

process of being removed, your machinery is now in a more efficient state than when placed on the road, and the requisite appliances for maintaining it so are chiefly supplied.

Up to the present time, your exertions to establish a through business for the line, have met with a success beyond the most sanguine expectations of the friends of the enterprise; and the tabulated statement of the through business from the 15th of May to the 1st of July (which will be found in the Appendix), proves, beyond cavil, that, by judicious management, the traffic of the Great West can be taught to flow through this, the most expeditious and cheapest channel ever opened to it. It is true that, in the initiation of the through business, circumstances occurred which occasioned delay and damage to some of the freight entrusted to the route. These damages, however, have been promptly settled as soon as ascertained; and when it is remembered that, at the opening of the spring business, the wharves and warehouses at Collingwood were incomplete—that the unlooked-for full cargoes of every boat which arrived accumulated freight at that point more rapidly than it could be removed with the then supply of stock, that much was exposed to the weather—that there was only the one short siding at that depot—the embarrassment will readily be understood; and when I add that the wharves and warehouses at Toronto were still more incomplete, and that the sidings had been found inadequate to the accommodation of the local traffic of the road—thereby preventing the proper assortment of the trains and causing the mixing-up of consignments—the surprise will be, that so little delay and damage has been sustained.

The doubling of your locomotive power, the great increase in your stock, and the addition of nearly two miles of siding at Toronto and Collingwood, with the completion at the latter place of storage for 40,000 barrels and