlantic and St. Lawrence Railroad Company now possesses, or to which it is entitled, and hereby constitutes the said lessees and the survivor of them, its attorney irrevocable, until the determination of this lease, with authority to appoint the said Grand Trunk Railway Company their substitute, and with power in the name of said assignor, but to the use and at the cost of the assignees to demand, sue for, prosecute, enforce, satisfy, recover and enjoy all the contracts and other things hereby assigned, and in like manner in the name of the said Atlantic and St. Lawrence Railroad Company, but at the cost and to the use of the said assignees, to prosecute all causes of action which may hereafter during the term of this lease, accrue to the said Atlantic and St. Lawrence Railroad Company, against any person or corporation, other than the said lessees and any person or corporation claiming or acting by or under their authority, or authorized from them derived.

*Nineteenth.* The said Atlantic and St. Lawrence Railroad Company hereby further covenants, that it will at all times hereafter, grant to the said lessees, all such access to and inspection of the books, accounts, title deeds, records, files and vouchers of the said Atlantic and St. Lawrence Railroad Company, as may be necessary to facilitate the operations, and secure the interests of the said lessees, under this indenture.

*Twentieth.* The Atlantic and St. Lawrence Railroad Company hereby declares its consent, that the lessees herein named, and the survivors and survivor of them, whenever and so soon as the said Grand Trunk Railway Company shall have the requisite authority to accept an assignment of this lease may assign the same to said company, with all the rights, title and interest of the said lessees therein, and with all their privileges and powers under the same; and the said lessees hereby jointly and severally covenant, that whenever such authority shall be so acquired by the said Grand Trunk Railway Company, they and the survivors and survivor of them will, within one year thereafter, execute in due form of law, and deliver a valid and effective assignment of this lease, and of all their right, title and interest therein and of all their powers and privileges under the same, to the said Grand Trunk Railway Company, to have and to hold to said Company, for all the time then remaining unexpired of the term herein demised, and will surrender, yield and make over to said company, all their possession in and of the railroad, property and estate hereby demised, and all things whatsoever, by them acquired and held under this lease, appurtenant to said railroad property and estate, and used for the purposes thereof.

Upon the execution and delivery of such assignment, and acceptance of the same by the said Grand Trunk Railway Company, the said company shall thereby assume all the obligations of said lessees under this instrument, and shall be holden and bound to keep and perform all the covenants and agreements of the said lessees, herein expressed, and to comply with all the conditions, and be subject to all the liabilities, which by this instrument are imposed upon the lessees herein named, as fully and to all intents and purposes, as if the said Grand Trunk Railway Company had been the original lessee under this indenture, and party to the same, and shall in like manner, be holden to supply, restore and make good, all breaches of any of the covenants hereof, by the said lessees, or any of them, before such assignment committed or suffered.

And the said Atlantic and St. Lawrence Railroad Company further covenants, that if such assignment shall be made and accepted, as aforesaid, within the period of two years from the twenty-ninth day of March, hereinbefore named, it will, upon the request of the said Grand Trunk Railway Company, execute and deliver to said Grand Trunk Railway Company, any suitable instruments or instrument, for the confirmation and assurance of the same, and for confirming and securing to the Grand Trunk Railway

Company, all the title, rights and interest, powers and privileges, by this indenture demised to said lessees and their assigns, hereby designated.

*Twenty-first.* If the said lessees, or any of them, or the survivors or survivor of them, shall, upon the request of the Grand Trunk Railway Company, for an assignment of this lease, as aforesaid, refuse, or for more than sixty days after such request, neglect to make and deliver such assignment, they shall, upon such refusal or neglect, suffer the forfeiture of all their rights, title, interest and estate, in and under the present lease, and the said Atlantic and St. Lawrence Railroad Company may thereupon, without demand or notice, re-enter upon the premises demised, and the said lessees, their agents and servants, may dispose and remove, and have and hold the said premises, as in and of its former estate, as fully, and to all intents and purposes, as in case of forfeiture, for any of the causes hereinbefore provided. *But*, with the intent, nevertheless, that in case of such forfeiture and re-entry, the said Atlantic and St. Lawrence Railroad Company will, notwithstanding, secure, maintain and uphold, to the said Grand Trunk Railway Company, all the beneficial interest of the said Grand Trunk Railway Company, in and to the premises hereby demised, and will make, execute and deliver to the said Grand Trunk Railway Company, all such legal title, and evidence of legal title in and to the said premises, as may be suitable in the law, and practicable to be made, in the manner hereinafter provided, or in any other suitable manner, to effect the objects and purposes of the said two companies, in this instrument expressed and set forth.

*Twenty-second.* If such forfeiture, as aforesaid, shall take place, by reason of the refusal or neglect of said lessees to make the assignment aforesaid, or if the said Grand Trunk Railway Company shall, instead of the assignment hereinbefore provided for, elect to enter into, become party to, and accept a new indenture of lease, whereby the said premises shall be originally and directly demised to said Grand Trunk Railway Company, and shall, within two years from the twenty-ninth day of March, aforesaid, give notice to the said Atlantic and St. Lawrence Railroad Company of its election aforesaid, the said Atlantic and St. Lawrence Railroad Company will make and enter into a new indenture of lease, in substance upon the same terms, covenants, reservations, conditions and agreements, as are herein expressed, *mutatis mutandis*, between the said Atlantic and St. Lawrence Railroad Company on the one part, and the said Grand Trunk Railway Company on the other part, demising and leasing to the said Grand Trunk Railway Company, all the railroad, property, rights and estate hereby demised, to have and to hold to said Grand Trunk Railway Company, for the full term of nine hundred and ninety-nine years, from the first day of July aforesaid, and upon the execution and interchange of such new indenture, so entered into, upon the election of the Grand Trunk Railway Company as aforesaid, all the estate, rights and title of the said lessees, parties to the present indenture, shall *ipso facto* be determined and cease, and all their possession under the same, and all the property, improvements, funds, income, benefits and advantages by them acquired and held under the same, shall be *ipso facto* surrendered, yielded and made over to the said Grand Trunk Railway Company, to its own use and behoof.

But nothing done by virtue of any of the provisions aforesaid, relating to the assignment of this lease, or the entering into a new indenture of lease, shall be a waiver of any action, or cause of action, which the said Atlantic and St. Lawrence Railroad Company may have against said lessees, or any of them, for any thing by them, or any of them, before that time done, omitted or suffered.

*Twenty-third.* And whereas the said city of Portland, by virtue of the provisions of two of the several acts hereinbefore mentioned, authorizing the loan of the credit of said city, in aid of the construction of the railroad of said company, which two acts were passed respectively, on the first day of August, 1848, and the twenty-seventh day of July, 1850, is the holder of fifteen thousand shares in the capital stock of the said Atlantic and St. Lawrence Railroad Company, issued and transferred to said city as collateral security for liabilities in said acts created, which collateral shares are not comprised in the number of eighteen thousand one hundred and fifty shares, hereinbefore enumerated, the said lessees further covenant, as aforesaid, that, if at any time, any of the shares so held as collateral security, shall be sold and transferred by direction of Commissioners, as in said acts is authorized, they will thereafter pay to the said Atlantic and St. Lawrence Railroad Company, such additional yearly rent, as shall be equal to six dollars in the hundred, by the year, upon the aggregate amount of all such shares, as shall be sold and transferred, as aforesaid, at the par value thereof to be paid in equal half-yearly payments at said Portland, on the thirty-first day of December, and the thirtieth day of June, in every year, for and during the term of this lease; and all the provisions of this indenture, hereinbefore expressed, relating to and securing the payment of the rent hereinbefore reserved, shall be applicable to the payment of the additional rent hereby contingently reserved and made payable.

*Twenty-fourth.* If the said Grand Trunk Railway shall not, within eighteen months from the date of this indenture, obtain the requisite legislative authority to enable it to accept an assignment of this lease, or to become party to a new indenture of lease as hereinbefore provided, the said lessees and the survivors or survivor of them, shall be entitled, at any time thereafter, to surrender this lease to the said Atlantic and St. Lawrence Railroad Company, and to relinquish and yield to said Atlantic and St. Lawrence Railroad Company, all their possession of the railroad and property hereby demised and the improvements thereof, and property substituted therefor; which surrender shall be by writing delivered or tendered to any member of the board of directors of said Atlantic and St. Lawrence Railroad Company. Upon such delivery or tender of a written surrender, and such relinquishment and yielding of possession as aforesaid, the said lessees and all of them shall be thereupon wholly discharged from all further liability, covenant and obligation under this indenture, and the said Atlantic and St. Lawrence Railroad Company hereby covenants, that upon and after such delivery or tender of a written surrender and relinquishment of possession as aforesaid, it will never make any claim or prosecute any action against said lessees or any of them, on account of anything in this indenture contained, saving nevertheless all actions and causes of action for any breach of covenant by them, or any of them, before that time committed or suffered.

Upon the surrender of this lease as aforesaid, the said Atlantic and St. Lawrence Railroad Company hereby covenants, that it will repay in the manner hereinafter provided, all the expenditures which shall

have been made by said lessees for such improvements of the property demised and enlargements thereof, suited for the operation and use of said railroad, and made within the period of eighteen months in this article mentioned, as shall have been assented to by resolution of the directors of said Atlantic and St. Lawrence Railroad Company at the time of entering upon said improvements and enlargements: and will pay therefor in cash or by issuing and delivering the bonds of the said company to the necessary amount as hereinafter provided.

*Twenty-fifth.* Upon the surrender of this lease as provided in the next preceding article hereof, the said Atlantic and St. Lawrence Railroad Company further covenants, that it will repay to the said lessees and the survivors and survivor of them, all such sums as the said lessees shall have paid before that time in payment, satisfaction and discharge of any of the debts, liabilities and obligations of said company, other than the funded debt of said company and interest thereon, and payments made by said lessees to the sinking fund aforesaid, which funded debt is hereinafter limited and described at the sum of three millions four hundred and eighty-five thousand dollars, and will pay therefor in the manner hereinafter provided, with interest upon all the sums so paid by said lessees from the the dates of the several payments thereof, until the expiration of the period of eighteen months, mentioned in the next preceding article hereof, and no longer.

Upon such surrender, as aforesaid, the said lessees further covenant as aforesaid, that they and the survivors and survivor of them will account for, repay and deliver to the said Atlantic and St. Lawrence Railroad Company, all the sums of money received by them from said company under this indenture, and all the proceeds realized by them from any of the contracts or other things assigned to said lessees by the eighteenth article hereof; and will re-assign and deliver to said company all such of the contracts and other things assigned as aforesaid, as shall not have been before that time converted into money or otherwise liquidated and settled.

The balance, if any, which shall be due from said Atlantic and St. Lawrence Railroad Company to the said lessees upon the mutual accounting between said parties provided for in this and the preceding article hereof, shall be paid by said company in cash, or at the option of said company in the bonds of said company, to be made and delivered to said lessees and the survivors and survivor of them, for the discharge of such balance: which bonds shall be in convenient sums in sterling money, at four dollars and eighty-four cents to the pound, payable in twenty-five years, in London, in England, to the holder thereof, with interest payable semi-annually in London aforesaid, at the rate of six dollars in the hundred by the year

*Twenty-sixth.* For the purpose of raising funds to be applied towards the discharge of the debts, liabilities and obligations of the said Atlantic and St. Lawrence Railroad Company, mentioned in the fifth article hereof, other than the loans of the credit of the city of Portland, amounting to the sum of two millions of dollars, and the mortgage bonds of said company amounting to the sum of one million of dollars, referred to in said article, and for the purpose of establishing and limiting the whole funded debt of said company at the sum of three millions four hundred and eighty-five thousand dollars, the said Atlantic and St. Lawrence Railroad Company further covenants, that it will, without delay, issue its further bonds to the amount of four hundred and eighty-five thousand dollars; which bonds shall be made in sterling money at four dollars and eighty-four cents to the pound, in sums of five hundred pounds each, as nearly as may be, payable in twenty-five years, in London, in England, to the holder thereof, with interest payable semi-annually in London, aforesaid, at the rate of six dollars in the hundred, by the year, and shall not be sold or disposed of at less than the par value thereof, without first giving to the said lessees the right to purchase the same at par, and the said lessees hereby covenant as aforesaid, that upon such offer they will purchase the same at par. And the proceeds of such bonds shall be applied by said Atlantic and St. Lawrence Railroad Company, in payment and discharge of that amount of the debts, liabilities and obligations aforesaid.

If the said bonds of the company shall be sold and disposed of as aforesaid, and this lease shall not be surrendered as provided in the twenty-fourth article hereof, the said lessees hereby covenant as aforesaid, that they will fully and forever indemnify, guarantee, save and hold harmless the said company against all liability for principal or interest on account of such bonds, and all the provisions contained in the eleventh and twelfth articles hereof, relating to the forfeiture of this lease, for default of any of the payments therein mentioned, shall be applicable to the payment of the principal and interest, which may be due upon the bonds by this article provided for.

Nothing in this instrument contained is intended, or is to be taken as impairing or affecting in any manner any previously existing rights or interests of the city of Portland, in and to the railroad and property hereby demised.

The two several schedules hereinbefore referred to, and marked respectively "schedule of property" and "schedule of debts," are drawn in duplicate of even date with these presents, and identified by the signatures of the parties hereto, and may be referred to and made available to either party to the same effect as if the same were annexed to and formed a part of this indenture.

*In testimony whereof*, the Hon. John Ross, Benjamin Holmes and William Jackson, Esquires, aforesaid, have severally set their hands and seals to this indenture in duplicate, and the Atlantic and St. Lawrence Railroad Company, by Josiah S. Little, the president thereof, duly authorized for this purpose by a vote of the directors, of which a certified copy is hereto annexed, has subscribed the same and caused the corporate

seal of said company to be hereunto affixed, this fifth day of August, in the year of our Lord one thousand eight hundred and fifty-three.

JOSIAH S. LITTLE, [L. s.]  
*President of the A. & St. L. R. R. Co.,*  
 BENJ. HOLMES, [L. s.]  
 WM. JACKSON, [L. s.]  
 JOHN ROSS, [L. s.]

Signed, sealed and delivered, in the presence of the undersigned witnesses,  
 P. BARNES, of Portland, aforesaid,  
 A. ROBERTSON, of Montreal, aforesaid, advocate.

Countersigned by  
 CHAS. E. BARRETT, *Treasurer of the A. & St. L. R. R. Co.*  
 B. CUSHMAN, *Clerk.*

*The undersigned*, the Mayor and Aldermen of the city of Portland, in pursuance of the third section of the act of the Legislature of Maine, passed on the 29th day of March, 1853, entitled "an act to authorise a lease of the Atlantic and St. Lawrence Railroad," hereby express their assent to the foregoing lease, and have severally subscribed their signatures upon this instrument, this fifth day of August, 1853.

JAMES B. CAROON, Mayor.  
 RUFUS E. WOOD,  
 GEO. PEARSON,  
 GEO. W. WOODMAN,  
 O. L. SANBORN,  
 JACOB McLELLAN,  
 JONAS H. PERLEY,  
 S. L. CARLETON.

#### *Assignment of Lease.*

This instrument of transfer, assignment and release, made and executed this ninth day of February 1855, by and between the Hon. John Ross, heretofore of Belleville, now of the city of Quebec, in the province of Canada, Benjamin Holmes, Esq., of Montreal, in said province, and William Jackson, Esq., of Birkenhead, England, acting herein by his attorney, the Hon. John Ross aforesaid, of the first part, and the Grand Trunk Railway Company of Canada, acting herein by the Hon. Francis Hincks of Quebec, in said province, duly authorized for the purpose, of the second part,

Witnesseth—That whereas, under and by virtue of a certain indenture of lease, executed and dated the fifth day of August, in the year of our Lord one thousand eight hundred and fifty-three, the "Atlantic and St. Lawrence Railroad Company," a corporation established by the Legislature of the state of Maine, did demise and lease, for the term of nine hundred and ninety-nine years, commencing from the first day of July, one thousand eight hundred and fifty-three, subject to the payment of the rent, and upon the terms and conditions in such indenture of lease contained, to them, the above named Hon. John Ross, William Jackson and Benjamin Holmes, the railroad of the said Atlantic and St. Lawrence Railroad Company, as then chartered, located and constructed, commencing at the city of Portland, in the state of Maine, extending thence to the boundary line of the state of New Hampshire, and thence continued through the state of New Hampshire to and into the state of Vermont, as far as to the Common Junction at Island Pond, in the county of Essex, in the said state of Vermont, together with all the property and estate, real, personal and mixed wheresoever the same might be situated, belonging to said Atlantic and St. Lawrence Railroad Company, appurtenant to and designed for the purposes of maintaining and operating said railroad, including all the stations, warehouses, and other buildings, bridges, piers, wharves, shore-rights and harbor privileges, belonging to, vested in, or possessed by the said Atlantic and St. Lawrence Railroad Company, and all the rights of way, and other easements, rights to acquire easements, the road bed, superstructure, equipment apparatus, implements, rails and other materials and stores, which the said company possessed, claimed, held, occupied and enjoyed, for the objects of its incorporation, under the charter thereof, according to the schedule of said property and estate, in the said lease named and marked "schedule of property," also all the tolls, rates, fares, rents and incomes, which the said company was then or might thereafter be entitled to receive and take, and all its rights to demand, collect and receive the same, and all the claims of every nature, credits, choses in action, causes of action, appeals and rights of appeal, which belonged to and were held by said company at the commencement of and during the term in the said lease defined and limited, together with all the rights and privileges acquired, and to be acquired, through the exercise of the corporate powers of the said Atlantic and St. Lawrence Railroad Company;

And whereas it is covenanted and agreed by the said lease among other things, that the said Hon. John Ross, William Jackson and Benjamin Holmes, the said party hereto of the first part, and the survivors and survivor of them, whenever and so soon as the said "Grand Trunk Railway Company," party hereto of the second part, should have, from the Legislature of Canada, the requisite authority to accept an assignment of said lease, might assign the same to the said company, party hereto of the second part, with all the rights, title and interest of the said lessees, party hereto of the first part, and with all their privileges and powers under said lease;

And whereas, by and in virtue of the said lease, the said party hereto of the first part, did covenant and agree, that whenever such authority should be so acquired by the said Grand Trunk Railway Company of Canada, party hereto, of the second part, they, the said Honorable John Ross, William Jackson and Benjamin Holmes, and the survivors and survivor of them, would, within one year thereafter, execute in due form of law, and deliver a valid and effective assignment of all their rights, title and interest therein, and of all their powers and privileges under the same, to the said Grand Trunk Railway Company of Canada,

to have and to hold unto the said company, for all the time then remaining unexpired of the term of said lease demise, and would surrender, yield and make over to said company, all their possession in and of the railroad property and estate thereby demised, and all things whatsoever, by the said lessees, party hereto, of the first part, acquired and held under said lease, appurtenant to said railroad property and estate, and used for the purposes thereof;

And whereas, by and in virtue of the said lease, it was further covenanted and agreed, that upon the execution and delivery of such assignment to, and acceptance of the same, by the said Grand Trunk Railway Company of Canada, the said company should thereby assume all the obligations of the said John Ross, William Jackson and Benjamin Holmes, under the said indenture or instrument of lease, and should be holden and bound to keep and perform all the covenants and agreements of the said lessees, in the said lease expressed, and to comply with all the conditions, and be subject to all liabilities, which by said indenture of lease were imposed upon the said Hon. John Ross, William Jackson and Benjamin Holmes, as lessees aforesaid, as fully, and to all intents and purposes, as if said Grand Trunk Railway Company of Canada, had been the original lessee under said indenture of lease, and party to the same;

And whereas the said Grand Trunk Railway Company of Canada, under and by virtue of a certain act of the Legislature of the province of Canada, passed in the eighteenth year of Her Majesty's reign, chapter 33, entitled "An Act to amend the Acts relating to the Grand Trunk Railway Company of Canada," has been duly authorized to accept, and take the said lease and the interest and property of the said Hon. John Ross, William Jackson and Benjamin Holmes, on the terms and conditions in the said lease mentioned, with such modifications and alterations, as should be agreed to by the directors of the said company, and to indemnify them, the said Hon. John Ross, William Jackson and Benjamin Holmes, from and against the covenants and conditions therein contained, on the part of the said Hon. John Ross, William Jackson and Benjamin Holmes, and to hold the said portion of railway and property subject to the rent, and on the terms and conditions in the said lease specified, with such modifications as aforesaid;

And whereas the said Grand Trunk Railway Company of Canada, is ready and willing to take and accept a transfer and assignment of the said lease, and of all the premises therein mentioned, subject to the several and respective clauses, conditions, covenants, agreements and provisions therein contained;

Now therefore these presents witness, that for the considerations aforesaid, and the further considerations of ten shillings in hand, well and truly paid by the said party hereto, of the second part, to the said party hereto of the first part, the receipt whereof is hereby acknowledged, and in compliance with the conditions and requirements contained and expressed in the said lease, the said party hereto of the first part, to wit: the said Hon. John Ross, and William Jackson, represented and acting as aforesaid, and Benjamin Holmes, have assigned, transferred and made over, and by these presents do assign, transfer and make over unto the said Grand Trunk Railway Company of Canada, represented, acting and accepting thereof as aforesaid all the right, share, claim, title, interest and demand generally whatsoever, which they, the said Hon. John Ross, William Jackson and Benjamin Holmes have, or may in any way, shape or manner, have, claim and demand in and to the said herein above-mentioned lease, and the unexpired term thereof, together with the said lease and all the premises generally whatsoever, thereby leased and demised, and all the powers and privileges which they may have, under and by virtue of the same, as also their possession in and of the railroad property and estate thereby demised, and all things whatsoever by them acquired and held under said lease, appurtenant to said railroad property and estate, and used for the purposes thereof, the whole without any exception and reserve, and as fully and effectually, as if the same had been directly entered into and made between the said Atlantic and St. Lawrence Railroad Company, and the said Grand Trunk Railway Company of Canada, subject to all and every the several and respective clauses, conditions, obligations, covenants, agreements and provisions, contained, mentioned and set forth in the said lease, whether relating to and in favor of, or imposed upon the said Hon. John Ross, William Jackson and Benjamin Holmes, and the said Grand Trunk Railway Company of Canada, and either of them, or relating to and in favor of, or imposed upon the said Atlantic and St. Lawrence Railroad Company.

To have and to hold all and every the said hereby assigned and transferred premises unto the said Grand Trunk Railway Company of Canada, for all the time now remaining unexpired of the term in said lease demise.

And the said parties hereto do hereby declare, that in contemplation and in view of the present assignment and transfer, the said Grand Trunk Railway Company of Canada has, ever since the commencement of the term of the said lease, been in possession of the railroad and all railroad property, moveable and immovable, and all other premises demised and leased, under and by virtue of the said indenture of lease, and that the said company has worked, maintained and kept in operation, the said railroad at its own cost and expense, and for its own profit, benefit and advantage, and that all buildings, enlargements, additions and improvements to said railroad and stations, and the perfecting of the equipment thereof, have been made, done, performed and paid for by the said Grand Trunk Railway Company of Canada, and that therefore the same and every part thereof, belong to the said company, and that the said Hon. John Ross, William Jackson and Benjamin Holmes, have no claim whatever on the said company for the profits derived from the working of the said railroad by the said company, nor any claim, in, to or upon or by reason of the said buildings, enlargements, additions and improvements to said railroad, stations and the equipments thereof.

And the said Grand Trunk Railway Company of Canada, doth hereby acknowledge to have received from said Hon. John Ross, William Jackson and Benjamin Holmes, the original duplicate of the said lease whereof quit.

And whereas, the said Grand Trunk Railway Company of Canada has, since the commencement of the said lease, expended divers sums of money for the improvements made on said railroad, and towards the perfecting of the equipment thereof, the said Grand Trunk Railway Company of Canada will have to make with the said Atlantic and St. Lawrence Railroad Company, any such stipulations and arrangements as

may be agreed upon between them, in order to obtain the capitalizing of such expenditure by the issue of shares, or otherwise, if entitled under said lease to obtain such an issue of shares.

Therefore the said Grand Trunk Railway Company of Canada doth hereby discharge the said Honorable John Ross, Benjamin Holmes and William Jackson, of all liability and responsibility whatever, by reason, or in consequence of their having been parties to the said lease, and doth promise, covenant and agree, to keep them, and every one of them, free and harmless of all claims and demands, which might hereafter be made upon and against them, and either of them, as such parties to said lease.

And the said parties hereto, do hereby further declare, that all rents, debts, interest and other sums of money, which, under and by virtue of the said lease, were to be paid by the said Honorable John Ross, Benjamin Holmes and William Jackson, have been paid and discharged by the said Grand Trunk Railway Company of Canada, ever since the commencement of the term of the said lease, up to this day, and that, therefore, they, the said Honorable John Ross, Benjamin Holmes and William Jackson, have no claim whatever on the said Grand Trunk Railway Company of Canada, for reimbursement of any sum of money.

And in consideration of all and every the premises, and of these presents, the said Grand Trunk Railway Company of Canada, doth hereby assume all liabilities generally, whatsoever, mentioned in the said lease, as having to be paid, either by the said Honorable John Ross, Benjamin Holmes and William Jackson, or by the said Grand Trunk Railway Company of Canada, the whole as fully and effectually, as if the said company was party to the said lease, as principal obligor.

In witness whereof, the above named John Ross, Benjamin Holmes and William Jackson, by his said attorney, have herewith severally subscribed their hands, and set their seals, and the said Grand Trunk Railway Company of Canada, has caused the same to be subscribed in its behalf, by the said Francis Hincks, and the corporate seal of said company to be affixed hereto, at Portland, in the state of Maine, this ninth day of February, in the year of our Lord one thousand eight hundred and fifty-five.

JOHN ROSS, [L. s.]  
 BENJ. HOLMES, [L. s.]  
 WM. JACKSON, [L. s.]  
 Per Jno. Ross, his Attorney,  
 F. HINCKS, [L. s.]

*For the Grand Trunk Railway Co., of Canada.*

Signed, sealed and delivered  
 in presence of  
 GEO. ET. CARTER,  
 G. F. SHEPLEY.

#### *Supplement to Lease.*

ARTICLES AND COVENANTS SUPPLEMENTAL to the lease of the Atlantic and St. Lawrence Railroad, executed and delivered on the 5th day of August, 1853, by the Atlantic and St. Lawrence Railroad Company, to John Ross, Benjamin Holmes and William Jackson.

*First.* Whereas, the Grand Trunk Railway Company of Canada, in pursuance of the provisions of said lease, has become the assignee thereof, and has entered into possession of the railroad and property thereby demised, and whereas the said Atlantic Company, at the request of said Grand Trunk Company, since the making of said assignment, has issued and delivered to the said Grand Trunk Company, six thousand eight hundred and fifty nine shares in the capital stock of said Atlantic Company, being so many shares over and above the number of eighteen thousand one hundred and fifty, which had been issued and authorized to be issued at the making of said lease—which additional shares were so issued and delivered on account of construction expenditures, in improving and perfecting the said railroad, and the equipment thereof, and for the purpose of capitalizing said expenditure—and has agreed to issue and deliver to the said Grand Trunk Company, (the requisite legislative authority, being obtained, if necessary, for the enlargement of said capital stock,) such further shares thereof as may be required to satisfy and discharge, by the proceeds of the same, the bonds heretofore issued by the said Atlantic Company, and the certificates of debt of the city of Portland, made and issued in aid of the construction of said railroad, and has further agreed, that if, upon the maturity of said bonds and certificates of debt, it shall be impracticable or unadvisable, by reason of the condition of the money market at such times, to pay off and discharge the said bonds and certificates, from the proceeds of shares or otherwise, the said Atlantic Company will then, at the request of said Grand Trunk Company, issue its further bonds, in renewal and extension of the bonds and certificates so maturing, and thereafter, if requested for like reason, will issue further successive series of bonds, for like further successive renewals and extensions;—

Now, in consideration of the premises, the said Grand Trunk Railway Company of Canada hereby covenants, that upon the amount of the par value of any and all such additional shares as have been or may be issued as aforesaid, it will pay an additional yearly rent, under said lease, at the rate of three dollars in the hundred, half yearly, under like conditions with the payments of the rent reserved in said lease, as therein provided, so that the rent reserved and accruing under said lease, shall at all times be the annual interest, at the rate aforesaid, upon the aggregate par value of all the shares in the capital stock of said Atlantic Company, which shall be lawfully issued and outstanding.

The said Grand Trunk Company also further covenants, that it will duly provide for and pay the interest which shall at any time accrue and become payable upon any and all the further bonds and successive series of bonds of said Atlantic Company, which may be issued in renewal and extension of the present bonds of said company, and of the certificates of debt of the city of Portland as aforesaid,—and will duly provide for and pay the principal of all the several bonds and series of bonds, which shall be issued in renewal and extension as aforesaid, as the same shall from time to time successively mature and become payable.

*Second.* And whereas, by an act of the Legislature of Maine, passed the twenty-third day of September, eighteen hundred and fifty-three, authority is given to convert the shares of the capital stock of said Atlantic Company, into values expressed in the sterling currency of England, and to provide for the payment of dividends thereon, in London, in England, and the necessary regulations and forms therefor, have been adopted by the stockholders and directors of the said Atlantic Company, the said Grand Trunk Railway Company of Canada hereby further covenants, that upon seasonable notice, according to said regulations, given by the said Atlantic Company, of the number of shares which may have been converted and issued in sterling currency, at the expiration of every half year, when the rent reserved under the said lease shall become payable, it will provide for and pay, at its office in London, three pounds sterling on every such sterling share, of one hundred pounds each, and will pay the same semi-annually, on the fifteenth day of March and the fifteenth day of September, in each and every year during the term of said lease; which payments so made in London, are to be in reduction and discharge of so much of the half yearly rent, under said lease, as would otherwise be payable at Portland on the thirtieth day of June and the thirty-first day of December respectively, preceding the dates above recited.

And it is understood and agreed by the parties hereto, that all the provisions, covenants and stipulations, contained in said lease, and in these supplemental articles, respecting the payment of rent reserved and accruing under the same, are to be taken as subject to and qualified by the foregoing provision for the payment of a part of the said rent, at London, in March and September annually, instead of at Portland, in June and December, as originally provided.

*Third.* And in further consideration of the premises, the said Grand Trunk Railway Company of Canada hereby expressly agrees and consents, that any failure on its part, for more than sixty days, to pay the rent, which shall at any time become payable upon any additional shares issued and to be issued under the provisions of these supplemental articles, or any failure to pay the bonds and successive series of bonds to be issued in renewal and extension of the now existing bonds of said Atlantic Company, and certificates of debt of the city of Portland, or to pay the interest from time to time accruing upon the same, or any failure for more than sixty days to provide for and pay, in London, such part of the rent under said lease, as is in these supplemental articles provided and agreed to be paid at that place, shall be a cause of forfeiture of said lease, as fully and effectually, and in like manner and upon like conditions, with the causes of forfeiture, recited and expressed in the eleventh article of said original lease; and such forfeiture may be enforced, and the determination of said lease effected therefor, in the manner and under the limitations expressed in the twelfth article of said original lease, as fully and absolutely, as if the causes of forfeiture in these supplemental articles defined and set forth, had been expressed and provided for in said original lease, and with like remedy and relief from such forfeiture, as is in said original lease provided.

In testimony whereof, the said companies have mutually caused this instrument to be subscribed in duplicate in their behalf, respectively—by Benjamin Holmes, Esquire, Vice President of said Grand Trunk Railway Company, duly authorized for this purpose on its behalf, and by St. John Smith, Esquire, President of said Atlantic and St. Lawrence Railroad Company, duly authorized for this purpose on its behalf, and the respective corporate seals of said companies to be hereunto affixed, this sixth day of December, in the year of our Lord one thousand eight hundred and fifty-five,—the resolutions of the respective boards of directors of said companies, authorizing the execution hereof, as aforesaid, being hereunto annexed.

The Atlantic and St. Lawrence Railroad Company, by  
Sr. JOHN SMITH, President. [L. S.]

The Grand Trunk Railway Company of Canada, by  
BENJ. HOLMES, V. Pres't. [L. S.]

Signed, sealed and interchanged,  
in presence of  
P. BAUNES, of Portland, aforesaid,  
T. DOUGER, of Montreal, notary.

Countersigned by  
CHAS. E. BARRETT, *Treas. of the A. & St. L. R. R. Co.*

The undersigned, the Mayor and Aldermen of the city of Portland, in pursuance of the third section of the act of the Legislature of Maine, passed on the twenty-ninth day of March, 1853, entitled, "An act to authorize a lease of the Atlantic and St. Lawrence Railroad," hereby express their assent to the foregoing Articles and Covenants, Supplemental to the Lease, executed and delivered on the fifth day of August, 1853, and have severally subscribed their signatures upon this instrument, this sixth day of December, 1855.

NEAL DOW, Mayor.  
S. L. CARLETON,  
HENRY A. JONES,  
JOSEPH LIBBY,  
SAM'L J. ANDERSON,  
WM. W. THOMAS,  
JOSEPH RING.

*Ques. 285.* How much money has been paid by the Grand Trunk Company under this lease, and what sum is now due under it?—*Ans.* Up to the 31st December last, there had been paid for interest on shares and bonds, £267,870 11s. 1d.

Several sums have since been paid, which, as far as my memory serves, would amount to about or near £30,000.

*Ques.* 286. Is it true that the money paid by the Grand Trunk Company under this lease up to 31st Dec., 1856, swallowed the whole receipts of the whole amalgamated Grand Trunk works, beyond working expenses, from its opening to that date, and one hundred and thirty-six thousand pounds besides.—*Ans.* The receipts, working expenses deducted, of the whole road, since the first section was opened for traffic, appears to have been, on 31st December last, £131,217 19s. 6d., that sum deducted from the amount of interest already stated to have been paid to the Atlantic and St. Lawrence Company, gives the reply to the present question, say £136,652 11s. 7d.

*Ques.* 287. Is it true, moreover, that the road was incomplete and in bad order when received, and that large expenditures have been rendered necessary to work it efficiently; if so, please state particulars of such expenditures?—*Ans.* It is true that the Atlantic and St. Lawrence Road was not in good condition at the period it was handed over, and that large expenditures have since been found necessary. I cannot furnish particulars without reference to the accounts in Montreal, but the total expenditure connected with that section of the Grand Trunk Railway is £689,533 19s. 6d. currency, as shewn at page 26 of the published Statements, that sum of course includes the interest, £267,890 11s. 1d. sterling, referred to in a prior question.

*Ques.* 288. Can you furnish the Committee with a copy of correspondence between the Grand Trunk Company and the Atlantic and St. Lawrence Company, as to the said expenditures, minutes of Grand Trunk Board thereon, and the final agreement made between the Companies?—*Ans.* I cannot produce copies of correspondence without having reference to all the books and records. The Chief Engineer put the Road in proper condition, and a large expenditure was consequently incurred in so doing, and upon the application of the Directors of the Grand Trunk Company, the amount in bonds and shares stated in page 26 of the published Statements, was handed over in part payment of the expenditure. I do not bear in mind whether any written correspondence upon the subject took place between the two Boards. The amount so received in bonds and shares was £292 475 currency. I submit a statement of the accounts between the two Companies as now shewn by the books. The account shews a balance of £50,320 0s. 2d. in favour of the Grand Trunk, which corresponds with the statement of general balance in page 23—published statements. (“Mr. Holmes handed in a statement of the accounts between the Atlantic and St. Lawrence Railway Company and the Grand Trunk Railway Company,”) up to the 31st December, 1856.

*Ques.* 289. Can you state what have been the gross receipts of the Atlantic and St. Lawrence section of the Grand Trunk since the amalgamation, and the running expenses during the same period?—*Ans.*

The gross receipts amount to.....	£393,023	9	3
The expenditure do .....	298,933	10	1
			2
	£94,098	19	2
To this sum should be added,—Amount of receipts previous to 1st January, 1854, as shown in page 30½ published statements.....	£13,917	10	7
And.....	6,015	6	5
			2
For Rails as there stated,—making in all an excess of....	£114,031	16	2
over expenditure.			

*Ques. 290.* [By Mr. Bellingham.] Can you supply the Committee with the names of the Directors of the Grand Trunk Company proper, prior to the amalgamation?—*Ans.* Prior to the amalgamation I had nothing whatever to do with the Grand Trunk proper, the names of the Directors, however, were as per Act of Parliament.

Hons. Peter McGill and Geo. Pemberton; H. LeMesurier, Jas. B. Forsyth, H. W. Jackson, T. G. Ridout, W. H. Ponton, and William Mathie, Esquires, and Capt. Rhodes. The following gentlemen were also Directors named by the Government: the Honorable Francis Hincks, M. Cameron, John Ross and James Morris. Thos. Ryan, George Crawford, A. T. Galt and L. H. Holton, Esquires.

Hon. Mr. Attorney General *Macdonald* entered the room.

*Ques. 291.* [By the Chairman.] By questions 159 and 160 you were asked if you were present at the first meeting of the Grand Trunk Board of Directors, and if it was there stated that Messrs. Peto & Co. would have nothing to do with the Grand Trunk contract, unless Mr. A. M. Ross were appointed Chief Engineer. These questions referred to the original Grand Trunk and not to the amalgamated Company. Had your answers reference to the former or to the latter?—*Ans.* My replies of course referred to the latter, as I was not a Director prior to the amalgamation.

*Ques. 292.* Are you aware that at the first meeting of the original Grand Trunk Company in November 1852, the statement in question was made in reference to Mr. A. M. Ross on behalf of Messrs. Peto & Co.?—*Ans.* Having been informed that at the first meeting of the Grand Trunk Company in 1852, the statement was made that unless Mr. A. M. Ross was appointed as engineer to the Company, Messrs. Jackson, Peto & Co. would have nothing to do with the contract, and that Mr. Holton had objected, I was induced to examine the record, and there found Mr. Holton's name recorded as objecting.

*Ques. 293.* [By Mr. Bellingham.] By whom were you and the other members of the Board, as originally constituted, named as Directors? and when did you receive your first intimation, and from whom, that you were a Director?—*Ans.* The first intimation I had of my being named as a Director of the Grand Trunk Company, was in a letter written me by A. T. Galt, Esq., from London, in the spring of 1853. Copies of the prospectus issued in London, were subsequently sent me, and I found my name inserted therein as a Director. I do not know that any of the other Canadian Directors had any other information on the subject excepting, of course, the Hon. John Ross, who was in London at the time, and, I believe, Captain Rhodes.

*Ques. 294.* Was it by election, or how were you and the other Directors made a Director?—*Ans.* Not by election certainly, but as described in my last answer.

*Ques. 295.* Were you aware that Mr. Ponton, one of the Directors so named, and George Crawford, Esq., M. P., another of the Directors so named, and Samuel Keefer, Esq., Assistant Engineer, are all relations of the Hon. John Ross, the President of the Grand Trunk Company?—*Ans.* I am aware of that fact, of course.

*Ques. 296.* Can you explain by whom the Hon. John Ross was originally made President of the Grand Trunk Company? Did you on that occasion, being

then a Director of the Grand Trunk Company, vote for him as President.—*Ans.* I do not know what the arrangements entered into in London regarding a Board of Directors in Canada were. I saw, by the prospectus, the Hon. John Ross had been appointed President.

*Ques.* 297. (By the Chairman.) Is it not the fact that Mr. John Ross, Mr. A. T. Galt, and Mr. Hincks were the authors of the whole amalgamation scheme and the conditions attached to it?—*Ans.* I cannot speak from personal knowledge, but I have always understood they were.

*Ques.* 298. Are you aware that while the original Grand Trunk charter was under discussion in the Canadian Parliament, it was earnestly opposed by Messrs. Galt and Holton, and that they represented the contract price given to Messrs. Jackson, Peto & Company, as exorbitant? *Ans.* I have understood such to be the case.

*Ques.* 299. Please look at page 19 of the proceedings of the Legislative Committee on Railways of 1852, and say if Mr. Holton did not in a letter to the Chairman of the Committee, dated 13th September, 1852, there recorded, use the following language as to the contract agreement then being made with Messrs. Peto, Jackson and Company: "Is the instrumentality of Mr. Jackson and his associates so essential for procuring loans of English capital that they should be paid "from thirty to fifty per cent. over the cash value of their work merely for the "facilities they are supposed to possess as money brokers? or is it pretended that "a little knot of Railway jobbers hold the key of the great money market of the "world?"—*Ans.* Yes. I see it is so stated on page 19 of that Committee.

*Ques.* 300. Please refer to page 32 of the proceedings of the same Committee and say if the following passage does not occur in a letter dated the 11th October, 1852, there recorded from Messrs. Galt and Holton to the Chairman of the Committee: "The applicants, Messrs. Peto, Jackson & Co., are not the "parties "by whom the Road is really sought to be built; the stock will notoriously never "be held by them; the design is to sell the whole to persons now utterly ignorant "of the entire affair; the real actors and contractors do not appear; and it must "be sufficiently manifest that if any difficulty occur in selling the stock in England, "the Contractors having the control of the Company can annul the contract or sus- "pend the work without any tangible recourse against the present applicants; "whereby it must be evident that if from any cause the parties are unable to "dispose of three millions five hundred thousand pounds of railroad stock in "England, the Road will be abandoned, a contingency not the less likely to arise "when the fact is known there, as it inevitably will be, through the public press, "that the cash cost of the work does not exceed six thousand five hundred pounds "per mile?"—*Ans.* It is a correct extract from the minutes of that Committee.

*Ques.* 301. Please refer to the bottom of the same page and say if Messrs. Galt and Holton do not go on to say in their said letter:—"In conclusion we state that "we can construct the Railroad in less time, for about one-half the declared capital, "and with a smaller amount of Provincial aid than the parties (Messrs. Peto, Jack- "son & Co.) applying for the charter in question; we seek no power to issue ex- "cessive amounts of stock, deluding strangers into the belief that works are costly "which are really cheap?"—*Ans.* Yes; that is also a true extract.

*Ques.* 301. How many days after the date of this letter, did Messrs. Galt and Holton become Directors of the Grand Trunk, and thereby lend their aid to this

scheme "to sell the whole to persons utterly ignorant of the entire affair, to issue excessive amounts of stock, to delude strangers into the belief that works are costly which are really cheap?"—*Ans.* I am not aware of the exact date of their becoming Directors in the Grand Trunk Company, but they were Directors in November, 1852.

*Ques.* 303. How many weeks after the date of this letter did Messrs. Galt and Holton as Directors of the Grand Trunk secure for themselves the contract for building the Toronto and Sarnia Section of the Grand Trunk amalgamated scheme?—*Ans.* I have no personal knowledge when the contract was given to Messrs. Galt and Holton. In the prospectus which appeared on 13th April, 1853, it is stated they had been awarded the Toronto and Sarnia Contract.

*Ques.* 304. Who awarded that contract to Messrs. Galt and Holton and their partners?—*Ans.* I cannot say. I suppose it was one of those arrangements that took place in London.

*Ques.* 305. In that contract did Messrs. Galt and Holton take the price they had themselves fixed, viz., six thousand five hundred pounds per mile, or did they demand and obtain the same price per mile they had declared as to Peto & Co's contract to be from "thirty to fifty per cent over the cash value of their work?"—*Ans.* No they did not take that contract at £6500, "as stated by them to be the cash value of Peto & Co's work" their contract price was £8,000 per mile.

*Ques.* 306. Was not the contract of Messrs. Holton and Galt (Gzowski & Co.) in fact higher than that of Peto & Co. inasmuch as they were to be paid in cash, while Peto & Co. were to be paid partly in shares and Company's bonds?—*Ans.* The payments of Messrs. Gzowski & Co. of which firm Messrs. Holton and Galt were partners, were under the terms of the agreement paid in cash, whereas Messrs. Peto & Co. were paid part in cash, part bonds and shares. Gzowski & Co's contract was for £1,376,000 for 172 miles from Toronto to Sarnia, they have only finished from Toronto to Stratford. The amount they have been paid is £1,019,332 sterling, and the distance 88 miles.

*Ques.* 307. Are you aware that Messrs. Gzowski & Co. had obtained a contract for building the Toronto and Sarnia Road from the Toronto and Guelph Railway Company, prior to the amalgamation of that road as part of the Grand Trunk, and that the price was much less than that obtained for his firm in London by Mr. Galt under the amalgamation agreement? Please also to state if you can furnish the Committee with a copy of the original contract between the Toronto and Guelph Company and Messrs. Gzowski & Co.?—*Ans.* Prior to the amalgamation I took no interest in any of the affairs of the Grand Trunk Co. or the Companies which were subsequently amalgamated with it, nor have I since seen or conversed with any one until to-day about what were the conditions of the contract made between Messrs. Gzowski & Co. and the projected Toronto and Guelph Railway Company, nor did I know what the price of construction was. I am under an impression that a copy of said contract was supplied upon a Resolution of the Legislative Assembly, some time past, if not, a copy no doubt can be obtained, or an order therefor on the Grand Trunk office in Montreal, where I believe the books of the Toronto and Guelph Company are now lodged. I take occasion here to observe, in reference to this subject, that in my reply to the question No. 302, I see I stated that the contract to Gzowski & Co. was awarded them in London at £8000 per mile. I should have said that an agreement for a lump sum of £1,376,000 stg. was then made in London, as the contract price for the Sarnia and Toronto section of the road, in lieu of previously existing contracts between Gzowski & Co. and the Toronto and Guelph Company, which arrangement was I believe confirmed prior to the amalgamation; I cannot state the date.

*Ques. 308.* Was the Hon. Francis Hincks, Prime Minister of Canada in 1852, and was it he who introduced Messrs. Peto, Jackson & Co. to the Canadian Legislature as contractors for the Grand Trunk Railway, and obtained for them the large contracts they received?—*Ans.* Yes.

*Ques. 309.* Four months after the allocation of the amalgamated Grand Trunk stock in London, was it alleged through the public press that fifty thousand pounds sterling of Grand Trunk stock stood in the name of Mr. Hincks, with ten thousand and eighty pounds sterling paid upon it; and did Mr. Hincks allege that he was totally ignorant of these facts until he saw the statement in the newspapers?—*Ans.* In reply I have to state that when the list of allotments of stock first came to Canada, I observed £50,000 stock appeared on the list in the name of the Honble. Francis Hincks. I remember the newspaper press made the subject one of very severe remark, and that during the discussion I received from Mr. Hincks a letter enquiring of me whether I possessed any evidence of his being the holder of the stock commented upon. I gave him all the information I possessed, viz: that his name was down on the list for 1008 shares. In reply he informed me he never had subscribed for such shares, nor did he know anything regarding the transaction.

*Ques. 310.* Please look at the volume of the Journals of Parliament now handed you, and especially to the proceedings of the special Committee appointed to inquire as to the truth of certain charges against members of the Provincial administration, and say if it does not there appear in evidence that the stock was subscribed for Mr. Hincks by Sir Samuel Peto, the cash paid for him by Sir Samuel Peto, and a receipt taken in Mr. Hincks' name as if the money had been paid by Mr. Hincks?—*Ans.* Yes it is so.

*Ques. 311.* Did not the same amount of stock appear in the name of Mr. A. M. Ross, Chief Engineer of the Company, and did it not also appear in evidence that the stock was subscribed for him, and that £10,050 sterling was paid in cash for him by Sir Samuel Peto?—*Ans.* It so appears from the Journals.

*Ques. 312.* Does it not appear from the evidence of the Committee already referred to, that Mr. A. M. Ross stated to the Committee that he had never heard that the said stock had been allocated to him until he saw the statement many months afterwards in the public press, and that even then (two years afterwards) he could not tell how the money was paid, or by whom or for what purpose?—*Ans.* This does appear from the evidence before the Committee referred to.

*Ques. 313.* Can you inform the Committee what has become of these two amounts of Grand Trunk Stock of £50,000 sterling each—who now holds them, and how the transfers were made?—*Ans.* The 2016 shares referred to in the previous questions as standing on the allotment list in the names of the Hon. F. Hincks and A. M. Ross, had been, before the Stock Ledger was opened in Canada, merged into Sir Morton Peto's Stock account, how transferred, or in whose name said stock now stands I cannot tell.

*Ques. 314.* Will you please furnish the Committee with a list of the present Shareholders in the Grand Trunk Company, with the number of shares held by each holder?—*Ans.* The share capital of the Company is yet in process of consolidation. For the information of the Committee I submit copy of the London registry as it stood on 31st December last, together with the transfers, and conversions which have since reached the Montreal office, which with copies also therewith of the stock lots held in Canada, will show the proprietors' names and the amounts of stock held by each at the present time. The conversion of the shares into consolidated stock not having yet been fully carried out, I cannot, unless further time be allowed, produce a more perfect statement of actual stockholders.

LIST of STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
Ackers, G. H.	Congleton	£1025	Bayley, Rev. T.	Codicote	£525
Adams, F.	Birmingham	1000	Bacon, J. F.	London	750
Alexander, W. S.	King's Arms Yard	600	Bacon, Miss S. F.	Hackney	250
Anderson, John	Baring, Bros. & Co.	2400	Baring, Thos.	London	5000
Alexander, Miss C. S.	Devonshire St.	250	Barrington, J.	Dublin	250
Alexander, Miss A.	do	250	Ball, G. V.	Baubury	750
Alexander, W. D.	Springfield	800	Banbery, John	Camberwell	1000
Alexander, G. W.	London	400	Barton, J. A. and other	London	3750
Alleyue, J. H.	do	600	Bathurst, Miss M. S.	do	125
Alexander, Miss W. S.	do	1000	Barrett, J.	Stepney	125
Alexander, Jas.	do	500	Banfield, J.	Ilfracombe	1550
Alexander, Col. R.	Blackheath	600	Banner, E.	Liverpool	625
Andrews, W. S.	London	2400	Barker, Thos.	Halifax	750
Alexander, Nathl.	do	15000	Baird, Alex.	Glasgow	12500
Alexander, Mrs. C. S.	do	775	Betts, Edwd. L.	London	2400
Allan John	do	1200	Beare, Major W. G.	do	1000
Allicard, W.	Warrington	600	Beunett, Jos	do	200
Alexander, Robt.	London	6250	Bentwick, G. A. F. C.	do	625
Albers, Jas.	do	200	Benoliel, M.	do	2400
Alington, W.	St. Neots	625	Berkeley, G. C. L.	do	400
Ainslie, G. C.	Edinburgh	750	Bell, D.	do	1000
Andrews, John	Bury St. Edmunds	1000	Bentley, G. W. N.	Highbury	1250
Alington, Miss M.	Hitchin	50	Bentley, Miss C.	do	750
Andrews, J.	Kircaldy	625	Beard, Chas.	Eury St. Edmunds	250
Allender, G. M.	S. E.	750	Bevan, John	Deptford	400
Anderson, Chas.	Edinburgh	1250	Bennet, Geo.	Derby	125
Arnaud, E.	Liverpool	825	Beauleark, C. R.	Pimlico	1250
Atkinson, Mrs. M.	Stratford	100	Bell, Chas.	S. E.	250
Ashley, A. H.	London	3475	Blythe, Jas.	London	2500
Aspinwall, Col. T.	Baring & Co	600	Blackwood, Mrs. C. B.	do	200
Arroyare, A. de	London	1200	Biggs, Chas.	do	1400
Ashlin, G.	do	600	Blake, H. W.	do	9500
Ashley, G. and others	do	200	Bishopp, Geo.	do	500
Ashlin, Miss M.	Brighton	600	Bishoff, Chas.	Epsom	250
Armstrong, John	Potterne	200	Biddle, John	London	1250
Atkinson, Edward	London	250	Bleckley, H.	Warrington	1250
Arbuckle, M. and other	Kilmarnock	350	Billing, H.	Warwick	50
Arbuckle, Robt.	do	5250	Birket, J.	Cheltenham	500
Arbuckle, Miss A.	do	300	Blair, W.	Perth	1000
Arnot, John	Glasgow	250	Brown, Thos.	Edinburgh	4000
Arbuckle, Jas.	Kilmarnock	250	Brassey, Thos.	London	8725
Aylesbury, W. T.	Weymouth	700	Brown, E.	Keighley	250
Baring, Brs. & Co.	London	191000	Bowring, E. A.	London	1300
Barnett, H.	do	1200	Borland, Jas.	Teddington	200
Baker, C. S.	do	400	Boyd, R.	London	1000
Barclay, A. C.	do	1200	Boyle, W. K. A.	Kensington	200
Barclay, D.	do	1200	Bolinbroke, H.	Norwich	600
Balls, R.	Norwich	400	Boorman, Thos.	Kings'n on Thames	500
Baxendale, Jos.	Woodside	4800	Brodhurst, J. E.	Mansfield	6100
Buck, H.	Wymondham	1200	Bragg & Stockdale.	London	1200
Buck, J. A.	Norwich	600	Bruce, C. D.	do	1200
Baker, W.	London	600	Bosanquet, Capt. J.	Wildwood	1000
Bass, John	do	600	Bromilow, D.	St. Helens	600
Barber, A. K.	do	500	Bromfield, Miss C.	London	200
Bayley, F.	do	2725	Broadwood, W. S.	do	2400
Baldock, E. H.	do	4800	Broadwood, J. J.	Crawley	2600
Barton, J. A.	do	103450	Bruce, Jas.	London	1150
Baly, J. N.	Warwick	1075	Bordier, Fabris & Co.	do	3550
Barry, W. H.	London	500	Brunton, A. J.	S. E.	4325
Bateman, D. O.	Liverpool	2325	Bowker, W.	London	400
Barton, T. H.	Long Stratton	175	British Amer. Land Co.	London	20550
Barclay, T. B.	Liverpool	500	Bros. Robert	London	2350
Baker, John	Thirsk	1250	Bradbery, W.	Hillingdon	500

LIST OF STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.—(Continued.)

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
Boyson, A.	London	£1100	Chaplin, W. J.	London	£5000
Broadhurst, T. M.	Wickham Market.	2200	Campbell, M. K.	Fernoy	1250
Bradbery, W. and other	Hillingdon	2500	Cheere, Miss F.	Papworth	200
Bradrick, Mrs. M. S.	Watford	300	Champion, J. H.	London	800
Borton, J. H.	Bury St. Edmunds	625	Charlwood, Geo.	Feltham	500
Brand, W.	Glasgow	87.0	Choisy J. J.	London	250
Bromfield, Miss L.	London	260	Catterall, Thos.	Liverpool	2500
Brand Jas.	do	5000	Clark, N.	Blackfriars	1025
Brounfield, Revd A.	Brom-grove	450	Clutton, J.	Swansea	300
Bowjot, Mme. M. L.	London	400	Clagett, T. W.	London	400
Brown, D'Arcy.	E. enderry.	125	Clash, G.	do	1200
Roag, R.	Crich	800	Clash, W. and other	Glasgow	7500
Brown, Jr., G. F.	Searboro'	1000	Close, T.	Nottingham	3750
Brooke, J.	Huddersfield	750	Cox, A.	S. E.	14900
Boyl, G.	Belfast	100	Coney, Revd. C. B.	Hankey & Co.	1800
Rudd, Jas.	London	1025	Conlon & Co.	London	625
Bushby, Miss E.	do	400	Crawford, Calvin, & Co	do	2400
Buck, John	do	1000	Coleman, J. E.	do	2475
Butcherworth, Rev. A. N.	Stirling	125	Cockerell, S. P.	do	1200
Bucke field, T. H.	London	200	Crawford, R. W.	do	1200
Burnt, Miss A.	Manchester	250	Crampton, T. R.	do	400
Bullock H.	London	600	Cochrane, A. B.	Stourbridge	1200
Bullock, M.	Glasgow	500	Cox, S. W.	Derby	1000
Bushnell, R.	London	225	Crook, N.	Bath	650
Buckley, S.	Birmingham	175	Codd, E. S.	London	600
Butler, C.	London	600	Coulson, J.	Lancaster	600
Bu-naud, G.	S. E.	1000	Cockran, S. F.	Kingstown	200
Bullock, H.	29 Cornhill	100	Cropper, E.	Liverpool	6000
Chapman, W.	London	6775	Crowden, C.	Bath	200
Callih, R. S. and other	Richmond	1250	Crawford, E.	Leeds	500
Chapman, Mrs. M. A.	Care of W. Chap-man	1025	Cockran, S.	Kingstown	250
Chapman, H. C.	Liverpool	11900	Craven, H.	York	5000
Chapman J. and others	London	4.0	Cooper, W.	London	1000
Chapman, Robt.	do	700	Cudland, John.	do	2000
Chapman & Co., J.	do	425	Crellin, W.	do	2000
Chatlinor, Miss S. A.	Derby	400	Colley, Mrs M.	Hankey & Co.	1500
Cameron, Hoble, J. H.	Montreal	5075	Croft, Revd R.	Harburn	1750
Chapman, J.	Clerkenwell	200	Crillan, H.	London	250
Chapman J.	Bury St. Edmunds	625	Craven, W.	Halifax	500
Cattley, W. E.	London	6000	Crouch, S.	London	150
Chapman, J.	Leadenhall Street.	1000	Crugan, Thos.	Montreal	500
Chapman T.	do do	7075	Crawford, G. and other	Leeds	125
Kemp, C. and other.	London	200	Craven, John.	Halifax	250
Chabot, P. J. and other	do	125	Cooper, E. P.	London	450
Christy, R.	Chelmsford	250	Cubitt, Sir W.	do	5000
Carpenter, S. A.	Birmingham	250	Cuthbert, E.	do	1000
Chapman, J.	Whitby	2400	Cullen, J.	do	400
Cade, G. G.	Hill	500	Curt's, M. T.	Windsor	600
Chamberlain, A.	Bath	200	Cuthill, A. K.	London	625
Cadder, A.	London	600	Curelon, Capt. E. B.	Cox & Co.	600
Chapman, Mrs. E.	Biggleswade	225	Cutbill, T. S.	London	2000
Cass, F.	Barnet	600	Cummins, J. J. & other	do	400
Chandless, W. G.	London	15000	Curling, R.	do	1250
Castle, Capt. W.	Maidstone	6.0	Cunningham, Revd. A.	Kelso	125
Campbell, A. K.	Edinburgh	1875	Dassier, A.	Baring & Co.	4800
Cattley, H. G.	London	5000	Dalrymple, J.	Edinburgh	2500
Campbell, R.	do	1900	Dashwood, T. A.	Temple	660
Christall, F.	Manchester	1250	Davies, John.	London	5000
Catt'ey, John	London	3600	Dalium, M. D. D.	Hampton	600
Caird, G. S.	Edinburgh	250	Davis, G. F.	Clapham	600
Carden & Whitehead,	London	1200	Daglish, R. J.	St. Helen's	8425
			Darthey, Mrs.	London	600

LIST OF STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.—(Continued.)

