

Date.	Miles open.	Yearly total.	Loss on American currency.	Half-yearly sterling profit after deducting loss on sterling Am. cur.	Yearly total profit
	No.	£	£	£	£
1861, June	1,000	.....	.....	.....	.....
" Dec.	"	142,492	.....	.....	142,492
1862, June	"	.....	887	62,549	.....
" Dec.	"	.....	13,672	93,125	.....
1863, June	1,174	.....	6,589	126,700	.....
" Dec.	"	.....	20,033	161,714	.....
1864, June	"	.....	.....	181,791	.....
" Dec.	1,335	.....	78,413	89,283	.....
1865, June	1,337	.....	35,849	103,753	.....
" Dec.	"	.....	58,848	117,624	.....
1866, June	"	.....	14,264	193,456	.....
" Dec.	"	.....	61,828	171,543	.....
1867, June	"	.....	21,554	92,527	.....
" Dec.	"	.....	39,384	125,704	.....
1868, June	"	.....	279,170	.....	.....
			18,882	161,308	.....
			£370,203	£1,823,500	

Out of this total profit of £1,823,500, averaging £243,142 per annum, there has been paid in cash on leased lines £874,000, and for interest and other claims £624,500, and since 1862 on the 1st, 2nd, and 3rd preference bonds and stocks £325,000.

The figures of this table exhibit in a short compass both the progress and the real nature of the special difficulties which have beset the Grand Trunk Company since 1862. The direct loss on American currency has been no less than £370,203, or equal to say three years full dividend on the first preference bonds, and besides this direct and positive loss there have been, as a consequence of the American war, indirect losses by increased wages and cost of materials, perhaps, as large as the loss on the "greenbacks" themselves, after deducting any increased receipts from higher rates for freight. The expenditure on renewals, apart from ordinary maintenance, charged against revenue, has been £781,037, with the effect, of course, of greatly improving the road. Of the 25 engines lately ordered from Messrs. Neilson & Co., of Glasgow, 21 have, at the dates of the last letters received from Montreal, arrived in Canada. The remaining four are on the way. Seventeen of the engines are now ready for work on the line, and the whole of them, it is expected, will be ready for the anticipated heavy autumn traffic. The reports received of these engines are very satisfactory. A loan to effect the purchase of them has been arranged with the Company's bankers on favorable terms, the lenders having been willing to accept a hypothecation of the engines by way of collateral security. Every effort that the Directors have made to bring about an amicable settlement of the differences of account with the Buffalo Company has hitherto failed. The Buffalo Board will neither agree upon nor allow an impartial officer of the Board of Trade to settle a deed of arbitration. Recent further negotiation through Messrs. Creak & Ritter has ended in nothing, as while the President of the Company signed a memorandum of settlement of all matters, as Mr. Creak suggested, the representative of the Buffalo Company has refused to do the same. In the meantime, the amount stated in the accompanying accounts, as being the proportion due to that Company, must be taken as rendered without prejudice. The Directors have much satisfaction in announcing that negotiations have again been re-opened for the renewal of the Reciprocity Treaty. Every effort has been made, and with considerable suc-

* In this half-year (June, 1864,) there was no loss by discount on American currency, as the "greenbacks" were employed in the purchase of Portland bonds maturing in 1866, and sold in England.

† Nearly all of which net profit may be said to have been earned on the same mileage as that of 1862. The Champlain Railway left a profit of about £7,300, and the Buffalo and Lake Huron Company a loss of £1,125, against which, however, its contribution of traffic to the main line must be placed.

cess, during the cessation of this treaty to open up new channels for the traffic formerly consigned to the States.

The newly developed traffic with the maritime provinces is gradually extending. For example during the past half-year the increase in the Halifax traffic is \$28,256, and in the St. John traffic \$26,604. The stoppage of trade with the United States has augmented largely the loss upon the Buffalo section, which, if independent, would hardly have paid its working expenses. The bonds issued by the City of Portland twenty years ago in the construction of the Atlantic and St. Lawrence railroad, amounting in the aggregate to \$1,500,000, begin to fall due in December next. The amount then maturing is \$200,000, of which sum it is expected there will be about one-half provided by the sinking fund attached to the loan; the other half will have to be provided by the Grand Trunk Company. The balance of the above debt, viz., \$1,300,000, falls due at various periods between December next and January, 1871. As the sinking funds will, in the aggregate, only be capable of providing about one-half of the whole amount, it follows that the remainder will have to be found by the Grand Trunk. To meet this payment of say \$750,000, it will be necessary to issue new bonds, either in American currency or in sterling. The latter mode would of course be preferable in consequence of the high rate of premium now paid for gold in the United States. The bonds, wherever they are issued, will be protected by a sinking fund—they form part of the working expenses of the Grand Trunk Company—and the only mortgage that takes precedence of them is one for \$1,500,000. The bonds bear 6 per cent interest, per annum, payable half-yearly. The Directors as owners (themselves and their immediate connections) of more than one-fifth of the total capital of the undertaking, feel entitled to urge, most seriously, upon their co-partners that recent divisions have done much to weaken and disorganise the executive management; and to paralyse efforts to restore the property. The Directors have done all that was possible to meet unexampled difficulties, and they believe that their policy and proceedings will be found, after the full enquiry which they court, in every way worthy of approval. They have preserved the property by successfully resisting its forfeiture in Canada. They have carried the Company through the periods of American war and Fenian raids, and they now see the Intercolonial railway secured, a renewal of the Reciprocity Treaty under negotiation, and the traffic and net profit in those more quiet times resumed the rate of development which distinguished both up to 1866, when the Fenian troubles commenced and the Reciprocity Treaty was repealed.

