

questions of the board, to which the chairman referred, were not sent out to the shareholders generally, but only partially.

Mr. Grant (the secretary) replied that they were sent to every person on the books in the office.

Several proprietors complained that they had not received a copy, but this was explained by the secretary to be owing to the fact that, although proprietors, they were not on the register.

Mr. Ritter said that Mr. Watkin had told him that morning that the list should be forthcoming during the afternoon.

Mr. Wright strongly complained of the management of the line in Canada, and said he had statements made to him which he would not repeat at a public meeting, to the effect that many of the officials in Canada who, a few years ago, had nothing at all, were now making large fortunes. He contended that the company ought not to be in its present position.

Mr. Newmarch, the auditor of the company, said that a copy of the circular containing the questions was sent to everybody whose name was recorded in the office, but they must all know perfectly well that a man might hold securities and yet not have them registered, and this would account for some of the proprietors not being sent to. The course now being taken by the chairman was really that which Mr. Adams desired. The board proposed to give a list, and were therefore only doing what the majority of the proprietary had called upon them to do. He regretted very much that Mr. Legg should have referred to one point in the manner he had done. It was perfectly true that a certain number of statements, for the most part anonymous, had come over from Canada with regard to the management of the company there; but as an entirely independent person he warned the meeting against placing implicit reliance, or indeed, any reliance whatever, upon those statements. He was now speaking of what was within his own knowledge, and he warned them against placing confidence to any great extent in those statements, and he believed that the most impartial and searching investigation which they might make into the conduct of those officials whose names were so often mentioned would only redound to their credit.

Mr. Hall thought he could put the matter in a very simple light by suggesting that they should authorise the directors to deliver to the committee then and at once the list of shareholders which the chairman had said was already made out, and that in future on a day to be named—say the 1st of January—the directors should issue a copy of the list free with the report. They wanted a list at the present time, and they also wanted a list in the future.

Mr. Moxon said he was astonished to find that the gentlemen sitting behind the table should for one moment refuse to furnish the list which was asked. In all banking companies a list of the proprietors was published annually. The chairman might reply that joint stock banks were under no act of Parliament, but certainly they published yearly a list of their proprietors. He would go a great deal farther than any one else had yet gone, and would have the books of the company open to the proprietors at large. They might rely upon it as a fact that no man would go to those books and examine them unless he had a very deep interest in the concern, and could afford to waste an enormous quantity of time; for books of that sort could not be examined in an hour, but would take weeks to inspect them. If he were a shareholder in the London and North Western, or any other English company, he could, under the power of the act of Parliament, whether the board liked it or not, inspect a vast number of books. Common sense ought to prevail, and would prevail and though they had to fight against men occupying the first position in the City of London, he would tell those gentlemen that the public sentiment of the country was dead against them.—(Cheers).

The Chairman said he would recall the attention of the meeting to the fact that the only question now before it was not as to the management, but as to the resolution which had been proposed, and, as men of business, he supposed they all wish to save time. What the directors wanted to do was to consult the wishes of the proprietors. They had ascertained, as far as they could, what those wishes were, but it was a perfect matter of indifference to the board what resolution the meeting passed, that put by the chairman, or that moved by Sir Raymond Jarvis.

A Proprietor wished to say a few words before the amendment was put to the meeting. He would suggest that a committee of investigation should be at once appointed to inquire into the conduct of their officials in Canada. Mr. Newmarch had cautioned them against believing these statements, and, as the auditor of the company he ought to know, but it would be much more satisfactory to have a committee of investigation to inquire into the charges made against officials.

Mr. C. J. Eley thought it ought not to be forgotten that the directors had before now stated that they were anxious to supply a list of the proprietors, and that they were only prevented from gratifying their inclination by a fear that they would be acting illegally. He took this for granted at the time but he thought it a most extraordinary thing that when the directors sent out to the shareholders to ascertain their wishes on this matter they should at the same time have supplied them with arguments against supplying the list.

The amendment was then put to the meeting and carried unanimously, and on being put as a substantive resolution was passed with a rider appended to it proposed by Mr. Cyrus Legg. The resolution ultimately stood as follows:—"That a printed list of proprietors be immediately supplied to any bond or stockholder on the payment of 2s. 6d. per copy, and that a list of share and bondholders, with their addresses, as far as can be ascertained, be printed and circulated once a year with the report."

Mr. Cyrus Legg proposed, and Mr. Creak seconded a vote of thanks to the chairman, which was carried unanimously.

Mr. Creak said that as the chairman of the committee through whose instrumentality the present meeting was called he wished to say that it was quite possible that within a very short time the committee might be compelled to appeal to the proprietors, and when they did so he trusted they would receive their most hearty support in trying to improve the management of the company.