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
Daly, M. D.	Cock	£375	Fanhurst, J.	Chelsea	£200
Davenport, D. A.	Coutts & Co.	400	Farrance, J. F.	London	1200
Davis, S. S.	Norwich	275	Ferguson, R.	Bury St. Edmunds	1275
D. Grave, E. A.	Fetcham	2500	Felham, Jos.	London	100
DeNitre, M. T. D.	London	1200	Fenton, W.	Rochdale	2400
Daly, J. & K.	do	500	do	do	12925
Daniel, Miss G.	Burton on Trent	1200	Ferguson, Jas.	Glasgow	1875
Daniell, F. W.	Whitehall	1126	Fletcher, C.	Liverpool	15125
Dandridge, Miss A.	London	50	Firth, Robert H.	do	200
Davies, Revd. S. A.	Peckham	12	Fletcher, W.	Liverpool	600
Devaux & Co., Chas.	London	41050	Fitch, E.	Chelsea	625
Dent, W.	do	5000	Fieldhouse, J.	Frodsham	50
Dergard, F.	do	1000	Finnier, C. M.	London	500
Dillon, John.	do	8800	Fielding, J. C. & other.	do	2500
Dickenson, W.	Newcastle on Tyne	250	Forman, W. H.	do	8850
Daniel, J. H.	London	1250	Freshfield, C. K.	do	1200
Dixon, Jos.	Liverpool	2500	Freshfield, W. R.	do	1200
Drafter, Geo.	Leicester Square	625	Forbes, J.	Cheltenham	1200
Donaldson, E. H.	London	1850	Fraser, Jas.	London	5000
Dunry, Revd. C.	Ponte-buy	200	Fraser, D.	do	600
Druitt, H.	London	25	Franks, C. W.	do	800
Draeger, B.	Pentonville	600	Foster, G. H. and other	do	5125
Dobree, Sons S.	London	1200	Franks, Mrs. J.	do	1650
Drauc, Thos.	Torquay	1000	Franks, Miss M. C.	do	150
Dowdall, Thos.	Liverpool	1250	Franks, Miss E. J.	do	50
Douglass, S.	Islington	125	Fowler, J. and other.	Melsham	1250
Dunn, R.	Wakefield	6250	Frewer, J. W.	Bury St. Edmunds	1000
Dunning, C.	London	250	Fowler, A.	Datchet	1500
Dunlop, A. V.	Edinburgh	2500	Fox, H.	Belfast	150
Dunn Jas.	Co. Dublin.	125	Frankish, A.	Sheehorn	250
Dunt, J. E.	London	175	Fowler, H.	Scarboro'	250
Earle, W.	Liverpool	8250	Francastle, E.	London	75
Earle, H.	do	3700	Fraser, L.	do	2125
Earle, T.	do	2500	Foster, T. I.	Hull	500
Easthope, Sir J.	London	1200	Freeman, H.	Southdown	625
Edwards, C.	do	600	Gadesden, Jas.	Ewell	4550
Earle, F. W.	Edenhurst	1250	Gadesden, A. W.	London	2300
Earle, G. F.	Hull	750	Gardner, G. F.	do	200
Eddlesin, Revd. J.	Cambridge	125	Gadham, P.	do	7000
Eastley, Y.	Panington	375	Ganssen, F. C.	do	250
Edward, P.	London	250	Geach, F. H.	do	250
Ellis, Miss E.	Seven Oaks	400	Geach, G.	do	625
Elliott, E. G.	Sligo	1500	George, John	Southgate	250
Elgin and Kincardine	Earl of	750	Giles, F.	Care of W. Ewings	400
Esdaile, Jos.	London	1200	Giles, A.	London	4000
Erington, J. E.	do	1200	Glynn, S. H. K.	do	600
Erskine, Miss C.	do	4000	Glyn, J. G. & H. L. K.	do	24800
Erskine, W.	do	3000	Glyn, G. C. & Mills, E. W.	do	25000
Erskine, A., Executors of	do	12500	Glyn, G. C. & H. L. K.	do	25600
Erskine, Mrs. E. T.	London	6000	Gladstone, W.	do	6100
Ewart, Mrs. W. L.	do	1600	Gill, T. T.	do	750
Ewart, J. C.	Liverpool	2400	Gillespie, A.	do	250
Evaus, E.	do	1200	Gillespie, R.	do	1250
Ewart, W.	London	1200	Gillman, Rev. J. & other	Lambeth	800
Eysert, A.	Manchester	125	Glen, Jos.	London	4750
Farquhar, Jas.	London	625	Glaspool, Geo.	Onkham	100
Farmer, Thos.	Gunnersbury	3000	Gieland, Major J.	Chelsea	2800
Farrer, C.	London	3400	Gladstone, R.	Manchester	5000
Farric, John	Liverpool	600	Gibson, G. S.	Saffron Walden	1250
Farrance, Thos.	London	2400	Gien, Miss M.	Edinburgh	2000
Farrance, Jas.	do	2500	do	do	675
Farrer, W. L.	do	1000	Gillam, S. F.	London	500

LIST OF STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.—(Continued.)

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
Gooch, J. V.	London	£3225	Hankey, G.	London	2000
Goldsmid, F. D.	do	1200	Hankey, B.	do	2500
Greene, B. B.	do	2500	Hartley, R.	Fulham	1250
Greville, C. C.	do	4800	Hankey, J. A.	London	2500
Grove, T. B.	do	1500	Hava, A.	do	15500
Grove, E.	do	500	Harrison, T. W.	Camberville	125
Graham, Miss J.	do	600	Hankey, T.	London	1250
Gore, W. C.	do	1200	Heron, Revd. G.	Carrington	525
Griffith, G. K.	Penernig	5000	Hervey, J. M.	London	400
Greville, Lady C.	London	400	Henry, Jos.	do	1200
Greathed, Miss H. E. H.	do	400	Heath, D. D.	Kitlands	800
Greathed, Miss E. S.	do	200	Headlam, Langton	Liverpool	2400
Grisewood, G.	do	1250	Hersch, F. and other	London	675
Griffiths, Col. F. C.	Drummonds	600	Hersch, F.	do	9200
Goldworth, A.	Long Stratton	50	Henderson, W.	do	650
Gordon, J.	Liverpool	3750	Henwood, G. F.	Maidenhead	400
Green, Capt. D.	St. Andrews	250	Hebblethwaite, T. F.	Hull	500
Goldsmith, D.	Bury St. Edmunds	250	Heroby, W.	Ripon	500
Grevedons & Co.	Paris	6250	Herbert, H.	Scarboro'	575
Goodwin, J. F.	Liverpool	5000	Hill, Jas. and other	London	1025
Greaves, J.	do	12500	Hilton, Thos.	Manchester	600
Greenway, K.	Warwick	5000	Hildyard, J. G. B. T.	London	2600
Green, Chas.	Savannah	5000	Highton, Revd. H.	Rugby	200
Gowland, W.	Gt. Bolton	1500	Hildyard, P. C.	London	2450
Goode, W.	Ludgate Hill	250	Hingston, Jos.	do	600
Greenaway, F. E.	Camberwell	250	Hitchcock, W. J.	do	2500
Griffiths, T. R.	Edinburgh	125	Higginson, Revd. E.	Wakefield	750
Green, Revd. T. W.	Co. Longford	225	Hitch, T. W.	Hertford	500
Guthrie, A.	London	4900	Hornby, H.	Liverpool	2900
Gunter, R.	do	2125	Hottingver & Co.	Paris	11000
Gurwood, Mrs. F.	do	600	Hopkinson, Co. & other	London	3600
Guton, G. M.	do	250	Hornby, H. F. H. H.	Liverpool	7100
Guy, Jus.	York	375	Hopper, T. D.	Islington	650
Guy, W. J.	do	500	Hob, A. K.	Torrington	1000
Guyon, Lieut. J. F.	Richmond	150	Hope, H. T.	Picadilly	760
Guthrie, W.	Dundee	250	Hodgson, K. D. & others	London	27550
Hall, H.	London	9075	Hodgson, K. D.	do	8400
Harrison, F.	do	400	Hodgson, John	do	4800
Hammond, Jos.	Conlon & Co.	1200	Hodgson, Revd. E. F.	Wragley	550
Haggreaves, T.	Halifax	500	Hogg, Sir J. W.	London	1200
Hardwick, P.	London	2400	Hornby, W. H.	Nantwich	1200
Hamilton J. G.	Glasgow	2500	Hodges, Jas.	Montreal	200
Harrison, R.	Sandwich	625	Hopkinson, E.	Halifax	50
Harris, John	Child & Co.	600	Hollis, T.	London	1125
Harton, W. H.	Eastham	1000	Houldsworth, H.	Manchester	4500
Harcastle, Mrs. E. A.	Brighton	2250	Horsfall, R.	Liverpool	875
Hankey, Thos.	London	4200	Hogg, R.	Glasgow	250
Hall, J.	Bath	200	Honen, A. C.	Newcastle on Tyne	250
Harwood, Jos.	London	125	Huxtable, Mrs. M. S.	Sutton, Waldren	5250
Hayter, Rt. Hon. W. G.	do	2400	Huckoale, R.	S. E.	1250
Hartland, W.	Blackwall	200	Hyslop, M.	Liverpool	400
Harrison, Revd. J.	Seaford	1000	Hutchinson, W. E.	Leicester	1200
Harden, Rev. J. W.	Condover	2400	Huggins, Thos.	London	3650
Hannah, R.	London	5625	Hunt, W.	do	1200
Hammash, J. G.	do	400	Hughlings, H.	Halifax	500
Hall, L.	Burton on Trent	1000	Hubbard, J. G.	London	4800
Hamilton, C.	London	2500	Huitson, T. F.	do	100
Hare, S.	Darlington	250	Hudgell, W.	do	350
Hallett, G.	London	250	Jackson, W.	do	13250
Harper, E.	York	825	Jardine, A.	do	2000
Haslock, G.	London	150	Jackson, Jos.	Settle	1000
Harbert, R.	do	200	Jackson, J. H.	Louth	250

LIST OF STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.—(Continued.)

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
Jamcson, F.	Baring & Co.	£1000	Lewis, S.	London	£2500
Jesinger, R.	do	1800	Leslapis Co.	Paris	1800
Jessopp, H.	London	550	Lee, H.	Bangor	600
Jiler, G. J.	Liverpool	250	Leonard, J.	London	7500
Jebb, C. W.	Leamington	2125	Levey, C. E.	Glyn Co.	2075
Johnson, J. O.	Liverpool	3850	Le Marchant, Jas.	Guernsey	425
Johnson, E.	do	1825	Lewin, Jas. and other	London	1000
Johlands, Revd. J.	Little Munden	3000	Leech, C. D.	Bury St. Edmunds	150
Johnson, A. P.	Hampton	17500	Leonard, J.	Holderness	250
Irving, Thos.	London	200	Leitch, J.	Paisley	250
Jones, W.	do	75	Lewis, J.	Halifax	50
Johnson, H. K. V.	do	375	Ligardi, J. Joe	London	1800
Jordan, F.	Eastburn	500	Linden, Baron H. De.	do	300
Johnston, A.	Edinburgh	500	Lings, Chas.	Glasgow	2500
Ion, Mrs. S.	Bury St. Edmunds	1000	Lightfoot, J.	Huntingdon	850
Jopp, Mrs. J. C.	Cheltenham	75	Littlejohn, D. and other.	Dundee	250
Jutting, Chas.	London	450	Lightfoot, John	West Brompton	750
Kay, D. J.	Liverpool	5200	Loder, G.	London	2200
Kaye, R.	Glasgow	1250	Law, Miss M. C.	Bath	2500
Kay, A.	Wimbleton	6250	Lyall, Chas.	London	2500
Kent, Thos.	Rock Ferry	775	Lynott, J.	Hertford	600
Kelsall, H.	Rochdale	7800	Lyall, E.	London	1200
Kemp, T.	London	75	Maxwell, G.	Liverpool	3425
Keane, Capt. E. M.	do	2000	Maxwell, A.	do	3450
Keen, A. J.	do	1250	Maxwell, W.	do	3450
Kennard, S.	do	600	Mansfield, Col. W. K.	Cox & Co	2500
Kemp, Miss E.	Cheltenham	1200	Marsden, R. A.	Bank of England	400
Kemp, G. T.	Rochdale	18350	Maynard, Jos.	London	600
Kerr, Major, H. A.	London	1000	Mallett, J. L.	Hampstead	600
Keane, Col. E.	Worthing	1800	Martin, R.	London	1200
Kelly, A. D.	London	600	Martin, Jr., Jas.	do	4800
Kennedy, D.	Liverpool	2000	Masterman, J.	Clapton	1200
Kent, W.	Bath	200	March, Earl of.	Molecumbe	2400
Key, Thos.	Camberwell	50	Marsen, E. K.	London	6000
Kelso, A.	Liverpool	600	Matheson, A.	do	9000
Kellaway, J.	Hillingdon	1000	Matheson, D.	do	1000
Kennedy, Miss E.	London	125	Mallett, Freres & Co.	do	600
Kennedy, J.	Kirkland	7500	Martin, Major S. G.	Wareham	1025
Keeling, R. S.	Bury	400	Marnham, John	S. E.	100
Kitching, J.	Mansfield	3250	Maude, Chas.	do	2650
Kuiper, Revd. T. W.	Dorset	300	Matheson, Lt. Col.	London	1800
Knowles, F. E.	London	1200	Mayo, Mrs. M.	Harrow	2400
King, A.	Bridgewater	750	Mayo, Miss E.	Hampstead	1000
Kirkley, C.	Leeds	2000	McCallmont, K.	London	18650
Kilner, J.	Bury St. Edmunds	250	McCallmont, H.	do	12000
Knight, T.	Altrincham	200	Malkin, A. P.	do	8000
Knight, H.	Axminster	250	McCumming, R. H. J. B.	Bedford	200
Kynock, J.	Shiffhall	250	Mapp, G. and others	London	725
Lawrence, G. H.	Liverpool	5500	Martineau, P. M.	Tulse Hill	125
Lake, G. C.	Warwick	500	Mason, A.	London	800
Lamb, F.	Islington	1000	MacKenzie, J.	Dundee	750
Lane, Mrs. M. F.	Bath	600	MacKenzie, R.	Glack	2500
Langton, W.	Liverpool	3600	Mair, H.	London	25
Lawrence, Lieut. Col.	Rifle Brigade	200	Mainprize, W. T.	Malta	300
Brown, G. M.	Liverpool	2050	Maitland, Revd. H.	London	500
Lawrence, S.	London	40750	Marheir, M. C. S.	Pimlico	500
Lawford, G.	do	20825	Mackie, Mrs. M.	Kilmarnock	100
Lander, W. M.	Lostwithrel	3125	Mansfield, Capt. E.	London	1060
Law, J. H.	London	400	May, Thos.	do	2500
Law, W.	do	250	McCall, Thos.	Glasgow	2500
Lawson, Dr. Robt.	Scutari	900	McCallan, R.	London	250
Lewis, W.	London	625	Maynard, John	South Stoneham	100

LIST OF STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.—(Continued.)

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
McKewan, W. & other.	London	£4025	Neville, F.	Noble Street.	£ 509
Mackell, J. J.	Maida Hill	256	Newsam T.	London	1000
Maitland, Rev. B. & oth.	London	650	Nightingale, H.	Cripplegate	375
McCormick, Jas.	Manchester	500	Nicholson, G. T.	Waverley Abbey.	2400
Mackinlay, D.	Glasgow	500	Nicholls, W.	London	250
Merivale, H.	London	600	Neild, Jones, Jr.	Rochdale	600
Mellor, John.	Rochdale.	400	Nielson, D.	Liverpool	1200
Methuen, J. A.	Bath	400	Nicholl, J. J.	Doctors C. numens.	600
Mellor, E.	Oldham	2750	Newall, W. J.	London	9000
Mitchell, G. T.	Edinburgh	325	Nicholson & Co.	do	3600
Milligan, J. S.	do	750	Nonchy, Duchesse de.		4000
Mitchell, F. H.	London	1800	Nunes, Miss H. R.	Brighton	3250
Mills, John	Glyn. & Co.	2400	Nunn, F. Senr.	Bury St. Edmunds	1000
Micklethwaite, F. N.	do	1200	Nicholls, J. B.	Westminster.	1000
Mills, G. W.	Lombard Street.	17500	Newall, Miss M.	Littleborough	1000
Mills, C. H. & other	do	25900	Nunn, F. Jr.	Bury St. Edmunds	500
Mills, E. W., Glyn, G. G.	do	24800	Nash, Thomas.	Wexham	250
Mills, C. & Glyn, G. C.	do	24800	Otter, Chas.	London	1750
Mills, E. W., do G.L.K.	do	24800	Osler, A. F.	Birmingham	1800
Mill, J. S.	London	400	Osler, T. C.	do	1400
Mitchell, P. S.	do	400	Ormslon, W.	North Allerton	600
Mitchell, W. K.	do	800	Otter, Miss A.	Southsea	950
Codd, E. S. & other.	do	12500	Ogilvie, A.	Buzemere	1025
Mitchell, J.	Mitford	500	Owens, W.	Hay	50
Mills, D.	Melford	250	Ogden, W. H.	Southampton	250
Milton, J. S.	Edinburgh	4000	Oiver, E. J.	Bury St. Edmunds	500
Moss, Mrs. H.	Chester	525	Ogilvy, W.	Edinburgh	875
Moss, Thos. E.	Liverpool	25425	O'Donnell, E. W.	Southampton	1625
Moss, Jno.	do	15000	Orr, John.	Glasgow	375
Moss, Jno. Jas.	do	800	Parby, Lt. Col. G. F.	London	1400
Moss, Miss H. E.	do	400	Parker, F.	Sydenham	400
Moses, Samuel.	Aldgate	5000	Parkinson, R.	Preston	3250
Moss, Miss H.	Liverpool	200	Parrott, Jos.	Harlington	125
Moss, T. E. & others.	do	2050	Paramore, M.	Co. Wicklow	1300
Movatt, Robt.	Edinburgh	2500	Parker, John	Giggleswick	250
Moss, John	Derby	2025	Pateison, J.	Glasgow	1250
Molineaux, W.	Manchester	250	Paterson, J. N.	Edinburgh	1500
Moore, Geo.	London	2400	Patrick, J. & other.	Hull	125
Molesworth, Lt. G. M. S.	Southsea	1200	Phillips, E. S.	Birmingham	1400
Mougan, C. E.	Stafford	2500	Pellew, Hon. & Rev. E.	Bury St. Edmunds	1800
Montgomerie, H. G.	London	600	Pew, G.	Whitehaven	600
Morrish, W.	Dartmoor	400	Pearce, W. P.	London	600
Hart, Revd. R.	Catton	200	Peto, W.	Maidenhead	2400
Mocatta, S.	S. E.	500	Peto, Jas.	Lowestoft	2400
Moss, W. H.	Otterspool.	600	Pemberton H.	London	225
Moss, E. W.	Liverpool	600	Pember, J. B.	S. E.	200
Moss, Mrs. H.	Otterspool.	600	Pearson, John	London	600
Morrison, K.	London	300	Petre, Hon. A. H.	do	375
Mollett, J.	do	1200	Petigrew M.	Glasgow	2750
Moore, J. B.	Liverpool	1800	Petre, Capt. C. E.	Kensington	625
Minchin, Jno.	Maidstone	1200	Peto & Co.	London	851125
Murray, W.	London Street	1200	Pitche's, M. W.	Barnes Common.	400
Mullens, Jos.	Esher.	75	Piehhall, T. K.	Ballon Legend	125
Morris, Priest, & Co.	London	9100	Pigon, C.	Dartford	1600
Moorsom, Rear Admiral	Birmingham	1800	Pitcairn W.	London	400
Morcroft, J. J. E.	Liverpool	1025	Plumley, Chas.	do	800
Moses Son & Davis.	Aldgate	1900	Pittar, A.	do	1200
Molesworth, Jno.	Rochdale.	150	Pierce, J. J.	Limberhurst	200
Nelson, Jno.	London	1825	Pippet, W.	Bromsgrove	400
Naylor, R. C.	Sutton	8750	Pittman, Mrs. M. A.	Camden Town	750
Nevett, W.	Liverpool	5125	Probyn, Mrs. M. A.	London	600

LIST OF STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.—(Continued.)

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
Porter, John	London	£ 100	Roberts, N. D. E.	Clifton	£ 500
Prevost, Geo.	Gre-ham House	415	Round, E. and other	Chelmsford	10000
Pritt, Geo.	London	3400	Robin, R.	Glasgow	1250
Prance, R. H.	do	75	Rodham, John	Scarboro	250
Potts, T.	Maidstone	600	Robertson, Jas.	Stirling	1500
Pool, John	London	1200	Robertson, L. Jr.	Glasgow	375
Provan, J. B.	do	4200	Robertson, R. H.	do	500
Probart, F. G.	Bury St. Edmunds	1090	Robertson, L.	do	2125
Poynder, W. H.	Wigmore Street	1200	Rogers, W.	Bermondsey	250
Price, Thos.	London	36000	Russell, Mrs. M. A.	Hillingdon	200
Price & Brown	do	600	Rigley, B. and other	Leeds	125
Potts, H. H.	Maidstone	1250	Sanders, Geo.	London	2500
Poynder, T. H. A.	Wrotham	4800	Sauter, W.	Loughton	250
Proctor, John	Ripon	500	Scott, G. J.	London	6500
Portway, G.	Bury St. Edmunds	1000	Savill, Robt.	do	25
Price, W. E.	Torrington	200	Savile, Miss E.	Edinburgh	500
Pugh, Jos.	London	3600	Sarbris, Chas	London	1800
Pulley, Bros.	do	800	Saunders, H.	Keusington	1200
Pulley, S. H.	do	700	Scott, W.	New Broad St.	1200
Rabyn, G.	Lewisham	600	Sandback, H.R. & W.R.	Liverpool	1200
Ransbottom, Jas.	New Brompton	220	Schuster, Leo.	London	11150
Ranking, Jno.	St. Helens-place	800	Schuster, Law.	Manchester	1200
Ramsay, G. D.	St. James	1800	Schmidt, H.	do	250
Raynar, John	Leeds	250	Salmon, W.	Bury St. Edmunds	1250
Rapp, John	London	2500	Savery, F.	Bristol	1475
Riley, Chas.	Titchurst	600	Scott, J. N.	S. E.	500
Reid, Jas.	Paisley	1000	Seli, Edw.	Luton	100
Reed, W.	Hinworth	1200	Shurt, Rev. T.	London	1000
Reeves, Revd. F. J. H.	Williams & Co.	120	Sharples & Co.	Hitchin	1200
Reeve, R. H.	Lowestoft	1025	Sebag, Jos.	London	625
Rhodes, Revd. G.	Paddington	1000	Simoul, Robt. & other	do	850
Ridley, Geo.	London	1800	Shout, M.	Darlington	500
Ridley, W.	Glasgow	400	Sewell, W. and others.	Wrexham	1000
Ripley, F. P.	London	400	Seymour, G. E.	S. E.	1000
Rive de la, T. G.	do	600	Shiell, A.	Edinburgh	500
Ricketts, Mrs. H.	Bath	200	Semple, J. H.	Rothsay	500
Richardson, L.	London	1200	Shepard, J.	Birkenhead	750
Rixon, F.	do	1000	Smaie, H. L.	London	600
Rixon, A. H.	do	500	Slater, Robt.	do	800
Rickford, Cap. T. P.	Southampton	100	Smith, J. M.	do	2500
Ridell, F.	Bedale	500	Smerdon, R.	Tottenham	125
Ronald, R.	London	250	Smith, W.	London	25
Robertson, Jas.	do	200	Smith H.	S. E.	350
Roots, G.	London	800	Slaughter, M.	do	250
Rougemont, D. A.	do	1750	Smart, J. B.	Hazleware	625
Robinson, C. B.	Leicester	1000	Smith, J. T.	Deptford	1000
Rotheram, W.	Liverpool	6100	Simpson, A.	New Cross	250
Rowe, Sir Joshua.	Willis & Co.	600	Smith, Jas.	Glasgow	3750
Ross, A. M.	London	16000	Steele, H.	Liverpool	1025
Robinson, G.	Mansfield	600	Strachan, J. M.	Teddington	2600
Roberts, P.	London	1200	Starbuck, Mrs. P.	Paddington	600
Rougenont, J. F.	Kensington	175	Stephenson, R.	Westmin-ter	2400
Ronke, Geo.	do	500	Stephenson, G. R.	do	600
Roulet, Miss G.	London	850	Solly, J.	London	2600
Robinson, H.	York	2500	Sparks, J.	Liverpool	400
Rounthwaite, Jas.	Howsham	250	Stock, J.	London	125
Roffe, W. C.	London	525	Stauger, H.	Tottenham	125
Robins & Barber	do	3750	Stone, Thos.	London	3750
Rooke, W. W.	Lymington	6250	Stirling J.	Whitehaven	625
Rous, Adm. Hon. J. H.	London	2500	Sprak, P.	Halifax	500
Round, E.	Chelmsford	2500	Stonham, P.	Hfr-combe	1000

LIST OF STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.— (Continued.)

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
Stewart, C.	Longniddry	250	Young, Capt. H. B.	Baring, Co.	£2500
Sultzer, J.	Norwich	2200	Yates, John	Linden	1200
Swift, J.	London	29800	Young, G.	Bath	400
Symes, G. B.	Quebec	1800	Young, John	Linden	600
Sutton, E. B.	S. E.	8550	Young, Mrs. C.	East Moulsey	625
Sutton, Jr., Jas.	do	2425	Young, Robt.	Glasgow	1250
Sutherland, Robt.	London	7625	Vignard, Miss. E.	Linden	125
Taylor, R. U.	do	3000	Vivash, C. B.	Ealing	875
Taylor, J. O.	Norwich	2225	Vance, G.	Belfast	625
Taunton, G. E.	Liverpool	1250	Wainwright, W.	Clapham	1025
Tas-ell, Robt.	East Malling	600	Watson, E.	Hampstead	5250
Tafel, F. A.	Manchester	750	Ward, T. P.	Whitchall	400
Taylor, Robt.	Carfrac	2500	Wagstaff, W.	Westminster	4200
Taylor, J. & others	Glasgow	3750	Warter, H. D.	London	1800
Tanner, W. A.	Ealing	250	Walmsley, B.	do	500
Thrivencil, John	London	400	Ward, Saml.	Bath	400
Thomas, J.	Paddington	600	Watson, Chas.	Streatham	400
Thompson, Jos.	London	2400	Warrender, Lady A.	London	600
Thompson, J. S.	Hull	3000	Waldegrave, Hon. E.	do	600
Thompson, Mrs E.	do	125	Warburton, Cap. G. D.	Cox & Co.	400
Thomas, Geo.	Bristol	375	Ward, H. B.	Hervies & Co.	1800
Thompson, H.	London	250	Ward, Miss H. M.	do	1000
Thompson, G.	Halifax	1250	Watson, Major T.	Bath	1600
Thomas, G. D.	Leeds	250	Watney, John	London	1025
Tiffin, Robt.	Westminster	200	Walker, T.	Devizes	400
Tierney, Geo.	Fall Mall	1200	Walred, Miss. E.	Ripon	250
Tomson, H.	Suton	75	Ward, T. A.	Belper	400
Tritton, Jos.	Lombard St.	1800	Wagstaff, J. A.	Paddington	500
Trebern, H. R.	Camberwell	2000	Walround, T.	Glasgow	2500
Tomson, Miss P.	Leamington	125	Wheeler, H.	Wandsworth	11650
Townsend, J. H.	Honiton	2575	Webb, G.	Rugby	125
Tracy, Hon. W. H.	London	8250	Wedgwood, H.	London	425
Todd, E.	Tadcaster	1000	Whitfield, E. K.	do	250
Townsend, Rev. G. T.	Brough	250	White, G. H.	do	800
Todrich, T.	Haddington	3750	White, J. C.	Glasgow	500
Tollemache, H. B.	London	750	Webster, T. W.	London	600
Tweedie, A.	do	1200	Whatman, Jas.	Maidstone	10400
Twells, P.	do	3000	Whatman, W. G.	London	1600
Tweed, P.	Folkestone	350	White, Richd.	do	400
Turner, J. H.	Liverpool	1000	Wheedon, Mrs. A.	do	200
Tweedale, Cap. A.	London	1300	West, Rev. A. W & oth.	London	5250
Tyrie, D.	S. E.	200	White, Thos.	Grays	400
Tuffell, T. R.	London	50	Weguelin, T. M.	London	6100
Turner, Robt.	do	225	White, C. T.	do	1200
Tweed, J. T.	Lincoln	1250	Welch, J. K.	do	625
Turnbull, G.	Down	175	Whalley, John	Bath	200
Tweedale, T.	Airdrie	1250	Weld, Rev. J.	Enterden	200
Turner, M.	Greenock	375	Vizard, W.	London	250
Turnor, H. M.	London	5000	Whittingham, J. J.	Birkenhead	2500
Underhill, S.	do	600	West, W. F.	Hull	500
Underhill, W.	do	1800	Wedd, Geo.	S. F.	3875
Vicars, E.	Barnet	600	Williamson, F.	Southampton	8250
Vansittart, Col.	Drummonds	300	Wilkin, G.	London	600
Vansittart, W.	London	1200	Willis, S.	Surron	1200
Vesey, Lt. Chas.	do	300	Windgate, G. T.	London	200
Vaughan, E. H.	Harrow	200	Williams, H.	Kingsland	400
Vercker, Hon. S. B.	London	400	Williams, Mrs. E. A.	Dublin	200
Vickers, C.	Barbury	1500	Williams, O. T.	London	600
Vansittart, Miss E.	Brighton	300	Wilkin, W.	do	600
Young, C. B.	London	10000	Wilkin, Chas.	do	610
Yratherd, Geo. Jr.	Norwood	200	Wilbraham, R. W.	do	600

LIST OF STOCKHOLDERS of the Grand Trunk Railway of Canada (resident in England) for the year ending 31st December, 1856.—(Continued.)

Name.	Address.	Quantity of Stock.	Name.	Address.	Quantity of Stock.
Wilkin, C. & other.....	London .....	£ 400	Wyndham, Mrs. M. T..	Southampton .....	£ 575
Williams Deacon & Co,	do .....	12000	Wynne, Col. G.....	Pinner .....	625
Willson, A .....	Sleaford .....	2500	Wylie, Robt.....	Liverpool.....	1000
Wilde, S. J.....	London .....	125	Workman, R .....	Belfast.....	250
Wilbraham, H .....	do .....	150	Worthington, F .....	Liverpool .....	1250
Wilbraham, Major T E	do .....	500	Wright, Thos .....	Forest Hill.....	375
Williams W.....	do .....	500	Woods, J. S. ....	Warrington .....	250
Wilson, W.....	Mantes.....	750	Woods, Samuel .....	do .....	250
Widnell, J. B.....	St. Pauls.....	200	Wood, John .....	Liverpool .....	2500
Wright, W. Q.....	Pinner.....	600			
Wood, W.....	Boro' .....	600			£ 2323650

London, 27th January, 1857.

(Signed,)

J. GREEN.

SHAREHOLDERS of Grand Trunk Railway Company of Canada—Quebec and Richmond Section, 1st January, 1857.

Name.	Address.	Shares.
Auld, Joseph.....	Quebec.....	5
Arkinson, Henry.....	".....	5
Brown, George J. H.....	Kingsey, E. T.....	1
Bur-tall, Edward.....	Quebec.....	5
Binmore, Brodie & Co.....	Montreal.....	7
Buby, Francois.....	Quebec.....	6
Benjamin, Henry.....	".....	2
Caron, Hon. René E.....	".....	5
Casault, L. N.....	".....	1
Eulon, William.....	".....	1
Fiset, Louis.....	".....	1
Gibb, James.....	".....	4
Hinks, The Hon. Francis.....	Barbadoes.....	6
Henry, J. W.....	Quebec.....	2
Hanning, H. R.....	Danville, E. T.....	1
Hale, Jeffery.....	Quebec.....	2
Henderson, George.....	".....	1
Irvine, George.....	".....	2
Jones, H. N.....	".....	2
Langlois, Charles.....	".....	1
Lemesturier, Junr., Henry.....	".....	2
Lemieux, Hon. Francois.....	".....	5
Methot, The late F. H.....	".....	6
Methot, The Hon. Louis.....	L. Croix.....	4
Mercier David.....	Quebec.....	1
McNaughton, John.....	New Liverpool.....	1
McDonald, Angus.....	Becancour.....	4
Parkin, J. B.....	Quebec.....	2
Parent, Rev. Antoine.....	".....	1
Poitras, P. H.....	".....	2
Patton, Duncan.....	".....	1
Pelletier, Amable.....	".....	1
Ridout, Thomas G.....	Toronto.....	9
Smith, John.....	Inverness, E. T.....	4
Shaples, John.....	Quebec.....	1
Symes, Geo. B.....	".....	5
Steuart, D. R.....	".....	4
Taylor, E. & J.....	".....	4
VonExter, John.....	".....	2
Valleau, William B.....	".....	1
Walker, Hon. William.....	".....	4
Wainwright, Richard.....	".....	1
Young, D. D.....	".....	2
	Shares	127

Total Shares held in Canada, Quebec and Richmond Section, 1st January, 1857, is One Hundred and Twenty-seven.

WILLIAM MACBEAN,  
Share and Transfer Clerk, Montreal.

SHAREHOLDERS of Grand Trunk Railway Company of Canada—Toronto and Guelph Section—1st January, 1857.

Name.	Address.	Shares.
Arnold, John.....	Toronto.....	9
Allan, G. W.....	do.....	8
Baldwin, Adm. A.....	do.....	9
Bogwell, J. B.....	do.....	1
Beaty, James.....	do.....	27
Bryans, John.....	Etobicoke.....	1
Care, Isaac.....	Toronto.....	1
Charlesworth, John.....	do.....	2
Cooper, Mrs. Mary, Executrix.....	do.....	2

SHAREHOLDERS of the Grand Trunk Railway Company of Canada—Toronto and Guelph Section—1st January, 1857.—(Continued.)

Name.	Address.	Shares.
Cameron, John	do.	2
Denison. Representatives of late G. T.	do.	17
Daly, J. W. C.	Stratford,	2
Duggan, George	Toronto,	8
Dunn, Jonathan	do.	6
Fisher, E. C.	Etobicoke,	2
Fisher, Thomas	do.	1
Goederham, William	Toronto,	9
Gilmour & Coulson	do.	9
Gzowski & Co., C. S.	do.	9
Hughes Brother	do.	1
Holland, Geo. B.	do.	1
Hancock, E. Charles	do.	10
Hutchison, Thomas	do.	2
Howard, John	do.	13
Harris, T. D.	do.	8
Haworth, Thomas	do.	8
Hawkins, William	do.	1
Herrick, Dr. George	do.	9
Jackson, Henry	do.	2
Kidney, John	do.	2
Leith, Alexander	do.	2
Leadley, Henry	do.	2
Leak, James	do.	2
Lynch, John	do.	1
Mara, Thomas	do.	1
Moffatt, Lewis	do.	9
Municipality of Wilmot	C. W.	1
Miller, R. B.	Toronto	1
McFarlane, Alex.	Etobicoke,	1
McDonald, John	Goderich,	9
Norheimer, A. & S.	Toronto,	3
Ogilvie, Alex & Co.	do.	9
Price, George	do.	1
Pattor & Co.	do.	2
Proudfoot, William	do.	9
Paterson, Peter	do.	4
Rossin Brother	do.	5
Rowsell, Henry	do.	1
Robinson, Charles	do.	3
Ridout, Thomas G.	do.	16
Searle, Henry	do.	1
Sutherland & Marshall	do.	1
Searlett, Samuel	York	3
Larrett, W. Smith	Toronto	9
Searlett, Edward C.	Etobicoke,	4
Turner, Esch	Toronto,	9
Torrance, John A.	do.	9
Thomas, William	do.	1
Thomson, E. W.	York,	3
Toronto, City Corporation of	Toronto	3288
Wilmot, John	do.	2
Whittemore, E. F.	do.	36
Wilson, Jno.	Chinguacousy,	1
Widmer, Hon. Christopher	Toronto,	9
Wickson, John	do.	2
Widder, Frederick	do.	27
Total Shares.....		3669

Total Shares held in Canada—Toronto and Guelph Section—at 1st January, 1857, three thousand six hundred and sixty-nine.

WILLIAM MACBEAN,  
Share and Transfer Clerk, Montreal.

SHAREHOLDERS of Grand Trunk Railway Company of Canada—Saint Lawrence  
Section—1st January, 1857.

Name.	Residence.	Shares.
Austin, Charles.....	Montreal,.....	4
Alves, Francisco Joseph.....	do.....	4
Allan, Hugh.....	do.....	17
Armour, Robert.....	do.....	20
Allard, Jean Baptiste, M. D.....	Beloeil.....	2
Beaudry, Jean Baptiste.....	Montreal,.....	7
Bell, Thomas.....	do.....	4
Bellair, Louis P. P.....	do.....	2
Ball, David.....	Ascott.....	2
Berthelot, Olivier.....	Montreal,.....	17
Brown, William Martin.....	do.....	4
Bruneau, Jean.....	do.....	9
Berczy, William.....	D'Aillebout, C. E.....	2
Brousseau, Jean Baptiste, M. D.....	Beloeil.....	9
Beaudry, Jean Louis.....	Montreal,.....	15
Barsalou, Heirs of late Louis.....	do.....	9
Blache, Louis.....	do.....	4
Biron, Edouard.....	do.....	2
Boulanget, Joseph.....	do.....	5
Berthelot, Therese.....	do.....	9
Beaudry, Heirs of late Pierre.....	Varannes.....	17
Bishop of Montreal [R. C.].....	Montreal,.....	5
Bartlett, Rev. Thomas Henry M.....	Kingston, C. W.....	32
Boston, John.....	Montreal.....	9
Connell, David.....	St. Francisco, U. S.....	2
Coonud, Mdm. A. L. Veuve.....	Petite Nation.....	7
Charon, Francois.....	Longueuil.....	2
City & District Savings Bank.....	Montreal.....	9
Crawford, George.....	Brockville, C. W.....	30
Cadoret, Francois.....	St. Hyacinthe, C. E.....	4
Coffin, William C. H.....	Montreal,.....	4
Campbell, Robert.....	do.....	4
Cartier, The Hon. G. E.....	do.....	9
Campbell, C. B. Thomas E.....	St Hilaire.....	36
Cox, Miss J. F.....	Kingsey, E. T.....	2
Chester, John.....	Montreal,.....	2
Colland, Joseph.....	do.....	2
Comte, Louis.....	do.....	4
Chervier, Q. C., C. S.....	do.....	3
Dubois, Alexis E.....	do.....	9
Denison, Simeon M.....	Shipton, E. T.....	2
De Beaujeu, Hon Saveare.....	Montreal,.....	5
Dunlop, William.....	Sherbrooke,.....	2
Dunlop, John.....	do.....	2
Day, John J.....	do.....	9
Dumon, Alphonse.....	Beloeil.....	4
Decousse, Mrs. Christine.....	Montreal,.....	2
Desmarteau, N. B.....	do.....	7
David, M. E.....	do.....	3
Douglas, James H.....	do.....	3
Durand, Michel.....	do.....	2
Desautel, Jacques.....	do.....	2
Dufresne, Laurent.....	do.....	15
Earl, Philip.....	Hatley, E. T.....	13
Fabre, Est. of late E. R.....	Montreal,.....	9
Fortier, Felix.....	Quebec.....	2
Franklin, Edward.....	Montreal,.....	2
Foster, James.....	do.....	5
Grieg, John.....	Three Rivers,.....	2
Gibson, Mrs. Sarah.....	Toronto,.....	2
Grenier, Joseph.....	Montreal,.....	5
Godfrey, M. D., Robert T.....	do.....	2
Giard, Alexis.....	St. Ours,.....	2
	Shares.....	441

SHAREHOLDERS of Grand Trunk Railway Company of Canada—Saint Lawrence  
Section—1st January, 1857.—(Continued.)

Name.	Residence.	Shares.
Goudie, James.....	Montreal,.....	2
Greene, Thomas.....	do.....	2
Gapper, Mrs Mary.....	do.....	6
Gzowski & Co., C. S.....	do.....	40
Holmes, Benjamin.....	do.....	25
Hincks, The Hon. Francis.....	Barbadoes.....	19
Hubert, Rene A. R.....	Montreal.....	10
Hall, Benjamin.....	do.....	7
Hutchison, John.....	do.....	4
Harding, George.....	Prescott, C. W.....	4
Harvey, L. P.....	Compton, E. T.....	5
Joseph, Jesse.....	Montreal.....	9
Idler, Ernest.....	do.....	20
Iodoin, Pierre.....	do.....	8
Irwin, Robert.....	do.....	2
Lafrenay, Pierre R.....	do.....	2
Lesieur, Louis A.....	Terrebonne.....	2
Levy, Joseph.....	Montreal.....	5
Leblanc, Francois.....	do.....	2
Lulham, George.....	do.....	4
Les Dames Religieux du bon pasteur.....	do.....	13
Lovell, John.....	do.....	3
Lacroix, Joseph C. H.....	do.....	8
Lougee, Joseph.....	Compton, E. T.....	10
Masson, J. W. A. R.....	Montreal.....	33
Miller, Mrs. Mary Ann.....	Detroit, U. S.....	2
Moffatt, Estate of late Isaac.....	Montreal.....	9
Mercier, Edouard.....	do.....	2
Murray, William.....	do.....	17
Munro, Estate of late Doctor H.....	Varenes.....	2
Maitland, John H.....	Montreal.....	4
Michon, Germain.....	do.....	4
Meilleur, Dr. Jean Baptiste.....	do.....	4
Mead, Joseph H.....	Toronto.....	55
Malot, Prudent.....	Beloil.....	2
Macbean, John.....	Berthier.....	33
McLean, John.....	Montreal.....	8
McHenry, Charles.....	do.....	4
McGill, Hon. P.....	do.....	33
McDonnell, George.....	do.....	17
McDonald, Mrs. Catherine, Widow.....	do.....	6
Norton, James.....	do.....	2
Paré, Hubert.....	do.....	17
Pangmom, John.....	do.....	2
Poitous, Estate of late James.....	do.....	4
Perrault, Olivier.....	do.....	4
Plinquet, Rev. V.....	St Scholastique.....	2
Pouton, William H.....	Belleville.....	25
Papineau, D. Emery.....	Montreal.....	2
Prendergast, Walter.....	do.....	4
Patton, Sen'r, James.....	Toronto.....	2
Poupart, Mdm. Catherine, Veuve.....	Montreal.....	2
Renaud, Hon. Louis.....	do.....	16
Renaud, Jean Baptiste.....	Quebec.....	2
Reinhardt & Beck.....	Montreal.....	7
Ross, Hon. John.....	Toronto.....	35
Rose, G. C., John.....	Montreal.....	33
Ricard, Dme. M. L. I.....	do.....	1
Ricard, L. C. E.....	do.....	1
Shiller, Charles E.....	do.....	17
Stuart, Miss Margaret.....	do.....	2
Stevenson, Adam.....	do.....	2
	Shares.....	2493

SHAREHOLDERS of Grand Trunk Railway Company of Canada—Saint Lawrence  
Section—1st January, 1857.—(Continued.)

Name.	Residence.	Shares.
Stayner, Thomas A.....	Toronto.....	50
Suggison, Joseph.....	Montreal.....	2
Stuart, Charles.....	do.....	2
Taylor, Hugh.....	do.....	17
Toussin, Mme. Francois, Veuve.....	Montreal.....	5
Thomson, James.....	do.....	2
Tessier, Heirs of late Ives.....	do.....	2
Viner, Rev. J. J.....	Sault au Recollet.....	9
Workman, William.....	Montreal.....	58
Williams, Miles.....	do.....	17
Wadleigh, John.....	Kingsey, E. T.....	4
Wurtele, Christopher E.....	Winlsor, E. T.....	4
Yarwood, Edmund M.....	St. Thomas, C. W.....	6
Yates, M. D. Horatio.....	Kingston, C. W.....	4
Young, George.....	Montreal.....	2
	Shares.....	112

Total Shares held in Canada 1st, January, 1857. twelve hundred and fifty-two.

WILLIAM MACBEAN,  
Share Clerk, Montreal.

Transfers of Shares, in Canada, of the Stock of the Grand Trunk Railway Company  
of Canada.—St. Lawrence and Atlantic Section,—from 1st January to 19th  
May, 1857.

Date.	From	To	Address.	Shares.
1857.				
Mar. 27.	John Turner and George Bowes, Executors of the late Isaac Mof- fatt, Sen., of Montreal, deceased	Overend, Gurney, & Co.	London, England, Bankers.....	9
Mar. 27.	Angélique Louise Cornud, Veuve Papineau, by her Attorney, C. F. Papineau, of Montreal, N. P.	Overend, Gurney & Co.	do	7
Mar. 27.	D. Emery Papineau, of Montreal, N. P., by his Attorney, C. F. Pa- pineau, of Montreal, N. P.....	Overend, Gurney, & Co	do	2
April 18.	J. W. A. R. Masson, of Montreal, Esq.....	Overend, Gurney, & Co.	do	17
April 18.	Félix Fortier, of Québec, Esq. . .	Overend, Gurney, & Co.	do	2
May 1..	Mrs. Mary Gapper, of Montreal, Widow.....	Moss & Brothers.....	Montreal, Merchants	6
May 11.	Joseph C. H. Lacroix, of Montreal, Esq.....	Peter S. Macdougall....	Ross, Herefordshire. England.....	8

WM. MACBEAN,  
Sh. and Tr. Clerk.

Montreal, 19th May, 1857.

Transfers of Shares, in Canada, of the Stock of the Grand Trunk Railway Company of Canada,—Quebec and Richmond Section,—from 1st January to 19th May, 1857.

Date.	From	To	Address.	Shares.
1857. Feb. 16..	Philias Méthot, Tutor of the Minors of the late F. X Méthot, of Quebec.....			
April 18.	D. R. Stewart, Esq., of Quebec ..	Henry Atkinson, Esq.... Overend, Gurney, & Co	Quebec ..... London, Bankers...	6 4

WM. MACBEAN,  
Sh. and Tr. Clerk.

Montreal, 19th May, 1857.

Transfers of Shares, in Canada, of the Stock of the Grand Trunk Railway Company of Canada,—Toronto and Guelph Section,—from 1st January to 19th May, 1857.

Date.	From	To	Address.	Shares.
1857. March 2.	Thomas Mara .....	George Bowes .....	Toronto .....	1
do 2	Charles Robinson .....	John Howar! .....	do .....	3
do 10	John Arnold.....	Geo Robt. Martin, & Ed. Cockburn Kendersley.	Old Bond street, London, Bankers.....	9
April 18.	Thomas Haworth .....	Overend, Gurney & Co..	London .....	8
April 25.	John A. Torrance.....	do do ..	do .....	9
do	James Leask .....	do do ..	do .....	2
do	Alexander Ogilvie & Co.....	do do ..	do .....	9

WM. MACBEAN,  
Sh. and Tr. Clerk.

Montreal, 19th May, 1857.

