

petty dealers who happened to have fifty or a hundred barrels on hand, had either to be *cleaned out* by the large dealers or left to dribble out their little stores before any advance could be established.

On the 17th inst. the Liverpool market was reported up, nine-pence sterling; no movement here took place until the 20th, when rates were advanced 25c; next morning, however, one of our city papers published what it professed to call, *reliable* telegrams from Toronto and Montreal, quoting the market off and very dull, and although private telegrams affirmed the reverse, yet down went the rate; nearly the whole advance was lost, and dealers are, at this moment, from causes mentioned above, compelled to sell at bare cost, and in some cases below cost of importation.

The manufacturing interests are all in a healthy state, and the volume of business in each department is constantly increasing.

The high rates of freight, which for some time past have ruled in American ports, has diminished our deal freighting business, and for the last month or two comparatively few charters have been effected. Handy sized vessels of 400 to 600 tons, however, have found employment mostly to Irish ports, at remunerative rates. Much lumber has been left in the streams this summer, owing to the scarcity of water, not enough being available to float the logs over the shoals which occur in most of the tributaries of the St. John. A marked feature in the milling business the past year, has been the great number of mills destroyed by fire, almost every week such an event being chronicled in some part of New Brunswick. Such wholesale destruction of property calls for careful and searching investigation. Every one interested in lumbering in this province will have cause to remember the summer of 1870, it being variously estimated that from two to six million dollars worth of valuable lumber has been destroyed by the fires which have swept over some of the finest timber lands we have.

In the present complicated state of affairs in Europe, it is impossible to predict with any degree of accuracy, whether the coming winter will witness any unusual degree of activity in our lumber trade or not. At present the prospects are that the larger operators will increase their contracts considerably over those of last year. The shook trade which has opened up almost entirely within the last three years, promises to be brisk, and already we hear of several shipments at good rates of freight. It is too early in the season, however, to charter vessels to the West Indies.

From a careful consideration of all the facts obtained, we may confidently look forward to a healthy and prosperous business through the autumn and coming winter. Money is abundant for all legitimate wants; our merchants are disposed to go carefully, and a spirit of enterprise and self reliance is gradually but surely being developed, which must inevitably lead to the very best results.

Meetings.

NORTHERN RAILWAY COMPANY.

The adjourned ordinary half-yearly meeting of the proprietors of the Northern Railway Company was held on the 28th September, at the offices of the Company, Toronto. The Hon. J. Beverley Robinson, President of the Company, in the chair.

The notice convening the meeting having been read, and the minutes of the meeting of the 10th of August confirmed,

The Chairman read the following

REPORT OF THE DIRECTORS.

To the Proprietors of the Northern Railway of Canada.

TORONTO, 28th Sept., 1870.

1. The Canadian Directors have the pleasure to

submit their report for the half year ending 30th June, 1870, with the usual returns of income and expenditure, details of accounts, and Auditors' reports; observing that in consequence of certain questions of importance then pending and calling for the presence of the Managing Director in England, it was thought expedient to adjourn the half-yearly meeting held *pro forma* on the 10th August.

2. The gross traffic receipts from all sources have amounted to \$333,423.36 (£68,511 13s. 0d. stg.), as against \$310,012.69 (£63,701 4s. 9d. stg.) for the corresponding period of 1869, being an increase of 7.55 per cent. in favor of the last half year.

3. The ordinary working expenses of the half year have amounted to \$199,812.42 (£41,057 6s. 11d. stg.), as against \$168,094.89 (£34,540 0s. 11d. stg.), in 1869, being at the rate of 59.90 per cent. of the gross earnings, as in comparison with 54.22 per cent. in the previous year—an increase due in part to a more liberal expenditure in repairs of permanent way and of locomotive and rolling stock; and in part to exceptional outlay caused by the excessive snow storms of last winter, and to the loss of cordwood by fires upon and in the neighbourhood of the line.

4. The additional outlay on works of extension has been \$54,211.84 (£11,139 8s. 5d. stg.), as against \$62,020.08 (£12,743 17s. 1. stg.) in 1869.

5. The net revenue of the half year available for dividend has been \$79,399.10 (£16,314 17s. 8d. stg.), as against \$79,897.72 (£16,417 6s. 9d. stg.) After payment of current interest dividends on all classes of the Company's bonds (including Third Preference A), a balance has been carried forward of \$1,069.39 to the credit of revenue account.

