

The present management of the Road was introduced for the purpose of saving the sum of seven hundred and thirty-five pounds annually. Our experience thus far has satisfied us that the staff now employed is sufficient for the proper working of the Railway, and although the traffic has increased considerably we find that the reduced staff is efficient and able to perform the requirements. We are fully impressed with the necessity of economy in the working of a short line of railway, and while securing a due efficiency of management, have looked to the yearly saving of seven hundred and thirty-five pounds as a matter of importance; the combination of officers has thus far worked well, and we consider beside being a saving of expense is a practical benefit to the railway.

We refer with much satisfaction to the fact that since the opening of the road, no accident of importance has occurred, and the circumstance that the running of trains has been regular and accurate in time.

The suggestions and the report of the Railway Committee will receive our attention, and as far as considered practicable, and of service to the Company, will be adopted.

In conclusion we express our regret that the Railway Committee should have framed their report upon evidence reflecting on the conduct of individual members of this Board, without giving parties interested an opportunity of explanation, and without having ascertained from each Director his opinion on the various transactions referred to.

E. PAUL, M. ANDERSON,
A. HOWARD, S. S. POMROY,
S. PRIGG, S. MORRILL,
E. LEONARD, E. ADAMS,
C. J. HOPE.

The above statement having been adopted by the Directors, at a meeting of the Board, called for the consideration of the Report of the Committee of the City Council, I feel bound to state that, although I cannot agree with the Board in regard to its approval of the present system of management, yet, in most of the other statements, I fully concur.

I regret to find that the Committee of the Council have omitted, in their appendix, to give a copy of the report furnished them, which was adopted in July, 1856, in lieu of the proposed rejected report which they have published, thereby having failed to furnish the Council and public with the system upon which the Board has been actually managed until recently changed.

The main object of the Committee should have been to report the former and present management of the road, with a view to its improvement.

With respect to the charges against Mr. Bowman, I have no hesitation in expressing my full confidence in his integrity and ability as Superintendent and Mechanical Engineer; and I believe that his conduct in giving the contracts and superintending the construction of the rol-

1856.	Amount of Estimate.	Amount paid on Estimate.	Balance due Ryno & Wollstead at end of each month.
Jan. Estimate	£. s. d. 1447 17 8	£. s. d. 1085 18 4	£. s. d. 361 19 4
Feb. do.	876 0 5	707 0 4	650 19 5
March do.	1078 8 6	883 15 10	875 12 0
April do.	2502 8 0	...	3407 18 0
May do.	540 18 7	...	4017 10 7
June do.	141 4 4	...	4159 0 11
July do.	1704 15 7	...	5024 16 0
.. do. Mechanical do.	40 18 10	..	5064 15 4
Sept. 1, Paid by debentures	...	3750 0 0	2214 15 4
Oct. 28, Cash	...	300 0 0	1914 15 4
Nov. 1, Turntable Estimates	967 12 2	...	2882 7 6
Dec. 18, Final Estimate on Car Contract 1857.	2631 1 4	...	5513 8
Feb. 26, Paid on account	...	4000 0 0	1513 8 10
Freight on two cars	...	12 10 0	1500 18 10
April 1, Total balance due to Mechanical Account per certificate	541 18 10	...	2042 17 8
April 30, Bills received for Stock	...	637 19 0	1365 8
Total paid.	12732 2 2 11372 14 6 1355 7 8	11376 14 6	

* Balance due, January 1, £2513 8s. 10d.
£1355 7s. 8d. due Messrs. Ryno & Wollstead exclusive of interest.

London, C.W., July, 1857

APPENDIX B.

THE LONDON AND PORT STANLEY RAILROAD IN ACCOUNT WITH MESSRS. CRAIG & CAMPBELL.

1856.	Monthly Estimates.	Monthly Payments.	Balance due end of each month.
Aug. July Estim.	£. s. d. 1133 15 0	£. s. d. 340 0 0	£. s. d. 833 15 0
Sept., Aug. do.	1137 1 3	1772 5 0	218 11 3
Oct., Sept. do.	1426 14 0	800 0 0	845 5 3
Nov., Bill receivable for Stock	...	288 4 4	857 0 11
Dec. 15, Final Est 1857.	2487 1 19	...	3044 2 2
Feb. 2, For Freight due Company	...	430 0 7	3004 2 2
Feb. 26, Cash paid	...	297 8 7	676 14 9
.. Stationary Fittings	58 5 10	...	733 0 0
June 2, do.	69 3 0	100 0 0	703 3 6
	6330 1 5 5627 17 11 702 3 6	5627 17 11	

£702 3s. 6d. total balance due Messrs. Craig & Co. exclusive of interest.

London, C.W., July, 1857.

APPENDIX C.

THE LONDON AND PORT STANLEY RAILROAD CO. IN ACCOUNT WITH MESSRS. PEARSON, CASE, & CO.

1856	Monthly Estimate.	Cash Amount Monthly Payment.	Due Contractors.
Jan. Estimate	£. s. d. 3092 14 6	£. s. d. 2169 10 1	£. s. d.
Feb. do.	291 13 0	2066 6 7	...
March do.	14 8 0	2530 1 8	...
April do.	5408 15 0	1250 0 0	1126 14 0
May do.	3699 4 8	3725 11 7	...
June do.	4343 2 6	2236 13 11	794 1 5
July do.	3499 4 9	1060 0 0	2243 0 6
Aug. do.	3851 12 3	4400 19 1	608 13 2
Sept. do.	887 8 9	621 4 1	606 13 2

Cash, Balance due Contractor, Sept., 1856, £608 13s. 2d.

30 per cent of total estimates to be paid in Bonds.

(Certified copies.

J. BENSON, Accountant.

London, C. W., July, 1857.