

Central from
Municipal Act
School Bldg
St. John's mission
Reg. Office
M. Anderson

[London, Dec. 31st, 1870.]

ANNUAL REPORT
OF THE DIRECTORS OF THE
London & Port Stanley Railway Company,
FOR THE YEAR ENDING NOV. 30TH, 1870.
SUBMITTED TO STOCKHOLDERS, JAN. 20th, 1871.

Your Directors have the honor to submit a Statement of Receipts and Disbursements for the past year, accompanied by certain statements, explanatory and suggestive.

The total receipts from Pass Freight and Sundries is \$43,002. 44, made up of the following items, viz.:-

Passengers	\$18,439 00
Freight	22,536 73
Mails and Express	1,769 11
Rents	257 60
	<hr/> \$43,002 44

being an increase on the former year of \$2556.32, notwithstanding the great falling off in Grain and Salt traffic. Our Shipments of Grain from Port Stanley, for Sep. Oct. and Nov., as compared with the corresponding months of 1869, are as follows:-

	Wheat.	Peas.	Barley.
Sep. Oct. and Nov., 1869	61 572	54.551	46.604
" " " 1870	18.551	13.310	22.999
Decrease	43,021	41.241	23.605
	= \$2,100 of a decrease of earnings on this article.		

In consequence of the duty on American Salt, your traffic in that article has become nil—not one barrel of Oswego Salt having been imported via Port Stanley this season. In 1868 there was imported 18,765 bbls., being a reduction in Freight traffic in this article alone equal to \$1,600; which added to the falling off in Grain traffic amounts to \$3,700.

The Working Expense, including renewals, repairs, and traffic expenses, is \$30,293, being equal to 70.44 per cent. on receipts.

Net Profit after paying Working Expenses is \$12,709.

The increase in the Coal business has served to counterbalance the falling off in receipts from Grain and Salt; and we would here note the necessity of increased accommodation for this class of traffic, involving the adding to your Stock of Flat Cars, and also more Yard room at Port Stanley.

We suggest for the guidance of our successors, the desirability of having the Yard at Port Stanley remodeled, moving the Derrick to a position north of the Elevator, and appropriating the whole of the Company's southern Yard for Coal purposes.

During the year, one additional flat car has been added to your Stock, and another nearly completed. We propose building six more, so as to meet present demands.

This class of freight will be continuously increasing and will have to be provided for as it develops.

The business between this city and Cleveland, via Port Stanley, has, during the last year, received a fresh impulse, in consequence of the steamer "Lady Franklin" having been placed on the route between Cleveland and Port Stanley.

Your Directors have deemed it policy to give every encouragement to the enterprise, and from the satisfactory result of the season's business, they are satisfied that the route now having been opened, a more suitable boat will be placed on the route next season. Such an arrangement would largely increase the passenger and freight business—opening up a new and only partially developed trade.

The Cleveland Stone Trade demands better convenience at Port Stanley. A good powerful Derrick is required. One is ordered and will be ready in the spring, thus providing the desired appliances.

During the year two bridges have been re-built, viz., Weldon's and Beattie's, and your other structures kept in good repair. Mill Creek Bridge has been materially strengthened.

The bridge at Zavits will require attention. The timber for the alteration is on hand, and the work will be proceeded with as soon as the weather moderates.

A large new open Culvert has been built near Shae's.

The Station at White's requires enlargement to accommodate the increasing business.

The engines Lawrason and Anderson require new fire boxes, steam chests, and sundry other repairs.

Your Car Stock is in tolerable good order; some of the box cars want repairs. New bearing and Bunter springs are also required for them, as the springs now in use have been much weakened by the corroding effects of the salt transported in them.

Your Directors have entered into an arrangement with the Great Western Railway Company whereby the passengers are taken to and depart from their passenger stations at London, and for other traffic purposes. By this arrangement the travelling public have increased accommodation and convenience; also we are enabled to do a larger freight business to better financial advantage. As by the arrangement, your cars loaded with coal are shunted to any of the factories on the Great Western Co.'s track in London without charge, thus saving teaming.

We submit the agreement for your information.

During our term of office we have paid Right of Way claims amounting to \$3,000.

The new railways, viz., the Canada Air Line and the Canada Southern, both crossing your line in the neighborhood of your St. Thomas station, will necessitate sundry alterations and safety provisions, which will have to be attended to as the law provides.

One hundred and fifty tons of new iron has been purchased and used for track repairs; a like quantity will have to be provided for next year.

The circumstances of your Road are more favorable than since the inception of the enterprise. Next year, if as favorable as past, will see all the floating debts of the Company paid off, and all earnings then can be appropriated to pay interest on Bonds.

Should the Railway going North, now under contemplation, with the Canada Air Line and the Canada Southern, be carried out, no doubt the business on your Road will be most materially increased, and your property increased largely in value.

Your business at Port Stanley demanded more Wharf and Warehouse accommodation; consequently we deemed it desirable to make the purchase of the Lots and Warehouses known as the Hodge Warehouse, for \$900, which has been perfected.

The traffic has been conducted with its usual regularity—no accident to either property or person to report. All of which is respectfully submitted,

By Order,

M. ANDERSON,
President

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COUNTY OF ELGIN.

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