

ings; which funds now amount to \$132,400.86; over 33 per cent. upon the subscribed capital stock of the company. The paid-up stock now amounts to \$395,182.52.

The books and accounts of the company as well as all the vouchers and loans, have been carefully examined and checked off by the auditors, and found correct.

All of which is respectfully submitted.

R. S. GURD,
Managing Director.
A. C. CLARK,
Assistant Manager.
D. MACKENZIE,
President.

CASH ACCOUNT.

Receipts.

Cash on hand, July 1st, 1886....	\$ 1,542 85
Stock	7,996 81
Repayment on loans.....	236,297 90
Deposits	641,091 58
Debentures	19,200 00
General interest.....	456 46
Overdraft, Bank of Commerce....	13,239 13
Overdraft, Traders' Bank.....	1,131 85
	\$920,956 58

Disbursements.

Repaid bank overdraft of July 1, 1886.....	\$ 10,906 23
Loans	265,744 33
General interest.....	94 44
Deposits withdrawn.....	590,342 07
Interest on deposits.....	704 03
Expenses—	
Salaries	\$ 2,400 00
Directors' and auditors' fees	336 00
Taxes	868 83
Other expenses.....	775 61
	4,380 44
Dividends—	
December 31st, 1886.....	\$15,664 50
June 30th, 1887.....	15,770 49
	31,434 99
Commission on loans.....	280 50
Debenture interest.....	3,106 00
Debentures	9,300 00
Cash on hand.....	4,663 55
	\$920,956 58

PROFIT AND LOSS.

Dr.

Interest on debentures, Dec. 31, '86 \$	1,728 07
Interest on debentures, June 30, '87	1,772 61
Interest on deposits.....	20,180 37
Dividends, Dec. 31st, 1886.....	15,664 50
Dividends, June 30th, 1887	15,770 49
Commissions on loans.....	280 50
Expenses	4,380 44
Carried to Reserve.....	13,000 00
Carried to Contingent.....	1,944 69
	\$74,721 67

Cr.

General interest.....	\$ 862 02
Interest on loans, paid.....	26,392 25
Interest on loans, accrued.....	47,467 40
	\$74,721 67

BALANCE SHEET.

Assets.

Loans	\$1,175,634 70
Office furniture.....	1,000 00
Office premises.....	8,000 00
Cash on hand.....	4,663 55
	\$1,189,298 25

Liabilities.

Stock paid up.....	\$ 395,182 52
Deposits	569,096 28
Debentures.....	76,450 00
Debenture interest.....	1,797 61
Reserve	128,000 00
Contingent	4,400 86
Overdraft, Bank of Commerce..	13,239 13
Overdraft, Traders' Bank.....	1,131 85
	\$1,189,298 25

We have duly examined the books and securities of the Lambton Loan and Investment Company for the year ending 30th June, 1887, and find the same correct.

H. SMITH, } Auditors.
G. V. ELWOOD, }

I have examined the above statement, and find same to be correct.

T. W. NISBET,
Manager Canadian Bank of Commerce.
Sarnia, July 5th, 1887.

Judge Mackenzie, in moving the adoption of the report, said that any one who had taken an interest in this Company, and had watched its progress, must be convinced that it was largely due to the very careful investments made, and he could say that the company was managed with very little expense. He found people elsewhere surprised at the fine investments and careful management of the company, and he felt that with the present officers they would have nothing but continued success.

J. S. Symington, Esq., in seconding the adoption of the report, said he felt that while the directors did their share in bringing about such a successful result, still the gratifying success depended very largely upon the management, and on the careful way the loans were made as shown by our success in contrast with some of our banking institutions, who had to strike off \$1,000,000 from their reserves. He felt that the managers of the institution, who had the nerve to acknowledge and strike off so large a sum, deserve credit, but was pleased to say that our company had had less of that than any other company, and that the management had been first class.

Mr. Thomas Houston said, we increased our loans during the year by \$103,000, our deposits by \$69,726, which went to show the confidence the public had in our managers.

The motion was carried.

Mr. R. S. Gurd, returned thanks to the stockholders for their kindly expression of thanks to the officers and said the progress had been steady for years, while some years ago, under the management of Mr. Skilbeck, the company had large losses. He drew the attention of the shareholders to the fact that the stock was all paid up except about \$4,000, and therefore no large sum could be any time paid in on stock to be lent out at from 6 to 6½ per cent., when we were paying dividends of 8 per cent. Many other companies were now receiving such payments, the premiums upon which had already been carried to the reserve, therefore, when these payments were made, it was a source of weakness. He was very much pleased with the earning powers of the company this year. He hoped that in five years we would be able to increase our reserve to 50 per cent., then the whole earnings of the company would be paid to the shareholders.

Mr. A. C. Clark, assistant manager, also returned thanks to the shareholders for their appreciative vote.

The president felt that while the board had assisted in the success, still the managers were largely the means of bringing about such a result.

The scrutineers then reported the election of the following directors:—D. Mackenzie, Geo. Shirely, Thos. Houston, C. Mackenzie, R. S. Gurd, John Paul.

