

64½ miles now in operation are served by ten wood and water stations, five supplied free by natural head of water and five by pumping.

With a view to an early initiation of the traffic, this portion of the road was assumed by the Company unballasted, the sum necessary to the completion of that service being deducted from the Contractors. This course of necessity has somewhat increased the cost of track repairing to the Superintendent, but it has undoubtedly resulted most favorably to the traffic account of this season, and by committing the entire control of the road to the Company's Officers, has secured a degree of safety to the public incompatible with the running of independent gravel trains.

The ballasting service has been pushed forward energetically since the opening of the Spring, two-thirds of the entire length being completed with every prospect of the whole being finished before the opening of the Northern Division for through trade.

The Company has been exceedingly fortunate in obtaining ample ballast pits of excellent quality and in convenient positions, so that that part of the cost of maintaining permanent way due to this important item will doubtless be below the average.

In connection with the Lefroy and Bell Ewart stations, it may be proper here to revert to the considerations which induced the construction of the branch line of 1½ miles to the main shore of Lake Simcoe as extra to the original intentions of the Company,

When the main line was first opened to Bradford it became apparent that unless the Company controlled the steam navigation of Lake Simcoe those facilities would not be afforded to the trade which were necessary to secure

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