

Now, what proportion of the amount invested or lost do we Canadians bear?

Provincial bonds.....	\$15,142,688
Municipal bonds.....	1,500,000
Stock held privately.....	250,000
Local loans.....	1,000,000
Interest to December, 1862.....	6,368,947
Interest from 1862 to 1867, say	5,500,000

\$29,761,580

It cannot be said with justice that our Legislature has not acted in a liberal spirit towards the Grand Trunk Company, from its inception to the present time; and considering the great expenditures rendered necessary by the opening up of the country and promoting its commercial interests, we are not ashamed of the amount we have put into the enterprise. The financial agents of this Province in London, great English contractors and their friends in Canada, have been the gainers. During the past seven years the company paid in cash out of its net earnings for dividends and interest the sum of \$7,844,965; but we got none of the money. -We have undertaken to build the Intercolonial Railway, which will directly benefit the Grand Trunk, and we are decided on the subject of further assistance to a Company which has taxed our resources heavily and will do so for years to come.

#### SUSPENSION.

A telegraphic despatch informs us of the failure of Browne, Gillespie & Co., wholesale grocers of Hamilton. Losses arising in connection with the failure of Havilland, Routh & Co., of Montreal, and unfortunate speculations in produce are assigned as the cause. It is hoped the firm may be enabled to resume business.

#### CAPT. TYLER'S REPORT.

Captain Tyler, who was sent out to examine and report upon the condition of the Grand Trunk Railway, has presented to the Board of that Company a voluminous and elaborate report. The editor of *Herepath's Journal* says with respect to it—

"We rise from a perusal of this honest and able report with the conviction that all our notions of the Grand Trunk are right—that it is a property, and, with good management, a little further assistance and those comparatively small completing works executed, it will be a very valuable property at a future time." Capt. Tyler refers to the competition to which the Grand Trunk system, comprising a total length of 1377 miles, is subjected; the employment of "agencies" which this competition rendered necessary, and the modification of rates by the competition against water navigation for six or seven months in the year. He finds that the maintenance and renewals of way and works averaged in 1866, 11½ per mile against 5½ for railways in the United Kingdom.

He estimates that when the line is in good working order, 6½d will be enough, and under such circumstances a saving would be effected of £115,000 a year in the department of working expenses. He analyses the traffic thus:

Half-year ending Dec., 1862.	Dec. 31st 1865.	Dec. 31st 1866.
	Dols.	Dols.
Grand Trunk Proper	87.20	100.40
Atlantic District	126.31	146.22
Montreal & Champlain	51.99	60.47
Buffalo and Goderich	69.69	68.83
Detroit & Port Huron	90.01	121.64
Doon Branch	2.71	2.19
Three Rivers Branch	11.28	14.38
Total	1377	1577
Average of the whole.	89.89	97.46

And the following are similar averages for certain portions of the above districts:—

Half-year ending Dec., 1862.	Dec. 31st 1865.	Dec. 31st 1866.
\$ c.	\$ c.	\$ c.
63-64...Sarnia and Toronto...	120-68...	114-70
106-12...Toronto and Kingston	140-24...	130-42
104-82...Kingston and Montreal	132-52...	126-58
100-96...Montreal & Richmond	116-34...	114-97
37-87...Richmond & Point Levi	40-55...	39-88
67-40...Richmond and Island Pond	86-13...	98-43
12-66...Chaudiere Junction and Riviere du Loup...	14-12...	15-77

The steel rail question is disposed of very summarily. Capt. Tyler states his conviction to be, that iron rails of appropriate form, good quality and sufficient hardness in the heads, may be made to last on most parts of the line for 15 years, and on the average of the railway for very much more. There are rails now in the track which have carried a heavy traffic for periods varying from 10 up to even 20 years. The real question to be solved is how to obtain suitable material from the manufacturers. He considers that the climate of Canada 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. He states that the railway is better sleepered than many of the railways in England, but the road was not well ballasted originally, and that the original rails were not of good quality, and their joints were badly fastened by light chairs. From the use of peat fuel he expects a saving of £40,000 a year or more as the traffic increases. He deprecates the expense of laying down a third rail from Fort Erie to Sarnia, but recommends that the Detroit and Port Huron road should be made a broad gauge line. He insists upon the importance of constructing, with the least possible delay, the Intercolonial bridge at Buffalo. He doubts the prospects of the Great Western and Grand Trunk working harmoniously under the present agreement, and recommends a complete amalga-

mation. He considers that the Managing Director and officers of the Grand Trunk in Canada have been ably and honestly doing their best for the line.

He sums up the amounts which will require to be raised on capital account as follows:

(1.) Bridge over Niagara River at Buffalo, with connections on both sides of the river, to be commenced as soon as possible.....	£250,000
(2.) Expense consequent on, and incurred in, widening gauge on Detroit and Port Huron railway—to be carried out at once—broad gauge engines being supplied from other parts of the system.....	20,000
(3.) Additional steam ferry boat at Sarnia, with wharfage, berths, &c., to be ready on completion of the Buffalo bridge.....	25,000
(4.) 30 engines (including 25 now under construction), 10 passenger cars, 300 freight cars,—required in the course of next year.....	125,000
(5.) Buildings for engines,—much required.....	15,000
(6.) Completion of ballasting,—say, in 2 years, if possible.....	60,000
(7.) Trimming, draining, and turfing slopes of cuttings.....	10,000
(8.) Improvements for three years in stations, sidings, extra weights of rails and fishplating.....	60,000
(9.) Completion of system of signals.....	6,000
(10.) Arrangements for changing trucks of cars at Buffalo and Detroit, to obviate inconvenience of break of gauge, and an expenditure of £175,000 for third rail between Sarnia and Fort Erie,—say.....	5,000
	<b>£576,000</b>

A further expenditure must be contemplated of:

30 engines, 10 passengers' cars, 300 freight cars, perhaps for 1868-9, but at all events to be ready before the Buffalo Bridge is completed.....	£125,000
Buildings for engines, by the same time.....	15,000
Further "improvement" in way and works.....	30,000
Further for cuttings.....	10,000
Permanent passengers' station, and extra freight accommodation at Toronto.....	5,000
General offices, freight, warehouse, and passenger station at Bonaventure street, Montreal.....	25,000
Altogether.....	<b>£215,000</b>

Of these last mentioned works the freight accommodation for extra traffic at Montreal and Toronto are the most pressing. The above two amounts form a total of £780,000; and it may be considered roughly that £500,000 of this sum would be spent for the Grand Trunk, and £286,000 for the purposes of the Buffalo and Lake Huron Railway. But inasmuch as greatly increased traffic, such as may be expected from the above developments, always requires increasing expenditure, and as the Intercolonial Railway may now be expected to be rapidly proceeded with, a further sum of £114,000 would be a moderate amount to be added for contingencies extending over the next six or eight years. And a total expenditure of £900,000 should therefore be anticipated, to do justice to the property, and to Canada.