The proceedings then terminated.

THE PACIFIC RAILROAD.

Canada to Vancouver Island.

At the meeting of the British Association for the Advancement of Science at Norwich, August 28th, Mr. A. Waddington read a paper on an "Overland Route through British territory from the Atlantic to the Pacific." He showed that if England did not move in the matter, the carrying trade between the East and Europe would fall into the hands of the United States. He proposed that a railway should be made entirely through British territory, to start from Ottawa, thence to Fort Garry, a distance of 1,185 miles; thence to Jasper's House at the foot of the Rocky Mountains, a distance of 1,100 miles; thence by the Yellow Head Pass to the head of Bute Inlet, opposite Vancouver's Island, a distance of 630 miles. The entire length of the line would be 2,885 miles. The cost of this gigantic line, including stations, engineering, rolling stock, contingencies, and 10 per cent for sideways, he roughly estimated at £27,000,000. "This," said Mr. Waddington, "might be considered a large sum to expend, but if the commercial supremacy of England is at stake what was £27,000,000 compared with the sad downfall which must inevitably follow such a loss, and the decay of our country? Never was a sum of money more usefully, more wisely applied, and in vain might we ransack the history of our National Debt to find a parallel. A company might be formed to carry out the work by the offer of liberal grants of land, which though at present of no value might in course of time rise in value sufficient to pay the cost of the railroad. Another inducement would be to subsidise mail steamers in connection with the line, and authorise the company to issue bonds to a certain amount, Government guaranteeing interest thereon until the line was self-paying, which he thought would be in about six years. In regard of geographical difficulties, the country from Ottawa to Fort Garry was one vast level except a narrow mountain range north of Lake Superior; beyond Fort Garry a valley presented another extensive level of fertile country as far as Jasper's House; and then the Rocky Mountains had to be traversed, and here the difficulties were serious; but a practical road had been explored by the Yellow Head Pass which had been pronounced available for a railroad; and then following the Upper Fraser the line would cross the Chilcooten Valley and reach Bute Inlet by another practical road through the cascade range. As to the severity of the climate that had been exaggerated: the claims of the Hudson's Bay Company would be open to arrangement, nor did he anticipate any difficulty with the United States arising from any spirit of rivalry or jealousy.

OPENING OF THE WOODSTOCK RAILWAY.

The Woodstock Railway was opened for traffic on Tuesday, the 8th September, when a train arrived from St. Andrews. The read has been leased to Mr. Osburn, manager of the New Brunswick and Canada Railway; and as he has also under lease the St. Stephen branch, he has now in charge about 111 miles of railway connecting the valley of the Upper St. John with the seaboard at St. Andrews and St. Stephen. It is a charge which we trust Mr. Osburn will manage with that judgment and energy which are necessary in railways running through new and as yet only very partially developed districts. By a liberal, economical and energetic management, and by impressing his subordinates with notions of their duty suited to the necessities of a new country, he will be enabled to build up the line under his charge and at the same time promote in many respects the business wants of the districts connected by the railways under his control.

The opening of the Woodstock branch is a subject upon which we could write warmly and lengthily, were we to enter upon the history of the origin of the enterprise and of its early days, when not a few of those who now complacently take credit for securing its success, turned up their noses at the efforts of the few enthusiasts who were wild enough to think that Woodstock could build eleven miles of railway. That which was four years since the dream of these few is now a living reality. The road might and should have been ready for business in September, 1867, and not September, 1868, had the proper course been pursued. But open it now is, though not completed; and we confidently look to important results from this making of railway communication between the seaboard and the St. John river. Should an arrangement be made between the United States and New Brunswick, amongst other provinces, for a neutral interchange of the natural and partially manufactured products of both free of duty, or at a low and similar rate of duty, the effect of the chain of communication with the United States which we have completed at our end, will be felt in every ramification of our business and industry. We are decidedly opposed to any political union with our neighbours over the line; for while we probably don't dislike their Democratic system of Government a whit more than do their best men, we are, fortunately, in a position to express that dislike

which they are not. But any and every growth of our commercial relations will receive our warm support. The natural tendency of our trade and commerce is to the seaboard. The natural outlet for our surplus mineral produce, is the coast—and what lies beyond it. Our best, most natural, most easily reached, and in every respect most accessible markets, are those which are furnished by the Atlantic seaboard of the United States, by the West India Islands, and by Europe. And the United States markets are most immediately important to us because they are nearest, surest, and afford the most prompt and certain returns. We must pause, lest we should be betrayed into writing an article, when we set out to write a paragraph.—Woodstock Advertiser.

THE HARVEST.

THE CROPS OF CANADA.

[Concluded.]

(Toronto Daily Telegraph)

HALTOM.