## ENGLISH TRANSFERS Consolidated Stock, Grand Trunk Railway Company of Canada.

Date of Transfer.	Name.		Address.	Amount of Stock.
	From	To		
1856.				£
Decr. 31 ..	Robt. Sutherland .....	John Murray .....	Eccleefesham .....	200
" " ..	Harry Hughlings .....	Roger Paley .....	Leeds .....	500
1857.				
January 3 ..	Anton Christian Houen .....	Joseph Graves .....	Annov, N. B. ....	50
1856.				
Decr. 31 ..	Charles Baskerville Viveash .....	John Starkey .....	Leith .....	250
" " ..	Wm. Afric Tanner .....	do .....	do .....	250
1857.				
January 5 ..	John Leonard .....	Alex. Kidston Campbell .....	Edinboro' .....	250
1856.				
Decr. 31 ..	Fras. Edward Greenaway .....	do do .....	do .....	125
" " ..	Henry Hall .....	do do .....	do .....	750
" " ..	Charles Baskerville Viveash .....	James Robertson .....	Grangemouth .....	625
" " ..	Elizabeth Saville .....	Alexander Auchie .....	Edinburgh .....	500
1857.				
January 2 ..	John Taylor, and John Buchanan .....	Dr. William Murray .....	Borrowstowness, N. B. ....	125
1836.				
Decr. 31 ..	John Proctor .....	John Wood .....	Liverpool .....	500
" " ..	Thomas Price .....	do .....	do .....	1725
" " ..	do .....	do .....	do .....	275
" " ..	do .....	do .....	do .....	2475
" " ..	do .....	do .....	do .....	25
1857.				
January 2 ..	do .....	National Bank of Scotland .....	Edinboro' .....	250
" " ..	do .....	do do do .....	do .....	2500
1856.				
Decr. 31 ..	George Lawford .....	do do do .....	do .....	1000
" " ..	John Arthur Barton .....	Henry Woodfall .....	Liverpool .....	3500
" " ..	do do .....	do .....	do .....	1500
" " ..	do do .....	do .....	do .....	1250
" " ..	Henry Hall .....	do .....	do .....	500
" " ..	Henry Bertie Tollmache .....	do .....	do .....	750
" " ..	Robert Alexander .....	do .....	do .....	625
" " ..	Thos. Tomlinson Gill .....	do .....	do .....	626
" " ..	Thomas Price .....	do .....	do .....	75
" " ..	do .....	do .....	do .....	2300
" " ..	Thomas Hankey .....	do .....	do .....	1240
" " ..	Chas. Kaye Freshfield .....	do .....	do .....	125
" " ..	Thomas Price .....	Matthew Whyte .....	Edinburgh .....	1725
" " ..	do .....	do .....	do .....	25
" " ..	Charles Edward Morgan .....	do .....	do .....	2500
" " ..	James Henderson Semple .....	Alexr. Miller Reid .....	Glasgow .....	125
" " ..	Thomas Price .....	Robert Young .....	do .....	2500
" " ..	do .....	do .....	do .....	2500
1857.				
January 1 ..	Robert Alexander .....	Theodore Walrond .....	do .....	1000
1856.				
Decr. 31 ..	Thomas Knight .....	do .....	do .....	750
1857.				
January 2 ..	John Taylor and John Buchanan .....	do .....	do .....	1000
1856.				
Decr. 1 ..	Robert Sutherland .....	James Smith .....	Rochester Pl., Glasgow .....	750
" 31 ..	John Arthur Barton .....	Andrew Buchanan .....	Auchintorlie .....	2500
" " ..	Thomas Price .....	James Bain .....	Gartsherrie, Glasgow .....	3750
" " ..	do .....	do .....	do do .....	1000
1857.				
January 1 ..	Anne Alexander .....	do .....	do do .....	250
1856.				
Decr. 31 ..	John Arthur Barton .....	do .....	do do .....	3750
" " ..	do do .....	do .....	do do .....	3750
" " ..	John George .....	John George Hamilton .....	Glasgow .....	250

## ENGLISH TRANSFERS Consolidated Stock Grand Trunk Railway.—(Continued.)

Date of Transfer.	Name. From	Name. To	Address.	Amount of Stock.
1856.				£
Decr. 31	John Arthur Barton	John George Hamilton	Glasgow	2500
" "	Henry Hall	George Baird	Gartsherrie Office do	3950
" "	do	do	do do	1050
1857.				
January 2	George Lawford	do	do do	1250
1856.				
Decr. 31	Mary Catherine Low	do	do do	2400
1857.				
January 1	Robert Sutherland	do	do do	250
1856.				
Decr. 31	Robert Huckvale	do	do do	1250
" "	Richard Hartley	do	do do	1250
1857.				
January 2	John Taylor and John Buchanan	do	do do	1000
" 5	John Wm. Robins and Joseph Barber	Samuel Smith and John Hope Simpson	Liverpool	3750
" 12	Sir Samuel Morton Peto for self and Thomas Brassey, Edward Ladd Betts and Wm. Jackson	William Wagstaff	32 Great George Street, Westminster	133375
" 1	Robert Sutherland	James Robertson	Grangemouth	50
" 2	John Taylor and John Buchanan	do	do	625
" 15	John Arthur Barton	Thomas Jeeves	Stock Exchange	750
" 14	William Wagstaff	Stephen Charles Hope	26 Royal Exchange	37500
" 15	John Arthur Barton	Beaumont Haukey	Mincing Lane	10000
1856.				
Decr. 31	do do	Agnes Arbuckle	Kilmarnock Spinster	100
" "	George Lawford	do	do do	475
" "	Charles Bishoff	do	do do	125
" "	Robert Sutherland	Robert Arbuckle	do do	250
" "	Thos. Wm. Harrison	Matthew Arbuckle and John Mackie	Kilmarnock	125
1857.				
January 1	Robert Alexander	do do	do	250
1856.				
Decr. 31	Thomas Price	do do	do	125
" "	Geo. Cable Lake	do do	do	125
" "	Henry Drustt	do do	do	25
" 17	Robert Sutherland	Messrs. Widow Wm. Borske	Amsterdam	125
" 15	John Arthur Barton	do do do	do	4000
" 31	James Thos. Smith	John Graves	Liverpool	1000
" "	George Lawford	do	do	1200
" "	do	do	do	50
" 30	Thomas Price	do	do	250
" "	do	do	do	2500
" "	do	do	do	2500
" "	do	do	do	2500
" "	do	do	do	2425
" "	do	do	do	75
" 31	do	do	do	1875
" "	do	do	do	1875
1857.				
January 1	George Dobson Thomas	William Chapman	Bury St. Edmunds	250
1856.				
Decr. 31	John Arthur Barton	Hy. Platt and Hy. Jos. Nash	Bedford	500
" "	do do	Patrick D. Jeffers	Ely Place, Dublin	1000
1857.				
January 15	do do	William Ash	17 Goldhawke Terrace	800
" 1	Thomas Jackson Foster	Sydney Lawrence	Auction Mart	500
1856.				
Decr. 31	Robert Alexander	do	do	50

## ENGLISH TRANSFERS Consolidated Stock, Grand Trunk Railway.—(Continued.)

Date of Transfer.	Name.		Address.	Amount of Stock.
	From	To		
1856.				£
Decr. 31	Robert Alexander .....	Sydney Lawrence .....	Auction Mart. ....	1200
" "	Charlotte Sophia Alexander.	do .....	do .....	500
" "	James Henderson Semple ..	do .....	do .....	125
" "	Hon. Chas. Edward Petre ..	do .....	do .....	625
1857.				
January 15	John Arthur Barton .....	do .....	do .....	27500
" "	Robert Alexander .....	George Fisher .....	29 Bryanstone Square.	100
" "	John Arthur Barton .....	Mary Anne Walker .....	do Spinster	75
1856.				
Decr. 31	do do .....	Benjamin Thompson .....	Huddersfield. ....	500
" "	Robert Sutherland .....	do .....	do .....	50
" "	do .....	do .....	do .....	1200
" "	George Lawford .....	do .....	do .....	250
" "	Henry Fowler .....	do .....	do .....	250
" "	John Rodham .....	do .....	do .....	250
" "	John Berkett .....	Ann Hollenshead .....	do Spinster	500
" "	Charles Keyr Freshfield .....	John Chambers .....	Hebden Bridge, Halifax	250
" "	Thomas Huggins .....	John Abbott .....	Halifax .....	500
" "	Thomas Price .....	Thomas Hargreaves .....	do .....	100
" "	Henry Hall .....	do .....	do .....	1400
" "	do .....	George Hopkinson .....	Odd Fell's Hall Halifax	200
" "	do .....	Francis Ogden .....	Spring St. Huddersfield	500
" 30	Alexander Simpson .....	Ann Greaves .....	Hebden Bridge, Halifax.	[Spr. 250
1857.				
January 5.	Robert Sutherland .....	Sarah Greaves .....	do do do do	125
" 1.	James Henderson Semple .....	Edward Greaves .....	do do do	250
1856.				
Decr. 31	Thomas May .....	George Thompson .....	Luddenfoot, Halifax...	1250
" "	Henry Jessopp .....	John Craven .....	Grove Cottage, Halifax.	550
" "	Henry Hall .....	do .....	do do	100
" "	Robert Sutherland .....	Wignall Avison .....	Neptune Hotel, Liver- pool .....	1250
1857.				
January 15	George Mander Allender ...	Fredk. Geo. Smith .....	Green's Road, Chelsea.	250
" 1	Charlotte Sophia Alexander.	Revd. James Speers .....	Arthur Place, Belfast .	250
" 16	George Lawford .....	John Rolls .....	8 Stonefield St. Islington	125
" 15	Sydney Lawrence .....	do .....	do do	125
" 16	Freak Henry Geach .....	Nathaniel Clark .....	12 Chatham Pe, Black- friars .....	225
1856.				200
Decr. 21	Charles Kaye Freshfield ...	Percy Hill .....	Charing Cross .....	175
" "	Henry Hall .....	John Richd. Fenwick .....	8 Fenchurch Street ...	1250
1857.				
January 15	Sydney Lawrence .....	Thomas Chapman .....	2 Leadhen Hall Street.	
1856.				
Decr. 31	Charles Beshoff .....	James Patrick and John Walter Patrick .....	Hull .....	125
1857.				
January 17	William Wagstaff .....	William Bond Steel .....	Chancery Lane .....	250
" "	John Arthur Barton .....	do do .....	do .....	125
" 16	do do .....	Geo. Fenwick Brown, Jr. ...	Scarboro' .....	500
" 15	do do .....	William Craven .....	Manchester .....	250
" "	do do .....	Frederick Craven .....	do .....	500
" 16	do do .....	George Tyndale .....	Lime Street .....	125
" "	do do .....	Samuel Mills Gibbs .....	Aylesbury Bucks .....	125
" 15	do do .....	Elizabeth Martha Mate ..	Mount Terrace, Taunton Spr .....	200
" 16	do do .....	William Erskine .....	Bayswater .....	1000
1856.				
Decr. 31	Charles Kaye Freshfield ...	John Sterling .....	Park House, Whitehaven	625
" "	Thomas Huggins .....	William Erskine .....	Bayswater .....	500
" "	Hawson Herbert .....	Charles Bell .....	Stock Exchange .....	375
" 16	George Lawford .....	George Ridley .....	26 Charles Street .....	700

## ENGLISH TRANSFERS Consolidated Stock, Grand Trunk Railway.—(Continued.)

Date of Transfer.	Name.		Address.	Amount of Stock.
	From	To		
1857.				£
January 15	George Edwd. Seymour . . . . .	William Steele . . . . .	45 Argyle St., Glasgow	500
" "	" Robert Mowat . . . . .	James Bain . . . . .	141 do do	500
" "	" Stephen Chas. Hope . . . . .	William Hogge . . . . .	Beggleswade . . . . .	9675
" 16	do do . . . . .	Henry Tudor . . . . .	Stock Exchange . . . . .	3400
" "	do do . . . . .	do do . . . . .	do . . . . .	3325
" "	do do . . . . .	do do . . . . .	do . . . . .	775
" 15	John Arthur Barton . . . . .	do do . . . . .	do . . . . .	2500
" "	do do . . . . .	Wm. Pricestman . . . . .	Richmond Yorks . . . . .	2000
" "	do do . . . . .	do do . . . . .	do do . . . . .	25
" 17	do do . . . . .	John Bruce Smart . . . . .	Farnhurst Hazlemere . . . . .	625
" 16	do do . . . . .	Sydney Lawrence . . . . .	Auction Mart . . . . .	775
1856.				
Decr. 31 ..	do do . . . . .	Stephen Fryer Gillum . . . . .	Conservative Club . . . . .	250
1857.				
January 15	do do . . . . .	Thomas Close . . . . .	Nottingham . . . . .	250
" "	do do . . . . .	Robert John Brooke . . . . .	New Cross . . . . .	250
" 16	Charles Beard . . . . .	do do . . . . .	do . . . . .	250
" 17	Archd. John Brunton . . . . .	Robert Ferguson . . . . .	Bury St. Edmonds . . . . .	25
" 16	do do . . . . .	John Maynard . . . . .	Barton, Southampton . . . . .	25
" 15	Sydney Lawrence . . . . .	do do . . . . .	do do . . . . .	75
1856.				
Decr. 31 ..	George Lawford . . . . .	do do . . . . .	do do . . . . .	50
1857.				
January 16	do do . . . . .	Hon. W. Hanbury Tracey . . . . .	Arthur's Club . . . . .	750
1856.				
Decr. 31 ..	do do . . . . .	Revd. Joseph Wild . . . . .	Tenterden Street . . . . .	25
1857.				
January 15	do do . . . . .	John Patterson Guy . . . . .	York . . . . .	75
" "	John Arthur Barton . . . . .	do do . . . . .	do . . . . .	175
" 17	do do . . . . .	John Gordon . . . . .	Liverpool . . . . .	1250
" 15	Sydney Lawrence . . . . .	do do . . . . .	do . . . . .	2500
1856.				
Decr. 31 ..	William May Lauder . . . . .	William Henry Hartou . . . . .	Eastham, Essex . . . . .	1000
1857.				
January 15	Robert Alexander . . . . .	Boulton Molineaux . . . . .	Temperley, M. Altrencham . . . . .	500
" "	" Samuel Mocatte . . . . .	Thomas Hargreaves . . . . .	Halifax . . . . .	500
" 16	Anthony Shiell . . . . .	James Robertson . . . . .	Grangemouth . . . . .	250
1856.				
Decr. 31 ..	Henry Hall . . . . .	Marion Mackie, wife of John Mackie . . . . .	Green St., Kilmarnock . . . . .	450
1857.				
January 9.	George Wedd . . . . .	do do do . . . . .	do do . . . . .	25
" "	" Anton Christean Houen . . . . .	do do do . . . . .	do do . . . . .	25
1856.				
Decr. 31 ..	Robert Sutherland . . . . .	do do do . . . . .	do do . . . . .	250
" "	" John Arthur Barton . . . . .	do do do . . . . .	do do . . . . .	150
1857.				
January 15	do do . . . . .	Peter White & Chas. Gardner . . . . .	Glasgow . . . . .	500
" "	16 Conlon & Co. . . . .	do do . . . . .	do . . . . .	575
" 15	Archd. John Brunton . . . . .	do do . . . . .	do . . . . .	175
" "	" Sydney Lawrence . . . . .	do do . . . . .	do . . . . .	25
" "	do do . . . . .	do do . . . . .	do . . . . .	1225
" 16	Robert Mowat . . . . .	Lachlan Pinkerton . . . . .	Moss Street, Paisley . . . . .	250
" 15	do do . . . . .	John Buchanan . . . . .	Stockwell St., Glasgow . . . . .	250
" 16	John Arthur Barton . . . . .	Hugh Gray . . . . .	West Brae, Paisley . . . . .	125
" 15	do do . . . . .	Lion. Robt. Frances Boyle . . . . .	Care of Messrs. Willis & Co . . . . .	750
" 16	do do . . . . .	George Scorer . . . . .	182 Picadilly . . . . .	1000
" 15	do do . . . . .	James Patrick and Walter Patrick . . . . .	Hull . . . . .	125
" 17	do do . . . . .	Thomas E. Lemon . . . . .	Liverpool . . . . .	250
" 15	do do . . . . .	Robert Cargey Curry . . . . .	Canning St., Liverpool . . . . .	2500

## ENGLISH TRANSFERS Consolidated Stock, Grand Trunk Railway.—(Continued.)

Date of Transfer.	Name.		Address.	Amount of Stock.
	From	To		
1857.				£
January 15	John Arthur Barton	Emma Rebecca Ellis	Leamington	100
" 19	do do	Charles Win. Jebb	do	1150
" 15	do do	do do	do	1050
" 19	George Edwin Seymour	do do	do	200
1856.				
Decr. 31	Thomas Huggins	Donald Lament	Dunfries, N. B.	250
1857.				
January 17	Charles Edwards	Samuel Herman de Zoete	Throgmorton St.	600
" "	Robert Sutherland	Thomas Nisbet	Hanover St., Edinburgh	1250
" 16	Henry Thompson	Thomas Popplewell	5 Town Hall Bdg <sup>s</sup> , Manchester	250
" "	John Arthur Barton	H. J. Popplewell	do do do	50
" 15	do do	Lawrence Robertson, Jr.	Glasgow	375
" "	do do	George Gibson	do	750
" "	do do	Thomas F. Hobbblethwaite	Hull	1500
" "	do do	John Patrick Alston	Glasgow	1000
" "	do do	Theodore Walrond	Calderpark by Glasgow	1000
" "	do do	John Geo. Hamilton	Glasgow	1000
" "	Robert Young	James Smith	do	6250
" 16	George Lawford	do do	do	250
" "	do do	Frederick Craven	Manchester	250
" 20	John Arthur Barton	do do	do	250
" 15	do do	Geo. Hamilton Bell	Edinburgh	500
1856.				
Decr. 31	Thomas E. Greenaway	do do	do	125
" "	Robert Sutherland	Reginald Heber Prance	Stock Exchange	175
1857.				
January 5	Henry Nightingale	do do	do	375
1856.				
Decr. 31	Thomas Price	Robert Arbuckle	Kilmarnock	650
1857.				
January 14	Henry Thos. Curtis	James Murray	Portman Street	200
" 15	Geo. Mander Allender	Frederick Harris	Rose Cottage, Liverpool	125
" 16	Edward Banner	do do	do do	125
" "	Stephen Chas. Hope	Henry Hope	Tramere, Cheshire	500
" 15	William Wagstaff	William Grieve	Edinburgh	500
" "	William Nicholls	John Kilner	Bury St Edmunds	50
" 14	Henry Thos. Curtis	Saml. Rose Sanders	Park Gate Iron Works	400
" 15	Francis Jordan	William Tarber	Liverpool	500
" 20	Robert Mowat	Gilbert Weir	Glasgow	250
" 16	Stephen Chas. Hope	James Gibbons	do	500
" "	do do	do do	do	500
" 15	Sydney Lawrence	do do	do	500
" "	John Arthur Barton	do do	do	500
" "	do do	James Henderson Semple	Rothsay, Bute	250
" 21	do do	Lawrence Robertson	Royal Bank of Scotland	475
" "	Stephen Chas. Hope	do do	do do	25
" 15	Anthony Shiell	do do	do do	250
" 17	John Andrew	do do	do do	625
" 16	George Lawford	do do	do do	500
" "	do do	Elizabeth Saville	19 Duke St., Edinburgh	250
" "	Edward Banner	Archd. Maxwell	Liverpool	500
" 19	Robert Alexander	Edward Parry	do	625
" "	Archd. John Branton	Joseph Sheppard Draper	Aberdoverly, Wales	400
" 15	Fred. Henry Geach	Cecil Arding	St. Helen's, Jersey	25
" "	John Arthur Barton	do do	do do	625
" "	do do	Joseph Nadin	Manchester	1250
" "	Rev. Geo. T. Townsend	George Harris	Dundie, Northampton	250
" 26	William Wagstaff	John Brown	4 Change Alley	40000
" "	do do	George Lawford	Stock Exchange	10000
" "	do do	Stephen Chas. Hope	do	2200
" 1	Charlotte Sophia Alexander	Chas. McLachlan	Upper East Smithfield	275

## ENGLISH TRANSFERS Consolidated Stock, Grand Trunk Railway.—(Continued.)

Date of Transfer.	Name.		Address.	Amount of Stock.
	From	To		
1856.				£
Decr. 31	James Guy	Chas. McLachlan	Upper East Smithfield.	125
" "	Maximilian Guy	do do	do do	100
" "	Diggis Dalison.			
1857.				
January 15	Geo. Edward Seymour	Janet Leitch, wife of J. Leitch	Paisley	250
1857.				
Decr. 31	Robert Sutherland	William Henry Stratton	Kensington	200
1857.				
January 26	William Wagstaff	Sydney Lawrence	Auction Mart	37500
"	8 Arthur Pittar	Rev. A. Cunningham	Crailling Manse, Kelso	125
"	21 John Arthur Barton	Joseph Nelson Dyer	Buecleugh Place, Edinb.	1250
"	19 do do	John Leitch	Paisley	250
"	16 George Lawford	Wm. Murray Jardine	Granton, Moffat	250
"	15 John Barrett	do do	do do	125
"	" Sydney Lawrence	do do	do do	250
"	16 Shephea Charles Hope	Agnes Arbuckle	Kilmarnock, Spinster	125
"	20 William Murray	do do	do do	125
"	15 John Arthur Barton	do do	do do	625
"	17 do do	Peter White and Charles Gardner	Glasgow	1250
"	15 do do	Peter White	do	500
"	do do	Robert Arbuckle and John Mackie	Kilmarnock	1000
"	16 George Lawford	do do do	do	250
"	30 do do	Edward A. De Grave	Fetcham, Surrey	625
"	John Arthur Barton	Maria Elizabeth Walter	Clapham Road	750
"	Nathaniel Alexander	Charles l'earce	Auction Mart	7500
"	John Brown	do do	do	3800
"	do do	do do	do	2000
"	do do	do do	do	450
"	31 do do	Edward Barker Sutton	Stock Exchange	515
"	do do	David Baird	Glasgow	3400
"	do do	do do	do	100
"	29 do do	Michael Lane	Gt. West'n. R. Reading	250
"	30 do do	William Craven	Halifax	250
"	Stephen Charles Hope	Geo. Henderson Gibb	9 Arthur Street, West.	500
"	8 Arthur Pittar	Saml. Gurney Sheppard	Stock Exchange	75
1856.				
Decr. 31	Robert Sutherland	do do	do	1500
1856.				
January 30	Henry Kay Freshfield	Horatio Goldthorp	Beeston, Leeds	500
"	James Bain	Thos. Tweedale	Airdree	100
"	do do	do do	do	1150
"	James Ferguson	Alexr. Donaldson	Glasgow	250
"	do do	Andrew Bell	Moffat	250
"	do do	James Dickson	do	375
"	do do	James Arbuckle	Kilmarnock	250
1856.				
Decr. 31	Thomas Knight	Edw. James Wigg	Liverpool	500
1857.				
January 31	Sir S. M. M. Peto for self Wm. Jackson, Thos. Brassey and E. L. Betts.	William Wagstaff	32 Gt. George Street	109775
"	30 Matthew Theodosius Davis De Vitre	Thos Henshaw	34 Grovesnor Street	200
"	Robert Mowat	James Flowers	Pall Mall, East	500
"	15 George Edward Seymour	Benj. E. Kennedy	Stock Exchange	25
"	30 Caroline Erskine	Thos. Postlethwaite	Liverpool	2006
"	George Lawford	John Wood	do	191
"	do do	do do	do	1150
"	Joshua Paterson	do do	do	1250
"	John Taylor and John Buchanan	John Edwd. Giels	Durnbuck, Dumbarton.	375

## ENGLISH TRANSFERS Consolidated Stock, Grand Trunk Railway.—(Concluded.)

Date of Transfer.	Name.		Address.	Amount of Stock.
	From	To		
1857.				£
January 30	James Bain .....	John Edwd. Giels .....	Dunrueck, Dumbarton	375
" "	John Brown .....	do do .....	do do	750
" "	do do .....	David Ireland .....	Kirkcaldy, Fifeshire	250
" "	do do .....	do do .....	do do	250
February 2	do do .....	Rev. William Way .....	Langton, Stafford	200
January 30	John Banfield .....	John Daly .....	4 N. John St., Liverpool	500
" "	Stephen Chas. Hope .....	Henry Knight .....	Lluyn Dderw, Swansea	150
" "	John Brown .....	do do .....	do do	50
" "	do do .....	John Warden .....	206 North St., Glasgow	250
" "	James Ferguson .....	do do .....	do do	750
" "	Henry Kay Freshfield .....	Alfred Goldworth .....	Long Stratton, Norfolk	200
February 2	Thomas Nash .....	David Baird .....	Glasgow	250
" "	Grevedon & Co. ....	do do .....	do	2400
" "	do .....	do do .....	do	100
" "	W. May Lauder .....	Richd. Champion .....	Denmark Hill	100
January 30	George Lawford .....	George Sanders .....	27 Sussex Square	750
February 3	Geo. Ellis Cade .....	do do .....	do do	500
January 30	Stephen Chas. Hope .....	Richard Humfray .....	72 Wimpole Street	200
" "	do do .....	William Simpson Key .....	Stock Exchange	75
February 5	John Brown .....	do do .....	do	250
January 30	do do .....	Geo M. F. Molesworth .....	Southsea Hants	1000
February 2	do do .....	Patrick Neill .....	Oxford, Jersey	25

(Signed,)

J. GREEN.

London, 24th February, 1857.

**ENGLISH TRANSFER OF CONSOLIDATED STOCK GRAND TRUNK RAILWAY COMPANY  
OF CANADA.**

1857.	FROM	TO	ADDRESS.	AMOUNT. STG.
Jan'y 31	John Brown.....	James Baird.....	Gartsherrie, Glasgow.....	£2375
do	do .....	do .....	do .....	3825
do	do .....	do .....	do .....	3825
do	do .....	do .....	do .....	3825
do	do .....	do .....	do .....	3825
do	do .....	do .....	do .....	125
Feb'y 4	do .....	John Davies.....	St. John's Wood.....	500
do	Grevedon & Co.....	do .....	do .....	750
5	do .....	John Johnson Stitt.....	Liverpool .....	1150
do	do .....	do .....	do .....	100
do	do .....	Samuel Stitt.....	do .....	100
do	do .....	do .....	do .....	1150
Jan'y 21	James Duun.....	Rev. Joseph Weld.....	Tenterden, Kent.....	25
do	do .....	John Nickson Baly.....	Warwick.....	100
20	William Guthrie.....	William Graham.....	King St., Stirling.....	250
15	Alex. Miller Reid.....	do .....	do .....	125
30	James Bain.....	do .....	do .....	750
Feb'y 2	Matthew Pettigrew.....	do .....	do .....	125
7	Stephen Chas. Hope.....	Alfred Cox.....	Stock Exchange.....	100
do	Benj. Edw. Kennedy.....	do .....	do .....	25
9	George Lawford.....	Robt. Eaglesfield Griffith.....	do .....	750
10	Marion Glen.....	James Baird.....	Gartsherrie, Glasgow.....	1250
do	do .....	do .....	do .....	750
3	Alexander Auchie.....	do .....	do .....	500
2	John Starkie.....	do .....	do .....	250
Jan'y 20	Josiah Hammond.....	Joseph Nelson Dyer.....	Edinburgh.....	1200
do	Coulon & Co.....	do .....	do .....	50
31	John Brown.....	James Newall.....	Newton Stewart, N. B.....	750
Feb'y 3	Wm. May Lander.....	Miss Jane Milner.....	Stone Market, Halifax.....	75
Jan'y 30	Stephen Chas. Hope.....	Roger Wm. Wilbraham.....	Whitehall.....	200
do	M. T. D. De Vitie.....	David MacRorie.....	Liverpool.....	750
do	Henry M. Freshfield.....	do .....	do .....	500
Feb'y 10	Wm. Wagstaff.....	Sydney Lawrence.....	Auction Mart.....	43750
Jan'y 30	Geo. Foster Earle.....	Jno. Fowler & Robt. Simpson.....	Melksham, Wilts.....	750
Feb'y 11	Samuel George Sheppard.....	do .....	do .....	1500
12	John Arth. Barton.....	Andrew Blackburn.....	31 St. Andrew's Sq., Edin.....	175
do	do .....	do .....	do .....	3575
Jan'y 31	Bradshaw Walmsley.....	Thomas Barker.....	Hebden Bridge, Halifax.....	500
30	Robert Mowatt.....	Thomas Hargreaves.....	Halifax.....	750
do	John Brown.....	John Chambers.....	Hebden Bridge, Halifax.....	250
do	do .....	James Chambers.....	do .....	625
do	Stephen Charles Hope.....	do .....	do .....	625
Feb'y 2	Wm. May Lander.....	Rev. Guy Coplston.....	Offwell, Honiton.....	200
Dec. 31 '56	John Arthur Barton.....	George Nelson Strawbridge.....	3 Arthur street.....	750
do	James Alexander.....	do .....	do .....	500
Feb'y 3	Grevedon & Co.....	William Breakenridge.....	Hawick.....	250
12	John Banbery.....	Robert Young.....	Glasgow.....	375
do	James Robertson.....	do .....	do .....	375
13	Sydney Lawrence.....	Henry Light Scott.....	Stock Exchange.....	500
do	do .....	John Coe and E. Woodard.....	Bank of England.....	1150
do	do .....	John Greaves.....	Liverpool.....	2500
14	John Samuel Milton.....	Alex. Miller Reid.....	Glasgow.....	500
13	Sydney Lawrence.....	John Gordon.....	Liverpool.....	1175
do	do .....	do .....	do .....	75
do	do .....	Gilbert Winter Moss.....	do .....	2125
14	do .....	do .....	do .....	375
do	do .....	Wm. Edw. Tyson.....	Pickering.....	100
13	do .....	George Todd.....	Naim, N. B.....	600
do	do .....	Jno. Taylor & Jno. Buchanan.....	Werteck Bank, Glasgow.....	2000
2	Grevedon & Co.....	William Duncan.....	Paisley.....	250
13	John Arnot.....	John Orr.....	Glasgow.....	250
14	John Samuel Milton.....	Robert Young.....	do .....	500
13	do .....	Geo. Foster Earle.....	Hull.....	500
14	George Portway.....	Edw. Abm. De Grave.....	Fetcham Surrey.....	500

ENGLISH TRANSFER OF CONSOLIDATED STOCK GRAND TRUNK RAILWAY COMPANY  
OF CANADA.—(Continued.)

1857.	FROM	TO	ADDRESS.	AMOUNT STG.
Feb'y 12	Charles Pearce.....	Edw. Abm. DeGrave.....	Fetcham Surrey.....	£125
do	do.....	John Edward Geils.....	Durnbuck, N. B.....	125
do	James Robertson.....	do.....	do.....	375
14	John Dalrymple.....	do.....	do.....	500
do	do.....	James Arbuckle.....	Kilmarnock.....	250
13	James Robertson.....	do.....	do.....	250
17	Thomas Jeeves.....	Eliza Ann Billings.....	Warwick, Spinster.....	250
Jan'y 30	John Brown.....	Michael Sullivan.....	Main St., Cork.....	100
Feb'y 19	do.....	Charles Robson Laycock.....	18-19 Noble Street.....	250
13	Sydney Lawrence.....	Rev. John E. N. Molesworth.....	Rochdale.....	1100
do	do.....	Charles Johnston.....	All of Morgate Street.....	25000
do	do.....	James Rod'k Robertson, and Henry Moules.....		
do	do.....	Thos. Greenway Corrie.....		
do	do.....	Christ. Jas. Corbally.....	Liverpool.....	3750
do	Hon. Henry Jno. Rous.....	do.....	do.....	50
do	do.....	do.....	do.....	1200
17	John Young.....	Robert Young.....	Glasgow.....	250
12	Charles Pearce.....	Geo. M. F. Molesworth.....	Southsea Hants.....	300
do	do.....	Jno. Fowler & Rob. Simpson.....	Melksham, Wilts.....	250
do	John Samuel Milton.....	do.....	do.....	250
do	do.....	do.....	do.....	500
do	John Banbery.....	James Baird.....	Gartsherrie, Glasgow.....	625
Jan'y 30	Geo. Scott Caird.....	William Grieve.....	Edinburgh.....	250
do	George Lawford.....	John Tennant.....	Long Preston.....	1090
Feb'y 13	Sydney Lawrence.....	Henry Knight.....	Swansea.....	50
18	John Young.....	John Kidd.....	Bishopsgate street.....	50
do	Donald Lamont.....	do.....	do.....	50
19	do.....	David Jackson.....	Skipton.....	100
do	do.....	Richard Woodvatt.....	Manchester.....	100
23	William Wagstaff.....	Sydney Lawrence.....	Auction Mart.....	43750
do	M. D. S. De Vitre.....	George Vincent Ball.....	Banbury.....	250
14	George Portway.....	Davis Macrorie.....	Liverpool.....	250
13	Sydney Lawrence.....	do.....	do.....	500
do	do.....	Lawrence Robertson.....	Royal Bank, Glasgow.....	500
do	do.....	do.....	do.....	625
19	John Brown.....	do.....	do.....	250
13	Thomas T. Gill.....	do.....	do.....	125
14	John Dalrymple.....	do.....	do.....	500
13	Hon. H. John Rous.....	do.....	do.....	500
do	Fosket Savery.....	George Webb.....	Rugby, Warwick.....	200
do	do.....	John Fred'k Guyon.....	Richmond, Surrey.....	50
20	Andrew Blackburn.....	John Geo. Woodhouse.....	Liverpool.....	2500
13	Sydney Lawrence.....	James Newall.....	Newton Stewart.....	250
27	do.....	James Sutton, jun'r.....	Stock Exchange.....	700
do	George Lawford.....	do.....	do.....	75
do	Thos. M. Broadhurst.....	do.....	do.....	500
13	Hon. Henry Jno. Rous.....	Rev. Wm. N. Molesworth.....	Rochdale.....	750
27	Beaumont Hankey.....	William Edmonds.....	St. James Place.....	2125
Jan'y 15	George E. Seymour.....	John Marnham.....	Stock Exchange.....	25
Feb'y 28	Charles Pearce.....	do.....	do.....	250
Jan'y 30	Stephen Chas. Hope.....	do.....	do.....	25
Feb'y 27	John Ranking.....	do.....	do.....	750
do	John Banfield.....	George H. Gibb.....	Arthur street West.....	1000
do	Joseph Bremmer Provan.....	do.....	do.....	500
do	do.....	James Jones.....	Warrington.....	100
do	do.....	William Rogers.....	Bermondsey.....	100
do	Thos. M. Broadhurst.....	Louisa Mary Weddall.....	Kensington, Widow.....	500
do	John Sam'l Milton.....	Alexander Black.....	Glasgow.....	250
do	James H. Semple.....	do.....	do.....	250
do	Sydney Lawrence.....	John Greaves.....	Liverpool.....	3725
do	do.....	do.....	do.....	3725
do	do.....	do.....	do.....	2550
28	do.....	David Kennedy.....	do.....	2000
27	do.....	Thomas Dowdall.....	do.....	4750

ENGLISH TRANSFERS OF CONSOLIDATED STOCK GRAND TRUNK RAILWAY COMPANY  
OF CANADA.—(Continued.)

1857.	FROM	TO	ADDRESS.	AMOUNT STG.
Feb. 27	Sydney Lawrence.....	Thos. Edwards Moss.....	Liverpool.....	£1400
do	do .....	do .....	do .....	100
do	do .....	do .....	do .....	250
26	Charles Pearce .....	do .....	do .....	2525
27	James N. Paterson .....	do .....	do .....	1000
do	Joseph B. Provan .....	do .....	do .....	1200
do	do .....	do .....	do .....	50
do	do .....	Edward Oswin .....	Stock Exchange.....	750
do	do .....	George Sandars .....	Sussex Square.....	50
do	do .....	do .....	do .....	1200
28	John Young .....	George Hall .....	Paddington.....	300
March 3	George Lyall .....	Thos. Eyken & Roger Eyken	Change Alley.....	1200
2	Chas. Denton Leech .....	do do .....	do .....	75
Feb. 27	Thos. M. Broadhurst .....	do do .....	do .....	725
28	Sydney Lawrence .....	Isaac Penny .....	Liverpool.....	4000
27	George Lawford .....	Robert Winning .....	Royal Exchange Buildings.	1000
28	Jas. N. Paterson .....	Robert Stewart .....	Glasgow .....	500
March 2	Jno. Taylor & Jno. Buchannan	Robert Robin .....	do .....	500
Feb 2	do do .....	Archibald Frazer.....	do .....	125
do	James Smith .....	do .....	do .....	125
27	Jno. Saml. Milton.....	do .....	do .....	1875
do	do .....	John Leitch.....	Paisley.....	125
do	James Bain.....	do .....	do .....	125
28	James Smith .....	William Richardson.....	Lockertie .....	250
do	John Brown .....	Geo. Nelson Strawbridge .....	3, Arthur Street.....	1000
Feb. 13	Sydney Lawrence .....	do .....	do .....	750
do	do .....	Sarah Combs.....	Stapleton, Widow.....	75
5	James Sutton, Jr. ....	do .....	do do .....	25
27	Joseph B. Provan.....	Catharine Lyle.....	Dalkeith, Spinster.....	250
28	James Newall.....	Richard Henry Shiel and	do .....	
do	do .....	James Shiel .....	Liverpool .....	750
do	Sydney Lawrence .....	do .....	do .....	1500
do	do .....	Frederick Robinson.....	do .....	2500
do	do .....	Charles Waterston.....	Inverness .....	1000
do	do .....	Walter MacEwan.....	Glasgow.....	100
do	do .....	do .....	do .....	2400
March 4	William Molineaux .....	Boulton Molineaux.....	Temperley.....	250
do	Chas. Denton Leech .....	Rev. Charles Heath.....	Hanworth .....	50
Feb. 12	Charles Pearce .....	do .....	do .....	100
27	Thos. M. Broadhurst .....	do .....	do .....	250
do	do .....	Donald Fisher.....	Glasgow .....	200
24	James Murray .....	do .....	do .....	200
27	John Banfield .....	do .....	do .....	50
do	George Wedd.....	do .....	do .....	25
March 2	Chas. D. Leech .....	do .....	do .....	25
Feb. 14	Sydney Lawrence.....	Thomas Woodward .....	Liverpool .....	2500
27	do .....	do .....	do .....	2500
26	do .....	John Adams Bartlett.....	do .....	10000
March 5	John Adams Bartlett.....	Mary Bartlett.....	do Widow.....	5000
16	Sydney Lawrence .....	George Wedd.....	Stock Exchange.....	21250
17	do .....	John Wood.....	Liverpool .....	2500
Feb. 13	do .....	John Turner .....	do .....	2500
28	do .....	do .....	do .....	875
27	Beaumont Hankey.....	do .....	do .....	875
March 17	George Wedd.....	George Thomas .....	Bristol .....	25
do	do .....	Thomas Pointon.....	Stoke upon Trent.....	200
do	do .....	Thomas Falconer .....	Glasgow .....	1250
do	Francis Adams.....	Joseph Feltham .....	Lombard Street.....	100
do	do .....	Thomas Frederick Huitson.	do .....	100
Feb. 12	Charles Pearce .....	Joseph Mullens.....	Esher Surrey.....	50
17	Aug. Wm. Gadesden .....	John Colmer Austen .....	Ramsgate .....	400
do	Morris R. Campbell.....	William Kearsey .....	Stroud.....	800
19	Sydney Lawrence.....	Thomas Dowdall.....	Liverpool .....	2750
17	do .....	John Gibbons .....	do .....	2500
do	do .....	do .....	do .....	2500

ENGLISH TRANSFERS OF CONSOLIDATED STOCK GRAND TRUNK RAILWAY COMPANY  
OF CANADA.—(Continued.)

1857.	FROM.	TO.	ADDRESS.	AMOUNT STG.		
Feb. 17	George Wedd.....	Rev. John Walmsley....	All of Liverpool.....	£2500		
do	do .....	John Lynch and.....				
do	do .....	William Gillow.....				
do	do .....	William Burdon.....			Preston .....	2500
do	do .....	Hugh D. Alexander.....			Edinburgh .....	1500
do	do .....	John Dalrymple.....	do .....	1250		
16	John Swan Milligan.....	Andrew Gillespie .....	do .....	750		
17	William Henry Barry.....	John Hawker.....	Lombard Street.....	250		
do	Thomas Todrick.....	Andrew MacEwan and }	Glasgow .....	500		
do	do .....	William Auld.....				
do	do .....	do .....				
do	Adam Bell.....	do .....	do .....	750		
do	James Dickson.....	do .....	do .....	250		
do	George Wedd.....	do .....	do .....	250		
do	do .....	Robert Eason.....	Dundee .....	750		
do	do .....	Alex. Inglis Robertson.....	Aultmnskeach.....	1000		
do	do .....	John Edward Geits.....	Durnbuck .....	625		
18	Stephen Charles Hope.....	John Joap.....	Paisley .....	125		
27	John Ranking.....	William Ferguson.....	Stock Exchange.....	50		
13	George Lawford.....	do .....	do .....	175		
do	George Portway.....	do .....	do .....	250		
do	Sydney Lawrence .....	do .....	do .....	25		
March 16	do .....	James Peers.....	Liverpool .....	1000		
do	do .....	Charles Falcon.....	do .....	2500		
18	do .....	Philip Henry Rathbone.....	do .....	1000		
20	do .....	Campbell Sweeney Lemon	do .....	250		
18	Charles Stewart.....	Thomas Brown.....	Edinburgh.....	250		
17	Elizabeth Kemerly .....	do .....	do .....	125		
do	Joseph Nelson Dyer.....	Peter Walker .....	Glasgow .....	500		
18	Janet Glen .....	Archibald Frazer.....	do .....	875		
17	Francis Christall.....	John Walker.....	Manchester .....	1175		
do	do .....	do .....	do .....	75		
do	Caroline Erskine.....	George Henderson Gibb...	Arthur Street, West.....	1000		
do	Francis Adams.....	Margaret Dickson.....	Edinburgh, Willow .....	200		
do	George Wedd .....	Charles Coles.....	Great Tower Street .....	2475		
do	do .....	do .....	do do .....	75		

(Signed,)

J. GREEN.

London, 2nd April, 1857.

English Transfers of Consolidated Stock of the Grand Trunk Railway Company of Canada.

Date.	From	To	Address.	Amount. Stg.
1857.				£
Mar. 17	George Wedd .....	Joseph and Daniel Leather.	Liverpool .....	2500
do 17.	do .....	do .....	do .....	500
do 17.	do .....	do .....	do .....	750
do 16.	Sydney Lawrence .....	James Edwards .....	Frodsham .....	250
do 17.	Aug. Wm. Gadesden .....	Alfred Goldworth .....	Long Stratton .....	500
do 20	Wm. Henry Harton .....	William Erskine .....	Bayswater .....	500
do 20.	do .....	do .....	do .....	500
do 17.	Catherine Lyle .....	Robert Young .....	Glasgow .....	250
do 18.	Stephen Charles Hope .....	do .....	do .....	500
do 18.	Charles Anderson .....	James Stephen .....	Port Glasgow .....	1250
do 18.	Thomas Todrick .....	do .....	do .....	1160
do 18.	do .....	do .....	do .....	90
do 20.	do .....	John Leitch .....	Paisley .....	250
do 23.	Sydney Lawrence .....	Robert Horsfall .....	Liverpool .....	250
do 23.	Samuel Douglas .....	do .....	do .....	125
do 20.	Thomas Wright .....	William Goode .....	Ludgate Hill .....	350
do 18.	Stephen Charles Hope .....	J. & Isabella Gray (his wife)	Carnousti .....	250
do 20.	Caroline Erskine .....	Mary Ann, and Agnes Mof-		
do 20.	do .....	fatt Macallum .....	Edinburgh .....	625
do 18.	do .....	W. Buchanan Macallum .....	do .....	375
do 18.	Thomas Wright .....	do .....	do .....	25
do 17.	George Wedd .....	do .....	do .....	225
do 17.	do .....	Holmes Cheney .....	Aylesbury Bucks .....	250
do 24.	John Maynard .....	do .....	do .....	50
do 24.	Aug. Wm. Gadesden .....	do .....	do .....	100
do 17.	Peter White .....	Alexander Baird .....	Glasgow .....	250
do 17.	George Wedd .....	do .....	do .....	1250
do 17.	Thomas Jeeves .....	do .....	do .....	500
do 25.	Thomas Todrick .....	do .....	do .....	500
do 20.	do .....	Alexander Walker .....	Kirkintillock .....	500
do 17.	Peter White .....	do .....	do .....	250
do 17.	Henry Light Scott .....	Rev. Michael Smith Daly .....	Leeds .....	500
do 30.	William Wagstaff .....	William Henry Barry .....	Birchin Lane .....	31400
do 27.	Aug. Wm. Gadesden .....	Robert Easson .....	Dundee .....	500
do 31.	{ Charles Johnston .....	} Sydney Lawrence .....	Auction Mart .....	25000
	{ Jas. Rodk. Robertson and			
	{ Henry Moulcs .....			
do 30.	George John Scott .....	William James West, and	} Co. of Fermanagh,	6500
do 30.	do .....	Samuel Uriah Barrett .....		
do 30.	Sydney Lawrence .....	Isaac Penny .....	Liverpool .....	28750
do 31.	William Hy. Barry .....	Sir Robt. Walter Carden, &	Royal Ex. Buildings.	3050
do 31.	do .....	John Whitehead .....		
do 31.	do .....	Sir Robt. Walter Carden, &	do	950
do 31.	do .....	John Whitehead .....		
do 31.	do .....	Sir Robt. Walter Carden, &	do	1250
do 31.	do .....	John Whitehead .....		
do 31.	do .....	Rev. Joseph Weld .....	Tenterden, Kent .....	700
do 31.	do .....	Rev. J. Ed. N. Molesworth .....	Vicarage Rochdale .....	1700
do 31.	do .....	John Parker .....	Liverpool .....	500
do 31.	do .....	John Gordon .....	do .....	1250
do 31.	do .....	William E. Henson .....	do .....	1250
do 31.	do .....	Charles Erskine .....	Bayswater .....	700
do 31.	do .....	William Ershine .....	do .....	1000
Jany. 8	Arthur Pittar .....	do .....	do .....	1000
Mar. 31.	Isaac Penny .....	William E. Henson .....	Liverpool .....	5375
April 1.	Wm. Fusebins Henson .....	Phillip Hy. Rathbone .....	do .....	5375
Mar. 31.	Rev. Alfred Bousfield .....	William Hy. Roberts .....	Kentish Town .....	100
April 1.	C. R. Moorson .....	Messrs. Coulon & Co. ....	Threadneedle St. ....	625

English Transfers of Consolidated Stock of the Grand Trunk Railway Company of Canada.—(Continued.)

Date.	From	To	Address.	Amount. Stg.
1857.				£
Mar. 31.	Mihill Slaughter	John Greaves	Liverpool	125
do 31.	Sydney Lawrence	do	do	2500
do 31.	Stephen Charles Hope	do	do	125
April 1.	John James Choisy	Hannah Pearse	Peckham Surrey	250
Mar. 31.	Robert Stewart	Robert Easson	Dundee	250
do 31.	J. Taylor and J. Buchanan	do	do	250
do 31.	do do	James Robertson	Grangemouth	750
do 31.	do do	do	do	250
do 31.	C. R. Moorson	Henry Bullock	29, Cornhill	50
April 1.	M. D. Daly	Richard Moline	Fenchurch street	300
Mar. 31.	Andrew V. Dunlop	John Dalrymple	Edinburgh	500
do 31.	do	H. D. Alexander	do	1000
do 31.	Thomas Nisbet	Alexander Auchie	do	500
do 31.	George Gibson	Robert Easson	Dundee	250
do 31.	do	William Brown	Glasgow	250
April 1.	James Smith	do	do	125
Mar. 31.	William Hy. Barry	Sarah Anne Holland	Gate Acre, near Liv.	250
do 31.	do	Digby G. Dent	Stocke, nr. Davenp't	600
do 31.	do	Philip Henry Rathbone	Liverpool	1250
do 31.	Alexander Kay	do	do	175
do 31.	do	do	do	3575
April 2.	Nathaniel Alexander	do	do	3475
do	do	do	do	550
do	do	do	do	3475
Mar. 31.	Isaac Penny	do	do	1250
do 31.	do	William Henry Moss	do	1250
do 31.	do	William Fisk, Junior	do	250
do 24.	Sydney Lawrence	John Adam Bartlett	do	4500
do 26.	John Adams Bartlett	Mary Bartlett	do	2000
do 20.	Janet Campbie Jopp	do	do	75
do 20.	Robert Bong	do	do	800
do 31.	Isaac Penny	do	do	1750
do 17.	George Wedd	do	do	1300
do 17.	Stephen Charles Hope	do	do	650
do 18.	do	do	do	925
do 31.	do	Mary Colley	Brighton	275
do 31.	do	do	do	3225
do 31.	do	Thomas Jones	Egremont, Cheshire	500
do 31.	Isaac Penny	Alexander Kincaid	Liverpool	1250
April 1.	James Peers	Harwood Walcot Banner	do	500
do 1.	James Smith	Robert Easson	Dundee	125
Mar. 30.	Paul Speak	Thomas Rich	Weston-Super-Mare	400
do 30.	Anton C. Houen	William Lascelles	Clifford's Inn, Fleet	75
April 6.	Mihill Slaughter	do	do	125
Mar. 31.	Andrew Vans Dunlop	John Sampson	Dunfermline	500
do 31.	do	Robert Easson	Dundee	500
do 31.	John Warden	William Law	Forfar	500
do 18.	Francis Adams	James Jones	Warrington	100
do 31.	Rev. Alfred Bousfield	John Maynard	Southampton	100
do 31.	William Henry Barry	Captain William Christie	Brighton	700
do 31.	do	James Pendlebury	Bolton	500
do 31.	do	Charles Holland	Liverpool	1000
do 31.	do	do	do	625
do 31.	do	do	do	1000
do 31.	Alfred R. Cutbill	Robert Curling	Free Place old Jewry	625
April 1.	Matthew Paramore	do	do	125
Mar. 31.	John Brooks	Robert Easson	Dundee	250
do 31.	Rev. Alfred Bousfield	do	do	250

English Transfers of Consolidated Stock of the Grand Trunk Railway Company  
of Canada.—(Continued.)

Date.	From	To	Address.	Amount. Stg.
1857.				£
Mar. 31	George Gibson	Robert Easson	Dundee	250
do 31	Anton C. Houen	Mary Colley	Brighton	100
do 30	Paul Speak	do	do	100
April 1.	Matthew Paramore	do	do	50
do 1.	Stephen Charles Hope	do	do	50
Mar. 31	do	William Craven	Manchester	250
do 31	William Henry Barry	Isabella Styche	Marsh Lane Boothe	500
do 31	do	Thomas Darnley Anderson	Liverpool	1250
April 1.	Major Shout	do do	do	500
Mar. 31	William Grieve	do do	do	750
April 1	Sydney Lawrence	do do	do	550
do 1.	do	do do	do	3475
do 1.	do	do do	do	3475
do 1.	do	George Glen	Puddington Hall,	525
do 1.	do	do	do [Cheshire	3475
do 31.	do	do	do	3475
do 1.	do	do	do	3475
do 1.	do	do	do	550
do 2.	John Mollett	do	do	1250
do 1.	E. R. Moorsom	do	do	1000
Mar. 31	William Henry Barry	do	do	2450
do 31.	do	do	do	50
do 31.	do	do	do	1250
do 31.	Isaac Penny	Henry Woodfall	Liverpool	12500
April 3.	John Barrington	Charles Holland	do	250
do 1.	Aaron Frankish	do	do	250
Mar. 31	Isaac Penny	do	do	500
do 30	Robert Winning	do	do	625
do 31.	do	Benjamin Thompson	Huddersfield	375
do 31.	William Henry Barry	do	do	1050
do 31.	do	do	do	75
do 31.	W. & E. Sewell and others	Abram Follett Osler	Birmingham	1000
April 5.	William May Lander	Archibald John Brunton	Stock Exchange	1250
do 1.	Matthew Paramore	Rev. Albert Creek	Brighton	125
do 4.	Stephen Charles Hope	do	do	50
do 14	Harriett E. Moss	John Moss	Ollerspool, Liverpool	400
do 14	George Lawford	John Greaves	Liverpool	1000
do 16.	Alexander Baird	Cunningham Borthwick	Stock Exchange	2500
do 17	Charles Coles	Ippoleto Leonino	Cophall Court	1250
Jany. 13	Stephen Charles Hope	Abraham Northen	Stock Exchange	500
April 17.	John Brown	do	do	500
do 17.	Charles Bell	Oliver Farrer	Lincoln's Inn Fields	600
do 17.	George T. Kemp	William C. Harnett	Great St. Helens	500
do 17.	Cunningham Borthwick	Harold Turner	121, Long Acre	1250
do 17.	Charles Coles	do	do	1250

(Signed,)

J. GREEN.

London, 21st April, 1857.



*Ques. 317.* Apply the same question to Messrs. Baring & Co., and Messrs. Glynn & Co.—*Ans.* Similar statements are submitted which shew the amount of stock held by the Messrs. Baring & Co., and the Messrs. Glynn & Co :

The former being..... £196,000 sterling.  
The latter being..... 195,300 “

**STOCK ACCOUNT Grand Trunk Railway Company of Canada,**

AT CREDIT OF THE MESSRS. GLYN OF LONDON.

		£	s.	d.	£	s.	d.
1857.							
Jany.	1 S. Leger Richard Glyn.....	600	0	0			
“	“ George Grenfell Glyn and S. Leger Richard Glyn.....	24800	0	0			
“	“ George Carr Glyn and Edward Wheeler Mills.....	25000	0	0			
“	“ George Carr Glyn and S. Leger Richard Glyn.....	25600	0	0			
					76000	0	0
AT CREDIT OF MESSRS. MILLS OF LONDON, VIZ. :							
1857.							
Jany.	1 John Mills.....	2400	0	0			
	Edward Wheeler Mills.....	17500	0	0			
	Executors of late Francis Mills.....	25000	0	0			
	Edward Wheeler Mills and George Grenfell Glyn.....	24800	0	0			
	Charles Mills and George Carr Glyn.....	24800	0	0			
	Edward Wheeler Mills and S. Leger Richard Glyn.....	24800	0	0			
					119300	0	0
	At date of last Return, 17th April, 1857..... Total.....				£195300	0	0

**WILLIAM MACBEAN,**  
Sh. and Tr. Clerk.

Montreal, 23rd May, 1857.

**STOCK ACCOUNT GRAND TRUNK RAILWAY CO. OF CANADA.**

January 1, 1857....	AT CREDIT OF— Messrs. Baring, Brothers, & Co.....	£191,000 Sterling.
January 1, 1857....	AT CREDIT OF— Thomas Baring, Esquire.....	5,000 do
		£196,000 sterling.

N. B.—These Accounts, at last advice from England, remain as above, 17th April.

**WM. MACBEAN,**  
Sh. and Tr. Clerk.

Montreal, 23rd May, 1857.

*Ques. 318.* (By the Chairman.) Can you furnish the Committee with a statement of the weekly receipts on each section of the road, whether from passengers or freight, to the latest date?—*Ans.* I submit a statement prepared by the Auditor affording all the information asked in the query now that time would admit of, and I believe it will be found in accordance with the requisition made upon me in Montreal.

	PORTLAND & ISLAND POND.			MONTREAL & ISLAND POND.			QUEBEC & RICHMOND.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passengers.	Freight.	Total.
1854. January 7	1671 45	\$3136 32	\$4807 77	8950 53½	G.T. R.A.C. \$302 50	\$1543 03½	.....	.....	.....
" 19	1439 59	4258 57	5698 16	1026 65½	1100 83	2127 48½	.....	.....	.....
" 20	1730 59	3340 14	4070 73	1317 70	3227 63	4545 33	.....	.....	.....
" 28	1485 86½	5081 47	6517 33½	1022 16½	2253 53	3275 99½	.....	.....	.....
" February 4	1621 73	4835 37	6457 10	1214 64½	3809 30	5113 94½	.....	.....	.....
" 11	1658 56	3307 86	5056 42	1036 85	3821 58	4858 43	.....	.....	.....
" 18	1622 72½	3347 59	4970 22½	1159 05½	2944 27	4123 32½	.....	.....	.....
" 27	1676 47	2552 40	4228 87	988 05	3588 51	4576 59	.....	.....	.....
" March 4	1877 64½	5377 73	7255 37½	1820 67	2958 10	4207 86	.....	.....	.....
" 11	2171 40	4658 60	6830 00	1263 83	3379 61	4643 44	.....	.....	.....
" 18	2212 28	5243 68	7455 96	1331 33½	3505 38	4837 31½	.....	.....	.....
" 27	2428 16	6579 43	9007 59	1467 13½	3176 21	4643 34½	.....	.....	.....
" April 1	2000 21½	3451 88	5452 04½	1316 16	3889 13	5205 29	.....	.....	.....
" 8	2535 57½	5534 70	8070 27½	1690 00½	4036 83	5726 83½	.....	.....	.....
" 15	2322 08	4776 66	7098 74	1710 64½	3254 65	4975 29½	.....	.....	.....
" 22	2501 99½	8125 95	10627 94½	1681 42½	2877 14	3958 56½	.....	.....	.....
" 29	2561 76	7731 59	10293 35	1092 05	2394 30	3486 35	.....	.....	.....
" May 6	2363 30½	6353 50	8716 80½	1730 98	2907 08	4737 06	.....	.....	.....
" 13	2437 31½	5841 24	8208 58½	1992 51	4077 23	6069 74	.....	.....	.....
" 20	2223 35	6505 07	8728 42	1900 72½	4900 48	6801 20½	.....	.....	.....
" 27	2186 28	5794 04	8280 32	2049 28½	4492 01	6541 29½	.....	.....	.....
" June 3	2780 64½	5923 95	8715 59½	2096 43	6102 06	8193 49	.....	.....	.....
" 10	3242 25	6055 10	9207 35	2702 33½	5661 40	7703 73½	.....	.....	.....
" 17	4901 10	6056 92	10958 02	2270 41	4830 23	7109 64	.....	.....	.....
" 24	2980 03	4840 96	7820 99	2284 07	4900 01	7274 08	.....	.....	.....
" July 1	3005 03	5717 60	8722 63	1995 69	5230 91	7226 63	.....	.....	.....
" 8	4939 90	3070 29	8010 28	3440 72½	5764 09	9204 81½	.....	.....	.....
" 15	3234 42½	4403 90	7638 32½	2664 76½	5164 94	7829 70½	.....	.....	.....
" 22	2998 91	4282 42	7281 33	2245 98½	4789 44	7033 42½	.....	.....	.....
" 29	3316 45½	4105 18	7421 63½	2102 01	5231 24	7333 25	.....	.....	.....
" August 5	5220 80½	4459 77	9680 57½	2140 07½	5273 05	7413 12½	.....	.....	.....
" 12	4006 04	4726 32	8732 36	2440 59	5979 17	8425 76	.....	.....	.....
" 19	4243 03½	4756 11	8999 14½	3172 44	6632 86	9805 30	.....	.....	.....
" 26	4387 42½	6077 14	10464 56½	3201 69	4679 22	7880 91	.....	.....	.....
" September 2	6070 28½	5493 69	11563 97½	8709 42½	6538 35	10247 77½	.....	.....	.....
" 9	4101 63	5297 42	9399 05	3316 85½	6963 58	10240 43½	.....	.....	.....
" 16	4146 25½	6400 52	10546 77½	2312 61½	5372 94	8215 55½	.....	.....	.....
" 23	3679 18½	6141 93	10121 11½	3778 59	5426 86	9205 45	.....	.....	.....
" 30	5898 04½	6199 41	12097 45½	3599 37½	5893 42	9492 79½	.....	.....	.....
" October 7	3936 47	6398 61	10335 08	3257 61	6059 88	9317 49	.....	.....	.....
" 14	3434 94	5426 77	8861 71	3093 00½	6432 33½	9525 34	.....	.....	.....
" 21	3938 68½	7171 65	11110 33½	2832 16	6177 73	9009 89	.....	.....	.....
" 28	3960 63	6105 78	10386 41	2970 95	6047 18½	9018 13½	.....	.....	.....
" November 4	2777 20½	6904 60	9681 80½	2359 27½	7233 02	9592 29½	.....	.....	.....
" 11	2758 61	6575 59	9334 20	2120 39	5518 27	7638 66	.....	.....	.....
" 18	3627 89½	5467 63	8004 92½	1980 89	4442 72	6823 61	.....	.....	.....
" 25	3404 59½	7045 63	10450 19½	1863 23	5320 44	7183 67	.....	.....	.....
" December 2	3098 26	4236 29	7334 55	2533 50½	7542 76	10076 35½	2513 93	628 04	3141 97
" 9	2474 82	3636 25	6111 07	1549 23½	3350 54	4899 77½	1638 81½	514 61	2153 42½
" 16	2048 00	5728 25	7776 25	1510 91½	3029 24	5140 15½	1933 01½	278 35	2211 36½
" 23	1887 33	6148 15	8035 48	1317 29½	2895 42	4212 69½	1588 04½	398 19	1986 83½
" 30	2655 19	5708 12½	8363 31½	1363 02½	3723 37	5086 39½	972 57	280 22½	1252 79½
1855. January 6	2133 80	6078 05	8211 85	1710 20	3749 63	5459 88	776 77	393 76	1170 53
" 13	2037 50½	7087 20	9124 70½	1869 69½	3516 50	5383 19½	862 90	333 45	1216 35
" 20	1804 95	2634 34	4439 27	1070 86½	4374 94	6045 80½	585 84	293 27	819 11
" 27	1632 39	3329 08	5157 47	1448 53½	4549 98	5998 51	420 75½	198 51	619 26½
" February 3	2301 16	4469 67	6770 23	1557 51½	3340 87	4898 38½	829 83	93 08½	923 51½
" 10	1520 05	5102 72	6623 77	1600 33½	3144 45	4744 80½	838 65	656 14	1404 79
" 17	1574 68	4212 29	5786 97	1744 52½	4132 48	5897 00½	397 73	284 76½	682 54½
" 24	2351 91	5089 62	7441 53½	2047 60½	3833 17	5380 77½	802 75	1509 86	2312 61
" March 2	2242 43	6547 98	8790 41	1826 72½	3573 19	5399 91½	739 58	1053 25	1792 88
" 9	2103 93	7969 57	10073 50	1920 29	4932 13	6852 42½	716 65	512 20	1224 91
" 16	2591 33	6067 96	8659 31	1872 62½	4181 94	6054 36½	877 19	577 94	1455 13
" 23	2714 45	8506 52	11220 95	2135 53	4293 82	6434 35	1062 87	488 71	1551 58
" 31	2859 63½	9149 39	12009 93½	1977 07½	2732 30	4709 37½	895 88½	430 19	1324 07½







	PORTLAND & ISLAND POND.			MONTREAL & ISLAND POND.			QUEBEC AND RICHMOND.											
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.									
1856, July 5	3792 37	97011 31 5380 57 5347 84 4200 00	S10803 65 3724 23 8679 22 7457 05	32334 14½	56392 68 4723 51 5200 39 4959 01	S8726 82½	S1966 38	2048 13 2048 13	S1816 68½	S3783 06 3241 41 3532 19 3320 09								
" 12	4343 66										5380 57	3724 23	3768 42½	4723 51	3181 93½	2011 25	1200 16	3241 41
" 19	3331 38										5347 84	8679 22	4160 52	5200 39	3909 91	2260 59	1271 60	3532 19
" 26	3257 06										4200 00	7457 05	4618 91	4959 01	3577 92	2715 43	804 60	3320 09
" August 2	4262 49	2479 88	6742 37	4002 19	4290 60	8501 79	3161 84½	637 95	3799 79½									
" 9	3766 67	2849 20	6615 87	4178 96	4669 14½	8847 40	2407 85	474 77	2772 62									
" 16	3978 02	5966 91	9944 33	4398 00	4321 62	8719 82	2200 47½	523 02½	3113 50									
" 23	4432 19	3852 84	8485 03	3628 02½	5049 56	8677 58½	1804 63½	1025 00	2920 29½									
" 30	4235 33	3884 55	8169 88	3638 89½	6350 01	10038 90½	2180 67	1089 89	3570 56									
" September 6	3886 14	5462 21	9348 35	3345 15½	5096 29	8541 44½	1480 90	1024 45	2505 35									
" 13	3954 62	4171 40	8126 02	3336 19½	5277 05	8613 24½	1896 42	1210 88	3017 30									
" 20	3631 44	3849 68	7481 12	3096 79	6009 85	9106 64	1762 82	1206 68	2968 46									
" 27	3252 15	6134 81	9986 96	3002 28½	7503 87	10506 15½	1802 38½	654 87	2457 25½									
" October 4	3900 18	5343 80½	8552 98½	2840 80	5213 08½	8053 88½	1282 91	682 81	1965 72½									
" 11	3404 02	6829 45	10233 47	3089 50	4311 22	7400 72	1445 27	1300 37	2754 64									
" 18	2727 40	6048 11½	8775 51½	2976 01	6441 77½	9517 78½	1273 75	929 09	2202 94									
" 25	4659 80	5792 70	10452 50	2469 70½	8693 27	11162 97½	1189 20	1089 47	2278 67									
" November 1	2369 19	5559 21	7928 40	3290 22½	8057 28	11347 50½	1317 70	833 31	2151 01									
" 8	2127 39	5975 35	8102 74	2744 54½	7585 07	10329 61½	1291 65	1140 91	2432 56									
" 15	2724 89	6000 07	8724 96	2226 83	7508 52	9735 35	1402 66	2034 69	3437 35									
" 22	2901 02½	5503 70	8254 72½	2353 72½	9231 52	11585 24½	567 15	1567 47	2134 62									
" 29	2460 08½	5892 96	8353 01½	2127 01	11262 20	13389 21	1648 54	1198 91	2347 45									
" December 6	2028 40	5438 96	7467 36	2591 59½	7358 33	9949 92½	1269 47½	744 81	2104 28½									
" 13	2095 26	6727 65	8822 91	1477 10	7765 59	9242 69	1157 75	1039 63	2197 43									
" 20	1690 46	4756 14	6447 40	876 52½	4199 96	5076 48½	1385 11	396 96	1782 07									
" 27	1500 32	4108 24	5668 56	1421 94	3549 96	4971 90	551 37	209 06	760 43									
1857, January 3	2019 47	5509 40	7528 87	1741 33	5950 29	7691 62	905 91½	332 89	1238 83½									
" 10	1454 93	3189 88	4644 81	1632 12½	5314 10	7146 22½	715 91	457 64	1173 55									
" 17	1574 02	4400 54	5975 46	1855 17½	6830 71	8685 88½	699 80	824 08	1523 88									
" 24	923 26	3630 96	4554 22	1267 42	3705 40	4972 82	637 65	475 98	1133 63									
" 31	1482 18	2307 26	3849 44	1539 90	3858 19	5397 99	834 47½	1068 31	1902 78½									
" February 7	1500 89	3264 64	4765 53	1628 52½	5645 20½	7273 73	665 36	711 35	1376 71									
" 14	1815 53	4168 86	5984 39	1602 97½	5398 65	7001 62½	764 05	813 83	1577 88									
" 21	1734 08	10260 97	11995 05	1386 47½	8409 17	9795 64½	819 32½	797 43	1616 75½									
" 28	2121 02	13838 50	15939 52	1799 32½	8586 50½	10385 82½	1627 25½	1097 12	2724 37½									
" March 7	1978 81	7102 70	9081 51	1949 51	8054 02	10003 53	940 32½	1041 18	1981 51½									
" 14	2414 69	8833 17	11247 86	2316 55	7072 67	9389 22	854 95½	1328 86	2183 81½									
" 21	2219 51	11531 41	13750 92	2254 53	7914 18½	10168 66½	696 77	1028 65	1695 42									
" 28	2349 89	8642 40	10992 38	2334 42½	6319 07	10653 49½	950 55½	1945 03	2405 58½									

N. B.—The figures under the head of G. T. R. Ac's., show the Freight included in Weekly Receipts for carriage of the Company's Fuel and Materials.

