

gratulated the Directors on what had just been read to them. The Annual report which they had just heard read, was satisfactory in every particular, and the President, Manager and Directors, merited the thanks of the shareholders, for the attention and zeal which they had devoted to the interests of the Company. Mr. Wilson further said that with respect to the Accident insurance—he quite approved of its being added to the Life branch—the two he thought would work well together, and he hoped the Company would push vigorously the two jointly. The report was unanimously adopted.

Moved by C. H. Gould, seconded by John Swanston, "That the thanks of the shareholders are especially due and are hereby tendered to the President, Vice President, Managing Director, and Court of Directors, for the unwearied attention and zeal which they have bestowed on the interests of the Company during the past year."

The Chairman on behalf of himself and the Board, returned their most sincere thanks for the vote approving of their efforts on behalf of the Company. So far as the Board was concerned, he could assure them that they had given the greatest attention to the welfare of the Company, and in this had been ably assisted by Mr. Gault, the General Manager, and Mr. Macauley. He thought now they had got such an attentive Secretary the Company would make more progress. Mr. Gault had done everything in his power to promote the interest of the Company, and the economical manner in which the affairs have been conducted have been in a great measure due to his efforts.

Mr. Claxton desired to say that it was a matter of pride and satisfaction to him that the progress of the Company from its inception had been so marked, and that although it had not been quite so extensive as, no doubt, the Directors could have wished to see it, yet it had been very satisfactory, and he hoped and believed it would be greatly enlarged next year. It was very pleasing to him, as it must be also to his brother Directors, to find that as the fruit of their watchfulness and discrimination the death claims had been so small, only \$12,000, having been paid from the commencement of the Company, not so much as might have been expected for last year alone. The total number of policies issued has been about 1,500, insuring nearly \$2,000,000, and he fully expected to see the annual income next year reach the round sum of \$100,000.

The motion was passed unanimously.

Mr. M. H. Gault Managing Director, begged to thank the meeting for their vote of thanks to himself and the other Officers of the Company, and assured the Stockholders that he had used all exertion to establish the Company, and he was proud of the position the Company held today, not only financially, but also in public estimation. The Company having secured the services of Mr. Macauley as secretary, who has been all his life a Life Insurance man, he had no doubt the Company would, in the future, show even a better record.

G. S. Brush and C. H. Gould, Esquires, were appointed scrutineers, who reported the retiring Directors, Henry Mulholland, A. F. Gault, and James Hutton, re-elected.

Directors for 1875—Thomas Workman, T. J. Claxton, A. F. Gault, John Rankin, James Hutton, A. W. Ogilvie, C. Alexander, Henry Mulholland and M. H. Gault.

At a Board meeting, held immediately after the Shareholders dispersed, Thomas Workman was re-elected President, and T. James Claxton Vice-President.

MIDLAND RAILWAY OF CANADA.—Statement of Traffic Receipts, for the week ending Feb. 27th, 1875:—Passengers, \$1,161.36; Freight, \$3,552.30; Mail and Express, \$258.41; Total, \$4,972.07. Week ending, Feb. 28, 1874, 3,898.51; Total Traffic to date, \$26,921.11; Year previous, \$28,952.35; Decrease \$2,031.24.

Correspondence.

GOVERNMENT RAILWAY TARIFFS.

We have received the following letter from a correspondent:—

To the Editor of the Monetary Times.

SIR,—In your remarks on the public works of the Dominion, in your issue of 19th February last, you say—after giving the cost of staff and maintenance of the Intercolonial Railway (\$1,301,550) and the revenue (\$893,430)—"In view of such facts we hardly see how the people in the Maritime Provinces can properly object to the recent action of the Government, who, on the suggestion of Mr. Brydges, raised the rates for passengers and freights to about the same prices as are charged on the Grand Trunk and Great Western railways."

A car load of flour is carried, per Grand Trunk, from Toronto to St. John, at the present time, (distance about 900 miles,) for 50c. per bl. A car load of the same from St. John to Sussex, (45 miles,) costs 17c. per bl.; from St. John to Shediac, (108 miles,) 30c. per bl. It does not appear that the rates are "about the same."

Further, the people of the Maritime Provinces would have no cause to complain if all the public works in the Dominion were placed upon the same basis and treated alike.

