

serious disadvantages of the present system, with its constant delays was emphasised, and the value of prompt action drawn attention to. The want of a first-class service between Toronto and Buffalo and the need of cleaner, and better cars upon some of the branch lines, and the necessity of bringing the rate for first-class passengers down to two cents per mile was mentioned. It was pointed out that for two cents per mile in Great Britain, a frequent and swift service of trains was provided, were the distances travelled was short, while here they are always longer, and at the present rate, almost prohibitive of long journeys. Cheap rates, mean largely increased travel; and no freight is so cheap to carry and so easy to distribute and deliver to its destination, as passenger traffic.

Lastly, Sir Charles was urged to commence at once the construction of the North Bay and Lake Temiscamingue Railway. The G. T. R., at present, controls the charter, bonuses have been voted, and there seems no adequate reason why the road should not be constructed at once, it is of the utmost importance to the trade of Toronto that the Line should be built and operated, meantime business that rightly should find its way to Toronto is drifting off to other distributing centres. Sir Charles received these suggestions with courteous attention, and promised that the points alluded to should not be overlooked—which promise it is confidently hoped will not be forgotten, but that under the control of the new manager, Mr. Hayes, whom we very cordially welcome to Canada, and who comes to his new sphere with a high reputation for executive capacity, the Grand Trunk Railway will enter upon a new and greatly improved period of usefulness.

*Deep Waterways Convention.*—At the Deep Waterways Convention held in September last in Cleveland, the Council were fortunate enough to be able to secure the attendance of our distinguished Toronto engineer, Mr. Jennings, and upon his return he gave an able report upon this important question. The position of the Board is at present, that before entering into the scheme for making the waterways twenty feet deep—which, perhaps, is the ideal to ultimately aim for, the present practical duty is to urge the Government to complete the present scheme for a fourteen foot channel to Montreal, meantime you will be pleased to know that both the American and the Canadian Governments have appointed a commission to consider the question and report in due course.

*Gratuity Fund.*—It is specially to-day one of my duties to draw your attention to the present condition and future prospects of the Gratuity Fund. After very careful and anxious consideration, and calling to their aid one of our most eminent actuaries, Mr. Wm. McCabe, the Council have, together with the trustees of the Gratuity fund, come to the unanimous conclusion that it is imperative that if the Gratuity Fund is to continue to do its beneficent work, it must without delay be placed upon such a basis, as will insure its permanency. In the past it has served a useful purpose, but a radical change in its constitution is absolutely needful. In order that