ST. THOMAS.			MONTREAL AND BROCKVILLE.			TORONTO AND SARNIA.		
Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
\$181 17½	\$53 13	\$234 30½	\$2376 66½	\$293 88	\$2670 54½	.....	.....	.....
199 77½	52 46	252 23½	2707 95½	410 05	3178 00½	.....	.....	.....
269 25	99 66	368 91	2052 08½	348 22	3300 30½	.....	.....	.....
335 80	78 50	414 30	2355 93½	372 27	2728 25½	.....	.....	.....
231 55	177 24	408 79	2332 98	308 25	2641 23	.....	.....	.....
204 82½	47 53	252 36½	2519 67	427 09	2946 76	.....	.....	.....
317 45	123 37	445 82	2841 24½	334 94	3176 18½	.....	.....	.....
186 47½	97 85	284 32½	2645 73	449 50	3095 23	.....	.....	.....
214 55	76 06	290 61	2362 78	455 56	2818 34	.....	.....	.....
195 07½	80 40	275 56½	2139 34	537 65	2676 99	.....	.....	.....
166 87½	51 37	218 24½	2331 41	460 43	2791 84	.....	.....	.....
223 55	89 05	312 60	2741 97	572 22	3314 19	.....	.....	.....
212 05	43 25	255 30	2067 96	631 57	2699 53	.....	.....	.....
244 15	155 28	399 43	2572 96½	726 88	3299 79½	.....	.....	.....
279 02½	117 50	396 52½	2978 89	1461 62	4440 51	.....	.....	.....
304 80	93 65	398 45	2998 59	1129 49	4128 08	.....	.....	.....
184 52½	90 92	275 44½	2506 03	782 57	3288 60	.....	.....	.....
185 57½	62 96	248 53½	12498 35	887 94	13386 29	.....	.....	.....
276 60	81 47	358 07	10565 70½	1240 23	11805 93½	.....	.....	.....
304 22½	99 62	403 84½	11144 17½	1040 47	12184 64½	.....	.....	.....
174 47½	83 62	258 09½	13340 61½	5362 31	18702 92½	\$3110 98	2672 71	\$5783 69
198 27½	83 64	281 91½	12946 13	6638 50	19584 63	2574 27	2257 58	4831 85
136 05	52 66	188 71	11538 88½	6895 16	18433 54½	2367 98½	2015 84½	4383 78
136 85	16 03	152 88	10877 30	8123 09	19000 39	2385 72½	1799 52	4185 24½
80 75	34 71	115 46	9473 66	8928 44	18402 10	2275 25	1694 10	3969 35
47 55	14 44	61 99	9109 44	6424 20½	15533 64½	2579 39½	1673 58	4253 47½
46 82½	36 28	83 10½	10990 15	8674 77	19664 92	3197 59	1896 01	5093 60
.....	3 57	3 57	8702 37	6453 09	15155 46	2442 57½	1707 52	4150 09½
.....	.....	.....	8065 53	6582 75	14648 28	2002 40	1659 22	3661 62
.....	.....	.....	6617 77½	4466 03	11083 80½	1952 22½	1736 30	3688 52½
.....	.....	.....	7084 43	5453 49	13537 92	1978 39	1818 80½	3797 19½
50 25	.....	.....	7247 29½	7395 01	14642 30½	1970 94½	1632 87	3603 81½
.....	54 12	104 37	8211 63	7331 91	15535 54	1985 28½	2177 66	4162 94½
67 30	108 37	175 67	6890 08½	7417 72	14307 80½	3440 70½	2033 52	5474 22½
90 00	105 45	195 45	8181 22½	8652 01	16833 23½	4044 97	3303 99	7348 96
77 00	116 43	193 43	7906 37½	8221 36	16127 73½	4439 54	3444 69	7884 23
85 75	81 86	167 61	8264 79	10108 65½	18373 44½	4450 11	3194 76	7644 87
63 22½	22 52	85 74½	8967 68½	10891 72½	18959 41	4478 72	2565 11	7043 83
.....	.....	.....	8209 104	12034 01	20243 11½	4540 94½	3938 62	8488 56½

J. HARDMAN.

Audit Office,  
May 23, 1857.

*Ques. 319.* Do the receipts in the return you have just given in, include charges against the Grand Trunk Company for carrying stones and building materials over its own line; and do they also include freight of firewood for consumption by the Company's locomotives?—*Ans.* I believe those returns include all receipts including freight for firewood.

ABSTRACT OF THE AFFAIRS OF THE GRAND TRUNK  
EXPENDITURE.

	£	s.	d.
Total Amount of Expenditure on the St. Lawrence and Atlantic Railroad, up to 31st December, 1856, as per Statement No. 1.....	1,733,949	18	0
Total Amount of Expenditure on the Quebec and Richmond Railroad, up to 31st December, as per Statement No. 1.....	994,702	17	7
Total Amount of Expenditure on the Toronto and Sarnia Railroad, up to 31st December, as per Statement No. 1.....	1,398,806	12	10
Total Amount of Expenditure on the Grand Trunk Railway, up to 31st December, as per Statement No. 1.....	4,467,327	5	1
Total Amount of Expenditure on the Victoria Bridge, up to 31st December, 1856, as per Statement No. 1.....	605,057	13	9
*Total Amount of Expenditure on Account of the Atlantic and St. Lawrence Railroad Company.....	£689,533	19	6
Less received in Bonds and Shares.....	292,475	0	0
	397,078	19	6
Cost of Steam Ferry Boats built by the Company.....	25,137	15	11
Land and Land Damages.....	12,812	18	3
Cost of Stores and Fuel on hand.....	143,670	19	3
Balance of interest paid from date of Amalgamation on the Capital raised and expended on the St. Lawrence and Atlantic, the Quebec and Richmond, the Toronto and Sarnia and Grand Trunk Railway, and the Victoria Bridge.....	500,426	11	7
Expenses in London connected with the Company.....	28,102	17	9
Balances of Sundry Accounts.....	126,942	2	14
Amount due to the Company on outstanding Traffic Accounts.....	59,239	3	4
Cash on hand.....	£ 10,130	1	10
Toronto City Bonds on hand.....	100,000	0	0
Atlantic and St. Lawrence Shares on hand.....	49,808	6	8
Bills receivable on hand.....	1,013	11	3
	160,951	19	9
Amount in the hands of the Provincial Agents in London, on Account of Amount received on Preference Bonds.....	113,569	15	0
Currency, £	10,767,777	10	6

\* The £50,320 0s. 2d. mentioned in reply to No. 20, is included in the £397,078 19s. 6d. which £397,078—Less the £50,320—now stands on Capital Account.

Grand Trunk Railway Company of Canada,

Chief Accountant's Office,

Montreal, 19th March, 1757.



## GRAND TRUNK RAILWAY

Dr. General Statement of Capital Account for the

	Expended to 30th June, 1856	Expended for Half Year ending 31st December 1856.	Total Expenditure 31st December, 1856.
See Abstracts.			
Preliminary Expenses—			
Grand Trunk Railway.....	2,095 18 2		2,095 18 2
Toronto & Guelph do.....	10,537 9 8		10,539 9 8
Toronto & Kingston do.....	1,160 19 1	1,581 13 4	2,742 12 5
Montreal & Kingston do.....	3,699 3 5		3,699 3 5
Grand Junction do.....	347 8 10		347 8 10
A Engineering.....	57,259 3 5	849 5 5	58,108 8 10
B Works and Permanent Way.....	1,172,772 0 1	12,231 11 5	1,185,003 11 6
C Stations, Buildings and Offices.....	129,972 2 5	12,115 14 5	142,087 16 10
D Advertising and Printing.....	4,401 13 10	648 13 8	5,050 7 6
E Locomotive Stock.....	141,972 7 10	2,140 19 4	144,113 7 2
F Merchandize Car Stock.....	96,888 10 4	1,778 7 7	98,666 17 11
G Passenger do do.....	22,030 6 11	596 7 2	22,626 14 1
H Miscellaneous do do.....	13,768 12 1	642 14 4	14,411 6 5
I General Expenses, Canada.....	184,949 17 1	6,605 19 3	191,555 16 4
London.....	25,829 10 8	2,273 7 1	28,102 17 9
K Electric Telegraph.....	9,691 8 7	3,559 5 0	13,250 13 7
<b>WORKS IN PROGRESS.</b>			
Toronto and Sarnia.....	1,359,355 11 1	18,820 0 9	1,378,175 11 10
Montreal and Toronto.....	3,505,316 8 8	122,546 6 4	3,627,862 15 0
Quebec and Richmond.....	923,988 8 8	45,519 4 11	969,507 13 7
Quebec and Trois Pistoles.....	419,312 0 0	3,041 12 4	422,353 13 4
Victoria Bridge.....	402,778 6 9	202,279 7 0	605,057 13 9
Belleville and Peterborough (survey).....		6,691 13 4	6,691 18 4
Extra Works, Montreal and Toronto.....	164,056 8 5	49,200 7 4	213,256 15 9
Toronto and Sarnia.....		2,007 10 0	2,007 10 0
London and Stratford Survey.....	2,502 12 11		2,502 12 11
Land and Land Damages.....	10,831 6 9	1,981 11 6	12,812 18 3
Steam Ferry Boats.....	24,962 15 11	175 0 0	25,137 15 11
	8,690,480 11 1	7,497,286 12 6	9,187,767 4 1
Balance to Credit of Capital Account.....			213,939 15 1
Currency.....			£9,401,706 19 2

Grand Trunk Railway Company of Canada,  
Chief Accountant's Office.

Montreal, 14th March, 1857.

In addition, I also lay before the Committee a statement of bills thousand four hundred and fifty-five pounds nine shillings and ten pence, in Canada prior to 31st December last, and notes given to tradesmen, merchants, stances would have been paid for in cash. I may state for the information of the fuel, wages, &c., exceed fifty thousand pounds per month; these are outstanding my supplying. These several items will amount to £1,146,826 7s. 2d., viz.:

Loans from Bankers as stated in account rendered.....  
Bills payable chiefly in London.....

## COMPANY OF CANADA.

Half Year ending 31st December, 1856.

Cr.

By Share Capital, viz:			
St. Lawrence Shares, amount received on them.....		238,010 16 8	
Toronto do do.....		166,859 14 8	
Quebec & Richmond Shares, do.....		352,175 15 9	
Grand Trunk Shares, A Series do.....	2,112,236 15 0		
B Series, am't issued to Contractors on payment of works.....	743,079 3 4	2,855,315 18 4	
			3,612,362 7 5
By Debenture Capital, viz:			
Montreal City Debentures.....		125,000 0 0	
Island Pond do.....		109,500 0 0	
British American Land Company's Bond.....		25,000 0 0	
Montreal Seminary do.....		25,000 0 0	
Quebec and Richmond Debentures.....		121,666 13 4	
Grand Trunk, Debentures, A Series.....	1,066,590 16 8		
B do.....	692,405 0 0	1,758,995 16 8	
			2,165,162 10 0
By Provincial Debentures:			
Issued on account of St. Lawrence and Atlantic Railroad Co.....	568,791 13 4		
Do Quebec and Richmond.....	304,166 13 4		
Do Grand Trunk.....	2,751,223 15 1	3,624,182 1 9	
			3,624,182 1 9
			Currency...£9,401,706 19 2

W. H. A. DAVIES, C. A.

payable now outstanding, which amount to one hundred and seventy-three currency; these bills are renewals in part of monies borrowed from the Banks and manufacturers, for stores supplied the Company, which under other circumstances would have been paid for in cash. I may state for the information of the Committee that the present monthly demands against the Company for stores, for the last month; a more distinct and perfect statement, time will not admit of

.....£400,988 5 4  
.....422,239 8 3

Accounts due sundry persons.....	31,031 10 6
Accounts not paid .....	69,111 13 3
The list handed in herewith .....	173,455 9 10
To which may be added the monthly expenditure, say less on hand cash.....	50,000 0 0

£1,146,826 7 2 cy.

STATEMENT of Outstanding Bills payable by the Grand Trunk Railway Company of Canada.

When Drawn.		To whom Payable.	At what Date.	When Due.	Amount.	
1857.					£	s. D.
January...	5	Thomas C. Keefer.....	6 months..	8 July,....	1581	13 11
February..	20	George Tate.....	3 "	23 May,....	759	0 0
"	17	Mason, Cook & Blakeney.....	3 "	24 "	375	0 0
"	23	James Hodges.....	3 "	26 "	1182	11 2
"	23	George Tate.....	3 "	26 "	641	13 4
"	24	James Reekie.....	3 "	27 "	1018	15 0
March....	10	Portland Company.....	3 "	21 June....	2312	10 0
"	10	Ditto .....	3 "	21 "	2312	10 0
"	10	Ditto .....	3 "	21 "	2312	10 0
"	26	George H. Henshaw.....	90 days. ...	27 "	1590	3 9
"	27	Bank of Upper Canada.....	90 "	28 "	6500	0 0
April....	1	A. Larue & Co.....	90 "	3 July....	318	14 5
"	1	Ditto .....	105 "	18 "	318	14 5
"	1	Ditto .....	4 months..	4 August..	318	14 4
"	13	James Hodoes.....	3 "	16 July....	547	10 0
March....	4	Commercial Bank of Canada.....	3 "	7 June....	50000	0 0
"	4	Ditto .....	3 "	7 "	2582	7 7
April....	21	M. & L. Samuel.....	60 days. ...	23 "	297	13 1
"	21	A. Ramsay.....	60 "	23 "	126	14 0
"	21	Frothingham & Workman.....	3 months..	24 July....	1720	26 0
"	21	James A. Gordon.....	60 days.....	24 June....	916	5 11
"	22	Robert Mitchell & Co.....	60 "	24 "	499	3 5
"	22	S. & W. J. Holmes.....	60 "	24 "	836	11 1
"	20	Bank of Upper Canada.....	3 months..	23 July....	25000	0 0
"	20	Ditto .....	3 "	23 "	10000	6 0
"	20	Ditto .....	3 "	25 "	24333	0 0
"	23	D. C. Gunn.....	3 "	26 "	2000	0 8
"	23	Ditto .....	3 "	26 "	2000	0 0
"	23	Ditto .....	3 "	26 "	2000	0 0
"	23	William Rodden.....	3 "	25 June....	431	0 6
May....	5	John Mathewson & Son.....	75 days....	22 July....	490	5 0
"	5	Ditto .....	90 "	6 August..	420	5 7
"	5	Henry Carleton.....	3 months..	8 "	714	7 11
"	6	Henry Ostell.....	3 "	9 "	302	0 2
"	6	William Meikleham.....	75 days....	22 July....	493	17 3
"	1	Portland Company.....	3 months..	3 August..	2312	10 0
"	7	D. C. Gunn.....	3 "	10 "	1000	0 0
"	7	Ditto .....	3 "	10 "	1000	0 0
"	7	Ditto .....	3 "	10 "	784	15 4
"	8	Frothingham & Workman.....	3 "	11 "	10000	0 0
"	9	C. S. Gzowski & Co.....	3 "	11 June....	5681	5 0
"	9	A. T. Galt.....	30 days....	12 August..	300	0 0
"	5	William Rodden.....	3 months..	8 "	179	10 8
"	5	Ditto .....	3 "	8 "	1090	0 0
"	16	A. Larue & Co.....	3 "	19 "	500	0 0
"	16	Ditto .....	3 "	19 "	180	0 0
"	16	Ditto .....	3 "	19 "	200	0 0
"	16	Ditto .....	3 "	19 "	300	0 0
"	16	Ditto .....	3 "	19 "	194	11 9
"	16	Ditto .....	3 "	19 "	202	18 11
"	15	Casco Iron Company.....	3 "	18 "	285	16 3
"	15	Ditto .....	3 "	18 "	704	13 0
"	15	Ditto .....	3 "	18 "	127	10 0
"	19	A. Larue & Co.....	3 "	22 "	318	17 5
"	19	Ditto .....	3 "	22 "	58	7 0
"	19	Ditto .....	3 "	22 "		
					1713455	9 10

*Ques. 321.* Will not a large sum become payable this month for interest? If so please state the amount?—*Ans.* In the month of July the half yearly interest upon Bonds and Shares will become payable, the amount will exceed two hundred thousand pounds.

*Ques. 322.* Beyond these ascertained debts are there claims and liabilities for various services outstanding against the Company?—*Ans.* The amounts already submitted and published, shew a clear statement of the liabilities of the Company up to the end of the year, the accounts referred to in the last answer supplies the deficiency with the exception of the statement of disputed claims, to which I reply there are no claims in dispute but one, that is the claim for interest advanced by Messrs. Gzowski & Co. which has been referred by agreement to arbitration.

*Ques. 323.* What sums are immediately wanted to provide additional station and wharfrage accomodations, sidings, rolling stock, workshops, &c., necessary for the efficient working of the Road?—*Ans.* I cannot supply a reliable statement which will answer that part of the question touching required stations and wharfage, it is one which must be determined after the examination now progressing under an eminent English Engineer, Mr. Gregory, and what may be determined hereafter to effect connections at Kingston, Cobourg, and other places on the navigable waters along the line between the Cities of Montreal and Toronto, and whether the same is to be executed by the contractors before closing their accounts, or by the Company thereafter, and the same as regards additional station accomodations.

For the efficient working of the Road, 40 additional engines and 400 box cars will be required and this will cost the Company very near £200,000 currency some contracts have already been entered into for the building of engines and cars.

*Ques. 324.* Can you furnish the Committee with a clear statement of the transactions of Messrs. Peto & Co. with the Grand Trunk Company, shewing the sums earned under their contract, and for extras, on each section of the work; the sums paid the said firm, and the description of funds; also the balance now claimed by them for work, for extras, or for damages, with the amount thereof admitted by the Company, and the amounts in dispute?—*Ans.* In reply to this question I submit eight statements, shewing a detail of the Company's accounts with Messrs. Peto & Co. for each section of the road, the bridge contracted for by them, and shewing further the nature of the different payments made to those gentlemen on the various sections of the line, which accounts exhibit a balance on the 31st December last of £2 11s. 7d. in the contractor's favor, assuming the bills payable granted in settlement with them to be duly met.

MONTREAL AND

DR. Messrs. Jackson, Peto, Brassey & Betts, Contractors,

		Sterling.		Currency				
1853.	Septem'r 29	To amount of the Company's Exchange on Glyn, Mills & Co., in their favor.....	101,015	0	0	122,901	11	8
	Novem'r 21	do do do do	44,500	0	0	54,141	13	4
	Decem'b'r 26	do do do do	40,495	0	0	40,268	18	4
1854.	January 20	do do do do	55,091	0	0	67,027	7	8
	February 16	do do do do	37,647	0	0	45,803	17	0
	March 20	do do do do	46,725	0	0	56,848	15	0
	April 22	do do do do	58,094	15	0	70,681	18	11
	May 20	do do do do	70,432	16	5	85,693	5	3
	June 20	do do do do	78,518	17	7	95,531	6	0
	24	To amount retained from them in part payment of Interest on Shares and Bonds.....	22,429	6	2	34,588	19	9
	June 30	To balance of remittances made them in settlement of Reserve and Salary Funds to date.....	1,108	8	9	1,348	12	0
	July 31	To amount of the Company's Exchange in their favor	108,748	8	9	132,310	12	0
	August 18	do do do do	83,740	0	0	101,833	13	4
	Septem'r 25	do do do do	141,341	17	2	175,615	19	3
	October 21	do do do do	194,037	4	0	210,945	5	3
	Novem'r 20	do do do do	100,000	0	0	121,666	13	4
	Decem'b'r 18	do do do do	104,727	6	9	127,418	5	2
1855.	April 30	To amount carried to account B.....	95,847	14	10	116,614	15	1
	30	do do do do	61,616	4	6	74,963	8	2
	30	do do do do	47,691	6	3	58,024	8	7
	June 30	do do do do	42,684	13	9	51,933	0	8
	Septem'r 29	do do do do	53,987	12	3	65,684	18	6
	29	do do do do	95,519	17	9	116,215	17	4
	29	do do do do	105,601	5	6	128,481	11	0
	October 31	do do do do	87,225	17	6	106,124	16	4
	Decem'r 31	do do do do	134,011	13	0	163,047	10	2
	31	do do do do	200,585	18	9	244,046	4	6
1856.	January 31	do do do do	123,398	14	0	156,218	8	5
	February 29	do do do do	92,322	7	3	112,325	10	11
	April 30	do do do do	142,861	12	6	173,814	19	7
	30	do do do do	55,963	12	0	68,089	0	11
	30	do do do do	40,467	15	0	49,235	15	3
	June 30	do do do do	76,639	17	6	93,245	3	8
	30	do do do do	29,723	15	0	36,163	17	11
	July 31	do do do do	32,266	11	3	39,257	13	2
	Septem'r 30	do do do do	34,952	11	3	42,525	12	4
	October 31	do do do do	36,183	19	6	44,023	16	9
	Novem'r 29	do do do do	28,327	8	6	34,465	0	8
		To amount of Reserve Fund retained.....	20,000	0	0	24,333	6	8
		do Salary do do	37,272	11	0	45,348	5	2
			2,981,805	0	0	3,627,862	15	0

TORONTO SECTION.

in Account Current with the Grand Trunk Railway Company. DR.

		Sterling.		Currency				
1853.	Septem'r 22	By amount of the Chief Engineer's Certificate No. 1	113,500	0	0	138,091	13	4
	Novem'r 14	do do do do	50,000	0	0	60,833	6	8
	Decem'b'r 16	do do do do	45,500	0	0	55,358	6	8
1854.	January 17	do do do do	61,900	0	0	75,311	13	4
	February 20	do do do do	42,300	0	0	51,465	0	0
	March 13	do do do do	52,500	0	0	63,875	0	0
	April 18	do do do do	65,275	0	0	79,417	18	4
	May 16	do do do do	79,138	0	0	96,284	11	4
	June 16	do do do do	79,312	0	0	96,496	5	4
	July 1	do do do do	110,125	0	0	133,983	8	4
	August 1	do do do do	84,800	0	0	103,173	6	8
	Septem'r 1	do do do do	146,169	0	0	177,838	19	0
	October 1	do do do do	200,544	0	0	243,995	4	0
	Novem'r 1	do do do do	163,662	0	0	199,122	2	0
	Decem'b'r 1	do do do do	106,053	0	0	129,631	3	0
1855.	January 1	do do do do	97,061	0	0	118,090	17	8
	February 1	do do do do	22,450	0	0	27,314	3	4
	March 1	do do do do	48,295	0	0	58,758	18	4
	April 1	do do do do	20,775	0	0	25,276	5	0
	May 1	do do do do	54,671	0	0	66,516	7	8
	June 1	do do do do	96,729	0	0	117,686	19	0
	July 1	do do do do	106,938	0	0	130,107	18	0
	August 1	do do do do	88,330	0	0	107,468	3	4
	Septem'r 1	do do do do	135,708	0	0	165,111	8	0
	October 1	do do do do	203,125	0	0	247,135	8	4
	Novem'r 1	do do do do	130,624	0	0	153,195	17	4
	Decem'b'r 1	do do do do	93,491	0	0	113,747	7	8
	31	do do do do						
1856.	February 1	do do do do	144,670	0	0	176,015	3	4
	March 1	do do do do	56,672	0	0	68,950	18	8
	April 1	do do do do	40,980	0	0	49,359	0	0
	May 1	do do do do	77,610	0	0	94,425	10	0
	June 1	do do do do	30,100	0	0	36,621	13	4
	30	do do do do	32,675	0	0	39,754	11	8
	August 1	do do do do	35,395	0	0	43,063	18	4
	Septem'r 1	do do do do	36,642	0	0	44,581	2	0
	October 1	do do do do	28,686	0	0	34,901	6	0
			2,981,805	0	0	3,627,862	15	0

QUEBEC AND TROIS PISTOLES SECTION.

DR. Messrs. Jackson, Feto, Brassey and Betts, Contractors, in account current with the Grand Trunk R. W. Co. Cr.

1854.	1854.	Currency.	1854.	By Chief Engineer's Certificate, No.	Sterling.	Currency.
Mar. 20	Mar. 15	£ s. d.	Mar. 15	do	£ s. d.	£ s. d.
To the Company's Exchange in their favor	35,110 10 0	47,717 15 6	16	do	39,450 0 0	47,937 10 0
do do do	13,462 2 8	16,378 18 9	16	do	15,126 0 0	18,493 6 0
do do do	8,510 0 10	10,353 17 9	June 1	do	8,596 0 0	10,458 9 4
To amount returned to them, being amount found to be over retained in settlement of Reserve and Salary Funds.....	5,299 13 6	6,447 18 7	July 1	do	14,888 0 0	18,113 14 8
July 21 To the Company's Exchange in their favor	14,701 18 0	17,887 6 3	Aug. 1	do	14,050 0 0	17,094 3 4
Aug. 18 To do do	13,874 7 6	16,880 9 10	Sept. 1	do	34,500 0 0	41,975 0 0
do do do	34,068 15 0	41,450 6 3	Novr. 1	do	34,750 0 0	42,279 3 4
do do do	34,315 12 6	41,750 13 7	do	do	46,850 0 0	57,000 16 8
do do do	20,000 0 0	24,333 6 8	Decr. 1	do	5,700 0 0	6,935 0 0
do do do	5,628 15 0	6,848 6 3	1855.	do		
do do do	18,762 10 0	22,827 14 2	Jan. 1	do	19,000 0 0	23,116 13 4
April 30 To amount carried to account B.....	26,264 7 6	31,954 19 10	Feb. 1	do	8,250 0 0	10,037 10 0
do do do	2,468 15 0	3,003 12 11	March 1	do	2,500 0 0	3,041 13 4
do do do	12,096 17 6	14,717 17 3	do	do	4,000 0 0	4,866 13 4
do do do	7,998 15 0	9,731 16 3	May 1	do	8,100 0 0	9,855 0 0
do do do	11,899 7 6	14,477 11 6	June 1	do	12,050 0 0	14,660 16 8
do do do	10,210 15 0	12,423 1 7	July 1	do	10,340 0 0	12,580 6 8
do do do	15,152 4 0	18,435 3 7	Aug. 1	do	15,344 0 0	18,608 10 8
do do do	11,603 2 6	14,117 2 9	Sept. 1	do	11,750 0 0	14,295 16 8
do do do	6,956 18 9	8,464 5 5	Oct. 1	do	7,045 0 0	8,571 8 4
do do do	17,377 0 9	21,142 1 3	Novr. 1	do	17,597 0 0	21,409 13 8
do do do	6,517 10 0	7,929 12 6	Decr. 1	do	6,600 0 0	8,030 0 0
do do do	8,052 1 6	9,796 13 10	1856.	do		
do do do	2,468 15 0	3,003 12 11	Jan. 31	do	8,154 0 0	9,920 14 0
do do do	4,339 5 0	5,279 8 2	Feb. 29	do	2,500 0 0	3,041 13 4
To amount of Salary Fund retained.....	£ 347,140 0 0	422,353 13 4	June 30	do		
			Sept. 30	do		

W. H. A. DAVIES,  
Chief Accountant.

21st May, 1857.

EXTRA WORKS.

DR. Messrs. Jackson, Peto, Brassey and Betts in account with the Grand Trunk Railway Company. CR.

1856.		Sterling.		Currency.		1856.		Sterling.		Currency.	
£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Feb'y. 28	To amount carried to account B.....	61,182	10 0	74,438	14 2	Jan'y.	"By	41,182	10 0	50,105	7 6
April 30	do	13,912	6 6	16,926	18 2	"	do	20,000	0 0	24,833	6 8
June 30	do	9,000	0 0	10,950	0 0	Feb 18	By	13,912	6 6	16,926	18 2
" "	do	83,958	6 0	41,315	18 6	May	By	4,000	0 0	4,868	13 4
July 31	do	9,637	15 7	11,725	19 2	"	By	5,000	0 0	6,083	6 8
Octr. 31	do	14,430	18 6	17,557	12 6	June 1	By	4,718	15 0	5,741	2 11
Novr. 29	do	12,000	0 0	14,609	0 0	"	By	6,500	0 0	7,855	3 8
Decr. 31	do	21,157	14 8	25,741	18 3	"	By	2,074	18 6	2,524	3 9
						July 1	By	14,208	11 6	17,267	1 11
						"	By	5,546	17 6	6,748	13 11
						"	By	803	4 8	977	5 4
						"	By	3,287	13 5	4,000	0 0
						Sept'r. 1	By	14,430	18 6	17,537	12 5
						Oct'r. 1	By	7,000	0 0	8,516	13 4
						"	By	5,000	0 0	6,083	6 8
						Decr. 1	By	12,654	2 1	15,395	16 7
						"	By	6,673	10 1	8,119	8 7
						"	By	1,830	2 6	2,226	13 1
								£ 175,279	11 2	213,256	15 9

W. H. A. DAVIES,  
Chief Accountant.

31st May, 1857.

VICTORIA BRIDGE.

Dr. Messrs. Jackson, Peto, Brassey and Betts, Contractors, in account with the Grand Trunk Railway Company. Cr.

		Sterling.		Currency.		Sterling.		Currency.	
		£	s. d.						
1854.	To amount of Company's Exchange.....	48,600	0 0	59,130	0 0	54,000	0 0	65,700	0 0
Sept. 25	do do .....	45,000	0 0	51,750	0 0	50,000	0 0	60,833	6 8
Nov. 20	do do .....	60,000	0 0	73,000	0 0	101,500	0 0	123,491	13 4
1855.									
April 30	To amount carried to account B. ....	31,850	0 0	38,142	10 0	23,344	0 0	28,401	17 4
Dec. 31	do .....	21,009	12 0	25,561	13 7	60,576	0 0	73,700	16 0
1856.									
Jan. 31	do do .....	58,460	8 0	71,126	16 5	84,110	0 0	41,500	10 0
July 31	do do .....	34,110	0 0	41,500	10 0	31,000	0 0	37,716	13 4
Sept. 30	do do .....	31,000	0 0	37,716	13 4	59,330	0 0	73,184	16 8
Oct. 31	do do .....	59,330	0 0	72,184	16 8	31,489	0 0	38,311	12 4
Nov. 29	do do .....	31,489	0 0	38,311	12 4	31,915	0 0	38,829	18 4
Dec. 31	do do .....	12,523	0 0	15,236	6 4	12,523	0 0	15,236	6 4
"	do do .....	31,915	0 0	38,829	18 4				
"	do do .....	25,000	0 0	30,416	13 4				
	To amount of Reserve Fund retained.....					£ 489,787	0 0	595,907	10 4

W. H. A. DAVIES,  
Chief Accountant.

21st May, 1857.

QUEBEC AND RICHMOND SECTION.

DR. Messrs. Jackson, Peto, Brassey and Betts, Contractors, in account current with the Grand Trunk Railway Co. Cr.

		Sterling. £ s. d.	Currency. £ s. d.		Sterling. £ s. d.	Currency. £ s. d.
1853.				July 15		
July 16	To paid them by the Quebec and Richmond Railroad Company, in Shares	353,416 10 11	466,400 2 7	By amount of their Contract with the Quebec and Richmond Railroad Company for the construction of the Quebec and Richmond Railroad from Hadlow Cove to Richmond.....	650,000 0 0	790,883 6 8
Augt. 1	To amount of Expenses paid by the Company on account of the Quebec and Richmond Railroad Company, to be refunded by the Contractors.....	71 0 10	86 19 4	Debitures to be paid to them by the Contractors, but which by the mutual agreement were to be retained by the Company, and Cash with 15 per cent. addition, to be paid in lieu thereof to the Contractors, viz.: 15 per cent. on £250,000.....		
Octbr. 1	To the Company's Exchange.....	115,000 0 0	139,916 13 4	By amount of Premium on the Government Debentures to be paid to them by the Contractors, but which by the mutual agreement were to be retained by the Company, and Cash with 15 per cent. addition, to be paid in lieu thereof to the Contractors, viz.: 15 per cent. on £250,000.....		
1854.				1856.		
June 21	To do .....	16,511 19 3	20,089 11 1	Dec. 21		
Decr. 18	To do .....	140,000 0 0	170,333 6 8	By amount of Extra Work done by them on the Quebec and Richmond Railroad	87,413 1 6	45,510 4 11
" 22	To do .....	22,500 0 0	27,375 0 0			
1856.						
June 30	To amount carried to account B. ....	10,000 0 0	12,166 18 4			
Decr 31	To do .....	30,496 6 9	37,163 17 7			
	To amount of Goods, &c. had by them from the Store of the Company ...	6,916 14 0	8,415 7 4			
					£ 724,913 1 6	881,977 11 7

W. H. A. DAVIES,  
Chief Accountant.

21st May, 1857.

## QUEBEC AND RICH

DR. Messrs. Jackson, Peto, Brassey &amp; Betts, Contractors,

		Sterling.	Currency.
May 20, 1854	To amount of the Company's Exchange	11600 0 0	14113 6 8
June 20, 1854	do do	5050 0 0	6144 3 4
July 21, 1854	do do	8682 0 0	10563 2 0
August 18, 1854	do do	5900 0 0	6083 6 8
Sept. 25, 1854	do do	4500 0 0	5475 0 0
October 21, 1854	do do	3100 0 0	3771 13 4
December 15, 1854	do do	5044 0 6	6136 17 11
April 30, 1855	To amount carried to account B.	13570 0 0	16510 3 4
April 30, 1855	do do	2100 0 0	2555 0 0
June 30, 1855	do do	3950 0 0	4805 16 8
Sept. 29, 1855	do do	3170 0 0	3856 16 8
Sept. 29, 1855	do do	3200 0 0	3893 6 8
June 30, 1856	do do	2976 10 6	3621 8 9
		71942 11 0	87530 2 0

21st May, 1857.

## BELLEVILLE AND PETER

DR. Messrs. Jackson, Peto, Brassey &amp; Betts, Contractors,

		Sterling.	Currency.
June 30, 1856	To amount carried to account B.	5500 0 0	6691 13 4

21st May, 1857.

## PREMIUM ON

DR. Messrs. Jackson, Peto, Brassey &amp; Betts, Contractors,

		Sterling.	Currency.
May 20, 1854	To amount of the Company's Exchange	24000 0 0	29200 0 0
July 21, 1854	do do	6000 0 0	7300 0 0
October 21, 1854	do do	30000 0 0	36500 0 0
Novr. 20, 1854	do do	20000 0 0	24333 6 8
Deer. 18, 1854	do do	10000 0 0	12166 13 4
April 30, 1855	To amount carried to account B.	13843 0 0	16842 6 4
Sept. 29, 1855	do do	10670 0 0	20281 16 8
Deer. 31, 1855	do do	15349 0 0	18674 12 4
		135862 0 0	165298 15 4

21st May, 1857.

The detailed account No. 1 corresponds, as will be seen on reference to page 16 of the Company's published returns, for 31st December last, with the item in "The General Statement of Capital Account,"

Montreal and Toronto expenditure," say	£3,627,862 15 0
No. 2, account with expenditure on "Quebec and Trois Pistoles"	422,352 13 4
No. 3, " " " for extra works "	213,256 15 9
No. 4, " " " Victoria Bridge "	595,907 10 4

The difference £9,150 3s. 5d. being the amount of monies paid Robert Stevenson, Esq., which stands at present at debit of the account.

## MOND EXTENSION.

in account with the Grand Trunk Railway Company.

CR.

		Sterling.	Currency.
May 16, 1854	By amount of the Chief Engineer's Certificate	11600 0 0	14113 6 8
June 20, 1854	do do	5050 0 0	6144 3 4
July 1, 1854	do do	8682 0 0	10563 2 0
August 1, 1854	do do	5000 0 0	6083 6 8
Sept. 1, 1854	do do	4500 0 0	5475 0 0
October 1, 1854	do do	3100 0 0	3771 13 4
Novr. 1, 1854	do do	2100 0 0	2555 0 0
Deer. 1, 1854	do do	5044 0 6	6136 17 11
January 1, 1855	do do	13570 0 0	16510 3 4
May 1, 1855	do do	3950 0 0	4805 16 8
June 1, 1855	do do	3170 0 0	3856 16 8
June 30, 1855	do do	3200 0 0	3893 6 8
June 30, 1856	do do	2976 10 6	3621 8 9
		71942 11 0	87530 2 0

W. H. A. DAVIES, Chief Accountant.

## BOROUGH SECTION.

in account with the Grand Trunk Railway Company.

CR.

		Sterling.	Currency.
May 1, 1856	By amount of the Chief Engineer's Certificate	5500 0 0	6691 13 4

W. H. A. DAVIES, Chief Accountant.

## DEBENTURES.

in account with the Grand Trunk Railway Company.

CR.

		Sterling.	Currency.
April 18, 1854	By amount of Chief Engineer's Certificate - No. 1.	24000 0 0	29200 0 0
July 1, 1854	do do 2.	6000 0 0	7300 0 0
October 1, 1854	do do 3.	30000 0 0	36500 0 0
Novr. 1, 1854	do do 4.	20000 0 0	24333 6 8
Deer. 1, 1854	do do 5.	10000 0 0	12166 13 4
January 1, 1855	do do 6.	13843 0 0	16842 6 4
July 2, 1855	do do 7.	16870 0 0	20281 16 8
Novr. 1, 1855	do do 8.	15349 0 0	18674 12 4
		135862 0 0	165298 15 4

W. H. A. DAVIES, Chief Accountant.

Nos. 5 and 6 form together the cost to the Company of the "Quebec and Richmond".....	969,507 13 7
No. 7, expenditure for survey of the Belleville and Peterboro road.....	6,691 13 4
No. 8 represents the amount of premium on Provincial Debentures agreed to be allowed the contractors, Messrs. Peto & Co., (say 15 per cent.) which as shown in the General Settlement Account, page 23, amounts to.....	165,298 15 4

I also submit a ninth account, which shews the settlement of all claims not actually paid in Canada by bills of exchange.





Or the account may be stated as follows :

CREDIT OF MESSRS. PETO & Co.

By Quebec and Trois Pistoles, under contract.....	£422,353	13	4
By Victoria Bridge.....	595,907	10	4
By Belleville and Peterboro', for survey, &c.....	6,691	13	4
By Montreal and Toronto, under contract.....	3,627,862	15	0
By Quebec and Richmond, under contract	£790,833	6	8
Extras .....	45,519	4	11
Extension to Point Levi.....	87,530	2	0
Premium on Debentures .....	45,625	0	0
		969,507	13 7
By Extra works on Montreal and Toronto, Quebec and Richmond, and Trois Pistoles.....		213,256	15 9
By amount of premiums on Debentures..	210,923	15	4
Less the sum already credited in Quebec and Richmond account.....	45,625	0	0
		165,298	15 4
		£6,000,878	16 8

To their Debit,

Paid in Quebec and Richmond shares and bonds prior to amalgamation .....	466,490	2	7
Paid in Grand Trunk shares, B issue.....	743,079	3	4
" Grand Trunk bonds, B issue .....	657,973	6	8
" Company's notes, favor of contractors.....	313,474	9	1
" Canada Provincial Debentures.....	54,506	13	4
" Amount of interest payable by them.....	238,854	15	0
" Atlantic and St. Lawrence shares .....	212,916	13	4
" Atlantic Debentures.....	30,416	13	4
" Cash, or Bill of Exchange paid .....	3,283,164	8	8
Balance due them at close of year.....	2	11	4
		£6,000,878	16 8

Ques. 325. Can you furnish a similar statement as regards the transactions of Messrs. Gzowski & Co.?—*Ans* I submit a copy of Messrs. Gzowski & Co's. account, as it stands at present, on the Company's Books. It shews a balance in their favor of £8701 1s. 6d. The Company has to charge a further amount for interest against that firm for the half year ending in December, 1856, the details of which are not yet supplied by the London office. There are also some items for work performed to be credited to the contractors, which amounts to about a like charge again st them for the receipts for working the roads prior to its being finally taken off their hands; and Messrs. Gzowski & Co., claim some remissions of interest which the Company dispute. This matter has, however, been referred to arbitration; the result will enable the Company no doubt to close the account with the Canadian contractors.

TORONTO AND SARNIA SECTION.

Dr. Messrs. C. S. Gzowski & Co., Contractors, in account current with the Grand Trunk Railway Company. Cr.

Date	Description	Sterling	Currency	Date	Description	Sterling	Currency
Aug. 20, 1853	To the Company's Exchange	78704 8 0	95389 0 6	Aug. 20, 1853	By amount of the Chief Engineer's Certificate	188400 0 0	107653 6 8
Sept. 30, 1853	do do	29511 5 7	35905 7 0		do	23253 1 8	40463 19 6
Oct. 1, 1853	To amount due by them to Toronto and Guelph Railway Company	18717 11 11	16689 14 10	Sept. 30, 1853	do	851632 11 8	62089 12 4
Oct. 24, 1853	To cash	40729 4 0	49553 17 2	Nov. 17, 1853	do	430505 9 0	37224 9 4
Oct. 25, 1853	To amount of interest on balance due by them to the Toronto and Guelph Railway Company	117 5 2	142 13 3	Dec. 17, 1853	do	620416 12 0	32188 10 7
Nov. 17, 1853	do	12000 0 0	45 14 6	Jan. 20, 1854	do	634401 1 6	41904 2 10
Nov. 18, 1853	To cash on account	12000 0 0	14009 0 0	Feb. 16, 1854	do	715084 4 0	18352 9 6
Dec 17, 1853	do	12000 0 0	14600 0 0		By amount of interest due them on Certificate for November and Decr.		148 11 10
Jan. 31, 1854	do do	48372 2 5	58852 18 11	Mar. 20, 1854	By amount of the Chief Engineer's Certificate	16521 7 0	20100 19 6
Feb. 16, 1854	To the Company's Exchange	10000 0 0	12166 13 4		do	922589 14 0	27423 6 0
Feb. 16, 1854	To cash	14704 0 1	4167 0 8	April 15, 1854	do	1018100 4 6	22021 18 10
Mar. 20, 1854	To the Company's Exchange	24060 6 7	17889 17 5	May 22, 1854	do	1126058 14 0	32799 15 0
April 15, 1854	To cash	16109 4 1	24446 14 9	June 30, 1854	do	1229668 10 0	85075 0 2
May 22, 1854	To cash	25065 17 9	31543 0 2	July 18, 1854	do	1835233 13 6	42867 12 10
June 24, 1854	To the Company's Exchange	25065 17 9	35975 0 2	Aug. 1, 1854	do	1467209 19 6	81772 2 9
July 21, 1854	do do	35233 13 6	42867 12 10	Sept. 1, 1854	do	1571349 11 6	86808 13 0
Aug. 18, 1854	do do	46337 17 6	56621 1 8	Oct. 1, 1854	do	1640163 0 0	48864 19 8
Sept. 25, 1854	do do	20000 0 0	24333 6 8	Dec. 1, 1854	do	1733240 14 0	40442 17 1
Sept. 25, 1854	To cash	71849 11 6	86808 13 0		do	1826089 8 6	31742 2 9
Oct. 21, 1854	To the Company's Exchange	39047 17 6	47568 5 0	Jan. 1, 1855	do	1926501 1 6	32362 9 7
Nov. 20, 1854	do do	82908 5 11	40098 8 6	Feb. 1, 1855	do	2024854 15 0	30239 10 6
Dec. 18, 1854	do do	25829 10 8	31454 14 4	March 1, 1855	do	2125300 18 0	20782 15 2
Jan. 20, 1855	do do	4171 9 4	5075 5 9	April 1, 1855	do	2212987 2 6	15801 0 0
Jan. 26, 1855	do do	1060 0 0	12166 13 4	May 1, 1855	do	2324420 1 6	41877 15 1
March 9, 1855	do do	12153 14 0	14787 0 6	June 1, 1855	do	2347483 5 0	57783 9 1
March 9, 1855	To the Company's Notes	9842 9 10	11975 0 7		By interest due them (Toronto shares)		1700 5 3
Mar. 31, 1855	To the Company's Exchange	14763 14 9	17962 10 11		do		
Mar. 31, 1855	To the Company's Notes				do		
	Amount carried forward		823586 17 2		Amount carried forward		1021287 12 10

TORONTO AND SARNIA SECTION.—(Concluded.)

Messrs. C. S. Gzowski, & Co., in account current with the Grand Trunk Railway Company.

Cn.

	Dr.		Currency.	Sterling.	Currency.	Sterling.
April 30, 1855	Amount brought forward		\$25586 17 2		1721287 12 10	
April 30, 1855	To the Company's Exchange	June 30, 1851	12189 19 2	15028 14 9	By the Company's Notes returned	18284 19 3
May 16, 1855	To the Company's Notes	do	18284 19 2	5142 18 0	do	272 18 3
June 30, 1855	To the Company's Exchange	do	6257 3 11	17018 6 4	By the Chief Engineer's Certificate—	
do	do	do	67205 12 5		No. 24	17802 11 3
do	To the Company's Exchange account, supplementary Estimate	Aug. 1, 1855			do	68232 15 11
do	To Calls on Toronto and Guelph Stock	Sept. 1, 1855	20106 13 4	25000 0 0	do	38284 17 0
do	To their Notes given for Calls on Toronto Stock	Oct. 1, 1855	7068 0 0		do	43669 13 10
do	To the Company's Note	Nov. 1, 1855	18000 0 0		do	36726 7 9
do	To Balance of interest due by them, as per account current	Dec. 1, 1855	4510 11 0		do	36503 0 10
do	To interest due on Capital to 31st December, 1854	Dec. 31, 1855	692 15 9		do	22805 2 10
do	To the Company's Exchange	Feb. 1, 1856	24686 15 0		do	22041 2 0
Sept. 29, 1855	To the Company's Notes	March 1, 1856	37902 0 1	24399 14 4	do	13991 73 4
Oct. 31, 1855	do	April 1, 1856	36359 2 0	47383 19 0	do	14295 16 8
Nov. 30, 1855	To interest due on Capital at 30th June, 1855	May 1, 1856	19702 19 0		do	14124 14 0
Nov. 30, 1855	To the Company's Note	June 1, 1856	21666 1 9		do	15233 7 0
Dec. 31, 1855	do	do	28022 1 16		do	12166 13 4
do	do	do	21820 14 4		do	1238 14 2
Jan. 31, 1856	To the Company's Exchange	do	43232 19 11	35533 19 5	Interest due to them on Notes	
May 1, 1856	To the Company's Notes	By the Chief Engineer's Certificate, extra works	25000 0 0		By the Chief Engineer's Certificate, ex-	
June 30, 1855	To amount of their Note retired by the Company	tra works	4500 0 0		tra works	
do	To 352 days interest on the same	do	260 7 8		do	2007 10 0
do	To amount of interest on Capital to 31st December, 1855	July 1, 1856	31933 12 11		do	6016 8 4
Dec. 31, 1856	To the Company's Notes	Dec. 31, 1855	10000 0 0		do	18820 0 9
do	To amount of interest on Capital to 30th June, 1856	do	38850 10 1		By amount Reserve Fund, retained by the Company, until the completion of the works	
do	To amount of Reserve Fund	do	21900 6 0	31915 9 8	18000 0 0	21900 0 0
do	To amount of Salary Fund	do	13503 10 10			
do	To Balance	do	8701 1 6			
			1423743 10 7			1423743 10 7

21st May, 1857.

W. H. A. DAVIES, Chief Accountant.

*Ques. 326.* In addition to this balance of £8701 1s. 6d. which you admit to be due to Messrs. Gzowski & Co., does that firm hold the notes of the Grand Trunk Company for £10,000?—*Ans.* The Commercial Bank holds the note for £10,000, which appears charged against Gzowski & Co. in the amount submitted under date 31st December, 1856. Of course if the Company does not pay the note Gzowski & Co's. balance against the Company will be increased that amount.

*Ques. 327.* And in further addition, do not Gzowski & Co. claim C bonds of the Company for £25,000 sterling, under Sir Cusack Roney's letter of 4th February last, for loss by detention at the instance of the Company, in the progress of their contract work?—*Ans.* The Committee has in Mr. Galt's evidence a copy of Sir C. P. Roney's letter of 4th February last, in which the arrangement entered into between the London Board and Messrs. Gzowski & Co. for a settlement of the claims of that firm on the Grand Trunk Company is stated. The £25,000 in C Bonds mentioned were handed over to that firm in London; but the extracts from the London books, which would enable the entries to be made in Canada, have not yet been communicated, and that is the cause why said £25,000 of C Bonds do not appear in the account laid before the Committee.

*Ques. 328.* And in still further addition, do not Gzowski & Co. demand £35,000 for interest on capital thrown on them by the said detention in the progress of their works?—*Ans.* They have advanced claims for deductions of interest charged them by the Company which would increase the balance of their account from £8,701 1s. 6d. to nearly £43,000 currency. To these demands the Company has demurred as may be seen by the minute of Finance Committee now referred to, and consequently the account was submitted to the arbitration of the Hon. John H. Cameron and Mr. Eccles.

*Ques. 329.* And in yet further addition, do not Gzowski & Co. claim the right to construct the road from Stratford to Sarnia should the Company proceed with it, and that in that event they shall receive £45,781 5s. 0d. over and above their contract price on the plea that had the work been done at the time of contract it could then have been executed this amount cheaper than now?—*Ans.* Yes; they claim the right to execute the residue of the contract to Sarnia, and upon so doing, to be allowed such addition of costs as may, in consequence of increased price of labour be incurred; and this Mr. Galt has estimated at £45,000.

*Ques. 330.* And yet further in addition, do they not claim the right of making the road from St. Mary's to London at £8000 sterling per mile?—*Ans.* Yes; they now claim to make said road at £8000 sterling per mile.

*Ques. 331.* Mr. Galt has stated, in his evidence before this Committee, that Mr. A. M. Ross has valued the difference in the cost of the work on the Stratford and Sarnia section, if done now, as worth £45,781 5s. 0d. more than if done at the time of Gzowski & Co's. contract; can you state under whose directions the Chief Engineer of the Company made this estimate and if he officially reported it to the Board of Directors?—*Ans.* Mr. A. M. Ross in his final report stated that he considered Gzowski & Co. entitled to a large sum, —without reference to the Report which I have not here complete, I cannot name the sum, but I think it was something like that mentioned as part of Mr. Galt's evidence referred to. I cannot say by whose directions Mr. A. M. Ross referred to this subject in making his Report. He was not instructed by the Board to do so, and when his Report was discussed at the Board, his having done so was considered as travelling beyond the sphere of his duty.

**Ques. 332.** What is the character of the country from St. Mary's to London, as favorable or otherwise for the construction of a Railway: was the price for the work founded on a regular survey and estimated: was the work given out by tender; and is eight thousand pounds sterling per mile a large price for the work to be done?—**Ans.** I never travelled over the line of road referred to between London and St. Mary's, I cannot say how or upon what data the price for the work was founded; the work was not advertised for or tenders invited that I know of; the first knowledge I had of any action having been taken upon the charter of the London and St. Mary's Road, was a slip cut from the Globe newspaper sent to me in England last summer.

**Ques. 333.** Can you explain how Messrs. Gzowski, & Co., obtained this contract; was it direct from the Grand Trunk Company and voluntary on their part?—**Ans.** I cannot explain how Messrs. Gzowski, & Co., obtained the contract; it was not direct from the Grand Trunk, which Company had no knowledge of the circumstance until I laid the slip sent me from Canada, before the London Board, I think in August last. I submit copies of correspondence in this matter.

CORRESPONDENCE AND MINUTES ON THE SUBJECT OF THE LONDON AND ST. MARY'S GRAND JUNCTION RAILWAY COMPANY.

At a meeting of the London Board, held on the 1st October, 1856,

PRESENT:

George Carr Glynn, Esq., M.P., in the Chair.

Benj. Holmes, Esq., Vice President,

H. Wollaston Blake, Esquire,

Sir A. McNab, Bart.

William Chapman, Esquire,

Kirkman D. Hodgson, Esquire.

The subject of the extension west of St. Mary's having been considered, it was

*Resolved.* That before the Board can give any opinion upon the question of constructing the line from St. Mary's to London, it is necessary that the Board should be informed exactly as to its rights upon that portion of the line, more especially with reference to the Act of last Session.

At a meeting of the London Board, held on the 12th November, 1856,

PRESENT:

Kirkman D. Hodgson, Esquire, in the Chair.

H. Wollaston Blake, Esquire,

Wm. Chapman, Esquire.

Read letter from the Hon. Ross, President, dated 27th October, 1856, enclosing correspondence with Messrs. Gzowski in reference to the London and St. Mary's contract,—the consideration of these documents was deferred to the next meeting of the Board. (Canada office has no copy of said letter, but here follows correspondence referred to therein.)

Toronto, 9th July, 1856.

(Copy.)

Sir.—Referring to the Resolution of the Board adopting the Report of the Chief Engineer of the 3rd September last, and communicated to us on the 6th of that month; also our letter of the latter date to the Vice-President, and our Mr. Galt's letter to Mr. Chapman, then Secretary of the Company, dated London the 18th of the same month, both of which we confirm, we beg to inform you that in compliance with the request of the Board, we lost no time in locating the Railway between St. Mary's and London, and in endeavoring to obtain the right of way.

We succeeded in procuring land from many parties at reasonable prices, but we met some who questioned the Company's right to construct the line, and who intimated their determination to resist our entering upon their properties.

Under these circumstances, and in concurrence with the opinion of the officers of the Company, we avoided doing anything that could provoke litigation from parties unfriendly to the Company.