OAKVILLE.—Wheat: Spring, 15 bush; fall, 20 bush; barley 20 bush; peas, 15 bush; oats, 30 bush; rye, very little sown here; hay, 1½ tons; roots, prospects very bad.

BROOKLYN.—Wheat: Spring and fall, average crop; barley, a little under average; peas and oats, a light crop; rye, an average crop; hay is good. Potatoes: roots a failure.

MILTON.—Wheat: Spring, 20 bush; fall, 30 bush; barley an average crop; peas not an average crop; oats, an average crop; rye, none sown; hay, an excellent crop, better than it has been for some years; potatoes small, below average; turnips, scarcely any; beets, none; carrots, a fair crop; flax, none sown.

ACTON.—Wheat: Spring, about 15 bush; fall, 30 bush; barley, 16 bush; peas, 12 bush; oats, 13 bush, all cereals hurt by drought; rye, none; hay, 1½ tons per acre. Roots: Potatoes and turnips, not half a crop, drought; beets, none; carrots an average crop; flax, none.

CAMPBELLFORD.—Wheat: Spring, 10 bush, drought, very short in straw; fall, 20 bush, very good and long straw; barley, 20 bush, short crop, season too dry; peas, 10 to 12 bush, poor crop; oats, 20 bush, medium crop; rye, none; hay, 1½ tons, good crop; potatoes and turnips, very poor indeed; carrots, a medium crop, flax, none.

PRINCE EDWARD.

BLOOMFIELD.—Wheat: Spring, 20 bush; fall, 22 bush, but very little sown; barley, 25 bush, great deal sown; peas, 8 bush, complete failure; oats, 30 bush; rye, 13 bush; hay, 3 tons, good average crop; roots a failure.

PICTON.—Wheat: Spring, 12 bush, rather shrunk, plenty of straw; fall, 20 bush, very good; barley, 30 bush; peas, 7 bush, all most a failure; oats, 30 bush, generally good; rye, 10, badly shrunk, all owing to the drought; hay, 1½ tons, good crop; roots too near a failure to give an estimate at this date.

AMELIABURG.—Wheat: Spring, 15 bush, far more spring wheat in this neighborhood than either of the two last years; fall, no fall wheat raised here of any amount; barley, 30 bush, large crop, though light in weight; peas, 10 bush, crop very light; oats, 25 bush, poor on light soil; rye, 16 bush, average crop not so much in this locality, injured by dry weather as other grains; hay, 2 tons, very good crop; potatoes, total failure on light land, poor crops on best of land.

CONSECON.—Wheat: Spring 20 bush, had a splendid appearance up to July, but reduced one-third by the drought; fall 25 bush, severe dry weather injured it; barley 20 bush, ripened soon, but a large quantity in the country, a splendid article; peas 15 bush, poor on account of the dry weather, nearly a failure, still a good deal of it; oats, 25 bush, not much raised here, most a failure, ripened too soon; rye 22 bushels, a very large quantity, and good light indeed, having ripened too soon; hay 1½ tons, and very large quantity and a good article; potatoes most a failure; flax, none raised.

NEW BRUNSWICK.

WESTMORELAND.—About the same number of acres are under crop this year as last; spring wet and backward; summer dry and hot; wheat in some localities injured by weevil! will be a fair crop; barley very little grown; oats look well and promise a good yield; winter rye looks admirably; hay injured by dry weather in July.

CHARLOTTE.—Grain crops promise well; wheat not much cultivated, cannot give average; barley not much raised, fair crop; oats a great abundance; hay good on some lands, others very light; roots largely cultivated, never looked better.

NORTHUMBERLAND.—Wheat: No sign of the weevil or rust, will yield well; barley little grown; oats never looked better; potatoes abundant.

GLOUCESTER.—Wheat will be good; barley none worth mentioning; oats are a fine crop and the chief staple here; hay on good soil looks well, in some places light; roots a good crop, especially potatoes.

NOVA SCOTIA.

HALIFAX.—It is difficult to get reliable information here yet. The general belief is that the yield of such crops as are sown here will be good. Wheat is little sown here, and is said to be a fair crop; oats are the staple, and promise well; hay will be a fair yield, though the weather has been too dry a good part of the time; roots are looking favorable.

LEEDS.

FARMERSVILLE.—Wheat: Spring 12 bush, dry weather has injured crops; fall 15 bush, spring kill, d, little or no weevil; barley 8 bush, drought; peas 16 bush; oats 18 bush, nearly all spring crops affected by drought; rye 12 bush, winter killed; hay from 1 to 2 tons, good quality. Roots: Potatoes 150 bush.

PORTLAND.—Wheat: Spring 15 bush, medium crop, the grain not well filled; fall 20 bush, there is only a