

But let us take a review of the "inspection" of Captain Tyler and Mr. Eborall, and then deliberately consider the importance which may fairly attach to their report. Captain Tyler and Mr. Eborall did not come out to Canada by Canadian Mail Steamers and the "Great International Route," but they landed in New York about the 17th or 18th of September last, and were there met by the Managing Director, Mr. Brydges, and by him taken to Washington, and did not make their appearance on the Canadian Frontier for upwards of a fortnight, and then by way of Suspension Bridge to the Falls of Niagara, and from there passed over the Great Western Railway and Michigan Central, to Chicago, where they spent nearly another fortnight, so that practically they did not set foot on the Grand Trunk Railway for upwards of a month after their arrival in America; all this time the utmost exertions were being made by the officials to make things look pleasant; on their return from Chicago they devoted practically much less than a fortnight to the inspection of the Grand Trunk. They were, I am told, the guests of some of the great contractors for the Grand Trunk during their passage through Canada, and scarcely a local customer of the line had the opportunity to speak a word to them, and as to making any complaint, that was out of the question, inasmuch as the eye and ear of the Managing Director, Treasurer, and host of officials, composing a perfect body guard, were never absent from the presence of Captain Tyler and Mr. Eborall for a moment. These facts were so perfect as to excite unusual ridicule in Canada. Let us see the result: Why, the report breathes the bitterest hostility—in covert language—to the Great Western, and not such as to have been engendered in the breasts of Captain Tyler and Mr. Eborall during this their first and hurried visit to Canada. It further charges no mismanagement, admits no complaints, suggests no practical improvement, approves the conduct of the whole body of officials in Canada, winds up with a request that a further sum of £900,000 may be sent over from England for them to expend, and is otherwise filled with so much sophistry and illusion that any one conversant with the reports and speeches of the Managing Director cannot doubt its parentage.

This report appears, however, to have utterly failed in its object, as manifested by the result of the amendment moved at the last half-yearly meeting in London; and whilst we cannot fail to admire the feeling which prompted Mr. Baring to make such a forcible appeal in behalf of the Managing Director, it is much to be regretted that Mr. Baring should have gone so far as to indorse some of the illusions of the Managing Director, and with the weight of his (Mr. Baring's) name give them currency. Mr. Baring charges the failure of the Grand Trunk to the American War, the rise in wages and material, the loss upon the conversion of American currency, and the termination of the