The Legislature having during its recent Session incorporated a Company with power to amalgamate with the Grand Trunk Company, and having authorized the application of money by the latter to the construction of this line, all doubts as to the Company's right to go to London have been removed, and as we presume the Company continues impressed with the necessity of extending the road to that point, we venture to suggest to the Board the importance of taking immediate steps to conclude arrangements with

the new Company, and to do whatever may be necessary to enable us to complete the acquisition of the right of way, so as to be prepared to proceed vigorously with the works so soon as the Company shall have perfected their financial arrangements.

We bring the matter under the notice of the Board thus early, because no time should be lost if it is desired to finish the Branch to London by the 1st September, 1857, and the main line to Sarnia by the same day in 1858, the period fixed for their completion in the new Aid Bill. And we beg the Board will communicate their wishes to us in regard to these works as early as they conveniently can.

We have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

C. S. GZOWSKI & CO.

The Honble. John Ross,

President Grand Trunk Railway Company, Toronto.

EXTRACTS from the Minutes of a Meeting of the Canada Board held at Toronto on the 27th June, 1856.

Read letter from Messrs. Gzowski & Co. on the subject of proceeding with the works from Stratford to London, and it was ordered the Assistant Secretary communicate to those gentlemen that the Company was not in a position to adopt any proceedings with reference to new works without advice to that effect from the London Board.

TORONTO. 15th October, 1856.

Messrs. Gzowski & Co., Toronto.

GENTLEMEN,—On my arrival from England I have ascertained that in my absence from Canada the organization of the Company for the Branch Railway from St. Mary's to London was completed, and a contract entered into by the Board with your firm for the construction of the line on the same terms and specifications as for the Grand Trunk Line, a contract that on the face of the proceeding appears to have been granted in accordance with a negotiation for the same work had by you with the Grand Trunk Company previous to the 1st May last, but which the Company considered at an end,

I request, therefore, that you will state to me the cause which led to this action on your part, and I have at the same time to inform you that it is the opinion of the London Board of the Grand Trunk Company that the amalgamation of the Branch Line referred to, should be untrammelled by any contract with you, and that it should be open to them to take any steps they may deem proper for the execution of the work. You will, therefore, have the goodness to state to me whether you consider your existing contract for the Branch Line as in force, or if you are prepared at once to resign it.

Awaiting your reply,

I am, gentlemen,

Your obedient servant,

(Signed,)

JNO. ROSS.

(Copy.)

TORONTO. 23rd October, 1856.

The Honorable John Ross,

President of the Grand Trunk Railway Company, Toronto,

Sir,—We have the honor to acknowledge receipt of your letter of 18th instant, referring to our contract for the Branch from St. Mary's to London, and inquiring first as to the causes which led to this action, and secondly whether we are prepared to resign our contract, in view of the wish of the London Board to amalgamate this Branch untrammelled by any contract with our firm, and for the purpose of their making other arrangements for its construction.

We must express our very great surprise at the nature of the communication we have now received. After the continued negotiation we have had with the London Board and the Canadian Board on the subject of this Line, and the steps we have previously taken to meet their wishes, and so we scarcely think it possible that the London Board could have considered the previous correspondence, we now enclose a copy thereof.

By this correspondence it will be seen that our first communication bears date the 2nd May, 1855, in which we stated the terms we were willing to construct this line upon, it being then considered within the legal power of the Company to undertake it. On the 9th June, 1855, on your departure for England, we again brought the subject under your notice, and requested you to bring it before the London Board.

On the 6th September, at a meeting of the Canadian Board (you being then in London) a resolution of the London Board was directed to be sent us enquiring as to the mode of payment, and also a Report of the Chief Engineer, dated 3rd September, referring to the price named in our tender and recommending a slight modification. On the same day, 6th September, we replied, stating our acquiescence in the suggestion made by the Chief Engineer, and suggesting that the mode of payment should be arranged with the London Board by our Mr. Galt, then in England. On this reply, at the same meeting, the Canadian Board resolved to adopt the recommendations of the Chief Engineer, and instructed us to proceed to acquire the Right of Way under the contract.

On the 8th September, we acknowledged the receipt of the instructions, and stated we should take the necessary steps which we may here add was immediately proceeded with. So far therefore, as the action of the Canadian Board is concerned, it appears that after full consideration of the subject, our tender was accepted and acted upon, the question of *mode of payment* being reserved for settlement by the London Board.

In regard to the action of the London Board in this matter, we are advised by our Mr. Galt, that on his arrival in England, about the beginning of September, the subject was mentioned to him by you, at the desire of the London Board, with the view of setting the terms of payment, and also the arrangement to be made with us, relative to the suspended portion of our existing contract west of St. Mary's. Our Mr. Galt was present at the meeting of the London Board thereon, and by desire of the Chairman, Mr. Baring, addressed the letter dated 10th September, 1855, stating our views on both points, and was thereon informed verbally that the propositions then made, were regarded as both fair and liberal to the Company.

This correspondence taking place, it must be remembered, coincidently with the proceedings of the Canadian Board, but necessarily without knowledge thereof. The subject of discussion as regards the St. Mary's and London Branch, being expressly the *mode of payment*,

No written or other verbal reply was given to Mr. Galt's letter of 18th September, except that he was afterwards informed by Mr. Baring, that the Board were advised that they had not legal power to construct the line that would apply to Parliament first. It being then understood by our Mr. Galt that the terms proposed, as well for the new line as for the existing contract were those which were to be acted under, nor was any communication ever received by us to a contrary effect.

In view of the Company probably deciding to proceed to London; our Mr. Galt subsequently on the 25th December, being then present at the London Board, assented to a further postponement of our existing contract, from 1st January, to 1st May last, was subsequently, on the 22nd January, confirmed by us in letter addressed to the Vice-President.

Such were the proceedings had up to the date when the charter for the branch line was obtained, and we then, on the 9th July last, addressed the Board through you, referring to the previous correspondence, and urging the importance of immediate action. To this letter we received no definite official reply, nor have we until receipt of your letter had any intimation of a change of views on the part of the London Board.

We therefore have had no hesitation in regarding the transaction as one thoroughly agreed upon between the Company and ourselves, the question of *mode of payment* being we considered settled by the appropriation for this work made under the late Aid Bill.

The circumstances under which the contract with the new Company was entered into by us, were briefly that its organization appeared important from many causes, and being organised, it was desirable that no time should be lost in placing us in a position to fulfil the engagements we conceived we were under in promoting speedy execution of the work.

The proceedings of the new Company will show that the whole correspondence was submitted to them, and was regarded by them as by us quite sufficient to warrant the proposed action, which we entered into, believing it to be in conformity with the arrangement made by our own letter of the 18th September, whereby the amount of this contract was to be regarded as an equivalent prorata to so much of our present incomplete contract, leaving it to the Grand Trunk Company, to give us the option of the new works to Sarnia, whenever undertaken, or other work at fair prices elsewhere, equal to the amount of work remaining to be done under our original contract, if the Company deemed it undesirable to proceed with it.

Having thus stated the facts in relation to this matter, we will proceed to answer your question as to our intentions in regard to this contract. We propose to execute the works between St. Mary's and London, agreeably to the contract, which is in strict conformity with the previous understanding between the Grand Trunk and ourselves, and which we consider the Company is bound to fulfil, equally as we have determined to act fairly and honorably towards them, and we are bound in all frankness to say that after what has passed on this subject, we do not feel disposed to assent to any change in our position as regards this work. Regarding ourselves, however, as equally bound by the terms of our letter of 18th September.

This is the view under which we have acted, and by which we are ready to abide; we consider it however, proper to add, that we make this statement subject to the condition that the previous understanding be carried out by the Grand Trunk Board immediately sanctioning the arrangements, as, if any attempt be made to depart from it, owing to the circumstances under which a new organization has been required for the St. Mary's and London Branch, we shall consider ourselves at liberty to claim any rights we may possess under our original contract for the Sarnia Division.

While on the subject we beg to call your attention to our letter of 18th April last, (copy enclosed), in which we expressly called the attention of the Board to the fact, that the term of suspension for our water works would expire on 1st May last, and that very serious loss would arise, if definite instructions were not given us on the subject. To this communication we have received no answer whatever.

The nature of your present communication requires us to be frank in the expression of our views, but we trust our present explanation will satisfy the Board, as nothing would give us greater regret, than that any misunderstanding should arise from a subject in which we have uniformly sought to meet the wishes of the Board.

We have the honor to be,

Sir,

Your most obedient servants,

(Signed,)

C. S. GZOWSKI & CO.

At a meeting of the London Board held on the 3d December, 1856 :

PRESENT :

GEORGE CARR GLYN, Esq., M.P., in the Chair

H. Wollaston Blake, Esq.

William Chapman, Esq.,

Kirkman D. Hodgson, Esq.,

Submitted letter from the Hon. John Ross, President, dated 27th October, 1856, enclosing correspondence with Messrs. Gzowski & Co., relative to the St. Mary's and London contract.

*Ques.* 334. Is it true that £13,000 was advanced by Government to the Prescott and Bytown Railway Co. in anticipation of a loan to be made to that Company by the Grand Trunk? If so, what was the date of that advance, from what source did the cash come, and can you submit copy of the correspondence in this matter?—*Ans.* Yes, it is true £13,000 was advanced by the Government, all the letters possessed by the G. T. Company on the subject, are submitted.

*Ques.* 335. The Committee observe that in this return one or more documents, forming part of the proceedings, are wanting. How is this?—*Ans.* The copies of correspondence furnished embraces all that are to be found on record in the office at Montreal. Some of the letters were addressed to the President; although read at the Board, I supposed were still in his hands. I am informed by that gentleman they are not in his possession.

*Ques.* 336. Do you know how the contract price with Messrs. Peto & Company, for the erection of the Victoria Bridge, was determined—whether regular plans and estimates were prepared—who were the architects—and if the work was thrown open to public competition?—*Ans.* I do not know anything about what were the proceedings which determined the contract for the Victoria Bridge—I have always understood Robert Stevenson, Esquire, the eminent English Engineer, was the originator of the plans; nor do I know whether any competition was invited regarding the structure.

*Ques.* 337. Was it not in reference to this contract that Mr. Robert McCalmont, one of the English Directors, resigned his seat at the Board, and if so, can you state the grounds of his dissatisfaction?—*Ans.* I cannot state any particulars relative to Mr. McCalmont's retirement from the London Board, beyond stating that it arose out of some discussion regarding the Victoria Bridge.

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*Ques. 338.* Did Mr. Liddell, an English Civil Engineer, publish letters in reference to this Bridge contract; and can you state the grounds of his censure?  
—*Ans.* Mr. Liddell had a controversy respecting the Victoria Bridge, but I can neither state particulars, nor produce a copy of his report or correspondence.

*Ques. 339.* How much land was purchased by the English contractors at the Don Station in the city of Toronto—how much of the said land have they conveyed to the Grand Trunk for the uses of the Company—and is the quantity conveyed sufficient? Please also to state if any action has been taken in this matter by the Board of Directors?—*Ans.* I do not know what were the operations of the contractors, Messrs. Peto & Co., in regard to land purchases at the Don. The quantity ceded to the Company in all, at or near the Don Station, measures, I think, about seven acres, but it is not all in one block. There have been such complaints made, in reference to want of space and accommodation there, that a Special Committee, consisting of Messrs. Ridout, Whittemore and Beatty, residents in Toronto, was appointed to inquire into what was necessary to be done in regard to providing sufficient accommodation there. The President, the Hon. John Ross, can inform the Committee more fully than I can, in answer to this question.

*Ques. 340.* Is it true that immediately previous to the last general meeting of the shareholders in Canada, for the election of Directors, a large amount of Stock was transferred by the English contractors to certain parties, and immediately after the election re-transferred to said contractors? If so, please state date of transfer, names of parties, amount of stock and date of reconveyance?—*Ans.* It is true that immediately previous to the last general meeting of shareholders in Canada, held in November last, for the election of Directors, a quantity of Stock was transferred by the English contractors. Said Stock was subsequently re-transferred back to the contractors. I hand in to the Committee a statement of such transfers, with dates as required.

STATEMENT of Transfers of A, Shares of Grand Trunk Railway Stock made to sundries by Sir Samuel Morton Peto, Baronet, and re-transfers back to same.

1856.	Name.	Address.	Shares.	Amount Sterling.			Name.	Shares.	Amount Sterling.		
				£	s	d.			£	s	d.
Octbr. 10	To John Lankester.....	London.	180	8,250	0	0	John Lankester, re-transferred.....	130	8,250	0	0
	To Wm. Wooton Woodman.....	"	180	8,250	0	0	Wm. Wooton Woodman, " .....	130	8,250	0	0
	To William Hadrill.....	"	120	8,000	0	0	William Hadrill, " .....	120	8,000	0	0
	To Augustus Brovne.....	"	100	8,000	0	0	Augustus Brovne, " .....	100	8,000	0	0
	To Henry Mileham.....	"	100	2,500	0	0	Henry Mileham, " .....	100	2,500	0	0
	To Henry Weston.....	"	100	3,250	0	0	Henry Weston, " .....	100	3,250	0	0
	To William Hawkins.....	"	130	2,500	0	0	William Hawkins, " .....	130	2,500	0	0
	To Henry Wm. Smithers.....	Rye.	100	2,500	0	0	Henry Wm. Smithers, " .....	100	2,500	0	0
	To Benjamin Lane.....	London.	120	3,000	0	0	Benjamin Lane, " .....	120	3,000	0	0
	To Frederick Watson.....	Streatham.	100	2,500	0	0	Frederick Watson, " .....	100	2,500	0	0
	To Thomas Edward Robinson.....	Norwood.	100	2,500	0	0	Thomas Edward Robinson, " .....	100	2,500	0	0
	To George Johnston.....	Camden Town	100	2,500	0	0	George Johnston, " .....	100	2,500	0	0
	To George Game Day.....	London.	130	8,250	0	0	George Game Day, " .....	130	8,250	0	0
	To William Paul Gale.....	"	100	2,500	0	0	William Paul Gale, " .....	100	2,500	0	0
	To George Harrison.....	Birkenhead.	110	2,750	0	0	George Harrison, " .....	110	2,750	0	0
" 16	To William Baillie Arkle.....	"	110	2,750	0	0	William Baillie Arkle, " .....	110	2,750	0	0
			1800	45,000	0	0		1800	45,000	0	0

*Ques. 341.* Who represented at the said meeting the Stock so transferred by the English contractors?—*Ans.* The Stock so transferred was represented by the Hon. John Ross.

*Ques. 342.* Did Mr. John Ross, by holding these proxies, control the election of the new Board of Directors and place that body under the influence of the contractors?—*Ans.* The Hon. John Ross, as the proxy of the parties represented by him in virtue of the Stock above referred to, would, had there been a contested election, have controlled the choice of Directors on that occasion. Three Directors only had to be elected.

*Ques. 343.* Is it true that you, as Vice-President of the Company, at various times felt it your duty to address letters of remonstrance to the President of the Company in regard to the manner in which the affairs of the Company have been conducted in Canada, and if so, will you produce copies of such letters or any of them?—*Ans.* I had, of course, conversations with the Hon. John Ross on matters connected with the management of the Company, and thought it advisable to write him on the subject. Such letters I considered private; they are not recorded upon the Company's books, and I therefore decline laying them before the Committee.

*Ques. 344.* Is it true that, failing to obtain any satisfaction from Mr. John Ross, you addressed letters of remonstrance to the English Directors, and if so, have you any objection to produce copies of such letters?—*Ans.* I have been in correspondence with Thomas Baring, Esq., Chairman of the London Board, on matters of interest to the Grand Trunk Company; these, also, I consider to be private letters, and therefore decline producing them.

*Ques. 345.* Can you furnish the Committee with a statement of dividends paid to the shareholders of the Grand Trunk Company, from capital?—*Ans.* I hand in a statement of interest paid by the Company, in London, Canada, and Portland, from the date of the amalgamation down to 31st December, 1856, amounting to £760,217 10s. 5d., after deducting the amount of interest paid by the English and Canadian contractors respectively, to that date, as shewn in the general balance of the published reports and accounts, folio 23. The dividends paid to and the interest received from the Corporation of the City of Toronto, is not included in the statement, the interest on the stock held and the bonds of the Company being to the close of the year, equal; their stock is now converted, and the city bonds have passed from the Company's possession.

Statement shewing the Amount of Interest paid by the Grand Trunk Railway Company of Canada from the amalgamation to the 31st December, 1856, on Shares, Bonds, Loans, &c., of the Company.

Amount of Interest on	London.			Montreal.			Portland.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
A. Shares.....	234999	4	8							234999	4	0
B. do .....	25028	10	1							25028	10	1
Quebec and Richmond Shares.....	60716	4	4	1155	13	2				61871	17	6
St. Lawrence and Atlantic do .....	26779	11	8	15705	15	6				42485	7	2
Toronto and Guelph do .....	3455	13	11	4001	12	0				8447	5	11
Atlantic and St. Lawrence do .....	1876	2	0				95840	14	1	97725	16	1
Debenture Certificates .....	59467	8	7							59467	8	7
Company's Debentures .....	109540	3	0							109540	3	0
Quebec and Richmond Debentures .....	21816	1	1							21816	1	1
St. Lawrence and Atlantic Debentures. Island Pond.	22995	0	0	7703	6	6				30698	6	6
Debentures of the Government of Canada.....	291976	6	5	29200	0	0				321176	6	5
Bonds of the City of Montreal.....				28105	0	0				28105	0	0
Bond to the British American Land Company.....				5250	0	0				5250	0	0
Bond to the Montreal Seminary.....				5250	0	0				5250	0	0
Atlantic and St. Lawrence Mortgage Bonds.....							51696	15	0	51696	15	0
Bonds of the City of Portland.....							105000	0	0	105000	0	0
Discount on Notes, Loans from Banks, &c.....	7609	17	10	5858	12	7				13468	10	5
<i>Less.</i>												
Amount of Interest received for Temporary Loans of Capital, Overdue Calls, &c., &c.....	866260	3	7	101219	19	9	252546	9	1	1220026	12	5
Of the above amount there was paid up to 31st December, 1856, by												
English Contractors.....	2271157	9	7									
Canadian do .....	124422	7	11									
	395579	17	6							395579	17	6
	406251	1	10	101219	19	9	252546	9	1	760017	10	8

From this amount a further sum will have to be deducted, representing the amount of Interest payable by the English and Canadian Contractors on the 31st December, 1856, but which were not made out in London at the time the books were closed in Canada for 31st December, 1856.

Grand Trunk Railway Company of Canada,  
Chief Accountant's Office,  
Montreal, 21st May, 1857.

*Ques. 346.* Have you at any time addressed official letters to Mr. Baring as Chairman of the English Board of Directors, on the affairs of the Grand Trunk Company, and if so have you any objection to submit these to the Committee?—*Ans.* Yes, I addressed several letters to Messrs. Baring and Glyn, which I have no objection to submit to the Committee as they were not private letters, and now submit copies of five letters.

LONDON, August, 1856.

MY DEAR SIR.—You will I trust excuse my occupying for a few moments, your valuable time, but I not only deem it a duty, but I owe it to myself confidentially to state certain conclusions at which I have long past arrived, touching needful changes in the management of the Grand Trunk Company, which I would fain impart.

That an association of its magnitude, starting as it did, with a large capital, and under the auspices of so world-wide reputation as the names of the Glyns and Barings, should in so short a period have been brought almost to a halt, is calculated to surprise, if not to awaken enquiry, into what causes have led to such results, or whether there may not be something radically wrong in the organization.

With the incipient arrangements, or the arguments advanced on that occasion, or the inducements for amalgamating with the St. Lawrence and Atlantic, and Quebec and Richmond lines, or the leasing of the Atlantic or Portland Road. It is as well I should premise my entire ignorance—all I had to do in these transactions was to carry out instructions, but results have awakened unpleasant reflections, even in those charged like myself, with the less important duties of office routine.

So far results, the most disheartening, have followed each step towards the completion of the work, and I will confess, those results differ but little from my uniformly expressed opinions, but I do hope and believe when the western sections are opened, expectations will not be disappointed, that when the Bridge is finished, the line from Portland to the West will prove remunerative.

After the projects now under consideration here shall have been carried out, the few following suggestions are offered as necessary, in my judgment, for an improved and better management, and without in the slightest degree, reflecting upon the conduct or capacity of any of the Company's servants. I cannot refrain from observing, that between a Company and its contractors a natural antagonism must and should exist, which points out the propriety of, in no case allowing the servants of a Company to look for approval to any quarter other than the Board of Directors, or to feel that they owed their appointment to any other source.

The officers of the Grand Trunk Company have, in no case, originally received their appointments from the Canada Board, and the correspondence which arose out of the recent appointment of Mr. Trevethick leads to a confirmation of the impression that the London Directors, as well—have not been the source from whence either the Chief Engineer, or any other of the chief officers date their nomination.

A full and free and confidential interchange of opinion between the two Boards—through an official channel only—would tend much to harmonize action, private communications on public matters being usually productive of misunderstanding and delays injurious to the Company's interests.

You will excuse me for expressing thus candidly my views, but I consider it important that there should be devolved on the Canada Board a control over all appointments to office, as well as the general expenditure of the Company. Such has not been the case hitherto, and experience has, I think, made apparent, and demonstrated a necessity for this change; and that the Canada Directors should feel their responsibility, especially towards the shareholders; it would be well, in my opinion, that the London Board should address them on this subject, and also that they be urged to seek such amendments in the provisions of the Provincial Acts of Parliament, as will in their judgment allow of a new, and I think a more satisfactory organization of the Board, than that which at present exists, and one of the principal of those changes needful, is a severment of all connection of a political character, which the having of four Executive Councillors at the Board unquestionably confers upon the Company, and which character is injurious to the best interests of the Company, being calculated to bring it into contact with opinions and parties in the Legislature.

It strikes me as desirable, (the interest of the Province long so deeply involved in the undertaking,) that the Governor General should nominate a Commissioner, who should be clothed with all the authority of, and be a Director, who would confidentially report to the Executive, but that he should be free from all political connection with the Government or Legislature.

The Board should be reduced from eighteen, (its present number,) to ten,—three in London, seven in Canada; and its meetings held weekly, at the Company's principal place of business. The President

should be induced, if possible, to assume the position of Managing Director, in fact to bend his attention to the Company's business, and be Chairman of all Committees; clothed with ample authority, and subject only to the control of the Board, he would thus direct all the departments, and be more immediately responsible to the shareholders, and the head to which all the departmental officers would appeal, and have their suggestions approved, or delayed until the opinion of the full Board was obtained. Such an organization would ensure unity of action, while it would be the means, I am certain, of effecting material savings, not only in the ordinary expenditure, but in the purchasing of stores, and every other outlay.

A reconstruction of the Board as above suggested would naturally lessen that branch of expenditure, and when it is considered, that in Canada, the allowance to the chief officers of the Government, and the Judges do not much exceed £1,000 stg. per annum, it may be advisable to consider whether, not only the fees paid Directors might be curtailed, and whether a scale of salaries to Company's chief officers of a more economical character could not, with advantage be adopted. I do not think the inferior officers of the Company overpaid; they should be made to feel their own and the Company's interest was in some measure identified. There are some other matters on which, should you desire it, I might offer an opinion, but this letter will be, I feel, already considered too long; therefore, permit me to close by subscribing myself,

Yours truly,

BENJAMIN HOLMES.

To G. C. Glynn, Esq., M. P., London.

LONDON, 10th September, 1856.

GENTLEMEN,—Without the slightest practical knowledge or experience in Railway management, beyond that required pending the construction in Canada of the Grand Trunk line, thus asking your consideration of my opinions demands an apology, but changes are, in my judgment, needful, both to improve the business of the Road and to insure results more satisfactory than hitherto the Company's servants have been able to report to shareholders.

It is unnecessary to advert to the causes which may have led to the present embarrassed condition of the Company's affairs: experience, even in England, has made it evident that arrangements finally detrimental to the best interests of a Company have been entered upon, with all the advantages at hand of local knowledge. Some mistakes, I hope I may be excused in saying, were committed in the first arrangements of the Grand Trunk scheme; how much more excusable I readily admit, the falling into such error, where the field of operation was three thousand miles distant, therefore, I say, it is unnecessary in any manner here to advert to the past.

With the unfortunate results so far, and the sadly unremunerative character of the eastern sections of the Road already opened, you are informed, it becomes a question, however, for your earnest consideration, whether under any circumstances a further outlay of capital eastward of Richmond should be incurred, or whether it may not be advisable to close both that and the St. Thomas sections during the winter months, unless indeed, a portion, if not the whole of the cost of working be provided for by the Provincial Government; my own opinion is, that unless subsidized, those sections should be closed, and that on no pretence whatever should the Road be carried below L'Islet, which is the quarantine station, there to meet and secure the emigrant traffic; to that point the present St. Thomas section might with advantage be extended. If the Imperial Government could be induced to make a Road from L'Islet to Halifax, which, in a national point of view, no doubt is very desirable, it would prove also most advantageous to the Grand Trunk Company, but on no account could I recommend the Company opening the line down to Trois Pistoles.

The whole line west of Brockville to Stratford, will doubtless be ready for opening before the 1st of November next, but it should be borne in mind that halting at Stratford is like diving into a Cul-de-Sac, therefore, the continuation of the Road to Sarnia, or running into London remains to be determined.

Provided arrangements can be effected with the Great Western, I should advise the abandonment of all idea of constructing what must prove a competing line to Sarnia, run into London and thence open a communication with or towards Amherstburgh, which would secure a considerable Southern Michigan traffic. This may be effected should the Great Western demur, by an understanding with the Southern Road active measures for building of which are now in progress. Should every effort at an arrangement with the Great Western fail, the completion of the line from Stratford to Sarnia may be necessary; the so-doing has been strongly urged, connecting that point with Detroit, as not only necessary but profitable, and assuring a successful means of competition for the Chicago and general Western trade with the Great Western Company. The making of fifty-eight miles of Road in a foreign country, and that country the State of Michigan, involves difficulties not hastily to be determined.

It need hardly be remarked how necessary to success is the completion of the Victoria Bridge, but even with that indispensable link finished, there is a considerable traffic not to be reached, unless by the aid of a line of steamers to run between Detroit and Longueuil or Prescott, as circumstances may require. The States of Maine and Connecticut depend on the West for supplies of flour and provisions; these may now by a chance craft be supplied *via* Montreal at a cost of 20 per cent. less freight than *via* New York or Boston, but the absence of a regular line of boats deprives the traders of Portland of that certainty so necessary to that branch of business, consequently the multiplicity of small orders, which, were a line established, would be sent to Ohio and Michigan, is precluded, and the Grand Trunk line deprived of the advantages which unquestionably would grow out of the certainty of obtaining immediately the necessary freight which would insure a traffic not to be reached in any other manner.

Full information touching a connection between the Cunard Steamers and the Grand Trunk Company has already been supplied, the advantage of that alliance cannot be over rated, it should embrace a system of through booking for both passengers and goods from the various ports of the Continent as well as England to their places of destination. One charge and one responsibility with well considered arrangements to this end would ensure to the Grand Trunk Company; (combined with the direct communication between Portland and England,) the almost exclusive carriage and delivery at its place of destination of every package of goods sent *via* the United States to Canada. A travelling agent in Europe acquainted with the Road and its capabilities would materially advantage the Company, and for that duty the present Assistant Secretary is, in my judgment, well qualified, and would greatly advance the Company's interests by securing the emigrant traffic.

The success of Railway enterprise depends more, perhaps, on efficient management than most other undertakings, this it will be admitted can never be attained unless the Directors feel the full responsibility devolved on them and their immediate accountability to the shareholders; the very organization of the Canada Board has precluded a feeling of that nature to the extent needful to insure success. I trust I may not be misunderstood in making these remarks, but I hold it to be every man's duty candidly to express his opinion on business with which he may be connected, therefore, I take the liberty of suggesting some changes in the management, needful I think, and calculated to ensure, at all events, better results than have yet attended the enterprise in Canada.

A re-organization of the system of management should be considered; the political character given to the existing Board in Canada, four of its members being under the provision of existing Acts of Parliament Executive Councillors, I consider highly objectionable; the number of Directors, eighteen in all, might also with advantage be reduced—say, to three in London, and seven in Canada, where one should be a Commissioner appointed by the Governor General, who would report confidentially on all matters of interest to the Government. I would suggest, therefore, the London Board instruct its Solicitor to examine the Provincial Acts, with a view to the removal of all restrictions on the formation of Boards or management of the Company's affairs, and that thereupon the London Board pointedly call the attention of their Canadian coadjutors to such changes as may be deemed advisable, and also devolve upon them the fullest authority in regard to all appointments and the fixing of the salaries of the Company's servants, averting at the same time to the deep responsibility of that Board to the shareholders, and further, that the President be prevailed upon to assume, as managing Director, the fullest possible control over the several working departments, thereby concentrating responsibility and establishing that scrutiny over the whole undertaking which no doubt would prove beneficial and lead to a serious diminution of expenditure.

In respect to appointments of Company's officers and the fixing of the remuneration paid, and indeed, other matters involving expenditure, little reference hitherto has been made to the Board, or its opinion asked; it has simply in most cases been called upon to approve what has been done by the Chief Engineer, who with most other of the Company's officers were appointed before the Canada Board was organized, and much of the business usually in Canada considered the primary duty of Directors devolved; it has been assumed intentionally, upon the Chief Engineer, and it cannot be denied that in consequence, a laxity of that feeling of responsibility has been created which induces me to call your attention to the views herein expressed; a revival of the list and the salaries of officers and servants alteration in their numbers, if consistent with a proper discharge of duty to be performed, and the assumption by the Board or Finance Committee, (without whose authority the slightest expenditure should not be permitted) of the strictest possible oversight of all, through the agency of the President. The Canada Board, I say, should be requested immediately to give their attention to these subjects.

That a vast amount of ill feeling towards the Company exists in Canada is notorious, much of that feeling has been generated by the identification in the public mind hitherto, of the contractors with the Company; that feeling should be dispelled and an effort made to impress upon the people of Canada the conviction that the Directors recognized only in their management of this great Provincial work the interests

of the Company, that economy with the application of the advantages of Railway communication to a development of the resources and an extension of the commerce of the country is their object.

The contractors have now nearly finished the Road, and are not, I believe, anxious to re-undertake any part of the suspended sections. Be this, however, as it may, I am convinced of the impolicy on the part of the Company of devolving upon them, as a mere matter of course, the formation of new works, and that the Company would jeopardize its hope of future favor from the Legislature, unless all new or other works hereafter to be gone into be thrown open for competition and by public advertisement before the people of the country.

There are various details to which the attention of the Canada Board would doubtless be given should you consider it advisable to adopt the suggestions I have ventured to throw out, but it is unnecessary here to refer to them. One thing, however, I would strongly, urge, viz: a more full and free conveyance of the opinions and wishes of the London Board to that of Canada, your knowledge of the Shareholders views we can of course be less conversant with, and it would be of advantage in many cases to be better and more fully advised than heretofore the Canada Directors have been on such points. Trusting you will excuse the length of this communication.

I am, Sirs, most respectfully,

Your obedient servant,

BENJ. HOLMES.

To Thomas Baring, Esq., M.P., and

George Carr Glyn, Esq., M. P., Directors Grand Trunk Company,  
London.

LONDON, 17th September, 1856.

GENTLEMEN,—The meeting of Shareholders held this day having passed off satisfactorily, I beg reference to my letter dated 10th, in which I ventured to recommend among other suggestions the more full and free communication of the views and wishes of the London Directors to their co-adjutors in Canada than hitherto made.

I beg leave to remark, that though, to legalise proceedings, it be necessary under existing Acts governing the Company, that all questions be determined in Canada, virtually the London Directors *can now* control the Canada Board, as they, the London Directors, must be represented at all meetings, consequently the power delegating that representation being confided to a party willing to act on their views on receiving instructions on any point of moment would hardly meet with opposition, armed as he would be with six votes in addition to his own at the Board, while at all general meetings the proxies voting on shares would far outweigh any influence that could be brought against them. Thus the London Board effectually representing the English shareholders, can make that influence felt at all Canadian meetings, either of the Board or general meetings.

I would now strongly urge the adoption of the views expressed by the Finance Committee resolutions recently communicated from Canada, respecting which I had previously some communication with Mr. Glyn, I mean especially the empowering the Canada Directors to have the survey of the road, plant, &c., by an Engineer unconnected with either the Company or the contractors, who with the agreements in hand, might examine and report whether or not all was in perfect accordance with contracts; prior to finally relieving the parties interested, or closing their accounts, and I am led to a conviction of the propriety of such an examination, by the receipt of a letter from Canada, of which the following is an extract:

“We have had here a Captain Galton, R.E., Secretary of Railway Commissioners of England, he minutely inspected the works and such portion of the road as came under his cognizance, he very frankly told me that our road did not even approach to a first class English road, that in fact, it was a contractor’s road, that is, as to laying down of the rails, switches, &c., it was just such a road as contractors are in the habit of laying down in England for their own use in constructing roads they have contracted for, and that they would not for a moment think of receiving such a road as a finished one.”

I neither endorse or deny the correctness of this observation; my knowledge of Railway works does not warrant it, but public opinion in Canada I know leans to Capt. Galton’s expressed views, whether through prejudice against the contractors or not, founded or unfounded, an examination by a competent person to report thereon, and also in regard to all stations, engines, &c., is I think desirable, and ought to be done before the road is finally taken off the contractor’s hands.

As the proxies representing the London Directors at the Canada Board have been withdrawn, it is necessary they be renewed to legalise future meetings, and it would be well the London Board should

express its opinion in respect to the election of Directors at the ensuing general meeting, or at all event that Messrs. McGill and Rose, who now hold the powers for that purpose, be recommended in what manner the votes on the stock they represent should be cast.

With reference to the half million recommended to be raised on Company's bonds, I beg to say there will fall due on the 1st October, the interest on the Portland and city bonds, £3750, and the interest on the mortgaged bonds of the Atlantic, £7410, together £11160, on the first November, £1175, and on first December, £1500; the revenue it cannot be expected will suffice to meet these payments in addition to ordinary expenditure; they must be as contemplated, provided for out of the half million mentioned this day.

Instructions from the London Board should issue on this subject, so that on my return to Canada I may communicate with the Finance Committee, and avoid a recurrence of what took place in the case of the bills sold to the Bank of Montreal, now but recently paid, and those instructions should cover also the payments to be made to the Canada Banks.

It would be well to bear in mind, that in the event of non-payment of the interest at Portland, the trust deed and the mortgage bond gives the right to the Trustees to enter at once into possession of the road, consequently should arrangements not be made authorising the Finance Committee promptly to provide for these payments, the question whether we are to run the Atlantic road on the lease; or some other agreement may shortly be the question for discussion.

The present amount of traffic of that section does not meet the annual amount charged capital account and the interest, nor will it for a time; my own opinion has always been, the lease was an unfortunate arrangement for the Grand Trunk Company, that a far better one might have been made, and were it broken to-morrow, which however, I do not now recommend, as it would involve a breach of contract; a better bargain might be made.

A very material diminution of the working expenses of the Company might with advantage I doubt not be made; the road being finished, the chief Engineer's duties so far cease, his surveillance of the bridge is provided for, I understand, under some arrangements, made in London for that structure, of which however, the Canada Directors know nothing, consequently the salary hitherto allowed that officer, may, I apprehend be saved, and sundry other salaries reduced, but the attention of Canada Directors should be called by the London Board to these matters, as the appointments of officers did not originate with, or rest upon the Canada Board.

I beg leave to enclose for your information, a slip sent me, cut from a Canadian paper. The road to which it refers, is that for which a separate Act was obtained last session. I believe the Grand Trunk Company had no participation in the arrangements there noted; which took place subsequent to the departure from Canada of the President and myself. Should the Grand Trunk Company undertake to supply the means for carrying out of this arrangement, and adopt the giving of the contract without inviting competition, I am satisfied it will materially interfere with our hope of inducing the Canadian Legislature favorably to entertain any application hereafter to be made by the Company.

I remain, Gentlemen, with all consideration,

Your most obedient servant,

BENJ. HOLMES.

To Thomas Baring, Esq., M.P., and  
George Carr Glyn, Esq., M. P.,  
Directors of the Grand Trunk Railway Co.,  
London.

LONDON, 25th September, 1856.

MY DEAR SIR:—It is desirable I should know before I return to Canada, which I shall do by 11th Ship, to what extent the London Directors concur in the opinions I have ventured to express to Mr. Baring and yourself in my letters dated 10th and 17th instant, touching the future of the Grand Trunk Company in Canada; indeed, without some expression of the kind on some of those suggestion, I should be greatly at a loss how to act on reaching Montreal, and feel that my visit to England had been unprofitable.

I would wish that your views touching proceedings at the general meeting, fixed for the 10th November, be expressed; that the votes cast for the English shareholders may be in conformity with your views; and also in respect to the proxies now needful for re-organizing the Board in Canada, instruc-

tions should be given, and the attention of the Directors called to their deep responsibility to the English shareholders, and a closer examination recommended into all expenditure, while a sterner authority should be exercised over the officers of the Company.

As regards the suggested changes in the constitution of the Board, your solicitor's examination into the Acts, and his opinion on clauses to be introduced or repealed, would be most desirable, but I am more particularly anxious to be instructed as respects the action to be taken for liquidating liabilities in Canada and the payment of the interest between this date and the close of our fiscal year, a minute of which enclosed, and for which the half million I am about signing the Bonds for, I presume, will provide; in fact I wish to be enabled by understanding your opinions, so to discharge the duty which devolves on me in Montreal as to avoid any recurrence of misunderstandings, and I am satisfied all such may be avoided by the more full and free communication of what your wishes are, than hitherto we have had the benefit of.

Most respectfully, my dear sir,

Your obedient servant,

B. HOLMES.

George Carr Glyn, Esq., M. P. London.

AMOUNTS DUE IN CANADA, UP TO AND INCLUDING JANUARY, 1857;

(referred to in the above letter.)

1856.	LOANS.	CURRENCY.	STERLING.
July 17.	Bank of Upper Canada.....	£35,000 0 0	£28,767 2 5
" "	Do " (Inspector General)....	30,416 13 4	25,000 0 0
" 25.	Commercial Bank.....	25,000 0 0	20,547 18 11
Aug. 15.	Do ".....	25,000 0 0	20,547 18 11
<b>INTEREST.</b>			
October.	Montreal City Bonds.....	1,500 0 0	
"	Portland ".....	3,750 0 0	
"	Atlantic and St. Lawrence Company.	7,410 0 0	
Novr.	Portland City.....	1,875 0 0	
Decr.	Montreal do.....	750 0 0	
"	Portland do.....	1,500 0 0	
Jan'y	do do.....	1,875 0 0	
		£18,660 0 0	£15,336 19 9
Sundry institutions for land purchased at Point St. Charles.		1,000 0 0	821 18 4
			111,021 18 4
To meet further contingencies for stores, &c.....			15,000 0 0
			£126,021 18 4

LONDON, 3rd October, 1856.

MR DEAR SIR,—I have anxiously thought over the discussion at the Board on Wednesday last, and as another meeting will be held before I leave, would fain again ask your attention to the schedule of payments, and a reconsideration of the determination come to.

The payments to be made in Canada, deducting those advanced by order of the Government, and the direct loan from the Upper Canada Bank, for which it holds £40,000 Toronto Bonds as collateral security is £57,234 15s. 11d. of which £41,095 17s. 10d. consists of Company's notes, long past due; granted, please observe, for advances in cash, made under the express agreement that at maturity they would be paid by exchange on London, and this was done at a time when the Company was refused accommodation elsewhere.

On leaving Canada in July last, I prevailed on the Bank to defer a demand for payments until my return. The manager of the Bank has recently been in London, his engagements with the London Joint Stock Bank renders our settlement with him of importance; as the capital of the Commercial Bank is small and worked to its utmost capacity, therefore disappointment may involve difficulties I should not wish to be instrumental in aggravating. The Hon. John Hamilton is its president—an influential member of the Legislative Council, and it would be well, taking the Company's position into view, that its enemies be not increased in that quarter. Mr. John Hillyard Cameron, is also, I believe, a Director in the Commercial Bank.

You very handsomely suggested, as a means of enabling me to comply with the recommendation so strongly put forth on Wednesday, to place at my disposal, or rather under my control, the sixty thousand

pounds Toronto Bonds; which were recently made subject to Mr. Baring's and your joint order—those Bonds are unquestionable security and now lay at the Bank of Montreal—allow me to suggest how much more advantageous to the Company's credit in Canada it would be that these Bonds continue under your control, and that I be authorized to pay in December the £41,000 by Bill and thus keep faith and secure friends.

I have this day written to the President respecting the £91,000 amount of January interest, promised by the Government to be refunded, and urged also the necessity for the immediate release of balance coming to the Company on the Government guarantee. If I find these objects are attained, may I not assume I have a right to draw at once the £41,000 and make such arrangements with the aid of the Toronto Bonds as may procrastinate immediate further payments.

I would not wish to be thought importunate, but how am I to face the Commercial Bank under circumstances such as I have referred to; the other Banks will not make advances to pay the Commercial Bank while from the Bank of British North America, the only other institution having ability to aid as I know nothing is to be hoped for.

In my previous letters I adverted to the fact, that in the event of the interest payable under the lease of the Portland Road being not punctually met, the Trustees, under provision of the agreement, are authorized to enter into possession. That interest is nearly all payable on *Coupons* falling due at various periods, about £16,000 (for which no provision was made at date of my leaving Canada) falls due between this and the end of the year. Should circumstances render it imperative and no other means present itself, I certainly should be authorized to draw for that purpose, and knowing as I do now, the position of things here, I should have some discretionary power. Far better not pay interest to our shareholders than incur the hazard of loss of credit to which the Company will be exposed, should I be unable to effect arrangements for procrastinating payments.

With the half million of Bonds, recently authorized, created as they were in fact, for the express purpose of paying off the Canadian Loans and meeting the interest payments for the coming half year, I do trust the positive negative to my drawing of Exchange until authorized, may be reversed, and some reliance placed on our doing in Canada only in this respect, what is absolutely unavoidable.

George Carr Glyn, Esq, M. P.

Believe me, dear sir,

Respectfully yours,

BENJ. HOLMES.

**Ques. 347.** Since all the sections of the Grand Trunk have been opened, it appears from the statement you have given in that the gross weekly receipts were as follows:—

22d November, 1856.....	\$46,716
29th " .....	49,285
6th December .....	42,484
13th " .....	43,598
20th " .....	35,791
27th " .....	31,246
3rd January, 1857.....	41,297
10th " .....	32,271
17th " .....	24,492
24th " .....	25,430
31st " .....	27,482
7th February .....	31,659
14th " .....	34,371
21st " .....	43,362
28th " .....	53,444
7th March .....	45,269
14th " .....	49,003
21st " .....	51,700
28th " .....	53,271

\$772,171

This shows the average weekly receipts during these nineteen weeks to have been \$40,640, or £10,160 currency, or about £8,128 sterling. Now, as you have stated that the ordinary expenses per week are \$50,000, will you please explain to the Committee how this weekly deficit, and the rental of the Atlantic and St. Lawrence and the interest on the bond capital are to be hereafter met?—*Ans.* The running expenses do not amount to anything like \$50,000 per week. I stated, or intended to convey to the Committee, a knowledge that the present demands against the Company for wages, material supplied for workshops, and for building of engines and cars, and all expenditure connected therewith, amounted at present to £56,000 per month.

When the line is complete and adequately supplied with rolling stock, I believe the receipts will be very materially increased; indeed, I believe, if the Company had possessed ample equipment and proper accommodation last winter, that the receipts would have been up to £20,000 currency per week.

*Ques.* 348. Were your gross receipts to run up to £20,000 currency per week, (£16,000 sterling,) at the best season of the year, what would be the probable average throughout the year?—*Ans.* It is impossible correctly to express an opinion on this subject, until the whole line is complete and in operation, as the period which would be the most productive on one section of the road, is the least so on another, and consequently no experience of what the result may be can be stated.

*Ques.* 349. Please to state when the road will be “completed and in operation?”—*Ans.* The road from Stratford to St. Thomas, and, with exception of the Bridge, from Montreal to Portland, will be complete as the line now runs this fall, there can be no doubt, and I hope fully equipped, and then I think the receipts will run up to £20,000 per week.

*Ques.* 350. From your answers, the Committee gather that the ascertained floating debt of the Grand Trunk Company is now.....£1,146,826  
That interest accrues in July..... 210,000  
That Cars and Locomotives are under contract for..... 200,000

Making the present liabilities of the Company..... £1,556,826  
That in addition, the claims of Messrs. Gzowski and Co. are unsettled, and that in the event of Mr. Gregory deciding that Peto and Co. are not bound, under their contract, to furnish the Wharfage and Station accommodations referred to by you, a further large sum will be required; now will you explain to the Committee how it is proposed to obtain the money for these immediate demands?—*Ans.* The Bill lately passed will doubtless enable the Company shortly to negotiate in London the two millions sterling of preferential Bonds. The provision for borrowing, already possessed by the Company under various existing Acts of the Provincial Parliament, enable the Grand Trunk to borrow, with the approval of its shareholders, such amounts of money on the bonds of the Company as may be deemed necessary. The aid afforded by the Act of the present Session, which relieves the Company of three millions of pounds sterling, for Provincial Bonds, will no doubt induce the most energetic efforts, on the part of the Company, to provide the funds needful to liquidate existing claims against the Company, and to provide full and complete equipment for the working of the road, while I have no doubt but the inspection now being made by Mr. Gregory will result in the contractors' being called upon to complete the road in such manner as to relieve the Company from any outlay on that score, and that Messrs. Peto and Company will also have to erect the Station Houses necessary, and contemplated in the contract, which will relieve the Company of a large expenditure which otherwise it would have to incur.

*Ques. 351.* Then must the Company, in addition to the £2,000,000 sterling of the new loan authorized by the Act of this Session to complete the works, borrow £1,500,000 currency to pay off the floating debt?—*Ans.* I consider it necessary, and that the Company will borrow an additional million sterling, or a million and a quarter, which in my opinion will suffice to complete and make the road perfect and productive.

*Ques. 352.* By the said Relief Act of this Session, the Grand Trunk are entitled to borrow two millions sterling on preferential bonds, secured by a first lien on the Road, the whole of which is to be expended on the following works :

Road from Stratford to Sarnia	}	.....	£450,000
Road from St. Mary's to London			
Road from St. Thomas to Rivière du Loup.....			525,000
Road from Three Rivers to Arthabaska.....			125,000
Victoria Bridge.....			800,000
To enable the Grand Trunk to assist the Port Hope and Lindsay, the Cobourg and Peterboro', and the Prescott and Bytown Railways.			100,000

£2,000,000

Will you be good enough to state if the Company desired all these works to be proceeded with now, and whether they consider that their construction will be financially advantageous to the Grand Trunk?—*Ans.* The Bridge is the most pressing necessity. The order of building or completing the Roads is determined by the Act. A portion of the Roads to be finished, those west of Montreal unquestionably, will prove productive. That the sections east of Quebec will ever pay interest on the investment is of course a matter of opinion.

*Ques. 353.* Will £450,000, the sum set apart for building the Roads from Stratford to Sarnia and St. Mary's to London, be sufficient to complete and equip these 104 miles of Road? If not, what further sum will be necessary to accomplish the work?—*Ans.* The Road from Stratford to Sarnia, the contractors, Messrs. Gzowski & Co., are bound to make for the balance of the original contract, if called upon to do so. The Road from Stratford, 22 miles, if £8,000 sterling per mile, be finally paid, is £170,000 sterling; the balance of the Sarnia contract is about £350,000; therefore the whole expenditure to complete the western sections will be about £526,000 sterling. A portion of the road from Stratford to St. Mary's is being made.

*Ques. 354.* Will £525,000 sterling, the sum set apart under the said Act for building the Road from St. Thomas to Rivière du Loup, be sufficient to complete and equip these 85 miles? If not, how much more will be required for this work?—*Ans.* Yes, I consider it quite certain that £450,000 sterling would construct the Road from St. Thomas to Rivière du Loup. I understand the English contractors do not feel inclined to go on with more work in Canada, consequently it would be at the option of the Company to advertise for tenders. Tenders for the work being advertised for, good offers would be sent in to perform the work at the cost I have named.

*Ques. 355.* Is not this identical work now under contract to Messrs. Peto & Co., at £8,000 sterling per mile, and would not the cost at that rate exceed the appropriation by £155,000 sterling?—*Ans.* It is understood that Messrs. Peto & Co., have no intention or desire to go on in Canada with further works, and as I before stated it will be open for the Directors to determine how the Road to Rivière du Loup shall hereafter be made.

*Ques. 356.* What is the length of the proposed Road from Three Rivers to Arthabaska? what is the estimated cost of the Road per mile? Have any other funds besides this sum of £125,000 sterling, been obtained for its construction; and if this sum is spent in commencing the works, will not the Company be compelled to incur further outlay or lose what they have spent?—*Ans.* The Road from Three Rivers to Arthabaska will be about 30 miles. The Municipalities have offered to contribute to its construction; if they do, and to the extent that has been named, namely, £100,000 currency, the cost thrown upon the Grand Trunk will be less than that named in the Bill of last year.

*Ques. 357.* Are you aware that Capt. Galton, R. E., of the Railway Department in the British Board of Trade, accompanied the Right Hon. R. Lowe, one of Her Majesty's Imperial Cabinet Ministers, to Canada last fall, and while here inspected the Grand Trunk Road? And are you aware that he has expressed the opinion that the Grand Trunk Railway is not according to contract?—*Ans.* I am aware that Capt. Galton was in Canada last year, and I have reason to believe he did so express himself.

*Ques. 358.* Can you furnish the Committee with a copy of the correspondence that took place between Capt. Galton R. E. and Mr. Betts on the subject of the Grand Trunk Railway, in the present year?—*Ans.* Yes; I hand it in herewith.

## GRAND TRUNK RAILWAY OF CANADA.

CORRESPONDENCE BETWEEN MESSRS. PETO, BRASSEY, AND BETTS, AND CAPTAIN DOUGLAS GALTON, R.E., SECRETARY TO THE RAILWAY DEPARTMENT OF THE BOARD OF TRADE.

### I.

*Messrs. Peto, Brassey, and Betts, to Captain Galton, R.E., Railway Department, Board of Trade.*

*January 2nd, 1857.*

SIR,—It having been reported to us that you have expressed a strong opinion of the inefficiency of the construction of the Canadian Grand Trunk Railway, and characterised it as no better than a mere track, such as used in this country for the construction of works by Contractors, we shall feel obliged by your giving us authority to contradict a report which is widely circulated, and is most injurious to our reputation.

We are, Sir, your obedient servants,

*pro* PETO, BRASSEY and self,

(Signed,)

EDW. L. BETTS.

### II.

*Captain Galton to Messrs. Peto, Brassey, and Betts.*

RAILWAY DEPARTMENT, BOARD OF TRADE, WHITEHALL,

*January 5th, 1857.*

GENTLEMEN,—I have the honour to acknowledge the receipt of your letter of the 2d instant.

Any opinion I have expressed on the subject of the Grand Trunk Railway of Canada was in confidence, and in reply to inquiries addressed to me. I very much regret that those opinions should have been mis-stated, or, as mentioned in your letter, have been in any way injurious to your reputation.

I never characterised the Railway, nor do I consider it, as "*a mere track, such as is used in this country for the construction of works by contractors.*"

The opinion I expressed of that portion of the Montreal and Brockville section of the Grand Trunk Railway which I passed over, was, that the Bridges and Viaducts were substantial, and the Masonry well executed; but that the Permanent Way was, at that time, in many places inadequately ballasted, and that in some of the cuttings the drainage was insufficient. And that the chairs for securing the joints of the rails, which are made of a piece of wrought-iron with a lip cut out on each side and turned up, were, in my opinion, not calculated to secure good joints, and that, as a Government Inspector, I should not have been satisfied with these chairs on an English Railway.

I am, Gentlemen,

Your obedient servant,  
(Signed,) DOUGLAS GALTON,  
Captain Royal Engineers

### III.

*Messrs. Peto, Brassey, and Betts, to Captain Galton.*

GREAT GEORGE STREET,

January, 1857.

SIR,—On behalf of my partners and myself, I beg to acknowledge the receipt of your letter dated "Railway Department, Board of Trade, Whitehall, January 5th." on the subject of the opinions expressed by you respecting the Grand Trunk Railway of Canada.

2. We have much gratification in noticing your statement of "regret that those opinions should have been mis-stated, or should have been in any way injurious to our reputation."

3. We are glad, also, to learn, that you emphatically disavow that you "ever characterised the Railway, or that you consider it, as a mere track, such as is used in this country for the construction of works by contractors."

4. We beg, also, to thank you for the opinion you express of that portion of the Montreal and Brockville section over which you passed, that the most important works, "the Bridges and Viaducts, are substantial," and that "the Masonry is well executed."

5. Coming, as they do, from an Officer, of the Railway Department of the Board of Trade, such opinions and admissions cannot but be regarded as important by parties who stand, as we stand, in the highly responsible position of contractors for a public work so vast in itself, and so important to the interests of the Canadian Provinces.

6. After such large admissions on your part, we trust you will be assured that the observations we have to offer upon the remaining portions of your letter, are influenced only by the imperative necessity under which we labour, of establishing, completely and satisfactorily, that the Grand Trunk Railway of Canada has been constructed in the best and most efficient manner, and without any one defect of the description suggested in the latter portion of your letter.

7. The defects you assume are,—1st, that "the Permanent Way is inadequately ballasted;" 2nd, "that in some of the cuttings the drainage is insufficient;" and 3rd, "that the chairs are not calculated to secure good joints."

8. Herewith, however, we beg to hand you a Report made to us by Mr. Alexander Ross, the Engineer-in-Chief of the Grand Trunk Railway, who fortunately happens to be in England, and to whose consideration we have lost no time in referring your communication.

9. Mr. Ross, you will observe, replies at length to each of your objections. He shows:—

i. That the Permanent Way, so far from being improperly or inadequately ballasted, has been ballasted in its present form after the most careful consideration, and with an express view to meet the peculiarities of the Canadian climate, and to render the Railway safe for winter travel.

ii. That the drainage of the Line, so far from being insufficient, has been constructed throughout with express reference to the extraordinary rain-falls that occur periodically in Canada ; and is so continued as to collect and carry off any amount of water that may fall in a period of time shorter than the drainage system generally adopted on our English Railways.

iii. That cast-iron chairs being inadmissible on account of the severity of the Canadian climate, wrought-iron plates have been advisedly substituted on the line : that these chairs are of the same character as those extensively used both on the Railways of the United States and of the Continent of Europe : that their efficiency has been thoroughly tested and satisfactorily established on the Grand Trunk Railway itself ; and that, so far from their being open to your condemnation, as "chairs with which, as a Government Inspector, you should not have been satisfied on an English Railway," they are precisely the same description of chairs as those which have been approved on an English Railway by one of the Government Inspectors of your own department,—a Railway which you yourself permitted to be opened to the English public.

10. Your attention having been directed to these facts, we cannot doubt that the same candour which induced you to express your "regret that the opinions ascribed to "you should have been mis-stated," will lead you to acknowledge that those embodied in the latter portion of your letter of January 5th have been given on imperfect information, and without that thorough knowledge (which a week's visit to the province cannot, indeed, be expected to supply) of the circumstances of Railway construction in Canada.

11. In conclusion, we venture to submit that no opinions upon Railway matters emanating from the responsible officers of the Railway department of the Government can properly be considered to be expressed in "confidence." If given in reply to official inquiries for public objects, the public are entitled to the information ;—if merely in answer to unauthorized and inquisitive questionings, such expressions of official opinions, in confidence, are, obviously, still more irregular and undesirable. In justice to all who are engaged in important public works, we venture further to submit that when the opinions of officers of a Government department are about to be expressed at all, they ought to be communicated beforehand to those immediately concerned, in order that they may if necessary, afford information and explanation. Had that course been pursued in this case, we should have had an opportunity of averting an expression of opinion by a Government officer, based on imperfect knowledge and insufficient information,—should have been saved the pain of troubling you with this correspondence, and the necessity of giving it that publicity which the gravity of the matter makes imperative.

I have the honour to be, Sir,

*pro* PETO, BRASSEY and self,  
(Signed)

EDW. L. BETTS.

#### IV.

*Report from Alexander M. Ross, Esq., Engineer of the Grand Trunk Railway, to Messrs. Peto, Brassey, and Betts.*

LONDON, January, 1857.

GENTLEMEN,—I have before me the copy of a letter, dated 5th January, and addressed to you by Captain Galton, the Secretary to the Railway Department of the Board of Trade, in explanation of a statement attributed to him with reference to a portion of the Grand Trunk Railway of Canada.

As Captain Galton repudiates the most serious portion of the charge, it is only needful that I should reply to those parts of his letter which relate to that portion of the Montreal and Brockville Section of the Grand Trunk, which he appears to have passed over.

The charges are, "inadequate ballast," "insufficient drainage in some of the cuttings," and "imperfect wrought-iron chairs." I shall address my observations to these matters seriatim.