After adjournment, a directors' meeting was held, at which Mr. Charles Mackenzie was appointed president, in room of Mr. Daniel Mackenzie, who desired to retire. Mr. Thos. Houston was appointed vice-president, Mr. R. S. Gurd, Manager, and Mr. A. C. Clark, assistant manager.

A FAST TORPEDO BOAT.

The London Engineer gave, in a recent impression, some particulars of the trial trip of a boat built for the Italian Government by Messrs. Yarrow & Co., which attained the speed of, as nearly as possible, 28 miles an hour. The sister boat made her trial trip in the Lower Hope, beating all previous performances, and attaining a mean speed of 25.101 knots, or over 28 miles an hour. The quickest run made with the tide was at the rate of 27.272 knots, or 31.44 miles per hour, past the shore. This is a wonderful performance. The boat is 140 feet long, and fitted with twin screws driven by compound engines, one pair to each propeller. These engines are of the usual type constructed by Messrs. Yarrow. Each has two cylinders, with cranks at 90 deg. The framing, and, indeed, every portion not of phosphor-bronze or gun-metal is of steel, extraordinary precautions being taken to secure lightness.

The weather was bad, the wind was blowing in heavy squalls from the northeast, accompanied by showers of snow and hail. The displacement of the vessel was as nearly as might be 97 tons. The measured mile in the Lower Hope is on the southern bank of the river,

about three miles below Gravesend. Just as the boat passed the town, in the midst of a heavy rain squall, the stokehole hatches in the deck were shut, and the dull humming roar of the fans showed that the fires were being got up. The smoke came up with a rush. A rapid vibrating motion beneath the feet was the first evidence that the engines were away full speed. As the boat gathered way she seemed to settle down to her work, and the vibration almost ceased. The measured mile was soon reached, and then, in the teeth of the northeaster, she tore through the water. The tide and wind were both against her. Had the tide and wind been opposed, there would have been a heavy sea on. As it was, there was quite enough; the water, breaking on the port bow, came on board in sheets, sparkling in the sun, which, the rain squall having passed, shone out for the moment. As the wind was blowing at least 30 miles an hour, and the boat was going at some 26 miles an hour against it, the result was a moderate hurricane on board. It was next to impossible to stand up against the fury of the blast without holding on. The mile was traversed in less than 2½ minutes, however; but the boat had to continue her course down the river for nearly another mile to avoid some barges which lay in the way, and prevented her from turning. Then the helm was put over, and she came round. There was no slacking of the engines, and astern of her the water leaped from her rudder in a great, upheaved, foaming mass, some 7 ft. or 8 ft. high. Brought round, she once more lay her course. This time the wind was on her starboard quarter, or still more nearly aft. The boat went literally as fast as the wind, and on deck it was nearly calm. The light smoke from the funnels, no longer beaten down by wind, leaped up high into the air. Looking over the side, it was difficult to imagine that the boat was passing through water at all. The enormous velocity gave the surface of the river the appearance of a sheet of steel for 1 foot or more outside the boat. Standing right aft, the sight was yet more remarkable. Although two 6 ft. screws were revolving at nearly 400 revolutions per minute almost under foot, not a bubble of air came up to break the surface. There was no wave in her wake; about 70 feet behind her rose a gentle swelling hill. Her wake was a broad, smooth, brown path, cut right through the rough surface of the river. On each side of this path rose and broke the angry little seas lashed up by the scourging wind. Along the very centre of the brown track ran a thin ridge of sparkling foam, some two feet high and some 20 ft. long, caused by the rudder being dragged through the water.

There was scarcely any vibration. The noise was not excessive. The most prominent noise, perhaps, was the hum of the fans. Standing forward, the deck seems to slope away downward aft—as indeed it does, for it is to be noted that at these high speeds the fore foot of the boat is always thrown up clean out of the water—and the whole aspect of the boat, the funnels vomiting thin, brown smoke, and occasionally, when a fire-door is opened, a lurid pillar of flame for a moment; the whirr in the engine room; the dull thunder of the fans, produce an impression on the mind not easily expressed, and due in some measure, no doubt, to the exhilaration caused by the rapid motion through the air. The best way to convey what we mean is to say that the whole craft seems to be alive, and a perfect demon of energy and strength. Many persons hold that a torpedo boat is likely to be more useful for terrifying an enemy than in doing him real harm, and we can safely say that the captain of an iron-clad who saw half a dozen of these vessels bearing down on him, and did not wish himself well out of the scrape, has more nerve than most men.

—The Boston Shoe and Leather Reporter finds that a good many citizens of the metropolis seem to prefer shoes with English characteristics. The Waukenphast last, a British idea, took deep root there; if one were to judge by inscriptions on the signs of most of retailers in the business portion of New York would infer that the majority of these dealers were from London. Many of them did come from there, and the others are willing to have it supposed they did. The words "from London," however, don't amount to much. A shoemaker coming thence soon gets Americanized.