

Richelieu and Ontario Navigation Company's Annual Meeting.

The 67th annual meeting of the R. & O. N. Co., which was held in Montreal, February 19, was awaited with much more than usual interest, as it was known for some time previously that there would be a keen contest for the election of directors, between Sir Rodolphe Forget, the President, and his followers, and the English and Western Ontario interests, the English holding being principally the so-called Furness interests held by the British Maritime Trust Co., and the Western Ontario interests being headed by James Playfair, of Midland, Ont., who went into the R. & O. N. Co. on its absorption of the Niagara Navigation Co. and the Inland Lines, Limited.

The meeting opened at noon, Sir Rodolphe Forget in the chair, and adopted the annual report, which is given below. When the election of directors was reached a list of names was proposed in the interests of the English-Western Ontario combination, Sir Rodolphe's name being included. He objected to the list and asked to have his name dropped, but it was left on. A. H. Simms, one of the old directors, who was not included on the list, demanded a poll, and the meeting adjourned to 5 p.m. to enable this to be taken. Owing to the heavy work involved in checking the proxies, etc., it was after 6 o'clock before the result was announced.

The capital stock being \$9,963,400, there were 99,600 possible votes. Sir Rodolphe headed the poll with 94,321 votes, both factions having supported him. The following 13 candidates received 60,308 votes each:—Sir Montagu Allan, C. A. Barnard, K.C., J. R. Binning, Jas. Carruthers, W. Hanson, W. G. Morden, W. Wainwright, Montreal; C. G. Bryan, London, Eng.; F. A. McGee, Hamilton, Ont.; E. Bristol, W. D. Matthews, Toronto; Jas. Playfair, Midland, Ont.; H. W. Richardson, Kingston; H. B. Smith, Owen Sound, Ont.

Owing to some irregularity in the registering of the stock on which E. Bristol qualified, his election was held to be invalidated, and J. P. Steadman, of Hamilton, Ont., who received 36,013 votes, was declared elected. Sir Rodolphe announced that he would not sit on the board, and suggested that E. Bristol could be elected in his place when the irregularity referred to had been put right.

At a meeting of the new board, Feb. 20, Sir Rodolphe Forget's resignation as a director was accepted and E. Bristol was elected to succeed him. Sir Montagu Allan was elected chairman of the finance committee. It was decided to appoint a trust company as stock transfer agents, so that shares will be transferable in both Montreal and Toronto.

The following old directors were not re-elected:—Hon. J. P. B. Casgrain, G. Caverhill, D. O. Lesperance, C. O. Paradis, Sir Henry Pellatt and A. H. Simms.

The new board at once organized and elected the following officers:—Hon. President, Sir Trevor Dawson, who is connected with the Furness interests in England; President, Jas. Carruthers, Montreal; Vice Presidents, James Playfair, W. Wainwright.

It was announced that two advisory boards would be appointed, one for the province of Quebec and one for Ontario.

Following are extracts from the annual report:—

The statement includes earnings, expenses, etc., of the company's subsidiary lines, viz.:—Northern Navigation Co., Inland Lines, Limited; Niagara Navigation Co., R. & O. Navigation Co. of United States, St. Lawrence River Steamboat Co.,

Gross receipts were	\$4,495,157.48
Operating expenses were	3,345,953.12
Net earnings	\$1,149,204.36
Fixed charges, interest, etc.	172,691.44

Net profits

Four quarterly dividends of 2% each were paid.

The paid up capital having virtually reached the amount authorized, viz.: \$10,000,000, application has been made to Parliament for authority to increase it to \$15,000,000.

The company has completed the purchase of the shares of the Northern Navigation Co. and Inland Lines, Limited. The company has also acquired all the shares of the Niagara Navigation Co., St. Lawrence Steamboat Co., and Thousand Island Steamboat Co.

In view of the rapid development of the Canadian Northwest and the increasing freight and passenger traffic via Lake Superior, in order to take advantage of same and to maintain our standard of service, your directors have placed an order with the Western Dry Dock Co. of Port Arthur for a new steamship considerably larger than the Hamonic, but on similar lines.

During the year the required number of debentures of the company have been cancelled, and interest and sinking fund requirements of all subsidiary companies have been paid.

The insurance fund has been credited with \$36,000 out of the year's earnings, and \$330,361.90 now stands to the credit of this account and is invested in first mortgage bonds. This reserve fund is in addition to the general insurance carried with the insurance companies on shore properties, steamers, etc.