1. As to the charge "that the Permanent Way is, in many places, inadequately ballasted."

I feel quite confident that had Captain Galton walked over the Line as an Inspector, instead of merely passing over it once as a passenger, he would not have ventured to make this statement.

The Line, I do not hesitate to say, is as completely and adequately ballasted as any Line in England.

But there is a difference,—a difference of appearance though not of reality, but such a difference as to a superficial observer, or a casual passenger, may cause a portion of the Line to appear inadequately ballasted, though it is far from being so.

The difference to which I refer arises from the necessity of providing against the peculiarities of the Canadian climate.

You are aware that during five months of the year, from the middle of November to the end of April, the soil of Canada is hermetically sealed by frost. The frost penetrates the earth to a depth of five feet ; the surface is impenetrable, and is hardened like iron.

During all this period, however, we are subject to heavy snow-storms, which sometimes leave considerable deposits on the surface.

Now the peculiarity of the Canadian climate is, that throughout the period of winter, from 11 to 2 in the day, the power of the sun is so great as completely to melt the surface snow, though it is ordinarily insufficient to affect the ground.

The snow-water thus melted by the sun upon a Railway has no means of percolating through the frozen ballast.

In the construction of the Line this circumstance had to be considered and provided for, and it received the most careful attention and deliberation.

If the ballast had been carried up on a perfect level with the sleepers, the snow-water would not have run away, but would have been liable to remain upon the surface between the rails ; and being melted in the daytime, and subject to the action of the frost again at night, would have become an irregular mass of ice as hard as the rail itself.

The consequence would have been to render travelling impracticable : the engines would have been continually liable to be thrown off the rails ; and fearful accidents, similar to those which have occurred on American Railways from the like cause, would have occurred on the Grand Trunk of Canada.

In order to prevent such occurrences, the ballast on our Line has been disposed in a manner which, to partially informed persons, may seem to exhibit insufficiency.

The ballast, which is of the best quality of heavy gravel, is made to form a ridge sloping upwards from the sides of the Railway to the surface of the sleepers, midway between the rails.

It thus forms, in winter, a frozen sloping surface, down which the melting snow descends into the drains at either side the Line ; supplying at once the purpose of efficient drainage, and saving the labour which would otherwise almost daily be required to clear the road from snow.

But the effect of this mode of construction is, that the sleepers project on either side about an inch and a half from the ballast.

To one unacquainted with the design of this arrangement, such an exposure of the sleepers appears to give the Line a want of finish, as Captain Galton expresses it, from "inadequacy of ballast."

Those, however, who have made themselves acquainted with the reasons of the arrangement, and the causes which have made it necessary, have expressed their admiration of so simple a mode of dealing with so formidable a difficulty, a mode by which labour is saved, drainage effected, and the winter traffic of the Railway kept open, and made safe, despite the obstacles which nature interposes.

II. The second charge is, "that in some of the cuttings the drainage is insufficient."

I must say that I read this charge with great surprise.

It convinces me that Captain Galton must, indeed, have made a very superficial examination of the Line.

To what cuttings does the Secretary of the Railway Department of the Board of Trade refer ?

The whole of the 126 miles from Montreal to Brockville presents, in the proper sense of the word, but one single "cutting."

There are, indeed, certain ridges from 8 to 10 feet high, through which the Railway passes ; but these are so short that a train scarcely enters before it leaves them ; and they, certainly, cannot be the "cuttings" referred to by Captain Galton, because, being all through limestone rock, there can be no want of drainage amongst them.

The single "cutting" on the Line to which Captain Galton's observations can be supposed to apply is, therefore, the Vaudreuil cutting between the 26th and 27th mile from Montreal.

The Vaudreuil cutting was the most difficult work we had to deal with in the construction of the earth-works of the portion of the Line referred to.

It is a cutting of half a mile in length, and of an average depth of 30 feet, through a hill of loose soil saturated with water.

On account of the percolations, this cutting gave us the greatest trouble in its execution ; but, on that very account, as you may readily suppose, the utmost possible pains was taken with its drainage, so much so that the result has shown that instead of its "drainage being insufficient," the drains in connexion with this cutting have not only effectually drained the cutting itself, but all the adjacent country.

In proof of the utter impossibility that the drainage of this cutting can be insufficient, I shall venture to state to you some of the special precautions which have been taken to provide for it.

In the first place, it was arranged that the cutting itself should have a greater base than is ordinarily required.

Secondly,—We provided that the sub-ballast should be composed of broken stone ; thus affording great facilities for the escape of water, and forming a very substantial foundation for the roadway through a peculiarly troublesome soil.

Thirdly,—We made ditches of double capacity on either side of the roadway.

Fourthly,—We built dwarf rubble walls on both sides of the roadway for the protection of the ballast against any extraordinary charge of water in the ditches.

Fifthly,—Availing ourselves of a natural facility, we arranged these ditches to follow a steep incline, so as to afford the speediest exit for the rainfall from the cutting.

Sixthly,—In order to prevent any disarrangement from the force of the water after heavy rains, we protected the ditches at the lower end of the cutting, where the water runs into other channels, by timber piles and sheeting.

Seventhly,—In order that the water from the upper surface might not find its way into the cutting, we provided a very large ditch, call a catch-water drain, on the uphill side, which has fully answered its purpose.

Eighthly,—As a precaution against contingencies incidental to railway cuttings in Canada, in consequence of snow-storms, we provided, on the northern side of the cutting, for its whole length, and at great expense, a close boarded fence of about twelve feet in height, which completely protects the cutting from any inconvenience in consequence of drifts.

I confidently leave it to any Engineer, after these explanations, to declare if a cutting can be shown, either in Europe or America, with more perfect provision for its drainage, both ordinary and extraordinary.

And I must again repeat, that this is the only cutting to which, by any reasonable probability, Captain Galton's observations can apply.

Before I was honoured with the appointment of Engineer to the Grand Trunk Railway of Canada, I was associated, as you are aware, with the Chester and Holyhead Railway in England, then in progress of construction. Upon that Line there is a cutting, called the "Penmawn Rhos," very similar in its character to the "Vaudreuil" cutting on the Grand Trunk. The Penmawn Rhos cutting, which gave great trouble, was dealt with in a similar manner to the Vaudreuil cutting, but without several of the precautions we have adopted. The Penmawn Rhos cutting is well known to all engineers acquainted with the Chester and Holyhead, to be as sound and substantial a work as any portion of that well-executed Railway, and, in regard to its drainage, to be perfectly efficient. I undertake to say, from my knowledge of both works, that the Vaudreuil cutting is as sufficient, as respects its drainage, as the cutting at Penmawn Rhos ; and I will add, that there is no work on the section subject to Captain Galton's observation, in worse condition, as regards drainage, than the cutting of Vaudreuil ; from which it follows that Captain Galton has no foundation of any sort for his opinion, that "in some [or any] of the cuttings the drainage is insufficient."

The time which Captain Galton spent in Canada was very short, and his knowledge of the Grand Trunk Railway is limited to one passage along its Line. Of the brief period however, during which he honoured us with a visit, he spent two hours in our Terminal Station at Montreal. If the drainage of any portion of the Grand Trunk Railway of Canada had been "insufficient," and if Captain Galton had really desired to inform himself respecting the mode in which the drainage works were carried out on our Line, he would have found the best evidence upon the subject during his examination of that Station. Our Terminal Station at Montreal extends over a flat surface of thirty acres, two-thirds of which are covered with ballast and Railways extending, in the aggregate, to six miles of single track. Such a situation required peculiar provision for its drainage; and in view of the known extraordinary falls of rain that occur in Canada in spring and autumn, this large area had to be provided, like the rest of our Line, with complete means of carrying away the water. That the system we have adopted is perfect for the attainment of this subject, I cannot better illustrate than by recording the result of a personal observation. In the month of September last, only a few weeks after Captain Galton's visit, a fall of rain having happened to the extent of no less than two inches in one hour, I, chancing to be at the Montreal Station at the time, naturally watched its disappearance from the extensive surface exposed to it with anxious curiosity. It was with no small degree of pride and pleasure I observed, upon the termination of the deluge, which ceased almost instantaneously, that not one pool of water could be seen; but that the rain having escaped as fast as it had fallen, the whole area was free from water the minute after the rain had ceased. I venture to cite this as evidence that the drainage of the Grand Trunk has been nowhere neglected, for if such is the drainage of a level space of 30 acres covered with Railway, and presenting formidable obstacles to perfect drainage, it is not to be supposed that other portions of the Line where the drainage is assisted by natural advantages, would be left in a condition less efficient.

III. Captain Galton's last allegation is, "that the chairs for securing the joints of the rails, which are made of a piece of wrought-iron, with a lip cut out on each side and turned up, are, in his opinion, not calculated to secure good joints, and that, as a Government Inspector, he should not have been satisfied with these chairs on an English Railway."

Let me observe, in the outset, that in England, where timber had to be imported, and is high in price, the sleepers are comparatively small in size and widely placed apart.

But in America, where the construction of almost every yard of Railway involves the felling of large timber, our sleepers are so large, so heavy, and so closely placed together, as to admit of a form of chairs and rails peculiarly adapted to local circumstances.

From the statement Captain Galton makes upon this subject it would seem that he is also unacquainted with the fact that, in consequence of the severity of the frosts in America during winter, wrought-iron chairs are the only form that we can use; those of cast-iron, as usually employed in England, being totally unserviceable in the other hemisphere.

Wherever cast-iron chairs have been tried in America they have failed. At one time they were employed extensively in some districts of the United States, as well as in Canada, but they were speedily obliged to be altogether abandoned.

The forms of chairs which we have adopted, instead of the English cast-iron chairs, is a form which has been extensively applied both in America and on the Continent of Europe, and which experience has proved to be efficient, as well as to be suited to the Canadian climate.

We lay upon the sleeper a wrought-iron plate about nine inches square by half-an-inch thick. The middle portion of each side of this plate is cut and turned up to cover and secure the flange of the rails on each side.

The plate itself is secured to the sleeper by four spikes, two on each side the rail, and, consequently, two on each side of every joint.

I have never heard a doubt expressed by any practical man that this is an efficient and permanent mode of securing the joints of rails.

That the plan has been extensively adopted, both in America and Europe, proves that it has received the sanction of the most eminent American and European Engineers.

That it has worked well, the experience of the Grand Trunk Railway of Canada sufficiently attests; for our rails, thus secured, have now been travelled over for nearly two

years by heavy engines, at rates exceeding forty miles per hour, without a blemish of any kind attributable to these fastenings.

So satisfied am I, personally, of the superiority of these plates over any other known form of chair, that, were I called upon to specify the best mode of fastening and securing the joints of rails in Canada, I should unhesitatingly recommend these chairs in preference to any others.

But, if I am surprised at the opinion expressed by Captain Galton that these plates "are not calculated to secure good joints," I must confess still greater astonishment at his declaration "that, as a Government Inspector, he should not have been satisfied with "these chairs on an English Railway."

It is consistent with my own knowledge that chairs in every respect precisely similar are in use upon a Line of Railway in England, which was certified to the Board of Trade, in November, 1854, by one of the Inspectors of Captain Galton's own Department, and which was opened to the public by an authority bearing the signature of Captain Galton himself!

That the Secretary to the Railway department of the Board of Trade should have allowed a Railway to be opened to the public, although in a condition with which "he was not satisfied," seems to show, either that the Railway Department is careless of English travellers, or else that the views of its Secretary as to the best mode of securing joints are not regarded as of much importance.

Having thus disposed, as I believe, completely and satisfactorily, of the three objections in Captain Galton's letter, I only request permission to add a few words upon the subject generally.

It has not appeared that Captain Galton was in any way officially referred to, or required to report upon the condition of the Grand Trunk Railway, or any portion of it.

Nevertheless, the unfavourable opinion he is believed to have expressed has obtained great currency in Canada.

That opinion, uncontradicted, may seriously prejudice this great work and the interests of the Company by which it is promoted.

For, it is to be borne in mind that much more importance is often attached to an official department in the Colonies than is attributed to it at home; and the comparatively little value attached in England to the opinions of the Railway Department of the Board of Trade may not be altogether understood in Canada.

It will be quite clear to you from this Report that Captain Galton's opinions have been offered upon the most superficial view of the Line, without the slightest inquiry as to the reasons for our arrangements, and in utter ignorance of the peculiar elements with which we have to deal.

Nevertheless, such opinions, bearing, as they would seem to bear, the impress of an official sanction, appear to need the refutation which I trust you will think I have completely given to them.

I am, Gentlemen,

Your obedient servant,

ALEXANDER M. ROSS.

V.

*Captain Galton to Messrs. Pells, Brassey & Betts.*

BOARD OF TRADE, WHITEHALL,

January, 27th 1857.

GENTLEMEN,—I beg to acknowledge the receipt of your letter of the 21st instant, inclosing a Report from the Engineer on the subject of the Grand Trunk Railway, a railway in which I, and relatives of mine, have a pecuniary interest.

The opinions I expressed with regard to a portion of your Line were founded on my own observation; and I cannot admit, as you are pleased to assume, that they were given on imperfect information, or without a thorough knowledge. They do not agree with those

of the Engineer of the Grand Trunk Railway. I regret the difference, but nothing in his or your letter has satisfied me that I was wrong.

I was not aware that the Board of Trade had ever sanctioned such a chair as that employed on the Grand Trunk Railway; but even if they have done so, that would furnish no excuse for its adoption upon a Railway for which the contracts were, that it should be equal to a *first class* English Line.

I have expressed no official opinion; and I entirely deny that an officer of the Government is precluded from the ordinary right of professional criticism, or bound to communicate beforehand such criticism to those upon whose work it may be offered.

I am, Gentlemen,

Your obedient Servant,

DOUGLAS GALTON.

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VI.

*Messrs. Peto, Brassey & Betts, to Captain Galton.*

9, GREAT GEORGE STREET,

*February, 3rd 1857.*

Messrs. Peto, Brassey and Betts, present their compliments to Captain Galton, and beg to enclose him copy of a communication they have received from Mr. Alex. M. Ross, Engineer of the Grand Trunk Railway of Canada, on the subject of Captain Galton's letter of January 27th.

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VII.

*Alexander M. Ross, Esq., to Messrs. Peto, Brassy & Betts.*

LONDON, *February, 3rd 1857.*

GENTLEMEN,—I am in receipt of your communication enclosing for my information a copy of Captain Galton's letter, dated January 27th.

In the circles in which his expressions have obtained currency it will be satisfactory to know, upon his own authority, that Captain Galton "has expressed no official opinion;" but that what he has said was merely in "the ordinary right of professional criticism."

I hope to be forgiven for observing that the value of such criticism must depend entirely upon the information and experience of the critic

Captain Galton informs you that "the opinions he has expressed with regard to a portion of the Line were founded on his own observation."

In Europe, I apprehend that no Engineer of standing would venture to pass an adverse opinion on the works of a Railway without a minute personal examination, and after a careful inquiry as to the principles of construction. Even in the case of Inspections by the Board of Trade, it is, I believe, the practice of the Inspectors to examine with deliberation every portion of a Line in company with the officers responsible for the works.

In the present case, however, Captain Galton's opportunity of observation was limited, as I have before stated, to one journey, as a passenger, over the Montreal and Brockville section of the Railway. He was unaccompanied by any responsible officer of the Company, and I am not aware that has ever sought or obtained any information from those who were most competent to afford it.

Nothing would have given us greater satisfaction than to have accompanied Captain Galton over the whole Line; and for myself I can only say that, responsible as I have been, throughout, for the formation, stability, and permanence of the works,—resident, as I have been in Canada for several years, during which I have employed myself in observing the requirements of the climate and the effect of the elements on Railway construction,—it would have afforded me great pleasure to have pointed out to Captain Galton how I had

endeavoured practically to bring to bear the results of laborious investigation and long experience on the construction of the Grand Trunk Railway.

But, considering that Captain Galton not only did not seek to inform himself from others, but that his own observation was limited, as I have before described, it seems to be rather a certainty than an assumption that the opinions he has expressed, "founded on his own observation" only, must have been expressed "on imperfect information, and without thorough knowledge."

And to this I must be permitted to add, that this view appears confirmed by the fact that, whilst I have now offered scientific and practical reasons for the forms of construction employed on the Grand Trunk, Captain Galton has failed to fortify his objections to those forms by a single argument or assigned reason.

With respect to Captain Galton's further observations on the chairs, I think it right to remind you, as he refers to the Contract, that wrought-iron chairs of the character employed on the Grand Trunk Railway are expressly provided for.

In view of all the difficulties arising from temperature and climate, the terms of the contract also stipulated that the chairs to be used on the Line should be approved by first-class English Engineers. Accordingly these very chairs, to which Captain Galton takes exception, were sanctioned and approved as the best that could be employed on the Grand Trunk, by Mr. Robert Stephenson, after mature consideration and personal consultation with myself.

In addition, therefore, to Captain Galton's own sanction of these chairs on English Railways,—to the sanction given by most eminent Engineers to their use upon the Continent of Europe,—to the sanction given to them by American Engineers on those lines of the United States where experience has established their efficiency,—we find their use expressly provided for (no doubt on the consideration that they were eminently adapted for its purpose) in the Grand Trunk contract, and we find them, moreover, specially approved for that line by the most celebrated Engineer in England.

I am, &c.

ALEXANDER M. ROSS,

The Committee then adjourned until 10 o'clock to-morrow morning.

*Wednesday, 3rd June, 1857.*

Committee met.

MEMBERS PRESENT :

GEO. BROWN, ESQUIRE, in the Chair,  
 MR. MASSON,  
 MR. CHRISTIE,  
 MR. PAPIN,  
 MR. BELLINGHAM,  
 MR. SOL. GEN. SMITH.  
 MR. SIMARD, and  
 HON. MR. ATTY. GEN. MACDONALD.

The Hon. John Ross, A. T. Galt, L. H. Holton, and B. Holmes, Esquires, were in attendance.

The Chairman read over the evidence in manuscript of yesterday, and the same was ordered to be printed.

*A. T. Galt, Esq.*, stated to the Committee that having had his attention called to several answers given in the evidence of yesterday he requested permission to cross-examine the witness. The Committee unanimously granted the request.

*Mr. Holmes cross-examined by Mr. Galt.*

*Ques. 359.* You have stated in answer to question 259, that you are not aware that any Director of the amalgamated companies not in London was consulted about the shares; do you mean to say that in the case of the St. Lawrence and Atlantic Company Mr. Galt did not from time to time advise that Board of the proceedings in London?—*Ans.* I do not mean to say that, inasmuch as Mr. Galt did write several letters to the St. Lawrence and Atlantic Company from London.

*Ques. 360.* Were not arrangements made in the Grand Trunk organization for payment of interest to the proprietors during construction? Were not the arrangements under the contract such as to add such interest to the capital cost of the line from Montreal to Toronto; and was not the effect of the payment of £75,000 and £17,599 mentioned in your answer to question 273—to capitalize in like manner the interest to the St. Lawrence and Atlantic proprietors—thereby placing them on a footing of equality with the new Grand Trunk shareholders?—*Ans.* Yes.

*Ques. 361.* State the office you held in the St. Lawrence and Atlantic Company at the date when the Board passed the minute relating to the shares, mentioned in your answer 275—state its terms, the members who were present, and whether the vote was unanimous or otherwise?—*Ans.* I was at the date referred to Vice-President of that Company, and I submit an extract from the minutes of the Board, dated 11th December, 1852, relating to the shares applied for by Mr. Galt; also copy of his letter to the Board, of the same date. I do not recollect who was present at the meeting, but believe there was a fair Board.

EXTRACT from the minutes of proceedings of the Board of Directors of the St. Lawrence and Atlantic Railroad Company, at a meeting held on Saturday the eleventh day of December, one thousand eight hundred and fifty-two, at which a quorum were present:

*Resolved.*—That the Stock in this Company purchased from Black, Wood and Company, amounting to sixty-eight thousand nine hundred pounds, be placed at the disposal of Alexander Tilloch Galt, Esquire, for a period of six months, at the rate or price of seventy per cent, and that on payment to this Company of such rate for the whole or any part of the said Stock, the proper officers do effect the transfer thereof: Provided, however, that no part of the said Stock be sold in this Province by the said A. T. Galt.

Certified a true extract,

A. C. WEBSTER.

St. Lawrence and Atlantic Railway,  
Montreal, 18th December, 1852.

Montreal, 11th December, 1852.

A. C. Webster, Esquire,  
Treasurer,

St. Lawrence and Atlantic Railroad Company.

SIR.—Understanding that the Company have in their hands the sum of about seventy thousand pounds of their Capital Stock acquired from Black, Wood & Co. which they are desirous of disposing of, I beg to offer my services in London for the purpose, believing I can place the shares among my friends there, and I would therefore respectfully apply to the Board for the right for a period of six months from this date of placing the whole or any part of said amount at the present market price here of seventy per cent.

I am, Sir,

Your most obedient servant,

A. T. GALT.

**Ques. 362.** Were the Hon. Mr. Moffatt, Mr. McGill, Mr. Torrance, Mr. Rose, and Mr. Molson, Directors of the Company, and do you believe they were present at the meeting?—**Ans.** Those gentlemen were Directors, and were I believe present at the meeting with others.

**Ques. 363.** In making the application did Mr. Galt state that he did not propose to appropriate the shares to his own individual advantage, if his mission succeeded, but wished to have them at his own unfettered control, to aid him in carrying out the object?—**Ans.** Mr. Galt was present at the meeting of 11th December, 1852, and in making the application stated verbally that his object in making the application was not the purchase of those shares for his personal advantage, but that he considered his possession of them might facilitate his negotiations.

**Ques. 364.** What induced the Board to assent to the proposal, and in what manner did they suppose Mr. Galt would use the shares.—**Ans.** The members of the Board considered the control of these shares by Mr. Galt might be of advantage in the negotiating for a sale, transfer to, or amalgamation of the Company with the Grand Trunk.

**Ques. 365.** Did Mr. Galt make any statement calculated to lead to the conclusion that any improper use of the authority would be made by him?—**Ans.** Certainly he did not.

**Ques. 366.** Was it then perfectly understood that the shares were not to be used for Mr. Galt's individual advantage, and that the Board were satisfied no improper use would be made of them?—**Ans.** The Board, I conceive, in giving Mr. Galt the option within six months of taking those shares at 30 per cent. discount considered, as I before stated, that his control of them could be made advantageous to the Company, and they were moreover quite satisfied to part with them to Mr. Galt at the price named. No one considered it probable that any improper use would be made of them.

**Ques. 367.** Were you present at the meeting referred to?—**Ans.** I was.

**Ques. 368.** Are you not aware that simultaneously with the option of these shares being granted to Mr. Galt, he obtained a similar option from Mr. S. F. Wood of Portland, for £125,000 of shares in the Atlantic & St. Lawrence Company held by that gentleman?—**Ans.** I heard such was the case. I have no personal knowledge of the transaction.

**Ques. 369.** Are you not aware that Mr. Galt's object before proceeding on his mission was to obtain the control of such an amount of stock in both Companies as would enable him to feel morally certain of having his views and negotiations sustained by the proprietors?—**Ans.** Of course it was evident that the larger an amount of stock which Mr. Galt represented, pending his negotiations, the more probable was the success of his mission.

**Ques. 370.** Was not the assent of the proprietors in both Companies necessary to give effect to the amalgamation?—**Ans.** Certainly.

**Ques. 371.** Was not this assent from the nature of the arrangements, necessarily to be given at a period subsequent to the issue of the prospectus in London, and the payment of the first instalment of 20 per cent. on the capital raised by the Grand Trunk Company?—**Ans.** That was equally evident.

*Ques. 372.* Would not a failure to obtain the assent of the Proprietors in both Companies have been most disastrous, and, in fact, have proved the absolute ruin of the whole scheme?—*Ans.* I should so consider it.

*Ques. 373.* Was it possible for Mr. Galt to have obtained the sanction of the Proprietors to every step in his negotiation, and was such sanction supposed to be attainable when the Minute of 11th December was passed?—*Ans.* No, it was impossible.

*Ques. 374.* Was not Mr. Galt therefore obliged—and did he not, in fact, act on his own responsibility in carrying on the negotiations, and did he not advise you and the Board of the various steps taken from time to time?—*Ans.* Yes, he frequently wrote on the subject.

*Ques. 375.* If the arrangements made by Mr. Galt had been equivalent to a sale of the road at a discount of 40 per cent., do you believe the proprietors would have confirmed them?—*Ans.* I cannot determine that question. I think it doubtful.

*Ques. 376.* In fact had not the proprietors been satisfied that the arrangement was a very beneficial one, would there not have been great danger that their assent would have been withheld, in the hopes of making better terms?—*Ans.* The Shareholders of the St. Lawrence and Atlantic Company considered Mr. Galt's mission as eminently beneficial, and unanimously approved of his arrangements. Had they been otherwise, there can be no doubt they would have withheld their assent to the amalgamation.

*Ques. 377.* Do you not consider that the position Mr. Galt occupied in holding these shares, must have greatly strengthened him in London, as affording a guarantee that whatever he agreed to would receive the sanction of a majority of the Stock in both Companies?—*Ans.* No doubt of it.

*Ques. 378.* Did not Mr. Galt write to you within a few days after his arrival in England, that he had experienced great advantage from having this Stock, and that he had placed the whole or greater part of it on the terms mentioned in the Minute.—*Ans.* I recollect Mr. Galt having written me a letter on the 18th Feby., 1853, informing me that his arrangements had been such as would enable him to arrange on his return to Canada, for payment of the 2756 shares transferred to him conditionally, and that he had experienced great advantage in his negotiations from having the said Stock at his command. I do not, however, recollect that he stated to me that he had placed the Stock on the terms of the Minute, or that he had sold it.

*Ques. 379.* Did not Mr. Galt write you prior to the 18th February, to the effect stated in the previous question?—*Ans.* I produce copies of all the official letters received from Mr. Galt, written while that gentleman was in England, and also copies of my replies. Mr. Galt's letters are dated January, 1853, 21st and 29th; February, 1853, 4th and 18th; March, 1853, 11th, 18th, 24th and 28th; April, 1853, 15th, 19th and 22nd; May, 1853, 3rd.

ST. LAWRENCE AND ATLANTIC R. R. COMPANY,

MONTREAL, 3rd January, 1853.

A. T. Galt, Esq., President, London.

DEAR SIR,—I found, upon my return, that you had suggested to Mr. Webster the enlarging of your authority for borrowing £100,000, to the extent of fifty thousand additional; and you will find enclosed the requisite copy of authority to that extent, should you, on reflection, deem it advisable to incur that increased amount of debt, of the propriety of which you are a better judge than myself, as the success which I hope will attend the more important negotiations connected with your mission, may render any move in that direction useless.

We duly received the £30,000 promised by Government, on the 27th ult.; and I have no doubt the proposed 10th of January payment of a like sum, will be punctually remitted.

Mr. Webster, who, most unfortunately at this time, and ever since my return, has been laid up by a severe attack of inflammatory rheumatism, or something akin thereto, received a letter from C. E. Anderson, informing him the debentures for £7,500 were being prepared, and they would be as follows:

37 of £100 ea. on Glyn, Mills & Co. . . . . £8,700

38 of £100 ea. Baring, Brothers & Co. . . . . £8,800

———— £7,500 stg.

Consequently, in your negotiations of those taken home by you, these £7,500 may safely be included. I had hoped to have sent them this mail, but they have not reached the offices.

After I parted from you in Boston, I saw Mr. ———, and gave him to understand, that, having proposals for a connection at Northumberland with the Boston, Concord, and Montreal R. R. Company, who are running up to Wells River, as you will see by the map supplied you; my desire was, through him, to withdraw the offer I made them on the 3rd December, on condition of running into Island Pond; and in so doing, I took leave to impress on him, that if the Passumpsic Directors relied upon Stanstead money and Canada Bonds to open their road from St. Johnsbury, and within the Province line, instead of, as they should do, going direct to Island Pond, they would find in the end their error; as, however readily subscriptions were made, we had found paying up was quite a different matter; and as to Provincial aid, he must bear in mind the Provincial Government had given us £460,000; and, in my judgment, it was not likely to contribute to a rival road. Besides, the Concord Road, by connecting with us, would in the interim have run away with their legitimate business. This seemed to produce the desired effect, and I am inclined to think they will yet go to Island Pond.

Having obtained a letter of introduction to the President of the Concord Company, who was attending the New Hampshire Legislature, then in session, I proceeded and had an interview with Mr. Quinsey, at Concord, who received the suggestion most favourably and promised to put himself in communication with the Portland Board. I have written Mr. Little, requesting him, should any delay have arisen, himself to take initiative, and address Mr. Quinsey on the subject.

Wishing you the compliments of the season, and a satisfactory result to your mission.

I remain, my dear Sir,

Yours faithfully,

(Signed)

BENJ. HOLMES.

LONDON, 21st January, 1853.

DEAR SIR,—I have not previously addressed you, in consequence of having only had preliminary conversations with Mr. Jackson on the subject of the amalgamation. I have now, however, the satisfaction to state, that after full consultation with the other parties interested in the Grand Trunk Railway, Mr. Jackson has this day informed me of their acquiescence in the principle of amalgamation on the general basis I suggested to him, viz., the incorporation of our Company with the Grand Trunk, and the lease of the Portland Road, provided a Bill can be obtained from our Legislature, authorising the construction of a bridge over the St. Lawrence, at Montreal.

The terms upon which our Company are to be admitted are not yet definitely settled; but I am prepared to state, that they will be such as must be, in my opinion, highly satisfactory to our proprietors. The precise terms being necessarily subject to modification, I consider it better not to enter upon them now, especially as I hope to be able, by the next steamer, to send you a more definite statement; and either by that boat or by the following packet, to forward the agreement for ratification.

The very great importance of combining the great railway interests of Canada, has been justly ap

preciated here; and I do not doubt that the perfection of the agreements consequent upon the bridge charter, will place our whole enterprises in a commanding position in Great Britain. I trust, therefore, that the whole influence of our Company will be exerted in the support of the bridge, and also that the other interests affected by it will unite with us in securing it.

In the present position of affairs, I have not considered it expedient to take any steps in regard to the sale of the £67,500 Government Bonds, or in the negotiation of a new loan—both of which will be now otherwise supplied. Indeed, under any circumstances, the present state of the money market is unfavorable to such negotiations.

I remain, dear Sir,

Your faithful servant,

A. T. GALT, President.

Benjamin Holmes, Esq.,

Vice-President St. Lawrence and Atlantic Railroad Company.

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ST. LAWRENCE AND ATLANTIC R. R. COMPANY.

MONTREAL, 17th January, 1853.

A. T. Galt, Esq., London.

DEAR SIR,—Prefixed is copy of my letter of 3rd. I expected, by the following packet to have sent you the £7,500 *stg.*, debentures referred to there; and as they still had not made their appearance on the 12th, I telegraphed Hincks to know whether they would be sent in time to allow of my forwarding them this mail. He answered, No. I wrote for an explanation, but hardly expect a reply before the mail leaves. We had a general meeting, you will perceive from the enclosed slip cut from the papers; which meeting declared forfeited all shares standing on the books, on which all calls had not been regularly paid. A subsequent resolution was passed, exempting defaulters from action of first, provided they paid up, with interest, on or before 15th February. This will enable us to clear the books of an amount of accounts now nominal.

The second payment of the Government of £30,000, was punctually made on 10th inst. Mr. Webster is again in the office; and the 30th November Statements and Report preparing for Wednesday. It will in all respects be in accordance with the papers taken home by yourself. Mr. Gzowski has arrived, and is now drawing up his Report. He had a hard journey down, and got here at three o'clock a.m., yesterday (Sunday)

I propose assembling the Board to-morrow, to approve of Report, and arrange for the general meeting on Wednesday. If any thing special occurs, shall advise you. Here we are all anxious for information from London.

Yours, dear Sir, most respectfully,

(Signed,) BENJ. HOLMES.

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LIVERPOOL, 29th January, 1853.

MR DEAR SIR,—As intimated in my last respects, I am not yet able to transmit the agreement of amalgamation. The general outline has, however, been finally settled, and I am therefore able to advise the Board, that the basis of the arrangement is; that our proprietors are paid their back interest at six per cent. till date of amalgamation and then receive paid up stock in the united Company, guaranteed to bear 6 per cent. half yearly until completion of Road, for the full amount used by them in the St. Lawrence and Atlantic R. R. Company. The united Company assuming all our liabilities of whatever description.

As this agreement will give us interest from the date of our payments, until at least three years from this time, and will ensure our stock continuing at par, independent of the back interest, I consider the arrangement a very favorable one, and such as our proprietors can never hesitate to adopt, another argument in favor of taking the new stock as I have agreed is, that whereas our mortgage debt is nearly seven times our stock, and our chance of dividends *nil*, unless the road pays over six per cent. in the united Company the whole mortgage debts, ours included, will not be more than  $\frac{2}{3}$  of the cost, and the certainty of some dividends vastly greater.

I have also concluded an agreement for the lease in perpetuity of the Portland Road at six per cent. on its cost, which I doubt not will be satisfactory to that Company.

Both these arrangements are made subject, as I have before stated, to the grant of the Bridge Charter, and I therefore trust our Board will support the measure.

I have not considered it necessary to dispose of our last Government Bonds, nor will it now be needful to do so. I would also suggest that you endeavour to avoid issuing any five years Bonds, or if you do, reserve the right of paying them off when you please: they must in any case carry no mortgage, but be a mere promissory note.

I regret to learn the indisposition of Mr. Webster.

Yours faithfully,

A. T. GALT.  
President.

B. Holmes, Esq.,  
V. P. St. L. & A. Railroad Company, Montreal.

ST. LAWRENCE AND ATLANTIC R. R. COMPANY,

Montreal, 29th January, 1853.

A. G. Galt Esquire,  
President, London.

MY DEAR SIR,—I wrote you by last mail, copy herewith. I since have your lines dated London 7th January, advising your arrival and interview with Mr. Jackson with whom you had made an appointment to discuss the main object of your mission, so far as the Company is concerned, and on Friday Mr. Torrance read to me your note of 12th at Liverpool, which leads me to hope the next steamer will bring something definite touching negotiations with the Grand Trunk folks. The high premium named by you as that which our last loan commands 13 @ 15 per cent. leaves no question of your ability to negotiate on favorable terms the additional amount we shall require if the amalgamation scheme does not work satisfactorily, and we are all most anxious now to hear from you on those points. At the last meeting of the Board a Committee of three, Young, Rose, and myself, was appointed to get information, relative to the bridge over the St. Lawrence, which has become quite an absorbing topic here. As it originated with Mr. Young, who is quite full of it, he was named Chairman, to call us together whenever his views were reduced to order or the information requisite was obtained, but we have had no meeting yet, and if we had had, our first duty was to report to our own Board. I mention this that you may be relieved of any anxiety on that score, should you hear any reference made to the subject by Mr. Jackson, as I learn much to my astonishment that Young proceeded last Monday to Quebec and put himself in correspondence with Hincks on the subject, much to his astonishment and I believe annoyance, it was an injudicious move in my opinion and one not warranted, in fact the Committee know nothing about what he has proposed and certainly would take no steps in that direction until it was known what your arrangements were.

Yours faithfully,  
(Signed,) BENJAMIN HOLMES.

Gzowski has just returned from Island Pond, reports all going on most satisfactorily, and that nothing will prevent our opening on 1st July next.

LONDON, 4th February, 1853.

MY DEAR SIR,—Your favor of the 17th ult. is at hand, and contents noted.

All my Railroad arrangements are progressing satisfactorily, and in a few days, matters will be ready for the public. The state of the money market is rather feverish, and it is possible we may be obliged to bring the scheme forward without awaiting confirmation of my arrangements. In this I trust no difficulty will arise, as the arrangement is very much better than what the Directors intimated to me, they would be willing to enter into, I trust, however, to hear from you an expression of their opinion.

As the agreement is for an issue of Grand Trunk shares at six per cent. till completion of that entire line to us for the stock in our Road coupled with payment of the arrears of interest, a question might arise as to the shares of which I have the pre-emption. I think to avoid all difficulty it would be well for you to cause the whole of these shares to be registered in my name, charging me with the amount at 70 per cent., and sending me the certificates in sums of 6 £10,000, 1 of £4000, and remainder in 2 of £2000. If any

thing occurs to break up my arrangements, the transaction can be cancelled by my surrender of the certificates, or such part as the parties may not keep and pay for; if, on the other hand, every thing goes smoothly, then the money will be paid to the Company by me before I make any use of the certificates.

The Registration ought to shew, that the shares are those issued to Black, Wood & Co., otherwise there will be the loss of the back interest, without any advantage to our proprietors; pray see that this is so arranged, and let Webster send me a statement of our stockholders with the date from which interest is payable to each, including the shares above referred to. I want this statement very much, as I am rather puzzled to state our amount of paid-up stock. I shall now, however, place it at the amount arrived at, adding the B. W. & Co, shares, depending on your return and entries agreeing.

I shall write you again by next mail, if possible, with agreement for ratification.

Yours faithfully,

A. T. GALT.

P. S.—Since writing the above it has occurred to me, that for fear my previous letter miscarried, I should repeat, that my arrangement with the Grand Trunk is: That our proprietors receive all back interest to date of amalgamation, and then, stock in the united Company, equal in amount to what they now hold in our Company, such stock to be guaranteed 6 per cent. interest till completion of entire line—say three or three and a half years. The Quebec and Richmond are also proposing to unite, and considering the advantage of having the control of both the Quebec and Portland termini, I have assented, provided the amalgamation with the Grand Trunk precede the other. This is not a matter of much amount to us.

ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

Montreal, 12th February, 1853.

A. T. GALT, Esquire, President,

London.

MY DEAR SIR,—I wrote you a few lines on the 29th ult., and have, since your welcome letter of 21st ult., which has been communicated to the Board of Directors, who, with all the friends of the Company, are inclined to advance the Bridge project to their utmost, and on that subject I took occasion to write Mr. Hincks, and had he suggested any particular effort being made here, was quite prepared to carry it out; he informed me, however, he has all his plans ready and that we had better keep quiet; my only fear is our friend Young, with his peculiar go-a-head propensities, may run foul of some of Hinck's ideas, and I suspect his influence under any circumstances will impede the project, and trust a few weeks will enable us to feel assured.

"The Victoria Bridge will be built." Rose read me a portion of your letter to him on the subject.

Our stock, which had declined through the efforts of the Brokers from  $12\frac{1}{2}$  to  $22\frac{1}{2}$  has again advanced and cannot to day be purchased under 15 per cent., and I know of none offered at that.

Whether your mission results or not in a transfer of our Road to the Grand Trunk, it is necessary as I intimated, that we should put ourselves in working order, and I yesterday submitted to the Committee a project for so doing, which embraced the removal of Mr. Webster from the office of Secretary to that of "Superintendent," with full power and an addition of 50 per cent. to his present emoluments, which the Committee approved of, and shall of course now submit it to the Board for adoption. This necessarily entails the appointment of a successor to Webster in the office, for a proper person I am much at a loss, but Webster's knowledge of all matters connected with the contracts, construction, &c. &c., render him peculiarly well fitted at present for the office of Superintendent, and before the summer track can be commenced we shall know more about other matters, connected with the duties, and if needful I feel assured that the Board will do what is right in respect to that gentleman and the appointment; nay, act generously. Mr. Gzowski is again away to Toronto. Mr. Stark assures me that all the contractors will complete their work to the Province line. Wood is the only one we have any doubt of, he writes, however, very confidently, and as the Portland Engines have now run into Island Pond says he will put on his whole force and have the road ready by 15th June.

Orders have been sent to Portland to forward the rails, to save any possibility of complaint in that respect. Until we receive the information promised by the next Steamer or the boat after, it is of course impossible to express any opinion upon your arrangements but the fullest confidence is entertained from the tenor of your last, that a satisfactory arrangement for our prospectus will have been come to.

I remain, Dear Sir,

Yours faithfully,

(Signed,)

BENJ. HOLMES,

V. P

LONDON, 18th February, 1853.

MY DEAR SIR,—I have duly received your favor of 24th ult., with account of meeting, which has given me much pleasure, the remainder of the Government Bonds have come to hand.

The position of our amalgamation matter remains the same, I have not yet perfected my agreement for it, as it has been considered better to await advice from the Government as to the grant of the Bridge Charter. The arrangements are now in forward progress for bringing out the scheme of the Trunk Road, and I trust we may be warranted in introducing the *whole* plan at once.

Looking at the present state of our Stock and Road, I think, in the event of any disruption of my arrangements here, it might be in my power to issue new stock instead of a further loan, by giving the Government bonds for £67,000 with the stock, in the proportion of 200 stock for 100 bonds. As we can never be certain of anything in this world, I would suggest you immediately furnishing me with authority to issue new stock for £150,000 sterling, or more, in order that I may be armed at all points, not that I anticipate any difficulty in the amalgamation as arranged, but simply, that the authority can do no harm; if the Board agree with me, let their authority be full, to appoint an Agent here, Bankers, &c.

There is another point in which I should be glad to have the opinion of the Board. You are aware that my application for the Black, Wood & Co's., stock, was made in my individual name, and the Resolution giving me the pre-emption for six months is also to me individually; now the disposition of that stock made by me here does not cover the whole amount of £69,000 currency, although much the larger part. Under the terms of the Resolution I might use the whole stock, but, as undoubtedly, the Directors in granting the pre-emption supposed I would use the whole to carry out my plan, I do not feel at liberty to derive personally any benefit from my arrangements without their concurrence.

Now, considering that by my agreement for the amalgamation each shareholder will receive his back interest, and a new 6 per cent. share for his present stock, I do not see that the interest of our proprietors will in any way suffer by my being allowed myself to assume the balance of stock, whereby, no doubt, I shall derive advantage, which may be considered as a sort of commission on what I think will be regarded as a favorable transaction. The refusal of my application cannot affect our position one shilling, and I therefore trust you will view it favorably, of course you will understand me as referring to the amalgamation being carried out, if it should fail it would be another thing altogether.

Yours faithfully,

A. T. GALT.

Benjamin Holmes, Esqr.,  
Vice President, St. L. & A. Railroad.  
Montreal.

ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

Montreal, 19th February, 1853.

A. T. GALT, Esquire, President.

London.

DEAR SIR,—I wrote to you per last mail—copy herewith—and have since received yours of the 29th ultimo, communicating basis of the arrangement assented to by Messrs. Jackson & Co., and quite agree with you in the belief, that our shareholders will unhesitatingly confirm it, indeed it is evidently so much for their interests that I cannot anticipate any one demurring to the contract.

You have no doubt written to Mr. Little on the subject, who with his co-stockholders, will have by your arrangement accomplished all the most sanguine could hope, for the advancement of the interests of Portland; and as it turns out, without any personal sacrifice to the public spirited men who supplied the means to build the roads.

You inform me that you had not considered it necessary to dispose of the Provincial Bonds, or make any move for obtaining funds by the new loan authorized by the Directors, to enable us to complete our contracts, &c., but you do not hint at, how without money we are to go on and open our road in July, or pay off present liabilities, for I take it Jackson & Co. will render no aid to this end in cash, until your arrangements are closed, and that the bargain is—we are paid for our stock in Bonds.

You will recollect the Island Pond loan money, though kept at the bank in a separate account, ~~as~~ suggestion of the Trustees, is (so far as the bank is interested), as wholly under its control for the general liabilities of the Company, as any other moneys whatever, and you will no doubt on reflection see, if you call to mind the state of our cash account when you left, that we must now be over drawn,

£50,000, and we have yet nearly all Woods contract, and a considerable amount of the 4th Section estimates still to pay, to say nothing of the equipment and other charges—now should our friend Davidson hold up suddenly—what I want to know, is, are your arrangements such as to secure the requisite, or have you induced your London friends to supply our wants ad-interim. On this subject, you are silent, and in the absence of any information I am not quite at my ease I assure you.

Your suggestion touching the five years bonds, accords with my own views, under existing prospects; or assuming your negotiations complete—but in the position we stand, and in the absence of all light on regard to ways and means, the paying of cash in lieu is rather a serious matter. I trust your next letter will draw the curtains so far as to enable me clearly to get a glimpse of the ends; and if I have funds, shall pay cash or issue such bonds as will amount to no more than a note of hand.

With a view to assisting Hincks with regard to the Bridge charter, petitions were transmitted by this Company praying for Legislative action, suggesting an extension of the provisions of the amalgamation act, and the authorizing of the issue of bonds, or the creation of new stock by the united Company, or such other means as might be deemed most effectual to the erection of a bridge to connect this city with the south shore of the St. Lawrence; which petition I committed to Hincks himself, to be used as he judged advisable—in another petition we prayed for protection against the taxation of our stations, houses, depots, &c., &c., by the local municipalities who have evinced a strong desire to squeeze all they can out of us of late, and in both moves all the other railroad companies seconded us; if you do not get something done they will shortly tax the roads themselves, and bridges.

In writing to you last, I mentioned Hincks thought we had better not move, but he changed his mind and telegraphed us to petition at once; Mr. Cauchon is outrageous at the refusal of the Governor General to extend the guarantee to the North Shore Road, and is, striving might and main to enlist the Upper Canadian and opposition members, to coalesce with him and force Hincks to a resignation, which I suppose would be the result, whether he retrace his steps or do anything approximating to a breach of faith with the Grand Trunk Line. I do not much fear on this score, Hincks is too many for Cauchon, or any other, or all the opposition combined. A writ has been moved for Sherbrooke, on the 17th.

The Board unanimously adopted my suggestions, and Mr. Webster as I stated in my last, is now Superintendent, salary, £600, and Mr. Hopper succeeds him in the office of Secretary, at £300; his previous services gave him claims for consideration.

I am Dear Sir,

Yours faithfully,

(Signed,) BENJ. HOLMES.

Monday, Feby., 21st.

DEAR SIR,—The preceding was written under the impression that the English mail would not arrive until tomorrow, yours of 4th Feby., however, is just received, but it is impossible to assemble the Board and obtain the authority requisite for a compliance with your request respecting the shares, but shall do the needful to that end, and convey to you the result per next steamer. As you informed us that everything would depend upon the bridge charter being attained, no measure other than that of aiding Mr. Hincks, in the attainment of this Act by petitioning, could have been adopted by the Board, and consequently I could convey no authority that could be needful on the then stage of the business, beyond an expression of the satisfaction of the Directors with your efforts, and the hope that all would be concluded in accordance.

(Signed,)

B. H.

ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

Montreal, 25th February, 1853.

ALEXANDER T. GALT, Esq.,

DEAR SIR,—In accordance with your desire, I have now to enclose the following certificates for shares now standing in your name, and at your disposal under the resolution of the Directors, passed on the 11th December last:—

No. 257 to 262, inclusive, 6 of 400 each	.....	2400
263	" 1 "	160
264 and 265	" 2 80 "	160
266	" 1 36 "	36

Making a total of 10 certificates..... 2756

Two thousand seven hundred and fifty-six shares, of twenty five pounds each, upon which interest has been settled in amount, up to the 1st January, 1851.

I am Dear Sir,

Yours obediently,

(Signed,)

A. C. WEBSTER, Secy.

ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

Montreal, February 27th, 1853.

A. T. GALT, Esquire, President.

MY DEAR SIR,—Herewith, you will find copy of my last, since which as advised in my postscript, I assembled the Board, and submitted your letter of the 4th instant.

The Directors were well pleased with your report of proceedings in London, and immediately adopted a resolution instructing Mr. Webster to forward by this day's mail, the certificates of stock and list of shareholders, in accordance with your request, all of which will accompany this letter. Mr. Little advises me likewise, of the satisfaction of the Portland Board, and that the preliminary agreement as by you described, has been sanctioned, subject of course to the ratification of the Shareholders.

I had a visit from our friend Davidson as expected when I last wrote, he wished to know our arrangements for funds, and laid some stress upon his awkward position in relation to our account, and so forth, upon which, I read to him from copy of my letter, the paragraph on that particular subject, and informed him my intention was to bring the matter up, when measures doubtless would be adopted by the Board of Directors, of a character satisfactory to his London Directors, and whereby he would be authorized to meet the requirements of the Company for the completion of the road.

On this subject, the Board at its meeting on Thursday last, instructed me to say to you, it had become necessary without delay to effect such arrangements as would induce the Directors of the Bank of B. N. A., in London, to instruct Mr. Davidson to continue to meet my checks, and if it was supposed the proceeds of the stock certificates now forwarded, which would produce near £50,000, might at once be deposited to that end, and unless your arrangements were such as otherwise to provide amply the funds, needful to complete the works, that you might pledge the Provincial Bonds, or those of the Company which you are authorized to negotiate as security for an advance of money, and have them instruct Davidson accordingly.

Having written a note to Davidson, intimating you would be so instructed, he is satisfied to go on paying our estimates, which with the equipment now being supplied by Kinmond—McLean and Wright will be heavy—as Wood & Co. have not set their shoulders to the wheel, and all our contractors are progressing favorably.

The Arabia's mail arrived on the 25th, but much to my disappointment, brought no letters from you that I can hear of, and consequently I continue without any information relative to the provision of funds, which we must have for the reasons already assigned.

I had a note from Hulton this morning, now at Quebec, who writes:—Hincks is so overwhelmed with business he cannot write, but desired him to say he had no fears of Cauchon's North Shore opposition, or for Bridge charter; from Post Master General, I have a few lines advising me that Mr. Ross will not leave England he thinks, before 1st April, and that in all probability Mr. Stevenson, the engineer would come out with him; that gentleman should be here before the ice breaks up, to observe its motions and effect, which from appearances, this year will be worth looking at, if one may judge from what has occurred the past fall and present height of water.

Our freight agent Jackson goes home on leave this packet, and will tell you all about Sherbrooke elections, and so called riots, which are moonshine.

Yours faithfully,

(Signed,)

BENJ. HOLMES.

MONTREAL, 7th March, 1853.

A. T. Galt, Esq., London,

DEAR SIR—I wrote you on the 27th ult., copy prefixed, and with it went forward Mr. Webster's letter covering stock certificates, &c., to which reference is made in mine.

Yours of 18th Feby. reached me this morning. Its suggestions, however, are of too important a character to warrant me, without first eliciting the opinion of the Board, deciding thereon; consequently until next mail I can neither reply to the question touching an issue of new shares, nor convey the desired authority regarding the stock certificates transmitted in my last (Blackwood & Co.'s shares.)

The Bridge Bill had its second reading on Wednesday last, and have no doubt but it will shortly become law, as our friend Holton—still in Quebec—telegraphs up, all O. K., and talks of leaving, which he would not do, if any doubts existed on his mind that all would not result favorably.

There are no sellers of our shares to-day at 10 per cent., which was the rate of last transfers. Gzowski has just returned from over the line of Road. Reports all going on well, and shall certainly be able to open on 1st July.

Yours faithfully,

BENJ. HOLMES.

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ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY,

MONTREAL, 19th March, 1853.

A. T. Galt, Esq., President, London,

MY DEAR SIR—Annexed you have duplicate of my last, (dated 1st inst.,) which, owing to heavy snow storms and drifts obstructing the Railway train between this and Rouse's Point, will not reach you by the Cunard steamer. The mail has, however, I am informed, since gone by the U. S. S. Ship Pacific. The delay will no doubt cause some anxiety, as from your letter of 25th ult., subsequently received, I observed you had determined upon bringing out the whole amalgamation scheme in anticipation of news from this side.

You run no hazard in assuming the responsibility of carrying out your views. The two bills on which so much depended, are both now the law of the land, as you will perceive by the slip herewith, cut from the Herald of this morning. The telegraph announced the fact. Your arrangement is so evidently advantageous to our proprietors, that no one of them, it is believed, will object. At all events the Board is unanimous, and will support you.

Mr. Roney's appointment, as noticed in my last, created some uneasiness here. I was pleased to find, however, by your reference to the subject, that I was correct in the view I had taken of it, and in directing Mr. Webster not in slightest degree to relax in his efforts to bring every thing into working order, so as to enable us to open on the 1st July. To this end he is now off over the line to Portland, and on his return will enable us distinctly, I hope, to see what may be needful to insure that result. To avoid disappointment, this mail will leave early on Monday morning.

Believe me,

Yours truly,

BENJ. HOLMES.

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To-night Mr. Morin moved a call of the house on Wednesday next, for the third reading of the Representation Bill.

Mr. Smith (Frontenac) and Sir A. N. McNab, objected to the call being made at so early a date, and contended that it was customary to give longer notice.

Mr. Hincks replied. The attempt of the opposition was either to defeat the bill, or to put the members to inconvenience who were in favor of it. The motion was carried.

The House then went again into Committee on the Representation Bill, and the details of divisions of counties are being discussed as the report leaves.

The following list of bills sanctioned by the Governor General, appears on the minutes of the House: To incorporate the Society for the erection of a Hotel in the City of Quebec.

To provide for the construction of a general Railroad Bridge over the River St. Lawrence, at or in the vicinity of the City of Montreal.

To appropriate certain unexpended balances of the School Fund for Lower Canada, and certain sums out of the Jesuits' Estate Funds, for educational purposes in Lower Canada.

To amend the Act of the present Session for the relief of the sufferers by the late Fire in Montreal.

To authorize the Company and Proprietors of the Champlain and St. Lawrence Railroad to consolidate their debt, and for other purposes.

To extend the provisions of the Railway Companies Union Act, whose Railways intersect the Main Trunk Line, or touch places which the said line also touches.

[DUPLICATE.]

EXTRACT from the minutes of proceedings of the Board of Directors of the Saint Lawrence and Atlantic Railroad Company, at a meeting held in their office, Montreal, C. E., on Friday, the 11th day of March, one thousand eight hundred and fifty-three, at which a quorum was present.

*Resolved*, "That Alexander T. Galt, Esquire, the President of this Company, be empowered to dispose of such number of the unsubscribed shares in the capital stock, not exceeding in the whole six thousand shares, as he may find it expedient to issue, for the purpose of providing the remaining necessary funds for completing and equipping the Railway and other works of the Company, and that for this purpose all the powers of this Board under the third section of the Act 13th and 14th Victoria, cap. cxviii., be delegated to him, together with the authority to enter into such agreements, and to nominate and appoint such Bankers, agents, or other persons, as may be requisite in the premises."

[DUPLICATE.]

EXTRACT from the minutes of proceedings of the Board of Directors of the St. Lawrence and Atlantic Railroad Company, at a meeting held in their office in Montreal, C. E., on Friday, the 11th day of March, one thousand eight hundred and fifty-three, at which a quorum was present.

*Resolved*, "That in consideration of the very considerable advance which has taken place in the market value of the shares of the Company, since the adoption by this Board on the 6th May last of their resolution to the effect that it was preferable to raise such further funds as might be required for the completion of the Railway and its equipment, rather by way of loan than from an extended issue of shares—it is advisable that the President of the Company, now in England, should be enabled to adopt either mode of raising the sums requisite, according as his views of the best interests of the Company may dictate."

MONTREAL, 14th March, 1853.

A. T. Galt, Esq., President, London.

MY DEAR SIR,—Referring to my respects of 7th instant, copy annexed, I have now to advise having brought your letter of 18th ultimo under consideration at a full meeting of the Board on Friday last, and transmit herewith certified copies of two Resolutions, whereby in the event of any disruption of the arrangements already by you advised, you are empowered, should you deem it best, instead of effecting the previously contemplated new loan, to issue new stock, if it can be accomplished on the basis suggested in your letter, but as the amalgamation Bill, and also the Bridge charter, have passed the Legislative Assembly, there can be no longer a question these Acts will soon become law, (His Excellency the Governor General's reply to the Quebec corporation rendering his sanction to these certain,) it is hoped and believed your arrangements with the Grand Trunk Company will supersede the necessity either for borrowing or creating new stock.

I also enclose a printed copy of the Act 13th and 14th Victoria, cap. cxviii., to which these Resolutions refer. The Act of Incorporation, 8th Vic., cap. xxv., and amendment 10th and 11th Vic., cap. lxx., I presume you have, if not and if needful, they may of course be had at the offices in Downing Street.

In addition I hand you copy of a Resolution unanimously adopted, having reference to the other matter suggested in your letter, which in the event of your not having divested yourself of the whole of the shares placed at your disposal on the 11th December last, will, I trust meet your approval.

The steamer Africa is telegraphed this morning, her mails, however, will not reach here before to-morrow night. A notice by telegraph to the effect that a Mr. C. P. Roney has been appointed General Superintendent of the St. Lawrence and Atlantic R. R., is attracting notice and enquiry. I fancy it an error, and intended to mean the Quebec and Richmond, as we have heard nothing of any such move, and as, unless your mission is at an end, no such appointment could be made.

I remain, dear sir,

Most faithfully yours,

BENJ. HOLMES.

LONDON, 11th March, 1853.

