

GRAND TRUNK RAILWAY.

CAPT. TYLER'S REPORT.

We condense from Herpath's Journal the leading points embraced in Captain Tyler's able and voluminous report on the present condition and future prospects of Grand Trunk Railway. The Journal says:—We rise from a perusal of this honest and able report with the conviction that all our notions of the Gd. Trunk are right—that it is a property, and with good management, a little further assistance, and some comparatively small completing works executed, it will be a very valuable property at a future time. Speaking of the high rate of working expenses, Capt. Tyler says the per centage 'may, however, be reduced in the future.' Capt. Tyler knocks on the head of costly steel rail crochets, and disposes of much of the boob about the climate. He tells them to get good iron and a good road, and then the "life" of the way will be long enough. The climate of Canada—severe as it is for four or five months in every year—has been made to bear more than its share of blame for the failure of rails that would not have been durable in any climate. Capt. Tyler tells us that "the magnificent bridge over the river St. Lawrence, at Montreal, is in good order. The greater number of the other bridges are of iron and masonry or brick work." Also that the Grand Trunk Railway is "better served than many of the railways in this country." But the Grand Trunk Railway was not well balanced originally; that the original rails for the most part were "not of good quality, and their joints were badly fastened by light chairs," etc. Heavy engine renewals have, since 1862, been done at the cost of revenue, and as to the cars, "the stock generally appears to be in a much better condition than five years ago." From the use of peat fuel Capt. Tyler expects a saving of £40,000 a year, or more as the traffic increases. As to the traffic, he points out that the prospects of large increase, under favorable circumstances, are extremely good. He depreciates the expense of laying down a third rail on 200 miles from Fort Erie to Sarnia, and gives strong reasons for believing that it would bring no more traffic, but he says make the short Detroit and Port Huron a broad gauge line. We are quite convinced that his reasons for encountering this small expense are sound and good. He insists strongly upon the importance of constructing with the least possible delay the International Bridge at Buffalo. We quite think with him. We have always said this would be most valuable to the Company. He is for a complete amalgamation with the Great Western, and inclines to doubt whether the two companies will work well together under the present agreement. The prospects of the two Companies working harmoniously together under this agreement are not so good as they might be; and, indeed, the present is not a time when the G. T. Co. can expect to make terms commensurate with its intrinsic value and future prospects. The Grand Trunk Company is now in its worst, and the Great Western, in its best position. Their relative conditions and circumstances will be completely altered when the bridge over the Niagara River at Buffalo, and the connections contemplated with the Erie Railway, as well as with the New York Central Railway, have been formed;—and when all the various improvements recommended in this report have been carried out. The Grand Trunk and Buffalo and Lake Huron joint line will then be in a position to benefit by a large proportion of the increasing traffic which flows over the Great Western system by way of the Niagara Suspension Bridge between the Western and Eastern States. The rising fortunes of the one and the falling fortunes of the other will then facilitate the adoption of terms advantageous to both parties, and in fact the completion of the above works will inevitably lead, sooner or later, to an entire fusion of interests.

ONTARIO LEGISLATURE.

TORONTO, 13th January.

The House of Assembly yesterday was a much more lively body than it has been since its creation. After a good deal of routine business had been transacted, Mr. Blake moved an address for copies of letters addressed to the electors of Algoma pointing specially to the famous communication of Mr. Alexander Campbell, then Commissioner of Crown Lands, which he threatened the settlers of Algoma with the vengeance of the Government if they did not return the ministerial candidates, Messrs. Simpson and Cumberland. Mr. Blake also referred to Mr. Sandfield McDonald's bribery speech at Hamilton, as another illustration of undue interference in elections on the part of the Government.

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The first of the Season.

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GOOD BOARD and comfortable rooms on moderate terms. A few day boarders can be accommodated. Apply at Brick House, corner Queen and Woodwich streets, near the Grand Trunk Station.

Speed Lodge No. 180.

THE regular communication of Speed Lodge No. 180, will be held in the Masonic Hall, on half past seven—A full attendance is particularly requested.

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ALL parties indebted to the undersigned, either by note or book account, are requested to pay the same on or before the 25th January, instant. All unsettled accounts after the above date will be placed in the Division Court for collection.

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FOR sale One Hundred Cords of good Green Beech and Maple Cordwood, just chopped. For terms, &c., apply to PETER TYAN, Lot 19, 4th Concession, Puslinch.

GEORGE PALMER

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VERY CHEAP.

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Guelph, 14th January, 1868

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Guelph, 10th January, 1868.

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Brazil Nuts, Walnuts, Almonds, shelled or unshelled, Figs, Prunes, Dried Cherries and Cranberries, Oranges, Lemons, Dried and Green Apples,

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Guelph, 15th December, 1867.

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