THE ROCKLAND SLATE COMPANY.

The annual meeting of this company was held on the 20th, at its office in Montreal. The report presented by the retiring directors showed that during the year operations at the quarry, in the Township of Melbourne had so far advanced, that next spring the company would be in a position to manufacture roofing slate upon an extensive scale. The upper tunnel has been driven a distance of 315 feet, chiefly through solid rock, meeting the slate at a depth of 81 feet, and a shaft 56 feet in depth to connect this tunnel with the pit above is nearly completed. The surface of the quarry has also been largely cleared and prepared for manufacturing operations next season. The slate met with has a beautiful bluish black hue, splits with great facility, is free from cracks, and has no indications of being crossed by veins of quartz or other minerals which might diminish its extent. Operations are now performed entirely by contract. The present contractor has been working by night as well as by day on the overlying rock.

The quantity of slate manufactured during the year has not been large, as the chief object of the directors has been the preparation for large manu-

facturing operations next season. Regarding quality, the slate from this quarry has a uniform bluish black colour, is free from lime and iron, which would on exposure cause deterioration, has an even cleavage, is very light and from its not absorbing water, is unaffected by frost. A growing preference is being evinced for slate as a roofing material.

The officers and directors of the company for the ensuing year are: President, Peter Redpath, Esq.; Directors, Messrs. T. Sutherland Stayner (Toronto), W. C. Baynes, Geo. A. Drummond, and Thos. Frizzle (Melbourne); Secretary-Treasurer, A. T. Drummond.

TORONTO CONSUMERS' GAS COMPANY.—At the annual meeting of the stockholders of this company, held on the 26th October, the following gentlemen were elected directors for the ensuing year:—Messrs. E. H. Rutherford, J. Austin, I. C. Gilmour, J. T. Smith, L. W. Smith, J. H. Mead, J. Henderson, Hon. W. McMaster, Recorder Duggan, W. Cawthra, John Eastwood, and A. Lepper. At a subsequent meeting of the Board of Directors, Mr. E. H. Rutherford was re-elected President, and Mr. James Austin, Vice-President.

Financial.

THE GORE BANK.

The report of the Committee appointed to investigate the affairs of the Gore Bank, under authority of the resolution of the shareholders, passed at their annual meeting of 3rd August last, is as follows:—

In assuming the office assigned to them by the foregoing resolution, your Committee felt that they were undertaking a very difficult and responsible duty, and while resolving to perform it faithfully, to the best of their ability, they were very anxious not to lay themselves justly open to the charge of having exceeded it.

2. It would, therefore, have been satisfactory to their minds, had that clause in the resolution which requires them, in addition to the valuation of the assets, and the preparation of a statement of losses, to report upon "the condition of the Bank's affairs in general," been accompanied by some intimation of the points, to which their attention was expected to be specially directed. In the absence, however, of any such specific instructions, they have felt themselves bound to collect and exhibit such information, and such only, as seemed in their judgment to be necessary to enable the shareholders to obtain an intelligent view of their actual position, and to assist them in deciding upon their future course.

3. Three of the agencies, namely, London, Guelph, and Paris, having been closed shortly before your Committee commenced their labors, they proceeded, in the first instance, to inspect the remaining three, namely, Simcoe, Galt, and Woodstock.

4. The cash, bills, and accounts were found to be correct, with the single exception of the deposit receipt account at Woodstock, the accuracy of which, through the non-production of some of the receipts entered as paid, could not be very satisfactorily ascertained.

5. Had a regular and efficient system of inspection of the Agencies been in operation, an irregularity of this nature could scarcely have occurred, and great trouble would have been spared.

6. The business of Simcoe and Galt appeared to your Committee to be conducted with much care and judgment. The Agencies not having a separate circulation of their own, and the profits accruing from cash deposits not appearing in their books, it is impossible to come to a very definite conclusion as to the results of their operations, but so far as under the circumstances they can judge, your Committee are of opinion that, from the two establishments just mentioned, the Bank must have