

worthy alderman long ago, who advised that "the Company should be continually annoyed until they were compelled to come to terms."

The original shareholders were:

| | | | |
|--------------------------|------------|-------------------------|------------|
| J. M. Currier..... | 50 shares. | R. Blackburn..... | 50 shares. |
| W. McNaughton..... | 75 " | Perley & Pattee..... | 50 " |
| Thos. C. Keefer..... | 250 " | J. MacLaren & Co..... | 50 " |
| N. S. Blasdell & Co..... | 50 " | Levi Young..... | 50 " |
| J. R. Booth..... | 50 " | Jas. Rochester..... | 25 " |
| Bronsons & Weston..... | 50 " | John Rochester..... | 25 " |
| H. O. Burritt..... | 25 " | Allan Gilmour..... | 25 " |
| Jas. Blackburn..... | 25 " | R. Surtees..... | 5 " |
| John Bray..... | 5 " | Hamnett Hill..... | 5 " |
| C. H. Pinhey..... | 5 " | A. C. Kely..... | 5 " |
| T. & W. Hunton..... | 5 " | J. R. O'Connor..... | 5 " |
| Jas. Goodwin..... | 5 " | H. V. Noel..... | 5 " |
| Garland, Mutchmor & Co. | 5 " | J. T. & W. Pennock..... | 5 " |
| Jas. McCracken..... | 5 " | Jas. Cotton..... | 5 " |

All the inducements of a favorable charter were insufficient to secure the subscription of more than $\frac{1}{3}$ the cost of the road; and the stockholders, as may be seen from their relative holdings, did not subscribe as an investment, but for the indirect advantages to themselves in moving about the city. They were not foreigners, but "fellow citizens" and large rate-payers, contributing no small proportion of the civic funds wasted in vain attempts to confiscate their property.

When this Company was offered exemption from street maintenance in 1865, the Toronto Street Railway Company was bankrupt, and the Montreal Company,—which paid no dividend in 1865 or 1866, and paid only 4 per cent. as late as 1870—had found the conditions so onerous that the city amended the agreement, and relieved the Company (whose stock had run down to 60) of street maintenance to the extent of one-half the width specified outside the rail.