In September last your directors made a general inspection trip through to Fort William and Port Arthur, visiting the different docks, coal plants and terminals and a number of the principal steamships of the recently acquired lines, and were much impressed with the properties and their opportunities, and are of the opinion that with the consolidation of same your company, through its extensive ownership, traffic arrangements and connections, is now in a position to materially benefit therefrom and by the general prosperity of the country.

ASSETS.

Steamers, real estate, buildings, docks, wharves, etc.	\$4,785,736.45
Stocks and bonds of subsidiary companies	6,143,060.28
	\$10,928,796.73
Bonds in treasury ...	\$102,686.66
Traffic balances, etc. ...	216,190.96
Loans to and balances due by subsidiary companies	1,029,640.42
Coal, stores, provisions, etc., on hand	70,676.42
Unexpired insurance and taxes	22,500.00
Cash on hand	60,236.87
	1,501,931.33
Insurance fund invested	329,978.17
	\$12,760,706.23

LIABILITIES.

Capital stock	\$9,963,400.00
Bonds 5% sterling, \$1,484,333.32	
Less cancelled ..	107,553.32
	1,376,780.00
	\$11,340,180.00
Accounts payable	\$58,763.30
Unclaimed dividends ..	174.75
Accrued fixed charges ..	20,561.64
Accrued dividends	1,884.93
Bank loans	300,000.00
	381,384.62
Insurance fund (invested)	\$330,361.90

Surplus	708,779.71
	1,039,141.61
	\$12,760,706.23

INCOME ACCOUNT.

Surplus Dec. 31, 1911	\$439,249.13
Net earnings, 1912	\$1,149,204.36
Less fixed charges, interest, etc.	172,691.44
Net profit	976,512.92
	\$1,415,762.05
Carried to insurance fund	36,000.00
Written off steamers, etc.	75,817.56
Dividends	595,164.78
Net Surplus	708,779.71
	\$1,415,762.05

The C.P.R. Austrian Steamship Service.

It is announced that the C.P.R. will commence its Canada-Austria service with the s.s. Lake Champlain, sailing from Trieste, Mar. 20, and that this will be followed by s.s. Lake Erie, sailing four weeks later. These vessels, which have been renamed Ruthenia and Tyrolia, respectively, will make Naples a port of call each way.

In connection with this service, which has been arranged by agreement with the Austrian Government, the steamship interests comprising the North Atlantic Steamship Conference, at a recent meeting in Berlin, Germany, decided to oppose the scheme, and to place a competitive service on the route.

A press dispatch from London, Eng., states that the reasoning of the C.P.R. is to the effect that if the rates are high, the company makes a substantial profit on the business, and if, on the other hand, they are low, Canada gets a large supply of cheap labor, which is induced to cross the Atlantic by reason of the cheap fares, and as the C.P.R. is the largest employer of labor in Canada, and has about 1,000 miles of railway to build during the current year, it will gain with the left hand, at the expense of its competitors, what it may lose with the right, on its own vessels. It is therefore contended that if a rate cutting policy is inaugurated, and its competitors carry passengers at a loss, they will be merely putting money into the C.P.R. treasury.

It has been officially stated that the C. P.R. has been permitted to carry on its business in Austria since 1908, and as an outcome, laid its plans before the Government there, which came to the conclusion that an opportunity was afforded for a considerable development at Trieste. In the arrangement of the transatlantic passenger trade, it was stated that only a small share, about 4%, was accorded to Trieste, and it was decided to take steps to secure a larger share of the traffic.

Press reports state that the Austro-Americana Line has decided to commence a service between Trieste, Patras and other Mediterranean ports and Canada, in March, the first vessel calling at Portland, Me., and later ones at Quebec and Montreal, and that it has fixed a rate of \$29.50 per passenger.

G. McL. Brown, European Manager, C. P.R., who attended the conference at Berlin, is reported to have stated that the conference demanded that the C.P.R. surrender its contract with the Austrian Government and pay a default, but offered no recompense of any nature.

F. Glanzmann and Co., Trieste, and S. Altman, Vienna, are reported to have been appointed agents for the service.

The Robert Reford Co., Montreal, has subscribed \$1,500 to the fund being raised for the relief of those who were dependent on the lost members of the Scott Antarctic Expedition.