B. HOLMES, Esq., Vice President St. L. & A. Railroad Company,

MY DEAR SIR,—The Bank of B. N. A. have applied, through one of their Directors, to me to-day, respecting a misunderstanding which they fear may have occurred between the Railroad Company and the Bank in Montreal, relative to the advances to you. It appears that Mr. Davidson has been under the impression that the credit of £63,000 sterling, given to the Company in October last, would not be used, and that any advances we had were to be on another basis. Now the Bank assure me that they adhere to the credit, and that Mr. Davidson is bound to make us the advances on our giving the security required.

This security you can readily give, as the Government Bonds are, as you are aware, in the first instance negociable for account of the Province. The fact of my not having sold them, in itself does not affect our doing all that the Bank ask.

The Directors are evidently anxious that you should clearly understand that they have given Mr. Davidson no instructions, other than to make the advance of £63,000 sterling on the execution of the securities, and as far as I can understand, their course is clear.

I fear the difficulty has arisen from Mr. Davidson supposing that the Bank would know all my proceedings. This is neither the case nor would I consider it politic to consult them in matters exclusively our own. We get the credit from the Bank and use it or not, as we think fit. I shall write again on your money matters by next mail, and hope to put all straight. I wish, however, you had given me some statement to shew the extent of liabilities you had to meet, as I do not even know whether the Government have paid their balance, nor what your expenditure is.

I have been busy all day with the lawyers over the details of the agreements, which I believe are now pretty well settled, but it is really surprising how long it takes to settle all the points that arise. I had hoped to have sent you an agreement to submit to our proprietors before I went out myself, but so much time has passed I shall now probably bring it myself.

The Prospectus will be issued as soon as the agreements are executed, which I hope will be next week, and I shall then wait a little to see how the thing goes off, before I return.

In the course of our negotiations, I have stipulated for certain advantages to us, but until all is closed I do not like to go into these matters, as if changed they involve so much explanation.

Yours, very truly,

(Signed,) A. T. GALT.

LONDON, 18th March, 1853.

A. C. WEBSTER, Esq., Secretary.

DEAR SIR—I beg to acknowledge your favors of 25th ultimo, with enclosures.

In compliance with the request of the Vice President, I shall make arrangements for placing the amount of the said shares at 30 per cent. discount, at the disposal of the Company.

I remain, dear Sir,

Your faithful servant,

A. T. GALT

ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

MONTREAL, March 28, 1853.

A. T. GALT, Esquire, President, London,

MY DEAR SIR—I wrote you on the 19th instant, copy herewith. The mail which arrived on the Monday following brought us no letters. From Quebec I learned all was progressing most satisfactorily, and that you were only waiting to close all up. The arrival of the authenticated Bills for the Bridge, &c. this morning, brought me yours of 11th inst., mentioning some apprehensions on the part of the Directors of the Bank, of misunderstanding between Mr. Davidson and this Company, relative to advances.

You proposed writing by succeeding mail, and say you hope to put all straight, while you express a wish that I had sent you some statement, as you do not know whether the Government has paid their promised balances. Those payments I find I advised were duly paid, and in my letter of 19th Feb'y, I mentioned the then amount of our debt to the Bank as £50,000, and my anxiety that you should arrange with the Directors in London, and have them instruct Mr. Davidson touching further advances.

It is proper I should say, that although Mr. Davidson wished to be informed what were our arrangements and the probabilities that money would be deposited, he has thrown no obstacle in our way; on the contrary he expressed himself satisfied to go on, upon my reading to him a portion of my letter to you, dated 27th February, which letter, however, you had not, it would appear, received on the 11th March.

On the receipt of that letter you will no doubt arrange with the London Directors of the Bank to their satisfaction. As the Bonds are in your possession you only can do this, and Mr. Davidson, with whom I have just been talking on the subject, requests me to advert to this fact.

The payments for work done upon the Sections in February do not amount to over £9000. The Island Pond account, however, is about £10,000. These sums included leaves the debt to the Bank this day very near £114,000. The next estimates will be somewhat longer, possibly £20,000, but if you carry out the recommendations as advised in mine of 27th February, we shall be all right, and Mr. Davidson relieved of the anxiety awakened in his mind by receipt of letter this morning.

You will perceive by the foregoing, that the £63,000 sterling credit is quite insufficient unless to it be added the proceeds of the stock certificates sent you, and that in fact the whole matter was in your own hands, but I trust your next letter will, as you intimate, make all right.

It appears doubt has arisen in Gzowski's mind that we have not sufficient quantities of rails to complete the line, and he urged me to write immediately for 500 tons. Having sent Mr. Webster over the line last week for the purpose of observation and making a report on all matters connected with the opening of the road in July, I telegraphed him in Portland, and have in answer that he has made sure arrangements there for what may be needful, and Mr. John McPherson, who has just returned from Toronto, has promised me what we may require of his supplies, if needful; so we shall order none until we have further returns to determine.

The concluding paragraph of your letter will increase the expectations of our stockholders if talked of, so I shall say nothing about additional advantages. What you have reported as determined upon should, and no doubt will, satisfy the great majority. I trust, however, you will complete the thing before you think of leaving England. To have to do with lawyers on the spot is bad enough, to come to any understanding with them by correspondence, is a desperate expectation. Gzowski is still at Toronto, as is also your friend Holton.

I remain, my dear sir,  
Yours faithfully,  
(Signed,)

BENJ. HOLMES.

LONDON, 24th March, 1853.

B. HOLMES, Esq., V. P.,

MY DEAR SIR,—Your favour of 7th instant is duly received.

I am happy to say that all the contracts and agreements are completed except one which is left open until the prospectus is issued, which will be on the close of the Easter holidays, say in ten days; meantime accept my assurance that short of a war every thing is admirably settled, and no difficulty can arise in raising the money. I am anxious to be myself the bearer of the instruments in which I have acted, or at any rate to follow them very speedily to afford any explanations and in their assist speedy ratification.

The Board will please remember that *until ratified* we cannot obtain the funds of the new Company, and it is therefore the more desirable to close matters early.

With regard to the certificates of stock sent me, and the expectation you conveyed to the Bank, that I would at once pay the money. I have not found it practicable to anticipate the period of six months allowed for option, and have therefore intimated to the Bank that the money will not be paid. Since my last letter I had deemed it for the interest of the Company to place almost the whole balance of this stock referred to by me, and the question of my own individual interest had received its solution before your private letter come to hand. I now return the certificate for £900—thirty-six shares; the whole of the remainder has been placed, and will, I presume, be in due course paid within the six months.

I have settled your financial difficulties with the Bank, and applied for a credit in all of £120,000 sterling. This will, I have no doubt, be granted, and Mr. Davidson will have his instructions by next mail. This ought to be money enough, especially as there is no doubt the proceeds of the shares will become available soon, but pray do not exceed it.

I have seen Mr. Jackson and promised him my influence in obtaining a satisfactory situation. With this he is, I believe, quite satisfied.

The enclosed copies of letters explain matters with the Bank.

Yours faithfully,

(Signed,)

A. T. GALT

LONDON, 28th March, 1853.

A. C. Webster, Esq., Secretary.

DEAR SIR,—Your favor of 28th February, is duly received, with list of proprietors. In the absence of this detailed information I had previously settled the allowance to our proprietors for back interest at £75,000 sterling, an arrangement which I am glad to see, more than covers the claim as shewn by the list.

I trust all the contracts and agreements will be completed in the early part of next week, and that I may soon be able to announce all the details, and furnish you with the prospectus.

I am by no means sorry that the Stanstead proprietors, who have so unhandsomely availed themselves of the right of withdrawal will not participate in the advantages of my arrangements.

Yours faithfully,

A. T. GALT,  
President.

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ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

Montreal, 4th April, 1853.

A. T. Galt, Esquire,

London.

DEAR SIR.—Annexed I hand you copy of my last letter, and I also enclose copy of the Board minute of following day, which will explain how the difficulty was overcome in regard to the "Supplies," at foot of that minute is a copy of Davidson's note and the postscript to my letter, which I send for the purpose of your understanding fully our position here, should it have occurred by any chance that the original did not reach in due course.

I called this morning on Davidson, whose temper has not been at all softened by the tenor of his letters from the Court of Directors my effort was to impart to his mind a conviction that next mail unquestionably would make all right, as you had in a private note assured me not only that the stock money would be forthcoming, but that you had no doubt whatever of closing satisfactorily with his Directors, and in accordance with my request as communicated to him.

No little anxiety is felt by all the members of our Board, and considerable disappointment, I doubt not, will be expressed at the non-receipt of letters announcing the transfer of the Government Bonds and the completion of the other arrangements, recommended more especially as the Company's credit here is suspended by so slight a thread. In my last I advised, we should be in debt to the Bank £114,000, it is true our bills payable are now comparatively small, nearly all or the last when you left having run off, (paid of course by drafts on the Bank,) but some few notes for equivalent have since been issued, which, with the coming estimates, about £20,000 per month must be promptly met, and for which we are dependent on the Bank, so you may readily conceive I am not exactly on a bed of roses.

Gzowski has returned; he has the substance of your communication to Toronto by telegraph this morning, and is equally sanguine with myself that the next mail will dispel all anxieties on our parts, and the fears entertained by the Bank here. Mr. Webster has also come back from Portland; reports all going on satisfactorily and rapidly at Island Pond, also that the useful iron to complete the track will be forth coming from thence, if not Mr. D. McPherson (I wrote John in my last I find) has promised us a supply out of the Sarnia importation expected early this spring.

I remain, my dear Sir,

Yours faithfully,

(Signed,) BENJAMIN HOLMES.

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ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

Montreal, 11th, April 1853.

A. T. Galt, Esquire, President, London,

DEAR SIR,—Herewith I hand you copy of my last. The Europa's mail arrived this morning and brought me yours of the 24th ult., which has caused me serious disappointment and regret, as I confidently expected from the tenor of your private lines of the 17th I should have been authorized to draw for the proceeds of stock (about £50,000 cy.) if the same had not been lodged at the bank; and that all would have been put right with Davidson's directors as promised.

In consequence of some demand on the part of the bank, I had to change the nature of the arrangements last notified, and adopt in lieu the course designated by the enclosed copy of resolutions, passed on Saturday last at a special meeting of our Board; from which you may judge how unpleasant is the position in which I now stand, denuded of any resources from which to pay the coming months' estimates, and with a demand just come in from the Bank of Upper Canada, to refund the interest by them paid in London on the Government Bonds issued last year, amounting to nearly £15,000.

On the receipt of your letter, I called upon Davidson, and found him in anything but a pleasant mood. He read me his letter from his London Court, enclosing original of yours to the Receiver General, which will be forwarded this evening. His Directors express themselves in a manner far from approving of the position in which our account with the institution stands, and while it refers to your application for an extension of our credit, expresses a doubt of its being favorably entertained.

I propose writing Mr. Hincks this afternoon soliciting his influence in immediately obtaining for Davidson a favorable reply from the Receiver General to your letter, which goes through his hands. Should Taché object or throw any obstacle in the way, I fear we shall be brought to a stand still, and at a moment of all others most disastrous to the interests of our proprietors.

If the next steamer brings authority as you assure me it will, to draw upon Davidson, for a credit in all of £120,000 stg., it will suffice until more full and explicit information is received of the arrangements made, or until you yourself come out to aid in the ratification of the bargain. To complete the works, however, and meet liabilities which cannot be avoided, we ought in addition to have had at our command the full amount expected to be realized from the stock certificates sent. I therefore regret you had not placed the whole and made the same available as you led me to expect.

Our month's estimates, and some intermediate payments, all of which must be met by the 25th or 28th at furthest, will very nearly absorb the sum (£120,000 stg.) which you remark should be enough,—the overdrawn balance last advised being £114,000 ey.—I therefore sincerely hope that the proceeds of the shares will, as you wrote, become available soon.

I remain, dear sir,

Yours faithfully,  
(Signed.)

BENJAMIN HOLMES.

London, 15th April, 1853.

Benjamin Holmes, Esq., Vice-President,

MY DEAR SIR,—I have the great pleasure of announcing to the Board the satisfactory completion of the amalgamation agreement, on the 12th instant, and the issue of the Prospectus to the public. I had hoped to get a copy ready to send you, but the number of copies has caused the decision to have the agreement lithographed, and its very voluminous character will cause some delay. Mr. Rose will, however, I trust, take it with him on Wednesday, when he purposes returning. I was very happy to have the advantage of Mr. Rose's advice upon the agreement, of which he fully approved.

Not being able to send the full agreement, I have had extracts prepared of the most important provisions, which I enclose, with the Prospectus. By this agreement I have compounded all questions of back interest for the sum of £75,000 sterling, which we are at liberty to divide among our proprietors; our shares being converted, after the assent of the Proprietors is obtained, into shares in the Grand Trunk Railway.

In addition to this sum of money, we have the right of taking additional stock to the amount of £262,600, two-thirds to be in shares and one-third in the bonds of the united Company. This will not give us any right to Government Bonds, as they are all expressly issued as part of the £7,246,000 raised in England.

I do not for a moment question the assent of our proprietors to an arrangement whereby we divide at once a dividend equal to upwards of 33 per cent. on our capital, and afterwards receive, in shares of the united Company, an amount equal to what we have paid up; but I would suggest to the Board that inasmuch as the details of the whole negotiation are comparatively unknown, it may be as well to prevent any needless newspaper discussion arising by giving only that general statement which will be required to prevent unfair purchases of our shares.

The meeting of proprietors will not, I presume, be proposed to be held before my return, as I leave on the 7th May.

With reference to the representation of our Company in the Direction, I may mention that as the number was limited to eighteen by the Act, of which six were to be Government Directors, and as it was essential to have at least six London names, there were only six left for the private Companies. I

therefore suggested your name as Vice-President of the Company. In reference to all these matters of detail I was necessarily very much governed by the views of the Government and other parties here, believing that the main features of the agreement were those to which our Board and proprietors would look.

In all that I have done I can assure the Board that my anxious endeavour has been to secure a fair and equitable arrangement for our proprietors, and I trust, that, which I now advise will justify the confidence they have reposed in me.

The Board will please to notice that interest at six per cent. is payable on the shares till final completion of the works. The amalgamation has, therefore, given our proprietors a full allowance for back interest, and a secure six per cent. stock until the whole grand scheme is completed.

To the City of Montreal it ought to be a matter of gratulation, that by the present arrangement the great question of Bridging the St. Lawrence is solved, while that City becomes the centre of the largest combined Railway undertaking in the world.

With reference to your financial arrangements I understand that in compliance with my request the Bank have instructed their Montreal Branch to enlarge your credit to £120,000 sterling which I trust will meet your wants until my arrival, when I expect to pay you the proceeds of the stock certificates sent me at 70 per cent. as I presume the parties will not now hesitate in assuming it.

I send by Mr. Jackson a parcel of prospectuses for our Board.

I remain my dear Sir,

Your faithful servant,

A. T. GALT,

President.

P. S. I find I have omitted reference to the reception of the scheme by the public, which has been marked by the most perfect success. The shares although the prospectus has only been sent two days, are already at a large premium, and a perfect rush exists to get them. The London names are the very best in the City and insured this result, throughout the whole negotiation. I am gratified to state that I have been met in the most honorable and open manner by the Hon. Mr. Ross as representing the Government, and also by Messrs. Jackson, Peto, Brassey, and Betts, to whose influential position and admirable arrangements it is only due to say, that the successful introduction of this scheme is in my judgement mainly attributable. The delays, difficulties and anxieties attendant on my present mission have as you may suppose been a source of infinite solicitude to me, but I trust the great advantages flowing from the completion of the work will now soon enable me to forget them.

Yours truly,

A. T. GALT.

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ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

Montreal, 18th April, 1853.

A. T. Galt, Esq., President,

London.

DEAR SIR,—The mail per steamer America arrived Saturday evening, but I regret to say, brought me no letters. After addressing you last mail as per copy annexed, I wrote our friend Hincks a private note, confidentially explaining the position of the Company towards the bank, soliciting his good offices with Taché, in that gentleman's reply to your letter, which was forwarded by Davidson, to whom it came open on Monday evening last. On the 14th, I received a telegraph from Hincks owning receipt of mine, and suggesting modification of conditions contained in your second proposition, whereon I consulted with Davidson, and agreed the answer would be acceptable, if Government pledged payment on 1st July, or as soon thereafter as the Company should be entitled to the bonds, and telegraphed him back accordingly, to which he replied he hoped this might be done. I consequently concluded a favorable answer would have been received in time in for the English mail, but find on enquiry at the bank it has not yet reached; the dreadful state of the roads delay the mails full twenty-four hours, and it may yet arrive before noon.

Mr. Davidson informed me his letters authorized payments of the Company's checks to the extent of the equivalent of £120,000, sterling. Your application to the London Court having been assented to, but *only on condition*, that he got a satisfactory answer to your letter of 24th March, to the Receiver General, under these circumstances, as I was on the tenter hooks as it were, with the Bank of Upper

Canada, dunning for the £15,000, and the fear that Monsieur Chabot, or some other of the Railroad Commissioners at Quebec, may have thrown objections in the way of Hinck's good will, and that consequently we shall be brought to a stand still.

If a favourable reply is received the full amount thus to be placed at the credit of the Company will be £146,000, currency. Now the months estimates and the payment to the Bank of Upper Canada, added to our present debt (as advised) will absorb all the money, and you will see the necessity of making available the proceeds of the stock certificates. I cannot learn anything definite respecting either the amalgamation or the prospectus having arrived in town by the mail, and still there has got abroad some rumour that obstacles have arisen, which has a depressing influence, and I hear our stock, which had reached 95, could not now be sold for more than 90; at which Mr. Desbarats has sold out and retired from the Board. The navigation between this and Kingston is now open, but the ice still holds on Lake St. Peters. Gzowski at Toronto.

Yours faithfully,  
(Signed.)

BENJ. HOLMES.

BRITISH AMERICAN LAND COMPANY,

Offices 35½, New Broad Street, London, 19th April, 1853.

MY DEAR SIR,—The copies are not yet returned from the lithographers, so I cannot forward the agreement. This is, however, I presume, no great consequence, as you have the first of it in what I sent you last mail.

Everything goes on right. Very numerous and very good applications for shares; so much so that on Monday last notice was given that no more could be received.

Yours faithfully,

A. T. GALT.

B. Holmes, Esquire.

LONDON, 22nd April, 1853.

Benjamin Holmes, Esq., Vice-President St. L. & A. Railroad Co.

MY DEAR SIR,—I had hoped to send you the agreement by Mr. Rose to-day, but am unable to do so in consequence of Mr. Ross, the President of the Grand Trunk, having officially requested me not to anticipate the advices he wishes to transmit to the Government on the subject, and which he considers it desirable to retain until the allotment of the shares, and the payment of the call, considering (which is true) that until this is done, the agreement itself would be incomplete. I have experienced from Mr. Ross such valuable assistance in the whole negotiation, that I could not with any propriety refuse acquiescence in his request—especially when placed upon the ground of a refusal being likely to embarrass his communications with his colleagues, and I have therefore signified my assent to his wishes.

I have had the less difficulty in doing so, as the extracts I sent you by last mail comprehend the zest of the agreement as regards our road, the rest being as far as we are concerned mere detail.

In order, however, that you may be fully advised on the subject, Mr. Rose has gone through all the papers with me, and can inform the Board generally on the subject.

As the agreement does not of course take effect until our proprietors assent to it, I should think it best that the special meeting for the purpose be called as early as possible after my arrival, and I would suggest the last Monday in May—I propose to have the meeting of the Toronto Company the same week; I must also be present at that of the Portland Company the week following.

An additional reason for our losing no time in getting the assent of our proprietors, is to be found in the state of our finances, which cannot now be put in order until after the assent, before which I fancy you will have discussed very nearly all the credit sent you by the bank.

The shares are not yet allotted, but the speculators are dealing in them at from £1 5s. to £2 per share premium, which will, I have no doubt, advance when the allotment takes place.

I remain, my dear Sir,

Yours faithfully,

A. T. GALT, President.

P. S.—I positively sail on 7th May.

## ST. LAWRENCE AND ATLANTIC RAILWAY COMPANY,

Montreal, 25th April, 1853.

A. T. Galt, Esq.,

President, London.

MY DEAR SIR,—When I last wrote—as per copy annexed—the receipt of satisfactory information was anxiously looked for from Quebec; it did not come, and consequently unpleasant doubts remained in regard to our financial position which the Arabia's arrival did not modify, for Davidson told me she brought heavy scolding letters—the receipt of a satisfactory reply to your letter to the Receiver General, however, on Friday, put all right so far as the £120,000 sterling goes, and under the requisite resolution of the Board, I arranged with the Bank and gave Company's bonds for £94,000 sterling, payable ten years at six per cent. for the actual overdrawn amount of account, and signed an agreement authorizing their sale to the best advantage, provided repayment was not made of our debt by 1st August next, and also assigned all our right to the Provincial Bonds as collateral, the Bank undertaking to pay the Company's checks to an extent equivalent to the balance arising out of your application, say £30,000 currency.

Having procrastinated the payment of the £15,000 to the Bank of Upper Canada, for thirty days, we shall have wherewith to meet the estimates, payable end of this month (about £20,000,) and a surplus of ten thousand pounds, but Davidson tells me plainly he will not honor our checks for a pound beyond the extended credit, so you will see the necessity, if not already provided for through the amalgamation, either of causing the stock money to be lodged at the Bank in London, or providing otherwise for the prevention of a stop here to our works, which inevitably will result, should disappointment of delay intervene, and no conclusive arrangements reach the city before the 20th May.

From the tenor of your private note to the writer, 18th April, which in part I read at the last Board meeting, a confident feeling is entertained, that the ensuing mail will bring a confirmation of our best hopes, and a knowledge that you will shortly thereafter be on your way out to give your valuable aid in the confirmation and final settlement of the arrangements so ably conducted.

Mr. Wood is here to day from Island Pond. He speaks confidently in regard to that station, and the others are being rapidly brought to a termination. Mr. Gzowski proposes going over the line this afternoon, and I trust will be able to report favorably on his return.

Believe me, Dear Sir,

Yours faithfully,

(Signed,)

BENJ. HOLMES.

LONDON, 3rd May, 1853.

MY DEAR SIR,—I have just received your favor, informing me that the £120,000 sterling would soon be absorbed. I confess myself astonished, but I fully see the necessity of making further provision, which I shall endeavor to do to-morrow. At any rate I shall be ready to pay up nearly the whole of the £49,000 cy. when I arrive.

As I shall sail on the 7th inst., I may expect the pleasure of seeing you about three days after you receive this. I need not go into any particulars. I shall be detained one day in New York, so you must not expect me the same day as the mail.

This is pay-day for the Grand Trunk instalment, and I am happy to say the money comes in very fast.  
I am, faithfully,

A. T. GALT.

B. Holmes, Esq.

*Ques.* 380. Are these all the letters that passed between Mr. Galt and your self during his mission to London?—*Ans.* Mr. Galt wrote me one or two private letters which I cannot find, though I have searched for them to refresh my memory as regards what were their contents. The letters produced are all the letters I could find in the office having reference to that gentleman's mission to England.

*Ques.* 381. Did not one of the private letters referred to contain the information desired, and was it not written at the time indicated by the question No. 378?—*Ans.* One of Mr. Galt's private notes to me, shortly after his arrival in England, conveyed an intimation that his arrangements were such as would enable him to

effect very satisfactory arrangements, and that the 2756 shares of Stock had been of great use in his negotiations; but, as already stated, I do not bear in mind any communication as to what the particulars of his arrangements touching that Stock were. In Mr. Galt's official letter dated 18th February, 1853, reference is made to this Stock. Whether his private letter to me was dated 18th February, I cannot remember.

*Ques.* 382. Are you prepared to state that you do not remember having received a communication from Mr. Galt, sent prior to the 18th February, 1853?—*Ans.* I do not recollect the dates of the two private letters which I have a knowledge of having received; it is very probable that one of them may have been dated in January.

*Ques.* 383. Are you not perfectly certain that one of the said private notes, stating what Mr. Galt had done with the shares placed at his disposal, was written and sent some time prior to 18th February, 1853?—*Ans.* I cannot answer positively that such is the fact; I have not the letter, although I have searched for it, and think it may have been destroyed; as already stated, it may have been written in January.

*Ques.* 384. Was Mr. Galt's letter to you, of 18th February, the first knowledge you had of his having made any disposition of these shares, and if you had such knowledge, in what terms was it conveyed to you?—*Ans.* I have already more than once stated that I have no means of ascertaining the date of the two private letters, which I believe are not now in existence. It is very probable that one of these letters may have been dated prior to 18th February; it may have been on the 1st of that month, or in the month previous. Mr. Galt showed me just now a private note of mine, dated 7th March, in reply to one of his previous communications. I kept no copy of that note that I recollect of; at all events I could discover none a few days past, when I searched for information relative to this enquiry, in consequence of Mr. Galt himself having asked me to show him the letters he had addressed to me from London in 1853. Mr. Galt can produce my note of the 7th March, and, if he pleases, lay it before the Committee.

*Ques.* 385. How can you have had any doubt about the private letter and its contents, after having been shown your own private note of the 7th March?—*Ans.* I have over and over again stated, that I had received two notes from England from Mr. Galt, marked private, and that one of these may have been dated in January is more than probable. I am in the habit invariably of acknowledging letters as I receive them. The only doubt I have upon the subject is that any information was conveyed to me, in the private letters written by Mr. Galt, as to whether he had sold the 2,756 shares, or made a disposition of them in accordance with the minutes, as is stated in one of the questions already answered (No. 381). My belief is that I was never informed of what that disposition was in any private note; the official letters I have already laid before the Committee.

*Ques.* 386. You have stated that you do not believe Mr. Galt ever advised you of the terms upon which he had placed the said shares in England. Did you believe when you received the private letter referred to, that Mr. Galt had disposed of the shares for his personal advantage, and on terms different from those stated in the minute of 11th December, 1852.—*Ans.* I have no recollection that Mr. Galt advised me of the terms upon which he had disposed of the shares in question, beyond what is communicated in the letters submitted to the Committee. I did not consider it was any business of the Directors of the St. Lawrence Railway Company to enquire or ask Mr. Galt any questions on the subject.

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*Ques.* 387. Did you not receive a letter from Mr. Galt dated 4th February, 1853, requesting you to send him the certificates for the said shares, asking you to cause them to be registered in his name, charging him with the amount at 70 per cent., and stating that if anything occurred to break up the arrangements, the transaction could be cancelled by his surrender of the certificates, or such part as the parties might not keep and pay for?—*Ans.* Yes ; one of the letters already submitted is dated 4th February, 1853, and does ask for a registry, in Mr. Galt's name, of the stock referred to, which would be paid for at 70 per cent. on Mr. Galt's return, if his arrangements were successfully concluded.

*Ques.* 388. Did not Mr. Webster, the Secretary and Treasurer of the Company, in answer to Mr. Galt's letter to you of 4th February, 1853, send him a statement of the stock of the Company, including the shares referred to, and furnish the Committee with a copy of Mr. Webster's letter and accompanying return.—*Ans.* Yes ; I submit the letter.

LIST OF SHAREHOLDERS of the St. Lawrence and Atlantic Railroad Company,  
25th February, 1853.

	Shares.		Shares.
Jean Baptiste Allard	2	R. & H. Corse	16
Allison & Company	10	John Caverhill	4
Robert Armour	24	Ab. Clement dit Lariviere	4
C. Austin	4	James Cooper	2
François J. Alves	4	John Chester	2
J. D. Adams	2	John Craig	6
Enos Alger	2	William Connelly	20
A. A. Adams	6	William Christie	2
Andrew Armstrong	2	Thomas Edmond Campbell	80
Job Adams	2	Louis Comte	4
William Arms	4	W. C. H. Coffin	4
Thomas Bell	4	C. B. Cleveland	6
Hon. F. T. Bruneau	10	David Connell	2
Jean Bruneau	10	Jonathan Cutting	4
Joseph Boulanger	4	Bingham Caswell	2
C. A. Brault	4	William Cleveland	2
Jean Baptiste Brousseau	10	Samuel Cleveland	6
John Boston	10	E. Clarke	2
O. T. Bruneau	4	Jonathan Converse	2
Charles Bowman	4	Edmond Cox	2
Budden & Vennor	4	C. B. Cleveland, Jr.	2
John C. Becket	2	John Chillas	2
Samuel Benjamin	4	M. T. Cushing	2
François Benoit	4	S. & W. Charles	6
J. Bertheaume	2	Et. A. Dubois	10
Louis Blache	4	Norbert Dumas	4
John Brodie	4	Alphonse Dumon	4
G. C. Beck	4	George Desbarats	50
Therese Berthelet	10	John Dunlop	2
William Berczy	2	William Dunlop	2
L. J. Beliveau	2	N. B. Desmarteau	8
J. I. Beaudry	10	John J. Day	10
A. Brault & Co.	2	John Dods	10
Joseph Beaudry	2	Hon'ble L. T. Drummond	20
Joseph A. Berthelot	4	Jean Baptiste Dubuc	2
William M. Brown	4	T. Desnoyer	2
P. Bellair	2	Jacques Desautel	2
L. R. P. Bellair	2	M. Durand	2
J. B. Beaudry	8	Joseph Dufresne	4
David Brown	4	Hon'ble S. DeBeaujeu	6
Emeline B. Bent	2	James Doak	2
Strachan Bethune	6	Simon M. Dennison	2
Francis Badgley	4	L. Doolittle	8
E. Baird	2	Lieut. General Evans	54
Lambert Bleau	2	William Edmonstone	20
Pierre Beaudry	20	Pierre Elie	4
Louis Barsalou	10	Robert Elliott	4
British American Land Company	1000	H. E. Edgell	6
William Brooks	20	Olivier Frechette	10
Charles Brooks	10	John Frothingham	10
Peter Bowen	6	Edward R. Fabre	10
Richard Baldwin, Jr.	4	O. Favreau	4
Levi Baldwin	2	Arthur Fisher	4
John Bellows	2	James Ferrier, Jun'r	10
George W. Brooks	10	George Fellers	2
Joel Baker	2	François Fourrier	2
Nelson Bartlett	2	James Foster	6
A. P. Bull	2	John Fraser	4
James B. Barrie	2	Felix Fortier	2
David Bull	2	Edward Franklin	2
Henry Becket	4	Archibald Ferguson	4
C. S. Cherrier	10	David Ferguson	4
George Et. Cartier	10	John Ford	2
Cowan & Cross	4	G. K. Foster	8
R. Campbell	4	Baron Grant	80
Francis Clarke	4	Benaiah Gibb	10
Leandre Chaput	2	Gillespie, Moffatt & Co.	60

## LIST OF SHAREHOLDERS of the St. Lawrence and Atlantic Railroad. —(Continued.)

	Shares.		Shares.
John Grieg	2	Joseph Lougee	8
Jerome Grenier	4	Eros Lebourveau	2
A. Giard	2	Orson Lindsay	2
T. A. Gibson	4	Ralph Lindsay	2
T. J. Greene	2	Edward Longmore	2
John Gibson	2	Francis Loomas	2
François Gibeault	2	Hon'ble A. N. Morin	40
Galarneau & Roy	4	Prudent Malot	2
Etienne Guy	10	Hon'ble George Moffatt	40
Charles Garth	2	C. S. Monk	20
George Garth	2	Hon. Peter McGill	40
Joseph Grenier	4	Dr. M. McCulloch	40
Robert Godfrey	2	Thomas Mussen	6
James Goudie	2	Edouard Mercier	2
Rev. Jean F. Gagnon	2	Louis Marchand	2
Elisha Gallup	2	J. H. Maitland	4
John Griffith	2	G. Michon	4
Ephraim Hudon	4	Archibald Macfarlane	4
R. A. A. Hubert	12	William Muir, Junior	2
William J. Holmes	2	Hugh McCulloch	4
Hudon & Lesieur	2	Henry Munro	2
John Hutchison	4	Neil McIntosh	2
Joseph N. Hall	4	John McGregor	4
J. W. Herbert & Co.	4	William Murray	20
E. & V. Hudon	4	James Morrison	2
Philip Holland	10	M. A. Miller	2
Rev. H. Hudon	2	H. & H. Merrill	4
Benjamin Hall	8	William Moodie	2
Michel Houle	2	R. D. McPherson	2
Hon. Edward Hale	46	Pierre Moreau	4
Samuel P. Harvey	6	J. B. Meilleur	4
Wells R. Hodge	2	Madame DeMontenach	46
Mecijah Hanson	2	A. M. Naughten	2
Jesse Joseph	10	Isaac Moffatt, Sen.	10
Ernest Idler	10	Michael Morley	4
James Johnston	4	Bishop of Montreal	4
Pierre Jodoin	10	James Edward Major	8
Robert Irwin	2	P. B. Merritt	20
Thomas Jenkins	2	John McBean	20
Jonathan Jordan	2	Allen McDonell	20
Rev. C. Jackson	10	D. L. Macpherson	10
Ira Jamieson	2	Rev. M. Marcotte	2
Robert Kirkup	12	George McDonnell	20
A. W. Kendrick	10	William Morrice	4
A. O. Keillum	4	John Morse	2
B. H. Lemoine	4	Morey, Hurd & Co.	2
Paul J. Lacroix	4	William Mowles	2
J. C. H. Lacroix	4	Marsh Martin	2
Ovide Le Blanc	2	W. H. McCullough	2
James Logan	82	James Norton	2
William E. Logan	40	Wolfred Nelson	4
P. Lamothe	2	Arthur Nicholson	4
M. Leframboise	4	Andre Ouimet	10
Lemesurier, Routh & Co.	10	Michael O'Meara	4
P. E. Leclere	6	Benjamin Ouimet	2
F. LeBlanc	2	John Ostell	10
John Lovell	2	Hubert Paré	20
George Lulham	4	A. Prevost	22
E. M. Leprohon	4	J. F. Pelletier	8
James Lewis	2	Ferdinand Perrin	4
J. A. Labadie	4	Charles Phillips	50
Mark Lefebre	2	D. E. Papineau	2
Leandre Lafontaine	2	Edward Prentice	2
Germain LeBlanc	4	Rev. V. Plinquet	2
F. Leclaire	10	Olivier Pichette	6
Edward Lamarche	2	Augustin Perrault	6
G. D. Lamarche	4	Olivier Perrault	4
Charles E. Levey	100	Alfred Pinsonneault	2

## LIST OF SHAREHOLDERS of the St. Lawrence and Atlantic Railroad.—(Continued.)

	Shares.		Shares.
James Porteous	4	Robert Trenholm	2
Laird Paton	2	Charles Towle	2
Walter Prendergast	4	Louis Voligny Pere	4
Benjamin Pomroy	40	Narcisse Valois	4
D. Pitcaithly	2	Hon'ble L. M. Viger	8
Rouer Roy	4	Rev. J. Vinet	10
Andrew Robertson	2	Frederick Veit	2
Thomas Rattray	4	Robert Vincent	2
Mrs. Colin Russell	10	H. H. Whitney & Co.	4
William Rodden	10	Miles Williams	20
Elizabeth L. Russell	2	Hon'ble Charles Wilson	6
Joseph Ross	4	G. H. Wheeler	2
David Rea	4	Edward Wilson	2
G. Reinhardt	4	John Whitlaw	2
J. B. Rolland	2	John James White	4
Alexander Ronald	2	Benjamin Workman	2
François Ricard	2	John Wood & Son	2
George Roy	2	Thomas Watson	4
Louis Renaud	4	Christ. E. Wurtele	4
J. B. Renaud	2	Luke Wadleigh	2
Alexander Roy	4	Paul Whiteomb	2
Salvin Richardson	2	John Wadleigh	4
Simon F. Rankin	2	Joseph Watson	8
Joseph H. Rankin	2	W. W. Wadleigh	2
Rev. Charles P. Reid	4	George Young	2
Joseph Savage	8	David Young	2
Alfred Savage	4	Hon. John Young	44
Charles E. Shiller	10	Caroline Cherrier	2
Andrew Shaw	30	Joseph Gaouette	2
Joseph Shuter	20	Maurice Buckley	4
Thomas A. Stayner	84	Edward Benoit	6
Madame St. Jean	4	Jean Baptiste St. Denis	2
L. V. Sicotte	6	William French & Son	2
H. B. Smith	4	Joseph Fitchett	2
D. Senecal	2	Ant. S. Archambault	1
John Smith	10	Michel Plamondon	2
J. B. Lancer	4	François Charron	2
Amable Simard	4	Philip Earl	4
Stephen C. Sewell	2	Robert Smith	10
Eusebe Sené	2	F. Cadoret	4
Dugald Stewart	10	Antoine Coté	2
Joseph Sargison	2	Alexander Bell	2
Adam Stevenson	2	F. V. Cadieux	2
Daniel Sutherland	2	George Harding	4
George B. Symes	100	Laurent Dufresne	18
Thomas Steel	10	Sir D. MacDougall	20
Arba Stimson	10	Thomas Bell Blythe	4
G. G. Stevens	2	Edward Maitland, Tylee & Co.	10
Sidney Spafford	2	Thomas Bouthillier	4
Joseph Smith	4	E. Cartier	4
C. E. Stimson	2	James Torrance	4
David G. Sloane	2	C. Beauregard	4
John Torrance & Co.	40	D. G. Morrison	4
John Torrance	40	Sir George Simpson	8
Tait, Fowler & Co	20	Henry F. J. Jackson	42
Hugh Taylor	20	John Lowe	2
Thomas M. Taylor	24	Alexander McIver	2
William Thompson	2	Paul L. Robitaille	2
Hugh Thomson	4	John Brooke	42
Ives Tessier	2	James H. Douglas	2
François Trudeau	4	Margaret Stuart	2
Joseph Tiffin	12	Thomas M. Watters	2
John Thompson	4	Thomas Molson	66
A. Trudeau	2	McLean & Wright	10
William Thompson	8	John H. R. Molson	58
Veuve François Toupin	6	James Hutton	4
Thomson & Son	2	A. C. Webster	52
Samuel Tuck	2	Mary S. Charlebois	2

## LIST OF SHAREHOLDERS of the St. Lawrence and Atlantic Railroad.—(Continued.)

	Shares.		Shares.
Mrs. Hugh Tyre	12	Normon Cleveland	2
James Tyre	6	Cushman Clarke	2
Claude M. Callam	6	Hiram Davis	2
Henry Scott, Tutor	2	Mathew Dixon	2
Kenneth Dowie	80	Dudley Davis	2
Richard Harrison	20	William H. Edington	20
John Shuter	20	John Gilman	4
James Dowie	40	James Grsam	2
D. Lorn MacDougall	72	Paul Hitchcock	4
Noel Lussier	1	Lewis Hanson	4
William Dow	246	Lewis F. Hanson	2
Frederick Poyart	2	Horace Hovey	2
Edouard Biron	2	Taylor Hackett	2
William Molson	284	Henry Hollister	2
Joseph Collard	2	J. M. Hubberd	2
Hon'ble D. B. Papineau	8	Ira King	2
William Workman	42	Samuel Knight	4
Thomas M. Bryson	4	Ebenezer Kilborne	2
Rev. Benjamin Slight	2	E. H. LeBaron	2
Alfred Laroque, President,	23	Thomas Loch	2
City and District Savings Bank,		Leon Langmond	2
Johnston Thomson	66	Benjamin Martin	2
Weir & Dunn	20	John M'Connell	4
Samuel Ogden	2	John H. Martin	2
Benjamin Holmes	40	Ozro Morrill	4
Hon. John Paugman	2	George Pomroy	2
Andrew Dow	10	James Peasley	4
John McLean	10	Hagen Pomroy	6
William D. McLaren	2	Quarters Pomroy	10
Thomas Kay	42	Joel Smith, Jun	2
William C. Ritchie	2	William Smith	4
J. W. A. R. Masson	40	Timothy Taylor	2
Madame Terroux	2	James Thomson	2
Hamilton, Brothers	20	David White	2
George Starke	9	E. D. Whiteher	2
Robert McCalmont	328	Edward Worth	2
Alexander M. Delisle	14	Daniel Way	2
John Rose	44	John Webster, Junr.	2
Moss, Brothers	2	Benjamin Wyman	2
George Horne	4	Albert Young	2
Alfred LaRocque	62	William Ayer	2
Charles Geddes	298	Gardner Ayer	2
Havilland L. Routh	84	Carlton Ayer	2
Charles T. Palsgrave	20	Lotes Baldwin	2
H. L. Routh in trust	50	Osius G. Brown	2
James Patton, Sen	2	Jesse P. Boynton	2
Joseph H. Mead	56	Charles Comstock	2
John Charles Lilly	6	Squire Colby	2
George W. Campbell	24	Levi Cleveland	2
Thomas Ryan	20	W. G. Cook	6
Hugh Allan	20	Normond Cleveland	2
Joseph Lougee	2	John Edington	2
A. T. Galt	68	Moses S. Field	2
J. & R. Esdaile	26	A. T. Foster	4
Benjamin Pomroy	4	Jonathan Field and Son	12
Redeemed Stock	3271	Alonzo Field	2
A. T. Galt, London	2756	Richard Gunning	2
L. & J. M. Aldrich	2	T. D. Gilbert	2
Ezra Aldrich	2	Phineas Hubberd	10
John S. Bacon	2	Hazen Hazeltine	2
Ebenezer Bacon	4	Joseph Ives	2
John William Baxter	10	Albert Knight	8
Gardner Boynton	2	Libbey & Dresser	2
L. N. Burton	2	Erastus Lee	40
A. T. Bangs	2	D. W. Mack	4
Eli Baogs	2	Henry McGaffer	2
Ebenezer Barry	2	Daniel Manser	6
J. E. Butler	2	Wilder Pierce	40

## LIST OF SHAREHOLDERS of the St. Lawrence and Atlantic Railroad.—(Concluded.)

	Shares.		Shares.
C. A. Richardson .....	2	Calvin Wilcox.....	1
Lewis E. Rose .....	50	James Young.....	2
George H. Rose .....	2	Calvin Wilcox, Jr.....	2
J. B. Shirliff.....	4		
Eli White.....	2	Total Shares.....	13,115
Sylvester Wheeler .....	4		

ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY,  
Montreal, 26th February, 1853.

A. T. GALT, Esquire.  
President.

DEAR SIR,—The enclosed list comprehends the Shareholders in the Company as shown by the Stock Book at this day.

On the 30th November last, the shares existing amounted to 14,127=£353,175. There have been forfeited for non-payment of calls by resolution of 15th January last, the term for redemption having expired on 15th February following 1,012=£25,300, leaving now on the books 13,115=£327,875 as shown by the list.

You will observe that the shares for which certificates have been transmitted to you, have been carried from the redeemed stock account to a separate account in your name, but the remaining shares originally issued to Black, Wood & Company, on their contract, are still at the account of redeemed stock.

The Stanstead County Shareholders who have given in the required notification to be enabled to claim reimbursement of their payments are placed the last on the list. They represent 396 shares, on which about £6,500 may be hereafter reclaimed.

I remain,  
Dear Sir,  
Yours faithfully,

A. C. WEBSTER,  
Secretary.

The British American Land Company, London.

*Ques. 389.* Did you not, on the 27th February, write to Mr. Galt stating that you wished the money for these shares to be paid into the Bank of British North America; and did you not subsequently in the months of March and April also write to Mr. Galt to the same effect?—*Ans.* Yes.

*Ques. 390.* Did not Mr. Galt reply by letter, dated 18th March, that he would endeavour to have the payment made as desired by you?—*Ans.* Yes, the letters submitted shew this.

*Ques. 391.* Did not Mr. Galt, by letter dated 24th March, inform you that the parties to whom he had transferred the option declined to pay the money until the six months should expire, and that he had, therefore, so informed the Bank?—*Ans.* Yes, it is so stated in the correspondence submitted.

*Ques. 392.* Did you not receive from Mr. Galt a letter dated 18th February, in which he requested you to bring the subject of these shares before the Directors in the following terms:

“There is another point in which I shall be glad to have the opinion of the Board. You are aware that my application for the Black, Wood & Co. Stock was made in my individual name, and the Resolution giving me the pre-emption for six months is also to me individually. Now the disposition of that stock made by me here does not cover the whole amount of £69,000 currency, although much the

larger part. Under the terms of the Resolution I might use the whole stock, but as, undoubtedly, the Directors, in granting the pre-emption, supposed I would use the whole to carry out my plans, I do not feel at liberty to derive personally any benefit from my arrangements without their concurrence. Now, considering that by my agreement for the amalgamation each Shareholder will receive his back interest and a new share for his present stock, I do not see that the interest of our proprietors will in any way suffer by my being allowed myself to assume balance of stock whereby, no doubt, I shall derive advantage; which may be considered as a sort of commission on what I think will be regarded as a favorable transaction. The refusal of my application cannot affect our position one shilling, and I therefore trust you will view it favorably. Of course you will understand me as referring to the amalgamation being carried out; if it should fail, it would be another thing altogether."—*Ans.* Yes.

*Ques.* 393. Did you not receive from Mr. Galt a letter dated 24th March, in which he says that he had considered it desirable to transfer all the shares referred to, except £900, the certificates for which he then returned to you?—*Ans.* Yes, this is one of the letters already submitted to the Committee.

*Ques.* 394. What action was taken by the Board on Mr. Galt's letter of 18th February,—(read the minute.) State whether you were present, and the date; also, what the intention of the Board was?—*Ans.* Mr. Galt's letter of the 18th February was laid before the Directors of the St. Lawrence and Atlantic Railway Company, at a meeting held in Montreal on the 11th March; at that meeting I was present, and I submit copy of a Resolution adopted that day, which was communicated to Mr. Galt.

Extract from the minutes of proceedings of the Board of Directors of the Saint Lawrence and Atlantic Railroad Company, at a meeting held in their office, Montreal, C.E., on Friday, the 11th day of March, 1853, at which a quorum was present;

"*Resolved*,—That with reference to the request made by A. T. Galt, Esquire, for a portion of the redeemed Stock of the Company, the Board are of opinion that however highly they appreciate Mr. Galt's efforts to effect an amalgamation on terms favorable to the Stockholders, between this Company and the Grand Trunk Railroad Company, they cannot of themselves, as a Board, assume to place the stock at his disposal personally for other purposes than those mentioned in the Resolution of 11th December last; but this Board, fully sensible of the value of Mr. Galt's services, past and future, will recommend his just claims for a liberal recompense to the favorable consideration of the proprietors at the General Meeting, which may be called to confirm the terms of amalgamation; and to that end they suggest that in the arrangements now pending, the assumption of the entire quantity of the redeemed Stock by the Grand Trunk Line may, if practicable, be made a consideration of the purchase. Any surplus undisposed of by Mr. Galt under terms of the previous Resolution being left for apportionment among the proprietors, under the above recommendation, at the General Meeting to be called for ratification of the agreement.

*Ques.* 395. Did Mr. Galt act upon this minute? Did he not state that the shares having been disposed of, the question had received its solution? See his letter of 24th March.—*Ans.* Mr. Galt did not act on the minute, and did so state in the letter referred to.

*Ques.* 396. Did Mr. Galt, to your knowledge, as having access to the transfer and other books, buy or sell one single share of stock in the St. Lawrence and Atlantic Company, from the time he accepted the mission till the amalgamation was completed in June, 1853, except in relation to the shares placed at his disposal by the minute of the Board, 11th February, 1852?—*Ans.* I do not recollect

Mr. Galt having either purchased or transferred any stock in the St. Lawrence and Atlantic Company, other than the 2756 shares, and those which previously stood in his own name.

*Ques.* 397. You have stated in answer to question 275, that these shares were acquired at 50 per cent. Was there not therefore a profit of 20 per cent. made upon them by the St. Lawrence and Atlantic Company, which, by its amalgamation, accrued to the Grand Trunk Company, under minute of 11th December, 1852? *Ans.* Certainly there was that profit.

*Ques.* 398. Did not Mr. Galt cease to have any official connection with the St. Lawrence and Atlantic or Grand Trunk Company, when the amalgamation was assented to by the proprietors?—*Ans.* Mr. Galt had no official connection with the Grand Trunk Company at the date of the meeting in Montreal (31st May, 1853,) at which time he ceased in any manner to be connected with the St. Lawrence and Atlantic Company.

*Ques.* 399. Did not Mr. Galt address a letter to the Board of the Grand Trunk Company at Quebec, at its first or second meeting after the amalgamation, in which he stated the precise terms on which he had taken the option of the shares, both in the St. Lawrence and Atlantic, and in the Atlantic and St. Lawrence Companies, and that the arrangement which he had made for the transfer was subject to the sanction of the Grand Trunk Board after the amalgamation should be complete. That the shares were in his possession, and that if the Board were indisposed to sanction the agreements made by Mr. Galt, he was prepared to surrender the stock, on being simply reimbursed the actual outlay. Produce the letter making the offer and the minute of the Board thereon?—*Ans.* On the 27th Sept., 1853, a minute of the Board is recorded, to the effect that a letter from Mr. Galt, offering certain stock of the St. Lawrence and Atlantic Company, which had been placed at his disposal prior to the amalgamation—or as submitted.

I think it proper to state to the Committee that I yesterday telegraphed to the Secretary in Montreal to send me up said letter. His reply is that no such letter can be found in the office, that as it was in all probability addressed to the Hon. John Ross—that gentleman might have it. I have seen Mr. Ross, and asked whether he has it, but find he has it not.

The following is a copy of the Resolution recorded in the books of the Company, in reference to the matter:

*Resolved*,—That the thanks of the Directors are due to Mr. Galt and those connected with him for the very liberal and honorable offer conveyed in his letter. The Directors are nevertheless of opinion that the offer ought not to be accepted, but as the greater part of the stock of the Company is held in England, they prefer referring Mr. Galt's offer to the decision of the London Board, intimating at the same time a doubt whether the Company under the Clauses Consolidation Act, can legally accept Mr. Galt's proposals.

I was present at the meeting of the Board on 27th September, 1853, and have no doubt, though I do not recollect the circumstance or tenor of the letter, that it conveyed the suggestions stated in the question now replied to.

*Ques.* 400. Did not the London Board reply that they were not disposed to accept Mr. Galt's offer, nor to resume the shares?—*Ans.* Yes. The minute of the London Board of 18th Oct., 1853, in reference to this subject reads as follows:

*Resolved*,—Mr. Galt's letter of the 26th September, and the offer therein contained was considered, and the Secretary directed to express the concurrence of this Board in the Resolution of the Canada Directors declining the acceptance of the same.

With reference to the various questions put to and answered by me touching the 2756 shares of stock placed at Mr. Galt's disposal by the St. Lawrence and Atlantic Company, and to the result of that gentleman's negotiation in London, I beg to hand in as evidence two extracts from the minutes :

ON TUESDAY, the 24th day of May, 1853.

At a Special Meeting of the Board held this day at 2 o'clock, P. M., there were.

PRESENT :

The PRESIDENT,  
The Hon. Peter McGill,  
Major Campbell,  
Alfred La Rocque, Esqr.  
William Workman, "  
William Molson, "

The VICE-PRESIDENT,  
Hon. John Young,  
John Rose, Esqr.  
John Torrance, "  
William Dow, "

The minutes of the last meeting were read.

The Minutes of the Executive Committee of 30th April and 18th May were read and approved.

The President then communicated to the Board the proceedings taken by him after his arrival in London in December last, for the purpose of effecting the arrangement with which he had been charged under the Resolution of the Board dated 11th December last (folio 234), which resulted in an agreement for the amalgamation of this Company with the Grand Trunk Railway Company of Canada, a copy of which he submitted to the Board, and which having been read, it was,

On motion of the Hon. *Peter McGill*, seconded by Mr. *Torrance*,

*Resolved* unanimously, That the amalgamation agreement between this Company and the Grand Trunk Railway Company of Canada, and the other Companies parties thereto, having now been read, the Members of the Board confirm the same and desire to recommend the said agreement for the adoption of the Shareholders at the Special General Meeting called for Monday next, the 30th instant.

Extract from Minutes of St. Lawrence and Atlantic Board held in Montreal 11th December, 1852 :

Mr. Galt's letter of this date being read,—

It was moved by Mr. *Torrance*, seconded by Mr. *La Rocque*,

Whereas, in the settlement of the contract accounts with Black, Wood and Company, it became necessary for this Company to purchase the stock in the Company delivered to the said contractors, to the amount of £68,900, which was done at a discount of fifty per cent. ; and

Whereas, in view of completing the financial and other arrangements of the Company it is expedient that steps should be taken for the disposal of the said stock ; and

Whereas, application has been made to this Board by Alexander T. Galt, Esquire, that the said stock should be placed at his disposal at the rate or price of seventy per cent., for sale in England, for a period of six months ;

Be it therefore *resolved*, That the stock in this Company purchased from Black, Wood and Company, amounting to £68,900, be so placed at the disposal of Alexander T. Galt, Esquire, for a period of six months at the rate or price of seventy per cent., and that on payment to this Company of such rate for the whole or any part of the said stock, the proper officers do effect the transfer thereof. Provided however, that no part of the said stock be sold in this Province by the said A. T. Galt.

In view of the immediate departure of the President for England and his absence from the next annual meeting. The subject of the remuneration to be hereafter made to the President or such other person as may be charged with the General Management of the Company's business was brought under the consideration of the Board, and it was expressed as the unanimous sense of the Directors present, that the sum of one thousand pounds per annum should be hereafter the remuneration of the President or other person performing his duties. And the Directors present engaged themselves to recommend this sum as the annual vote of the Shareholders to this effect.

PRESENT :

The VICE PRESIDENT,  
Mr. Workman,  
Mr. La Rocque,  
Mr. Rose,

Mr. Molson,  
Mr. Dow,  
Mr. McGill,  
Mr. Torrance.

The letter of the President of the 4th February last, was read at the Board, and the subject of the issue of the certificates of stock to the amount of £68,900, was fully considered.

The Board then Resolved, That the Executive officers of the Company be authorised to meet Mr. Galt's views in regard to these certificates, after reference to the Company's Solicitor on the point of legality and conformity with the By-laws of the Company in force.

The Vice-President was requested to communicate specially with the President on the subject of the financial necessities of the Company, showing the present state of the Company's Account with the Bank of British North America, and suggesting the pledge of the Government Guarantee Bonds now in his hands to the amount of £60,000 sterling, with the view of supplying means for present disbursements, without trammelling the arrangements that are now pending.

**Ques. 401.** Was not John Rose, Esquire, of Montreal, at present a Director of the Grand Trunk Railway, a Director of the St. Lawrence and Atlantic Railway during the period while Mr. Galt was negotiating for the amalgamation?—**Ans.** He was.

**Ques. 402.** Was not Mr. Rose in London during the latter part of the said negotiations, and was he not charged by Mr. Galt with copies of the amalgamation and other agreements, to be laid before the Board in Montreal, before Mr. Galt's return?—**Ans.** He was in London at the time stated and brought out the copies of the agreements.

**Ques. 403.** Did not Mr. Galt, by his letter of 15th April, state, "Mr. Rose will, however, I trust, take it (the amalgamation agreement) with him on Wednesday, when he proposes returning. I was very happy to have the advantage of Mr. Rose's advice upon the agreement, of which he fully approved;" and will you state whether Mr. Rose did not explain the transactions to the Board before Mr. Galt's arrival from England?—**Ans.** The extract from Mr. Galt's letter of the 15th April is correctly stated in the question asked me, and I have no doubt that at the first meeting after Mr. Rose's return to Canada he made the communication with which he was charged to the Directors of the St. Lawrence Company.

**Ques. 404.** Was the payment referred to in your answer, No. 278, of £2578 2s. 4d., made from the fund of the Grand Trunk Company, or, was it not taken from the sum allotted by the agreement to the proprietors of the St. Lawrence and Atlantic Company?—**Ans.** It was not taken from the funds of the Grand Trunk, it was the balance of the £75,000, sterling, divided among the shareholders of the St. Lawrence Railroad Company, after paying to them 37½ per cent. bonus on their shares.

**Ques. 405.** Then Mr. Galt's remuneration connected with the amalgamation of the St. Lawrence and Atlantic Company has never been in any way a charge upon the Grand Trunk Company?—**Ans.** No.

**Ques. 406.** Was Mr. Galt not entitled to remuneration as President of the St. Lawrence and Atlantic Company, and if such had been paid him would it not have been a charge upon the Grand Trunk Company?—**Ans.** The arrangements made in London were to the shareholders of the St. Lawrence and Atlantic Company of so satisfactory a character that they considered Mr. Galt entitled to remuneration, and for that reason paid him the balance of the £75,000 sterling above named; had they voted a payment to him out of any other fund, it would have entailed upon the Grand Trunk an additional charge. Mr. Galt was clearly entitled to compensation for his services as President of the St. Lawrence Company.

**Ques. 407.** What was the amount voted for the services of Mr. Galt, as President of the St. Lawrence and Atlantic Company in 1852, and was any such sum or any other sum voted to him by the shareholders at the amalgamation meeting,

except as already stated by you?—*Ans.* I think the sum voted to the President of the St. Lawrence and Atlantic Company in 1852, was £750; no other sum was voted to Mr. Galt at the annual meeting of 1853, except that previously stated.

