

Passenger and Freight service, which have been provided mostly by removal of track and sidings from former locations. The above work, together with the partial ballasting, was necessarily performed by the Company, the expenses of which tended in some considerable degree to increase the yearly account.

The Through Traffic, although done at low rates, owing to the great competition, was comparatively better than in former years, and is generally satisfactory in its results. The line consisted of four boats making tri-weekly trips. The total number of round trips between Collingwood and Lake Michigan were seventy-three and a half, making a total of upwards of forty-four thousand miles. The tables will shew the amount of traffic transported during the season by the Boats in the line. The Through business would undoubtedly have been augmented in a considerable degree had it been possible to have maintained an equitable arrangement with the Grand Trunk Company for the mutual interchange of Passenger and Freight traffic at Toronto.

The erection of the new Freight Depot at Toronto greatly economises labour, and facilitates the operations of Local traffic. The new Smith's Shop, and the introduction of a more powerful stationary Engine in the Machine Shop, with the new machinery now being put in operation in the Car department, will greatly assist in the repairs of rolling stock, and will no doubt reduce expenses under that head when in full operation.

The line has been successfully operated during the past year, inasmuch as no casualty of a very serious nature has transpired—no passenger having been injured, nor has the failure of any structure occurred.

In a few instances cars have been thrown from the rails by the failure of axles, and collisions with cattle, and in one case by the breaking of a wrought-iron wheel, which resulted in considerable damage to the cars in the train. All of the above mishaps occurred to Freight Cars. No Engine has been thrown off during the year while out upon the line.

The list of Casualties is comparatively small, and were it not for those cases caused by injury to persons walking upon the track while under the influence of liquor, we should have but few to record.

To Mr. James Tillinghast, Superintendent of Motive Power,