

Howland, Aikins, and Smith, who held 200 shares of the stock. This order was duly accepted and paid, as will be seen by the acknowledgment given below :

WILLIAM GOODERHAM, Jun.

SIR,—Please pay to W. B. Scarth, Esquire, Trustee for Hon. J. C. Aikins, Henry S. Howland, and A. M. Smith ten thousand dollars out of the last payment, payable to Scott & Dumble, under contract for sale of Toronto and Ottawa Railway Company's Stock, when they shall have assigned to you two hundred Shares of the Toronto and Ottawa Railway Company's Stock.

(Signed), D. W. DUMBLE,
A. F. SCOTT,
W. H. SCOTT,
Per A. F. SCOTT.

April 23rd, 1880.

Accepted—payable under terms of agreement with A. F. Scott, W. H. Scott, and W. D. Dumble.

(Signed), W. GOODERHAM, Jun.

RECEIVED on account, 15th June, 1880, the sum of Eight thousand dollars.

(Signed), W. B. SCARTH.

RECEIVED in full, 25th June, 1880, Two thousand dollars.

(Signed), W. B. SCARTH.

WHEN THE NEW COMPANY GOT POSSESSION.

It was then found that no legal change could be made in the Directorate until the Annual Meeting, nor could the present shareholders till then get control of the charter. The Annual Meeting was held and the necessary changes made on the 8th day of June, 1880, being the first Tuesday in June, as stated in our agreement for the purchase of the charter.

WHAT THEY HAVE SINCE BEEN DOING.

Immediately after the Annual Meeting Mr. J. C. Bailey was appointed Chief Engineer of the Road. Mr. Bailey was at that time engaged as Consulting Engineer in an inspection of the proposed line of the Ontario and Pacific Junction Railway, and on his return started at once to commence work on the Toronto and Ottawa Road. His first report is as follows :

TORONTO, July 9th, 1880.

DEAR SIR,—On the 22nd of last month I received instructions from you to make a survey of the line between Peterborough and Ottawa, over the proposed route of the Toronto and Ottawa Railway.