*Ques.* 408. In your reply to question 293 you have stated that the first intimation you had of your being named a Director of the Grand Trunk Company, was in a letter written you by A. T. Galt, Esq., from London, in the spring of 1853. Do you refer to the letter dated 15th April, 1853, in the correspondence furnished?—*Ans.* No, I think it was through a private note previously received.

*Ques.* 409. Did you then consider that you owed your appointment in the Grand Trunk Board to Mr. Galt's arrangements in London, for the amalgamation of the St. Lawrence and Atlantic Company?—*Ans.* Yes, and I so expressed myself in the private note written by me to his address in London.

*Ques.* 410. Were you not aware at that time that Mr. Galt was a partner in the firm of Gzowski & Co., the contractors for the Toronto and Sarnia Road, which was amalgamated with the Grand Trunk Company?—*Ans.* Mr. Galt was I am aware, about making arrangements with Mr. Gzowski at the period referred to for a contract, for making the Toronto and Sarnia Road, which subsequently was amalgamated with the Grand Trunk. I believe the partnership existed before he left Montreal, in December, 1851.

*Ques.* 411. Has Mr. Galt ever at any time, directly or indirectly, attempted to obtain from you, in return for such nomination, any favor or advantage for himself or his firm? but has he not on all occasions when requested by you, given his best assistance to you without any improper application of any kind?—*Ans.* Mr. Galt never exhibited the slightest disposition to obtain from me any return or favor in consequence of the suggesting my appointment as a Director of the Grand Trunk. On the contrary, I have on various occasions experienced advantage in the discharge of my duty as an executive officer of the Grand Trunk, from the advice and assistance rendered me by that gentleman.

*Ques.* 412. In reply to question 261, you state that you believe Mr. Galt was a Director of the Montreal and Toronto Road, and a contractor for the Toronto and Sarnia Road at the time of the amalgamation. Are you not aware that Mr. Galt ceased to be a Director of the Montreal and Toronto Road, before the amalgamation of the Toronto and Sarnia Road with the Grand Trunk?—*Ans.* I knew that Mr. Galt was a Director of the Montreal and Toronto Road, and consequently a Director of the Grand Trunk Company prior to the amalgamation, having told me so himself. I do not know that he ever attended a meeting, and I believe he resigned his seat before the amalgamation, in fact I have no personal knowledge of the matter beyond what I now state.

*Ques.* 413. In reply to question 282, on the subject of Mr. Galt having secured the right to purchase within a certain number of months, half a million of dollars of the stock of the Atlantic and St. Lawrence Company, you state that you are not aware of his arrangements with that Company. As this reply might lead to the inference that this arrangement was understood to be with the Company, please to state whether it was so, and whether you have not understood it was with a private holder of the stock, Mr. J. M. Wood, of Portland?—*Ans.* I did not mean to convey the idea that Mr. Galt was negotiating with the Atlantic Company for the half million of dollars. The stock in that Company which he was authorized to sell, I have understood was the shares held by Mr. J. M. Wood, formerly a contractor in the Atlantic and St. Lawrence Company.

**Ques. 414.** You have stated in reply to question 298, that you have understood Messrs. Galt and Holton earnestly opposed the original Grand Trunk Charter, and represented the contract price given to Jackson & Co., as exorbitant. Please to state whether you intended that answer to refer to these parties individually, or to them in the capacity in which they then appeared before the Railway Committee in 1852, as the President and Vice-President of the Montreal and Kingston Railway Company?—*Ans.* Of course I knew that Messrs. Galt and Holton were before the Committee of Enquiry then sitting at Quebec at the period referred to, as parties acting in a public capacity.

**Ques. 415.** In reply to questions 299, 300, and 301 you state that certain extracts given in those questions are correct. Will you now examine the signatures to the letters referred to in those questions and state whether they are not signed as follows: The letter of 13th Sept., 1852, by L. H. Holton, Chairman Montreal and Kingston Railway Company, and the letter of 11th October, 1852, by L. H. Holton, President of the Montreal and Kingston Railway Company, and A. T. Galt, Vice-President?—*Ans.* I have examined the letters and find them signed as described.

**Ques. 416.** Will you now look at pages 55 and 56 of Proceedings of Legislative Committee of 1852, on Railways, and state whether by the minutes of a general meeting of the Shareholders of the Montreal and Kingston Railway, it appears that "Luther Hamilton Holton, Alexander T. Galt, David Lewis Macpherson, John Torrance, William Molson, John Rose, Thomas Galt, George Edward Jacques, and William McDougall," were elected Directors of that Company, and whether by the minutes of the first general meeting of Directors therein set forth, it does appear that Luther H. Holton was elected President, and Alexander T. Galt, Vice-President of the said Company?—*Ans.* On reference to the record I find it does so appear.

**Ques. 417.** Will you refer to page 7 of said proceedings, and state whether, in a letter written to the Chairman under date 26th August, by L. H. Holton and A. T. Galt, acting on behalf of the shareholders of the Montreal and Kingston Company, it is said:

"We now beg to state to the Hamilton Committee that the stock under the charter was subscribed with the *bonâ fide* intention of building the road, either through contracts with Mr. Jackson or others. That in proof of their intention the very same day Mr. T. C. Keefer was employed as Chief Engineer, to proceed along the line, and to make arrangements for organizing the necessary parties, that he was also instructed to communicate with the Municipal authorities along the line for securing their promised co-operation, and to make arrangements for obtaining the right of way."—*Ans.* I have referred to the letter in question. It is so, and the extract is correct.

**Ques. 418.** Will you refer to page 17 of said proceedings, and to the letter of 13th September, 1852, referred to in the Chairman's question No. 299, and state whether that letter does not appear to have been written in reply to the following question, put to the writer by the Committee on Railroads, on the 8th of September, 1852:

"Are you prepared to state, for the information of the Committee, the maximum amount of guarantee or Provincial assistance your Company are prepared to take, for the construction of a good permanent Railroad, under a plan and specifications approved of by the Railroad Commissioners, and built under the superintendence

of their officers, the rails to be not less than 63 lbs. to the yard, all piers and abutments of bridges throughout to be of the best class of masonry, all valleys and bottoms to be crossed by permanent embankments, and the whole of the line to be ballasted, and equipped as efficiently as the Ogdensburgh line, the line to be completed in 1855?"

Will you also state whether, in the said letter, page 18, immediately following the above quotation, it is stated :

"The Montreal and Kingston Railway Company have never contemplated appearing before the Committee or the Government in the attitude of contractors, competing with Mr. Jackson or any other party for the execution of the work, but propose to adopt so soon as the Government shall have established the route as applied for in their letter to the Provincial Legislature of the 6th instant, such measures as will ensure the speedy and economical construction of the Road by means of the widest competition among English and foreign as well as resident contractors."—*Ans.* Yes, the extracts are perfectly correct.

*Ques.* 419. Will you also look at page 18 of said proceedings, and said letter of 13th September, 1852, and state if it said—

"To show that there need be no lack of Canadian competition, I may mention the fact that a recent advertisement of the Toronto and Guelph Railroad Company was responded to by one hundred and nine tenders, forty of which were for the whole line, and the great majority from Canadian contractors."—*Ans.* That extract from the proceedings is correctly stated.

*Ques.* 420. Is the Toronto and Guelph Railroad Company, referred to in the last question, the same Company which has been amalgamated with the Grand Trunk Company, and for which Gzowski & Co. obtained the contract.—*Ans.* It is.

*Ques.* 421. Will you turn to page 20 of said proceedings and state whether, in said letter of 13th September, it is stated :

"To whatever extremes this matter may be pushed by the Government, the Montreal and Kingston Railroad Company will have the satisfaction of knowing that they have been instrumental in obtaining from Mr. Jackson proposals more favorable than would have been submitted by him, had they surrendered their stock unconditionally when called upon to do so. The last proposal made by him is based upon a reduced valuation, as compared with his previous one, of one thousand pounds sterling per mile on the whole line from Montreal to Toronto, and how much less his first offer was than it would have been, had no obstacle been interposed to the realization of his golden visions, it is difficult to conjecture."—*Ans.* I have referred to the proceedings, and find the paragraph you have extracted to be perfectly correct.

*Ques.* 422. Will you turn to page 22 of said proceedings, and state whether a letter to the Chairman from L. H. Holton, Esquire, Chairman of the Montreal and Kingston Railway Works Company, was as follows :

"MONTREAL, 27th September, 1852.

"Sir A. N. McNab,

"Chairman Standing Committee on Railroads, &c.

"SIR.—I beg to transmit, herewith, a copy of a letter which I addressed  
"to the Hon. John Young, late Chief Commissioner of Public Works, on the

“16th inst., setting forth the terms on which the Montreal and Kingston Railway Company were disposed to resign the rights they possess under their charter.

“As we were given to understand that neither the Government nor the Railroad Committee would assent to the Provincial guarantee being granted for a larger amount than three thousand pounds sterling, per mile, and that a Railroad bridge across the St. Lawrence, at Montreal, would be attainable if the projected arrangements with Mr. Jackson were carried out, we had every reason to believe that the terms of my letter to Mr. Young would meet the approval of the Government and of the Committee; and that if proposals based upon those terms were not submitted by Mr. Jackson, no further opposition would be manifested to the construction of the Montreal and Kingston Railway by the existing Company, with the aid and co-operation of Government.

“I have the honor to be, sir,

“Your most obedient servant,

“L. H. HOLTON,

“Chairman M. & K. R. R. C.”

[Copy.]

“MONTREAL, 16th September, 1852.

“To the Hon. John Young,

“Chief Commissioner Public Works, Quebec.

“SIR,—Upon my return from Quebec this day, I lost no time in communicating to the Committee of the Montreal and Kingston Railway Company, the substance of our communication relative to the connection of the proposed bridge across the St. Lawrence at Montreal with the Western Railroads and I am authorized to say, for the information of the Government and of the Railroad Committee, that in view of the very great advantages to be derived from the construction of the bridge to the Province at large, by securing an unbroken communication with the Atlantic seaboard, and having especial reference to the manifest importance to the city of Montreal, of connecting it with the South shore, believing also it would be difficult for the Company which I represent to undertake, under existing circumstances, the immediate construction of this bridge, in addition to that of the Railroad to Kingston, we shall be disposed on being reimbursed all the preliminary expenses, and relieved from all liabilities we may have incurred, to waive our rights under our charter whenever the Government shall inform us that they are in possession of proposals which they are prepared to recommend to Parliament for adoption, providing for the simultaneous construction of Railroad and Bridge, both of the most substantial character, and the former fully equipped, on such terms as will keep the amount of Provincial guarantee to be extended to the parties within the sum named by you before the Committee as the maximum amount, you would consent being granted to it £3,000 sterling per mile, and providing also that the amount of stock and securities of all kinds represented by the Railroad and Bridge, besides the Government guarantee, shall not exceed the amount of such guarantee, *that the use of the bridge shall be secured to all other Railroads on terms to be fixed by Government independent of the proprietors*, that sufficient control over future management be reserved by the Government to protect the Province from the evils incident to extra Provincial ownership and control, and that the right of purchase by the Government, be based upon an advance of ten per cent. upon the actual, not the alleged or nominal cost of the work.

“In making this communication, we wish it distinctly understood, that we do not in the slightest degree depart from the position we have assumed, that the

“resources and credit of the Province, wielded by men residing in it are ample for the construction of the Railway, (and we would now add the Bridge also,) if the aid of the Government be extended to that work, even on much more favorable terms than those now named by us, nor do we doubt that it would be found more advantageous to have the works contracted through a Canadian than an unresident Company.

“On these points our opinions remain unchanged, but we regret that we are obliged to state that the determined hostility evinced by prominent members of the Government, to any attempt to effect Provincial objects by Provincial men and means, induces us to adopt a course which will at once test the security of the avowed grounds of opposition to us, and if there really be, through the agency of English contractors, any extraordinary facilities within the reach of the Province, to secure the early completion of a costly bridge, which cannot fail to be of the highest possible advantage to this community.

“I have the honor to be, Sir,

“Your most obedient servant,

(Signed,)

“L. H. HOLTON,

“Chairman Com. M. & K. R. R. C.”

—Ans. Yes.

*Ques. 423.* Will you turn to page 32 of said proceedings, and state whether in the letter of 11th October, referred to in the Chairman's questions No. 300, it is said :

“We are now prepared to show that a road built and equipped in every respect on the scale of the Ogdensburgh Road, can be had within £6,500 currency per mile, and that we are in a position to build it without so large an issue of Provincial bonds as £3000 sterling per mile?” Also, state whether that letter is not dated “Montreal and Kingston Railway Company office, Montreal,” and signed officially by Messrs. Holton & Galt, as President and Vice-President of that Company.—*Ans.* Yes. The letter referred to is so signed and dated—and the extract is correct.

*Ques. 424.* Are the specifications for the Toronto and Sarnia Road in any respect similar to those of the Ogdensburgh Road? Are the works of a much more costly description?—*Ans.* I have no hesitation in stating that the Ogdensburgh road is inferior in all respects to that which you have constructed.

*Ques. 425.* In all the correspondence and extracts of the said proceedings to which your attention has been called, has Mr. Holton and Mr. Galt acted individually, or as representing an incorporated Company.—*Ans.* In all the letters and the extracts recorded in the correspondence to which I have referred, at Mr. Galt's request and by the Committee, he and Mr. Holton have acted as in connection with the Montreal and Kingston Railway Company.

*Ques. 426.* Will you take cognizance of the proceedings of the said Committee of 16th Oct., 1852, and state whether the opposition by Messrs. Holton and Galt to the Grand Trunk Charter was successful or otherwise.—*Ans.* I have examined the Minutes of Proceedings of Saturday, 16th October, 1852, whereby it appears that the petitioners against the Grand Trunk Bill—Messrs. Galt and Holton as representing the Montreal and Kingston Railway Company—was over-ruled by the Committee, and the preamble of the Bill adopted.

*Ques. 427.* You have stated in answer to question 301, that you are not aware when Messrs. Galt & Holton became Directors of the Grand Trunk Com

pany. Will you please to state whether it was not subsequent to the action of the Committee above stated, and to the action of the House upon the bill as reported? Will you also state whether you have any personal knowledge of the causes which led to these gentlemen being named Directors?—*Ans.* The date of their becoming Directors in the Grand Trunk Company was subsequent to the 16th October, 1852. I have no knowledge of the reasons which induced them to become Directors.

*Ques.* 428. In question 303 it is asked how many weeks after the date of this letter (11th October, 1852,) did Messrs. Galt & Holton, as Directors of the Grand Trunk, secure for themselves the contract for building the Toronto and Sarnia section of the Grand Trunk amalgamated scheme? And you reply, that you have no personal knowledge when the contract was given, but by the Prospectus it appeared awarded to them. Will you now turn to the amalgamation agreement, and state the particulars and dates of the said contracts as therein recited?—*Ans.* The amalgamated agreement is dated 12th April, 1853, and it appears by it Mr. Galt, with his partners, took the contract from the Toronto and Guelph Company, for the Railway from Toronto to Guelph, on the 26th November, 1852, and subsequently on the 18th February, 1853, they also took the contract for Guelph to Sarnia—these contracts being executed in Toronto; and on the 24th March, 1853, another agreement was made between the Toronto and Guelph Company, represented by Alexander Gillespie, Esquire, and the contractors represented by A. T. Galt, Esquire, executed in London, under which last agreement the works have been executed.

*Ques.* 429. On the 26th November, 1852, when the first contract was given, had any steps been taken respecting the amalgamation of any of the Companies? Was it not the latter end of December before Mr. Galt left for England on this business?—*Ans.* No steps were taken at that time that I know of. Mr. Galt, did not leave for England until the 22nd December, 1852.

*Ques.* 430. In reply to question 304 you state that you suppose the awarding of the contract to Messrs. Galt & Holton was one of the arrangements made in London. Does it not appear by the amalgamation as stated in your previous answer, that the contracts were awarded by the Toronto and Guelph Company to the contractors, and that the contract executed in London was by the company's own agent, Alexander Gillespie, Esq., of London.—*Ans.* Having had reference to the amalgamation agreement, I find it was so.

*Ques.* 431. Was Mr. Gillespie, to your knowledge in any way connected with the other arrangements for the amalgamation, or has he since had any connection with the Grand Trunk Company? Please state what you know of Mr. Gillespie's position and character.—*Ans.* Mr. Gillespie of London, is one of the most esteemed merchants connected with the Canada trade in England, and a gentleman of the highest character. He was not, that I know of, consulted, nor had he any connection with the Grand Trunk Company in any other manner than as agent for the Toronto and Guelph Company.

*Ques.* 432. In your reply to question 305 you stated that Messrs. Galt & Holton did not take their contract at £6,500, as stated by them to be the cash value of Peto & Co.'s work, but at £8,000 per mile; and as it appears by the extracts which have been verified by you, that the price of £6,500 referred to a road similar to the Ordensburgh Road. Will you please to state whether the price of £8,000 per mile does not refer to a road of superior character; and will you also state from your knowledge of the works on the Toronto and Sarnia line

whether it is not a very much more difficult and expensive country than that between Montreal and Kingston, to which the observation as to £6,500 applied. —*Ans.* I presume that when Messrs. Galt & Holton stated their having had tenders to contract at £6,500 per mile, they contemplated making a road similar to the Ogdensburgh Road, which had been referred to by the Committee, as a satisfactory work, and I have already stated that the Toronto and Sarnia Road, so far as it is constructed, has been pronounced very superior, and I believe it is so. By more competent judges than myself, I have heard it so pronounced to be, whilst there is no question but that the country over which it runs is a far more difficult route on which to construct a Railway, than that of the Ogdensburgh Road, or than that between Montreal and Kingston.

*Ques. 433.* In reply to question 306, you state that Gzowski & Co. were to be paid in cash. Are you aware that it was made a condition attached to the adoption by the Toronto and Guelph Company of the contract executed in London, that that firm should assume the whole of the stock taken by the City of Toronto, and other Municipalities in the Toronto and Guelph Company at par, amounting to £145,000.—That the City of Toronto decided not to transfer the stock to Gzowski & Co. believing it to be worth more than par, and now hold the same. And that Gzowski & Co. did accept the transfers of the other Municipal stock to the amount of £45,000, and paid the same in full to the Grand Trunk Company?—*Ans.* I have no personal knowledge of the conditions upon which Messrs. Gzowski & Co. assumed the contract entered into in London, nor that they were bound to assume the whole of the stock taken in the Toronto and Guelph Railway Company by the Corporation of the City of Toronto; but I do know that they paid £45,000 to the Grand Trunk Company for stock taken in the Toronto and Guelph Road by other Municipalities.

*Ques. 434.* Have you ever heard any complaints of the manner in which Gzowski & Co. executed their contract for the construction of the Road from Toronto to Stratford, or of the character of the stations or equipment furnished by them? On the contrary, are not all the reports concerning that road that have reached you, of the most favorable character?—*Ans.* I have already stated, that which is a fact, that I have not heard of any complaints regarding the construction of the line west of Toronto.

*Ques. 435.* In reply to question 324, it would appear that Gzowski & Co. had made claims for deduction of interest charged by the Grand Trunk Company against them, of about £35,000. Please to state whether this was not the preliminary account submitted, which, after conference with you, was reduced to three items, amounting to about £23,000, which were, as you have stated, submitted by mutual consent to arbitration. Also, please to state whether you are not aware that the award is now in the hands of the President of the Company, and in favor of Gzowski & Co. for about £12,000?—*Ans.* In reply, I beg to state, that about two months ago I called upon Messrs. Gzowski & Co. to send in their account against the Company—they did so—when it was found that their claims for abatement of interest, increased the balance in their favor from about £3,500, at which it stood upon the books in Canada, to about £43,000. On examining into the account as by them stated, it was considered that equitably a portion of their claim for interest should be admitted, but there would yet remain over £23,000, of difference. The two accounts, therefore, were submitted to the arbitration of Mr. Eccles and Mr. Cameron, as already stated. Hon. John Ross this day informed me the award had been made and was in his hands, and that about £12,000 of Messrs. Gzowski and Co.'s claim had been given in their favor.

**Ques. 436.** In reply to Q. 326 you have stated that Gzowski and Co. claim the right of executing the residue of their contract to Sarnia, and to be allowed £45,000 in addition. Will you please to refer to the agreement made in London, 4th February, 1857, between the Company and Gzowski and Co. acting by Mr. Galt, and state the exact terms of that agreement on this point.—*Ans.* In my reply yesterday to question No. 326, instead of saying Gzowski & Co. claim to execute the remainder of the contract to Sarnia, it would have been more proper to have said, if they are called upon to make that remaining portion of the line, they may claim, if cost of wages, &c., warrant it, an addition to their contract of £45,000, which I believe was Mr. Galt's estimate; at all events, it was the amount stated in the final reports of A. M. Ross and Walter Shanley, Engineers of the Company. The agreement made in London, in reference to the settlement, was in the following terms: "that the "question as to your obligations to complete that "portion of the line, and upon what if any addition to the contract in price—remain in abeyance until the completion of the line of St. Mary's to London."

**Ques. 437.** In reply to ques. 328, you have stated that Gzowski & Co., claim the right of making the line from St. Mary's to London at £8,000 per mile. Will you please to state whether it is in evidence submitted by the Company that Gzowski & Co., acting by Mr. Galt, agreed with the London Board to submit their claims in respect to this road, as well as other matters, to arbitration in London—that Gzowski & Co. exhibited by their letters in evidence, much disappointment at the London Board finally refusing to go on with the arbitration, and finally whether it is in such evidence furnished by the Company plainly set forth, that the London Board themselves, in a letter addressed to Gzowski & Co. dated 4th February, 1857, proposed among other matters, to adopt the contract for the London and St. Mary's line on the terms stated, which was accepted by Gzowski & Co., in final adjustment of their relations to the Company?—*Ans.* It is in evidence before the Committee, that Mr. Galt, on behalf of Gzowski & Co. agreed with the London Board to submit their claim to arbitration, and, also, that Gzowski & Co. at the arbitration not proceeding, exhibited disappointment; and further, the letter of 4th February, 1857, from the Secretary of the London Board, Sir C. Roney, adopts the contract from St. Mary's to London on the terms stated.

**Ques. 438.** In reply to questions 329 and 330 you state that the first knowledge you had of any action having been taken upon the Charter of the London and St. Mary's Road was from a newspaper slip sent to you when in England, and that the Company had no previous knowledge of the circumstance. Will you please to examine the return of correspondence furnished on this subject, and state whether it is not strictly confined to correspondence subsequent to the passage of the London and St. Mary's Bill, last session.—*Ans.* I have examined the return of the correspondence furnished on the subject of the St. Mary's and London Railway Charter. The whole of the said correspondence was of a subsequent date to the proceedings referred to in my replies to questions 329 and 330—that is subsequent to the period named by me as being the first time I had heard of the election of Directors—and the giving of the contracts of the Road to Messrs. Gzowski & Co. The correspondence submitted commences in October, 1856, with a letter from the Hon. John Ross to A. T. Galt, Esq.

**Ques. 439.** The correspondence being confined to that stated by you, will you state whether in reply to an Order of the House you have not already furnished the following documents in further reference to the adoption by the London Board of the Grand Trunk Company of the London and St. Mary's contract?

QUEBEC, 2nd May, 1855.

The Honorable John Ross,  
President of the Grand Trunk Railway.

SIR,—Understanding that it is the desire of the Company to extend their line beyond Stratford to St. Mary's, on which the works are in progress to the Town of London, provided means can be obtained without requiring an application to Parliament for additional Provincial aid, we now beg to submit to you a proposition for the construction of the works in question.

The works to St. Mary's are embraced under our present contract, and require no proposition from us in regard to their cost or payment.

The line from St. Mary's to London, about 22 miles, we will undertake to construct at the same average rate per mile as we now receive from Toronto to Sarnia, to wit, £8,000 sterling per mile, with such allowance as may be reasonable for any extra expense in obtaining the right of way through London, and the Station Buildings there which we assume as to cost not exceeding £7,500 sterling. The line to be built on the same specification, and to be equal in every respect to our contract from Toronto to Sarnia. We will undertake to complete the work on or before 1st October, 1856.

For payment of the above work we should desire the specific pledge in the hands of such Bankers as we may designate, of the following securities, to be held as collateral security for the payment of the Company's promissory notes for our estimates, to wit :

One hundred thousand pounds City of Toronto debentures, currency; one hundred thousand pounds sterling Atlantic and St. Lawrence Railroad Company's Bonds, and one hundred and sixty thousand pounds currency Atlantic and St. Lawrence Railroad Company's shares.

We should also desire the authority to dispose of these securities at any rate not less than 80 per cent. on the City and Railroad Bonds, and 60 per cent. on the shares. The proceeds to apply in payment of our estimates. Failing such negotiations or payment from other sources, we should require that at the expiration of one year from the completion of the work, the Company authorize us to sell the said securities, or such as may be then unsold to such amount as may be required to pay us in full with interest, at such rates as can be obtained without limitation. As we must necessarily obtain funds on somewhat disadvantageous terms during the progress of our work, we consider it reasonable that legal interest be allowed us on our unpaid certificates until finally discharged.

We are, &c. &c.,

(Signed,)

C. S. GZOWSKI & CO.

P. S.—In making the above proposal, we desire in no respect to propose any alteration or departure from our existing contract from Toronto to Sarnia.

TORONTO, 9th June, 1855.

The Honorable John Ross,  
President Grand Trunk Railway.

MY DEAR SIR,—Referring to the tender addressed to you on the 2nd May, of which I enclose a copy, for the construction of the Railway from St. Mary's to London, and believing that you concur with me in the opinion that it is of extreme importance to the Grand Trunk Company that coincident with the completion of the line from Montreal to Toronto, a Western connection with the Great Western and the lines leading from Detroit to Chicago and the Western States should be secured, which can be effected by the construction of the 22 miles between St. Mary's and London.

I now venture to beg you will bring the subject under the notice of the London Board for the purpose of having the decision upon our proposal. This is absolutely necessary if the subject be considered important, as the preparation of iron and materials must be at once made, and the earthwork and masonry forthwith commenced to permit the completion of the line next year.

I therefore beg you will have the kindness to cause early instructions to be sent us on this matter, and the more so as our earthwork on our present contract will be completed within two months, in which case our forces will be broken up and much delay and extra cost will be incurred in getting the men and railway plant together again.

I remain,

My dear Sir,

Yours very faithfully,

(Signed,)

A. T. GALT.

EXTRACT from Minutes of London Board at a Meeting held 16th August, 1855.

Read letter from Vice-President, dated 30th July, and it was

*Resolved*, That this Board consider it as inadvisable that the line should be opened from Toronto to Stratford until next year, and that arrangements should be made for completing the junction between Stratford and London, and with a view of effecting this object that the Canada Board be requested to confer with Messrs. Gzowski & Co., for the purpose of ascertaining what terms, as regards the payment of this work they are prepared to accept.

QUEBEC, 3rd September, 1855.

To the Directors of the Grand Trunk Railway Company of Canada.

GENTLEMEN,—The extension of the Line from St. Mary's to London having been determined upon by the London Board, I think it would be desirable forthwith to authorize the contractors to provide the permanent materials for completing the section of ten miles from Stratford to St. Mary's, the grading of which is already completed, and further as we see no reason to anticipate any difficulty with the Great Western Company in forming a junction at London, it would be desirable that immediate steps were taken for securing the right of way between St. Mary's and London.

As regards the amount of work upon the section, I understand the contractors to say that they are willing to undertake it upon the terms of their present contract including any increased cost on the right of way to the extent of £5000 sterling.

Under these circumstances I would unhesitatingly recommend that steps should be immediately taken securing the right of way.

I am,  
Gentlemen, &c. &c.  
(Signed) ALEX. M. ROSS,  
Engineer.

#### THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

Extract from the proceedings of the Board at a meeting held on the 6th day of September, 1855.

Read letter from the Engineer on the subject of the Resolution of the London Board calling upon the Canada Board to communicate with Messrs. Gzowski & Co., for the purpose of ascertaining what terms as regards the payment of the works between Stratford and London they were prepared to accept, and it was

*Resolved*,—That the recommendation therein contained be adopted, and that copy of the letter and this resolution be handed to Messrs. Gzowski & Co., forthwith.

MONTREAL, 8th September, 1855.

SIR,—We beg to acknowledge the receipt of "An Extract from the proceedings of the Board at a meeting held on the 6th September, 1855," with the accompanying copy of letter from the Engineer relating to the completion of the section from Stratford to St. Mary's, and securing the right of way from St. Mary's to London, and to inform you that we shall take immediate steps to give effect to the instructions of the Board.

We are Sir, &c., &c.,  
(Signed,)

C. S. GZOWSKI & CO.

J. M. Grant, Esquire,  
Assistant Secretary, Grand Trunk Railway.

TORONTO, 9th July, 1856.

THE HON. JOHN ROSS, President,

Grand Trunk Railway Company, Toronto.

Sir,—Referring to the resolution of the Board adopting the Report of the Chief Engineer of 3rd Sept., last, and communicated to us on the 6th of that month, also to our letter of the latter date to the Vice-President, and our Mr. Galt's letter to Mr. Chapman, the Secretary of the Company, dated London, the 18th of the same month, both of which we confirm, we beg to inform you that in compliance with the request of the Board, we lost no time in locating the Railway between St. Mary's and London, and in endeavoring to obtain the right of way.

We succeeded in securing land from many parties at reasonable prices, but we met some who questioned the Company's right to construct the line, and who intimated their determination to resist our entering upon their properties. Under these circumstances and in concurrence with the opinions of the officers of the Company, we avoided doing anything that could provoke litigation from parties unfriendly to the Company.

The Legislature having during its recent session incorporated a Company with power to amalgamate with the Grand Trunk Company, and having authorized the application of money by the latter to the construction of this line, all doubts as to the Company's right to go to London have been removed, and as we presume the Company continues impressed with the necessity of extending the Road to that point, we venture to suggest to the Board the importance of taking immediate steps to conclude arrangements with the new Company and to do whatever more may be necessary to enable us to complete the acquisition of the right of way so as to be prepared to proceed with the work so soon as the Company shall have perfected their financial arrangements.

We bring the matter under the notice of the Board thus early because no time should be lost if it is desired to finish the Branch to London by the 1st September, 1857, and the main line to Sarnia by the same day in 1858, the periods fixed for their completion in the new Aid Bill, and we beg the Board to communicate their wishes to us in regard to these works, as early as they conveniently can.

We have the honor to be,

Your most obedient servants,  
(Signed), C. S. GZOWSKI & CO.

*Ans. Yes.* The whole of those documents were supplied in obedience to the order of the House.

*Ques. 440.* It has been stated in evidence that Mr. Galt represented during the amalgamation negotiations—the St. Lawrence and Atlantic and Atlantic and St. Lawrence Companies—while he was a contractor for the Toronto and Sarnia line. Will you please to state whether the arrangements respecting those two Companies were deemed satisfactory or otherwise?—*Ans.* The arrangements made by Mr. Galt during the amalgamation negotiations were to the St. Lawrence and Atlantic Company most advantageous and satisfactory—and I have reason to know that the Directors of the Atlantic Company were also well pleased with the result of Mr. Galt's negotiations.

*Ques. 441.* Had not Mr. Galt the fullest powers from the two Companies referred to, and did he not in reality himself determine the terms of amalgamation on their behalf. Have you ever had any reason to believe, or have you ever heard the slightest suspicion, that Mr. Galt exercised these powers to the prejudice of the interests he represented, and to his individual advantage in the terms arranged for the contract of Gzowski and Company for the Toronto and Sarnia line?—*Ans.* Mr. Galt was clothed with the fullest powers to negotiate on behalf of both those Companies. I do not believe, nor have I ever heard that he exercised those privileges to the prejudice of the interests of the Companies so represented.

*Ques. 442.* Have you ever been made aware that Mr. Galt acted in this amalgamation negotiations as representing the Grand Trunk Company. Did he ever take his seat at the Board of that Company as a Director—and from all the facts within

your knowledge, was not Mr. Galt's position as a Director essentially a nominal one?—*Ans.* I am not aware, nor do I consider that Mr. Galt in his negotiations acted in any manner as representing the Grand Trunk Company, nor am I aware that he ever took his seat at the Board of that Company prior to the amalgamation. Subsequent to the amalgamation he was not a Director.

Mr. Galt here finished his cross-examination of Mr. Holmes, and the Committee then adjourned until 10 a.m., on Friday next.

*Friday, 5th June, 1857.*

Committee met.

MEMBERS PRESENT :

GEORGE BROWN, Esquire, in the Chair;  
MR. SIMARD,  
MR. BELLINGHAM,  
MR. WILSON,  
MR. MASSON,  
MR. PAPIN,  
MR. CHRISTIE,  
Hon. MR. ATTY. GEN. MACDONALD, and  
MR. SOL. GEN. SMITH.

The Hon. John Ross was in attendance, and as President of the Grand Trunk Railway applied for permission to cross-examine Mr. Holmes on several points in his evidence.

The Committee granted the application.

*Benjamin Holmes*, Esquire, cross-examined by the Hon. John Ross :

*Ques.* 443. Were you a member of the Canadian Government in 1852?—*Ans.* I was not.

*Ques.* 444. Did the Government of that year consult you as to the arrangements they were making to secure the construction of the Grand Trunk Railway, or the terms of the contract then proposed to be entered into for its construction from Montreal to Toronto?—*Ans.* They did not consult me, nor had I any communication with any other party, respecting the construction of the Montreal and Toronto Road.

*Ques.* 445. Did the Railway Committee of that year consult you upon the subject?—*Ans.* I was never before the Railway Committee of 1852, nor was I consulted.

*Ques.* 446. Then all you know of the intentions of the Government, and the Railway Committee, regarding the Grand Trunk Railway proper, was derived from what you saw in the public press, and from reading the contract itself?—*Ans.* Certainly, such was the case.

*Ques. 447.* You have spoken of the alignment of the Railway between Montreal and Toronto, and of the importance of connecting it with the water at every practicable point. Are you not aware that it was the opinion of the Hon. John Young and many others in Montreal, that the water should be avoided entirely between Toronto and Montreal?—*Ans.* I never had any conversation with the Hon. John Young, nor am I aware what his opinion was, or that of any other parties were on the subject

*Ques. 448.* Was not the trial line, as run before the contract was taken by Peto and Company, the inland line?—*Ans.* I cannot say.

*Ques. 449.* When the Grand Trunk Charter was introduced to Parliament in 1852, was there any restriction to prevent the line being carried inland, and was not the restriction of the line to pass through the several places in the charter, an amendment introduced into the Bill before it was finally passed, and upon the proposal of the members living along the front of the St. Lawrence, who were supporting the Bill?—*Ans.* When the Grand Trunk Charter was introduced in the Parliament of 1852, I remember there were strong opposing opinions expressed regarding the line, whether it should run inland or communicate with the River, and Lake Towns; the advocates for the latter in the end prevailed.

*Ques. 450.* Be good enough to read over the contract for the Montreal and Toronto section, and say whether you find anything in the contract about going to the water, and building wharves at Toronto, Montreal, or any other intermediate point or place on the line?—*Ans.* I do not find any provision for going to the water in the contract, or that the contractors should build wharves, but the contract does say they shall make and equip a Railway from the City of Toronto through the Towns of Port Hope, Cobourg and Belleville, and to the City of Kingston, thence through the Towns of Brockville and Prescott to a point in the Eastern boundary of the line of the Township of Osnabruck, and then as near a direct line as practicable to St. Raphaels, &c. No part of the previous evidence given by me conveys a meaning that I considered the contractors were bound to build wharves; what I stated was that they were bound in my opinion to run the line into or through the towns named, so as to secure to the Company the advantage of communicating with the water at the points named.

*Ques. 451.* Would not such a provision, if added to the contract, have necessarily increased largely the mileage cost of the Railway, beyond the sum fixed by the contract?—*Ans.* Of course, had the road run into the Towns named, the cost to the contractors would have greatly exceeded that which they have incurred by carrying the line back of the roads; nevertheless, I consider they were bound to do so, and moreover I consider it was, under the terms of the contract, the course which they ought to have been compelled to adopt.

*Ques. 452.* Do you remember a conversation had between you, Mr. Crawford, and myself, in 1854, respecting the details upon which the Engineer's certificates were based, and that Mr. Crawford, when the Board met, asked Mr. A. M. Ross to lay the details before the Board at its next meeting?—*Ans.* I do not remember.

*Ques. 453.* Did not Mr. A. M. Ross comply with the request of the Board, and submit at its next meeting full statements, and details connected with his estimates and certificates thereon over every section?—*Ans.* It may have been so but I have no recollection of it.

*Ques. 454.* Did not Mr. Ross then state to the Board, that his office was open

at any time to the Finance Committee, and every Director of the Company, for full examination of the reports, statements and details from Mr. S. Keefer, Mr. Walter Shanly, and their sub-engineers, upon which his monthly estimates, and certificates were based, and was not this perfectly satisfactory to the Board?—*Ans.* As before stated I have no recollection of the circumstance.

*Ques.* 455. Are you or are you not aware that the Government Engineers, who from time to time inspected the Railway, went very carefully and fully into Mr. A. M. Ross' and his assistants statements and details, and checked the same, and has not this been especially the case since the autumn of 1854?—*Ans.* I am not aware.

*Ques.* 456. Was not the Hon. Mr. Cayley very careful in releasing the Government aid to the Company from time to time, without such inspection and examination, and did it not more than once nearly cause financial embarrassment to the Company in consequence of the delay?—*Ans.* The Hon. Mr. Cayley, I know from conversations I have had with that gentleman on the subject, was particularly careful in granting to the Company the releases demanded at different periods, and sought for information from the Chief Engineer in respect to the amount of work done upon the Road, and the delays occasioned by these enquiries, did cause considerable embarrassment to the Company in its financial operations.

*Ques.* 457. You know nothing of Mr. A. M. Ross' appointment except from hearsay, save as shewn in the amalgamated Board's minute, in July 1853, do you?—*Ans.* Except from the minute book of the Grand Trunk Board prior to the amalgamation, which I have looked into; and public report at the time, only I know that Mr. A. M. Ross was the Chief Engineer of the Company, prior to July, 1853, he was confirmed in the office at the first meeting I attended as a Director of the Company, the first meeting at Quebec subsequent to the amalgamation.

*Ques.* 458. Are you aware that he was ever in the employment of Messrs. Jackson and Company before he came to Canada in 1852?—*Ans.* I do not know whether or not Mr. A. M. Ross had been in the employ of Messrs. Jackson and Company before he came to Canada.

*Ques.* 459. Do you or do you not consider him an Engineer of great experience and ability?—*Ans.* I have always heard Mr. A. M. Ross spoken of as an Engineer of great ability, and I have no doubt of it.

*Ques.* 460. Are you not aware that he was selected by Robert Stephenson, Esquire, M.P., as his assistant in the construction of the Britannia Bridge, and the Chester and Holyhead Railway?—*Ans.* I have no personal knowledge of that circumstance, though I have no doubt such was the case, having been so informed when I visited that work.

*Ques.* 461. Are you not aware that it was at the express recommendation of Mr. Stephenson that Mr. Ross became associated with him as Engineer of the Victoria Bridge?—*Ans.* No, but I have understood that Mr. A. M. Ross was associated with, or acted under, Mr. Stephenson as Engineer of the Victoria Bridge.

*Ques.* 462. Mr. S. Keefer and Mr. Walter Shanly are the assistants of Mr. Ross, are they not?—*Ans.* Mr. Samuel Keefer was appointed by the Board of the Grand Trunk, in July 1853, assistant Engineer to the Company, of course he

acted under the Chief Engineer; Mr. Walter Shanly I have always considered as having been Mr. A. M. Ross' representative, on the works west of Toronto. Mr. Shanly's name was returned by Mr. A. M. Ross as one of the staff of the Engineer's Department.

*Ques. 463.* Are not Mr. Samuel Keefer and Mr. Walter Shanly the two most experienced Canadian Engineers in the country?—*Ans.* I am not competent to determine who are the most experienced Canadian engineers, but I have always heard both those gentlemen highly spoken of.

*Ques. 464.* They both served for many years in the engineer department of public works in the construction of the Welland, St. Lawrence, Beauharnois and Lachine Canals, and in the construction of roads and bridges in Canada, did they not?—*Ans.* Yes, I have understood they were so employed.

*Ques. 465.* Could the Board have found more competent or upright men to assist Mr. A. M. Ross in superintending the engineering of the Grand Trunk Railway?—*Ans.* I do not know that the Board could have more competent or upright men as assistant engineers.

*Ques. 466.* Is it not a provision of the contract that the work to be done shall be executed to the satisfaction of the Chief Engineers of the Public Works Department of this Province, and of such other skilled engineer or engineers as the Governor in Council may appoint for that purpose, to examine the same from time to time, as well as to the satisfaction of the engineer of the Company?—*Ans.* It is.

*Ques. 467.* Has not the Hon. H. H. Killaly from time to time examined and reported upon the Company's works as they were progressing, for the information of the Government and Public Works Department, and have not R. G. Benedict and T. C. Street, Esquires, eminent and experienced engineers, also examined and reported upon the works of the Company, by order of His Excellency in Council; and did not these reports when made, testify to the substantial and excellent character of the works performed by the contractors throughout?—*Ans.* The Hon. H. H. Killaly was called upon and did go over the road several times for the purpose of reporting to the Government, and R. G. Benedict and T. C. Street Esquires also examined and reported by order of His Excellency the Governor General, and the report of the latter named gentleman, the only one I have seen, does testify to the substantial character of the works performed by the contractors.

*Ques. 468.* Did not the Canadian Board of Directors of the Grand Trunk Company in the fall of 1856, by formal resolution of the Board, request that an eminent English engineer might be sent out from England, to report upon the whole line as constructed by the English and Canadian contractors, and has not Mr. Gregory, an Engineer of the highest eminence been sent out from England, to examine and report upon the works, and whether in accordance with the contracts or not?—*Ans.* Yes.

*Ques. 469.* Have not both the English and Canadian contractors consented to this inspection, and agreed to abide by it?—*Ans.* Yes.

*Ques. 470.* The practical effect then of this inspection of Mr. Gregory's will be, as consented to by the contractors, either to shew that the works have been performed according to the contract in every respect, or to ensure that they will

be made so, wherever in Mr. Gregory's opinion they may be deficient, or not equal to the contract stipulations?—*Ans.* If Mr. Gregory reports that the works done are in perfect accordance with the intentions or provisions of the contract, of course the contractors have nothing more to do, if he reports otherwise, I take it the contractors will be called upon to make good all deficiencies, and that the contractors will do so.

*Ques.* 471. This inspection of Mr. Gregory's is therefore wholly independent of and unprovided for by the contract, is it not?—*Ans.* Mr. Gregory's inspection is undertaken on the suggestion made by the Canada Board, and carried out by the English Directors, and is independent of the provision of the contract but agreed to by the contractors.

*Ques.* 472. Does not this inspection of Mr. Gregory's, embrace all the locomotives, rolling stock, &c., and every thing stipulated for by the contracts entered into, both by the English and Canadian contractors, and ought not his decision when pronounced, to be satisfactory to the shareholders generally, and to the people of Canada, as that of an independent, able, and experienced railway engineer?—*Ans.* Mr. Gregory's inspection in addition to the road, embraces an inspection of rolling stock, &c., &c., indeed every thing connected with the work and the contract, and I do not doubt that his decision will be satisfactory, as that of an independent, experienced, and able engineer.

*Ques.* 473. If the contractors both English and Canadian, had not honestly desired to perform their several contracts with the Company, in good faith, would they have consented to go out of the contract and abide by the inspection of Mr. Gregory?—*Ans.* The contractors were not obliged to assent to the appointment of Mr. Gregory as the inspector of the work; their having done so is evidence of their desire to fulfil their contracts.

*Ques.* 474. You were asked by the Chairman to refer to extracts in the appendix of the Journals of 1854-5, appertaining to an enquiry before a Committee of the House of Assembly, respecting certain charges preferred against members of Mr. Hincks' administration, which extracts referred to £50,000 of stock in the Grand Trunk Railway Company, allotted in the name of Mr. Hincks, and do you find in relation to that stock the following statements of Sir C. P. Roney, William Rhodes, James Bell Forsyth, George Carr Glynn, and Thomas Baring, Esquires?

*Friday, 13th October, 1854.*

PRESENT :

HON. MR. BELLEAU, (Chairman.)

HON. MR. MOORE.

HON. MR. FERRIER.

*Sir Cusack P. Roney* examined :

*Ques.* What is your name, occupation, and place of abode?—*Ans.* My name is Cusack P. Roney; I am Managing Director of the Grand Trunk Railway Company of Canada; and I reside at Montreal.

*Ques.* This Committee is informed by public notoriety that shares in the Grand Trunk Railway Company to the amount of £50,000, stand; or appear to stand, in

the books of the Company in the name of the Honorable Francis Hincks. Can you inform the Committee under what circumstances, or why these shares appear to stand in the name of the said Honorable Francis Hincks, for whom those shares were intended, and for whose interest, advantage, or profit they were intended?—

*Ans.* Not £50,000 of shares, but £25,000 of shares, carrying with them the right to £25,000 of debentures, stand in the original books of the Company in the name of the Honorable Francis Hincks. Previous to giving any further evidence, I beg to state to this Honorable Committee, that although appointed to office in the Grand Trunk Railway Company, at the period to which the above question relates, I was absent from duty; but in consequence of paragraphs having appeared in the Canadian newspapers, to which my attention was directed, I have made it my business to become acquainted with the facts of the case, and I derived my information on the subject, partly from the books of the Company, and partly from full verbal communications that I have had with Mr. George Carr Glyn, M. P., one of the London Agents of the Province, and Mr. William Chapman, Secretary of the London Board of Directors of the Grand Trunk Railway Company.

The allotment of the A. series of the shares of the Company was made at the latter end of April, 1853, by the London Board of Directors. The Honorable John Ross, the President of the Company, was in London at the time, but was not present at the meeting at which the allotments were made. At that period these shares were selling on the London Stock Exchange at a premium of from one two pounds sterling per share. There was a very great demand on the part of the public for these shares. It was represented to the London Board, in urgent terms, by gentlemen connected with Canada, that a portion of these shares should be allotted to parties in Canada. The Board felt the propriety of this representation, and in consequence allotted two thousand shares, which is equivalent to £50,000 of stock, carrying with it £50,000 of debentures, for such purpose. It being necessary that these shares should appear in the name of some party or parties, the name of the Honorable Francis Hincks was selected for one thousand shares, and that of Mr. Alexander Mackenzie Ross for the remaining thousand, making together the above £50,000, to which the question of this Honorable Committee refers. This transaction took place without the cognizance of either Mr. Hincks or Mr. Ross, and no communication on the subject was addressed to them; both these gentlemen were in Canada at the time; and from the time that the application for the reserve of these shares for parties in Canada was made, until the allotment was completed and registered in the books of the Company, not more than three or four days elapsed; certainly not exceeding a week.

These shares were distinctly and unmistakably registered in the names of these two gentlemen, in trust for allotment in Canada, and it was equally clearly understood that these two gentlemen had no beneficial right or claim to them in any way.

Immediately after the allotment, the shares fell to a discount. It is needless for me to remark that no person in Canada thought of applying for them; the matter was lost sight of until the paragraphs which I referred to in the beginning of my evidence appeared in the newspapers. Had Mr. Hincks or Mr. Ross applied to me for the issue of the share certificates for this stock for their own profit, interest, or advantage, I should have declined doing so on my own responsibility, and should only have issued it by official order of the Board of Directors of the Company. As it has been stated in the newspapers, that paid up in full stock had been given or issued to Mr. Hincks, I beg to state that there has not been a single share certificate issued to any party who did not in the first instance pay the deposit on the share or shares allotted to him, nor any paid up in full share certificate to any individual who has not paid up in full, all the calls and instalments upon the shares for which he is registered in the books of the Company. I am anxious that the Committee should fully understand that we have no such thing as privileged shares

or paid up in full shares for the benefit or advantage of any body whatever ; consequently neither the Honorable Francis Hincks nor Mr. A. M. Ross have received any interest dividend on the shares or stock standing in their names in the books of the Company. Interest has been paid for three half years since the allotment of the shares of the Company.

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28th October, 1854.

PRESENT :

HON. MR. BELLEAU, (Chairman.)

HON. MR. MOORE.

HON. MR. FERRIER.

*William Rhodes, Esq., M. P. P., examined.*

*Ques.* Were you in England during the winter of 1852-3—and while you were there, did you take any and what steps respecting the number of shares in the Grand Trunk Railway Company, to be reserved for intending shareholders in Canada?—*Ans.* I was in England at the time mentioned. I took no part in the distribution of shares of the Grand Trunk Railway Company, neither did I attend any meeting of the London Board of Directors of that Company, my position as a Director of the Canadian Board not being recognized by the London Board as giving me any voice in such matters. At this time there was a great demand for those shares, and it was supposed that on their allotment they would have carried a small premium ; I consequently addressed a letter to Mr. Jackson, saying that I thought it was very important that a certain number of these shares should be reserved for allotment to the public in Canada. I did this because I thought it unfair and unjust towards the Canadians, that they should be compelled to pay a premium to the London Brokers on shares in their own railroad. I was informed by Mr. Jackson that my letter had been laid by him before his partners, and forwarded by them to the London Directors of the Company. I also understood afterwards that a number of shares had been subscribed for in Mr. Hincks' name, to be distributed by him, as Prime Minister of Canada, to parties in this country who might be willing to take them.

*Ques.* Had you any correspondence with Mr. Hincks on this subject, either before or after the above occurrence?—*Ans.* I had not.

*Ques.* Have you reason to believe that it was in consequence of your letter above mentioned that the London Directors reserved for subscribers in Canada the shares subscribed for in the name of Mr. Hincks?—*Ans.* Yes. I am sure if I had not written a very strong letter to Mr. Jackson, no reservation of shares would have been made, and Mr. Hincks' name would not have been connected with such a transaction.

*Wednesday, 1st November, 1854.*

PRESENT :

HON. MR. BELLEAU, (Chairman.)  
 HON. MR. MACAULAY.  
 HON. MR. MCKAY.  
 HON. MR. MOORE.  
 HON. MR. FERRIER.

*James Bell Forsyth, Esq., examined.*

*Ques.* What is your name, occupation, and place of residence?—*Ans.* My name is James Bell Forsyth, I am a Commission Merchant, and I reside in the City of Quebec.

*Ques.* Were you in England during the winter of 1852-3? and while you were there, did you take any, and what steps respecting the number of shares in the Grand Trunk Railway Company, to be reserved for intending shareholders in Canada?—*Ans.* I was in England that winter, and the only steps I took were in the shape of a friendly remonstrance with Mr. Jackson, to reserve a certain number of shares for people in Canada, as I was under the impression that shares would be at a premium when issued.

*Ques.* Have you any knowledge of a letter to the same effect—as your verbal remonstrance, having been addressed to Mr. Jackson at that time by Captain Rhodes?—*Ans.* Yes. And I read the letter; the contents were to the effect that the parties who originated the scheme, seemed quite indifferent to the interests of the people of Canada, in the allotment of shares, so long as they saw a chance of getting them taken up on the Stock Exchange. A day or two after this, Mr. Jackson told me that certain shares had been appropriated for parties in Canada.

*Ques.* Was there an understanding as to the person or persons in whose name or names the shares reserved for the people of Canada should be subscribed?—*Ans.* Not that I am aware of.

George Carr Glyn, Esq., of London, (England,) forwarded the following answers to questions put by the Committee :

*Ques.* Are you a Director of the Grand Trunk Railway Company of Canada?  
*Ans.* I am a Director of the Grand Trunk Railway Company of Canada.

*Ques.* In the allotment of the stock there was (as appears from a copy of the original allotment list, placed before the Committee, at their request, by the President of the Company,) one item of 1,008 shares to the Honorable F. Hincks, M. P. P.? Was there a written or other application for that or any other amount of stock by that gentleman?—*Ans.* I am not aware of any written application, nor indeed of any application whatever from the Honorable F. Hincks, with reference to the allotment of the 1,008 shares of the Grand Trunk Railway.

*Ques.* If there was no written application by Mr. Hincks, on what authority was the allotment made? At whose suggestion, and with what view was it made? Was the stock allotted to Mr. Hincks in the ordinary manner for his personal benefit, or was it allotted to him in trust for others? Please state particulars.—*Ans.*

The allotment of the 1,008 shares to Mr. Hincks, and of the same number to Mr. A. M. Ross, was made in consequence of representations to the Directors by Mr. Peto, that it was very desirable to reserve a certain number of shares for distribution in Canada, so that the leading people in that country might become interested in an undertaking represented as of primary importance to that Colony. The shares were therefore allotted in the names I have stated, for the express purpose above referred to, and not for the personal benefit of Mr. Hincks, or of any other particular individual.

*Ques.* Was an intimation sent to Mr. Hincks that the said stock had been allotted to him; and if so, by whom was such intimation sent?—*Ans.* I am not aware that any intimation was sent to Mr. Hincks or Mr. Ross, that 1008 shares had been allotted to each of them. I understand that no such intimation was sent.

*Ques.* The President of the Grand Trunk Railway Company has shewn from the copy of the original allotment list that there appeared to have been regularly paid into the Treasury of the Company, in part payment of the said stock allotted to Mr. Hincks, the sum of £10,080 sterling. By whom was the said sum paid to the Company? Who furnished the funds? In whose name was the receipt granted?—*Ans.* The deposit on these shares was paid by Mr. Peto, in the usual course. The receipts were granted in the names of Mr. Ross and Mr. Hincks, with the view of leaving the distribution with the Board in Canada.

*Ques.* Were the said 1,008 shares regularly entered in the books of the Company, in the names of Mr. Hincks and Mr. A. M. Ross?—*Ans.* The shares were entered in the allotment lists in the names of these two gentlemen.

*Ques.* Do the said shares now stand in the name of Mr. Hincks? If not in whose names do they stand? How was the transfer effected, and at what date was it made?—*Ans.* The shares have never been registered, and the deposit has been paid, but not the calls upon them, and they stand now in the Company's books as they originally stood, without any alteration.

*Ques.* Has it been intimated to you that Mr. Hincks repudiated all knowledge or connection with the said stock; and if so, when, and in what manner did such intimation for the first time reach you?—*Ans.* I have not had any communication from Mr. Hincks on the subject of the shares allotted in his names, but I understand that he has disclaimed any interest in the allotment, and disavowed all knowledge of it until many months after it had taken place.

(Signed,) GEO. CARR GLYN.

London, 8th February, 1855.

Answers of Thomas Baring, Esq., of London, England, to questions put to him by the Committee :

To Question 9. I am a Director of the Company.

To Questions 93 and 94. I am not aware of any application having been made, either written or verbal, for shares by the Honorable F. Hincks, but I recollect that a number of shares were reserved for the public in Canada, although not until reference had been made to the books of the Company. It had escaped my memory to what names such shares were allotted, even if I was aware of the circumstances at the time. The shares were, I find, placed in the names of the

Honorable F. Hincks and Mr. A. M. Ross, but I never understood, nor do I now believe, that these gentlemen had any personal or private interest in them.

To Question 95. I never heard that such an intimation had been sent to Mr. Hincks.

To Question 96. I find upon enquiry at the office of the Grand Trunk Company that the first deposit on these shares was paid by Mr. Peto, and the receipts given in the names of Mr. Hincks and Mr. Ross.

To Question 97. The shares were entered (as I also learn from the Secretary of the Company,) in the names of those gentlemen in the allotment list.

To Question 98. No calls have been paid on these shares, and they have not been registered.

To Question 99. I have never heard any thing from Mr. Hincks on the subject of these shares, but I learn from public report that he denies having any interest or connection with the same.

(Signed,) THOMAS BARING.

London, 16th February, 1855.

*Ans.* I have examined the Journals referred to and find the statements mentioned are correctly extracted.

The Hon. John Ross here closed his cross-examination of Mr. Holmes.

The Committee took into consideration what course should be pursued, as several witnesses remained to be examined, and as the House from this date would commence sitting every day at 10 a.m., the Committee would be prevented from pursuing their enquiry. The Committee deliberated and it was

*Resolved*, that they report the whole of the evidence taken before them, and that the Chairman do draw up a Draft Report to be submitted to the Committee at its next sitting, suggesting the re-appointment of the Committee next session to pursue its investigations.

The Committee then adjourned until 1 P.M. to-morrow.

*Saturday, June 6th, 1857.*

Committee met.

PRESENT :

GEORGE BROWN, ESQ., (in the Chair,)

MR. BELLINGHAM,

MR. PAPIN,

MR. SIMARD,

MR. CHRISTIE,

MR. MASSON,

MR. SOL. GEN. SMITH, and

HON. MR. ATTY. GEN. MACDONALD.

*A. T. Galt*, Esquire, was in attendance.

The Chairman submitted the Draft of a Report prepared in accordance with the order of the Committee of yesterday, which was unanimously agreed to :

*Ordered*, That the Chairman do present the same to the House.

SAMUEL PARTRIDGE,

Clerk to the Committee.

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