I find that, for the year ending June 30, 1874, the class of canals designated in the official reports as the St. Lawrence canals, cost \$127,549 for running them, and produced a revenue of \$100,741. The class designated Chambly and St. Ours cost \$36,391 for running expenses, \$27,129. Under the heading St. Anns, Carillon and Grenville and Ottawa River canals, the cost for running expenses was \$33,269, and the revenue was \$45,996. The Rideau canal cost \$52,373 running expenses, and produced a revenue of \$9,236. Now, if the tariff on the Government railways in the Maritime Provinces was materially raised, in order to make the revenue come up to the cost of operating, it is fair to enquire whether the same rule has been applied to these canals.

I do not leave out of sight the fact that the Welland canal shows a revenue above expenses; but if public works are to be run upon "commercial principles," merely making them pay a profit—which principle has been applied to our railways—"commercial principles" demand that the profit on one work shall not be taken to make up losses on others. On commercial principles, the Government should force every public work to pay a profit by raising the tolls.

I believe it to be a fact that the change in the tariff on our road has resulted in a positive loss of revenue. The people were exasperated, and have used the road less, and made their teams available for transporting their goods to market.

One other matter should be mentioned, the apparent cost of "Staff and Maintenance" has been largely increased the past year by removals of steel rails and other expenditures, which properly belong to capital account.

CORRESPONDENT.

P.S.—Though the Carillon, Grenville and Ottawa River canals paid a profit in the year ending 30th June, 1874, they show a loss of about \$7,500 in the half-year ending 30th Dec., 1874.

In comparing the railway tariff for a short distance to the tariff for a long distance, it is easy to make the difference seem large. But freight carried the shortest distance costs the same for handling as freight carried the longest distance. In railway economy, it is a universal rule to charge more in proportion for short than for long distances. If, in New Brunswick, it

costs 17c. to carry a barrel of flour 45 miles, the rate for 300 miles is \$53 for a load of 20,000 lbs. But the contrast is made greater by stating that it costs \$8 to carry the same weight five miles. If the rate for the longest distance were the same as for the shortest, the charge for 300 miles would be not \$45 but \$240. Thus, in New Brunswick, the cost per mile is nearly five times as great for the shortest as for the longest distances. The discrimination in favour of long distances is sometimes carried too far; as when the charge from Chicago to Portland is no more than from Hamilton to Portland. The reason of the discrimination generally is, that the local traffic can take but one route, while through traffic has the choice of several. It may be that in New Brunswick the tariff on the Intercolonial, which is necessarily experimental, will prove in some respects too high. If the effect of raising the tariff should be to reduce the revenue, this would have been pretty well proved. The only additional considerations would be the relative wear and tear, under the two tariffs, and the greater or less extent to which the public was served. The illustrations which *Correspondent* draws from some of our canals are partial and misleading. The Rideau was built as a military work, and cannot be put on a commercial footing. As a whole, the canals pay not only the cost of working, but an annual revenue, while the railways in the Maritime Provinces are worked at an immense loss. It is the duty of the Government to reduce that loss to the smallest amount, and, if possible, to turn it into a profit. But the accommodation of the home trade should be considered of importance with the Government. Should experience prove that the New Brunswick railway tariff is unreasonably high, it ought undoubtedly to be lowered.

Commercial.

MONTREAL MARKET.

From our own Reporter.

Montreal, March 9th, 1875.

The improvement in the state of trade since the date of our last report, has been very slight indeed, this may be attributed in a great measure to the snow blockade, and the state of the country roads, which are reported as being almost impassible, although, there is no doubt that the stringency in the money market has helped to continue the general dullness which every one complains of. With mild weather, and better means of travelling, there will be a speedy resumption of activity in all branches of business. Markets generally are reported firm, but without material alteration in prices.

Since Sunday, the weather during the day has been clear and warm, the snow on the streets cutting up badly under the influence of a warm sunshine, and rendering them very heavy for traffic.

ASHES.—Oats.—A decline in prices took place early in the week, and firsts sold down to \$5.77½ to 5.85; at the close, quotations ranged from \$5.75 to 5.80; seconds \$5.00; thirds nominal, but the amount of business done during the week has been very limited. *Pearls*.—The demand for pearls has been very small, the market has ruled quiet at \$6.70 to 6.75 for firsts; the market for inferiors is nominal. The