6. During the half-year three locomotive engines and sixty-three cars of all classes have been added to the rolling stock equipment. The Toronto elevator and wharf have been finished in a manner highly creditable to all concerned; and the works, now in full and successful operation, are regarded by all authorities as the most substantial, complete and convenient of their class in this country.

7. On the 1st March the old elevator at Queen's Wharf was destroyed by fire, together with its contents. The Company was partially insured, and the proceeds of the policies have been appropriated to the reconstruction of wharf and the erection of a flour shed, which latter place is now under contract.

8. The construction of a new wharf and elevator at Collingwood has been commenced, of less capacity but of similar character to those erected at Toronto. The works have already sufficiently advanced to justify the expectation that they will be completed by the 1st of August next, in time for the Fall traffic. When this shall have been done, the present wharf will be made available for the largely increasing lumber trade of the Georgian Bay district.

9. In the last annual report the Directors drew the attention of the proprietors to the proposals of the "Toronto, Simcoe and Muskoka Junction Railway Company," and in pursuance with the terms of the resolution then adopted they have continued to give to that enterprise a cordial support. Having been invited to consider the provisions of a lease, under which the new line should be stocked and worked for a term of years, negotiations were entered upon and a scheme matured which has since received the sanction of both companies.

The arrangements of the Muskoka Company are approaching such completeness as would seem to promise the finishing of their line for traffic early in the Fall of next year. It will therefore be necessary to engage in such extension of Rolling Stock and other equipment works as will enable the Directors then to enter upon possession without delay and with all such facilities as

will secure the efficient operation of the new traffic.

(Signed) FRED. CUMBERLAND,
Managing Director.
JOHN BEVERLEY ROBINSON,
President.

The Chairman, in moving a resolution for the adoption of the report, said the proprietors would gather from it that the Northern Railway Company were keeping pace with the general advancement and prosperity of the country. The returns for the past half year had been as great, if not greater, than those of any previous six months; and everything connected with the Northern road was working steadily and well. The usual half-yearly meeting was called in August, but it was adjourned in order that the deputation then in England arranging matters materially affecting the Northern road should have an opportunity of acquainting the stockholders and bondholders with the result of their exertions. He believed that no better deputation could have been appointed; and judging from the business character of their Directors in England, very fair results were to have been anticipated. He had heard from the statements of the President of the Muskoka Company that the suggestions made by the deputation received the most cordial and full consideration, and that most, if not all, of their propositions were acceded to. The charter granted to the Muskoka Company was, in its general terms, a most liberal one; but some discussion took place at the time of its being granted with reference to the limitations of the time in which the work was to be commenced and the road to Orillia to be completed, which in their stringency were almost unprecedented. He believed, however, owing to the fair and liberal manner in which the deputation had been met, that these conditions would form no real impediment to the successful prosecution of the work, and its completion within the time mentioned in the Act. All who were interested in the prosperity of the country would be glad to learn that by July, 1871, Toronto would have close railway connection with the free grant territory. He had heard, and it was no doubt true, that from 50 to 70 per cent of the Muskoka country was made up of good and reliable land, and for some time past about fifty settlers had been pouring weekly into that territory. When the railway was constructed it would tend to the general advancement of the country, and the prosperity of this city in particular.

Mr. George Percival Ridout, in seconding the motion, expressed the pleasure he felt at the cordial reception accorded to the deputation. He believed that the Chairman's remarks as to the applicability of the territory for settlement would be borne out by experience, and that the road would afford a medium whereby a large immigration might be settled with advantage, not only to the Mother Country, but to Canada. He looked forward with a great deal of satisfaction to the opening out of the road, and hoped by the period that had been named, they would see it in successful operation.

The motion was then put and carried unanimously. At the request of the meeting,

Mr. F. W. Cumberland gave some explanations with reference to the labors of the deputation in England. He said the company were now in a condition to conclude absolutely with the Muskoka Company upon the terms arranged in London between the Northern Directors and the President of the Muskoka road, Mr. Frank Smith. The terms agreed upon in London were extremely liberal, even more so than the Board in Toronto were disposed to concede; but at the same time, inasmuch as that liberality was probably induced by the desire to have a really good railway, through the construction of stone or iron bridges, such as would enable the Northern Company to work the line with more economy and efficiency, he, as Managing Director, did not dissent from the view taken by his London colleagues. He thought it would be necessary to call the Company together