

THIRD
ANNUAL REPORT

OF THE

BROCKVILLE AND OTTAWA

Railway Company,

FOR THE YEAR ENDING 31st DECEMBER, 1866.



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1866

BROCKVILLE:

PRINTED AT THE MONITOR OFFICE.

1867.



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Brockville and Ottawa Railway Company,

Head Office, Brockville, Canada West.

Officers:

PRESIDENT,

JOHN G. RICHARDSON, BROCKVILLE AND NEW YORK.

Vice President and Managing Director,

H. ABBOTT, BROCKVILLE.

Secretary and Treasurer,

W. R. WORSLEY, BROCKVILLE.

Directors.

HARRY ABBOTT, Esq., BROCKVILLE, C. W.

J. L. McDOUGALL, Esq., RENFREW, C. W.

ARCHD. McARTHUR, Esq., CARLETON PLACE, C. W.

J. W. B. RIVERS, Esq., BROCKVILLE, C. W.

JOHN G. RICHARDSON, Esq., BROCKVILLE, C. W.

J. N. TRAVERS, Esq., BROCKVILLE, C. W.

A. B. DANA, Esq., BROCKVILLE, C. W.

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REPORT.

BROCKVILLE, 25th NOV. 1866.

TO THE PRESIDENT AND DIRECTORS OF THE BROCKVILLE AND OTTAWA RAILWAY COMPANY, BROCKVILLE.

GENTLEMEN :—I have the honor to submit the following Report of the Management of your Railway during the period it has been under my charge, namely, from the beginning of this year to the 10th November, when it was taken possession of by the Trustee of the Preferential Extension Bondholders.

In order to facilitate comparison with previous years I have followed the same order in making my Statements and remarks thereon.

STATEMENT No. 1.

CHARACTERISTICS OF THE RAILWAY.

One-tenth of a mile has been added to the total length of "Line and Sidings" in making a connection with Mr. McLachlin's track leading to his Saw Mill at Arnprior. This track has been laid with iron belonging to the Company, for which he is to pay an annual rental of \$300.

The Station accommodation has been increased by the construction of the following buildings, viz :—An extension to the Freight Shed at the Junction with the G. T. Railway ; a small Station at Pike Falls, contracted for by my predecessor in office ; a Wood Shed at Irish Creek, which was unfortunately destroyed by a storm on the 26th June, and had to be rebuilt. A contract was also entered into by me for the construction of a Freight Shed at Smith's Falls, which was about being completed when the Trustee took possession. The Water Tanks at Perth and Almonte were in so bad a condition as to necessitate renewal, and an attempt has

been made by boring to insure a permanent supply of water at Smith's Falls, but I regret to say without success.

It will be observed that the number of Platform Cars has been increased since the last Annual Report by 11, making now in all 82 Platforms, still very far short of the requirements of the Road.

In accordance with the resolution of the Directors, at a Board Meeting held on the 23rd day of July, I have taken steps to remedy this deficiency by the construction of 25 new Platform Cars, the materials for which have been provided and the work of building them commenced.

The average number of employes appears much larger owing to a mistake in last year's Report, which should have represented the number of employes in the Traffic Department, in which very little change has been made, at least fifteen more than the number stated.

There have been the following additions made to the Machine Shop, namely, one Wheel Lathe and one McKenzie Blower.

The new Carpenter's and Blacksmith's Shops afford much better accommodations than as formerly arranged, and will enable us to fulfil the requirements of the Road much more rapidly and economically than heretofore.

STATEMENT No 2.

GENERAL STATEMENT OF REVENUE ACCOUNT.

The total receipts for the period embraced in this Report, viz: from 31st December, 1865 to 9th November, 1866, (not including back charges) amount to..... \$96,532 24
 Operating expenses..... 55,463 75

Which is equal to.....57⁴⁶/₁₀₀ per cent.

The following statement of the percentage of expenses to earnings since 1860 will enable you to make a comparison:—

	Per Cent.
1860.....	64
1861.....	66
1862.....	65
1863.....	75
1864.....	65½
1865.....	65 ⁴⁴ / ₁₀₀
1866.....	57 ⁴⁶ / ₁₀₀

When it is considered that the Rolling Stock and Iron are depreciating annually, it must be admitted that the comparison exhibits a very marked decrease in the per centage in favor of the management during the past ten months.

The increase in the receipts, as compared with former years, is also of such a character as to afford a satisfactory proof of the advantage of extending the Road to its present terminus.

STATEMENT No. 3.

ASSETS AND LIABILITIES.

The items of this account that are affected by the past year's operations are remarked upon under their different headings.

STATEMENT No. 4.

EXTENSION ACCOUNT,

It will be seen by this statement that the amount of the proceeds of £60,000 sterling of Preferential Bonds has been all expended. The advantages to those interested are made evident by the fact that the receipts increased from \$59,339 09 for the year 1863 to \$96,532 24 for the ten months ending November 9th of this year.

It is admitted on all sides that this money could not have been more judiciously and advantageously expended.

STATEMENT No. 5.

LOCOMOTIVE AND CAR STATISTICS.

This statement will be found to compare most favorably with that of previous years, and the mileage per cord of wood more especially exhibits a very considerable increase. Last year the average number of miles per cord run by engines was 42 8-10, while this year it has averaged 45 2-10, an increase of 2 4-10 miles per cord. The total cost per mile run also exhibits a decrease of some importance.

ABSTRACT A.

DETAILS OF SOURCES OF REVENUE.

The most notable increase in the different sources of Traffic occur in the amounts for lumber, general merchandize, and mails and express, these three items alone showing an increase in the ten months of \$9,762 94 over the previous twelve months.

The average distance travelled by each, and the receipts from each passenger, are somewhat less, being 27 22-100 miles against 30, and 80 cts. against 90 cts. last year, but the total number of passengers carried in the ten months is within 16 of as many as were carried during the previous twelve. I attribute this and the difference in the average of mileage and rate being somewhat less than last year, to the fact that we have run more trains and given more accommodation and facilities to the local travel between Stations.

ABSTRACT B.

DETAILS OF OPERATING EXPENSES.

This statement will compare most favorably with last year, more especially when it will be found that the two items of Insurance and Taxes which were last year placed among "Renewals" are this year charged as Operating Expenses. There is also the President's salary which was not included in last year's Statement.

I may here remark that while the receipts during the 10 months of this year are \$10,000 over those of the previous twelve months, the expenses of operating the Road are \$1,000 less although the above three items of Insurance, Taxes and President's salary, amounting in all to \$3,700, are items which do not appear at all in the operating expenses of last year. The two former being charged against Renewals, and the President having received no salary till after the meeting at the end of the year.

ABSTRACT C.

DETAILS OF RENEWALS AND OTHER EXPENSES, NOT INCLUDED UNDER THE HEAD OF "OPERATING EXPENSES."

The expenditures in this Statement comprise among others those authorized by the vote of the Board at a meeting held on the 23rd July last. I am sorry to have to say, in this connection, that I was unable to carry out the most important of the improvements referred to, viz : obtaining a further supply of Cross Ties and Fish-plating the joints of the Rails. This was owing, in the former case, to my being unable to contract for the ties at a price such as I felt justified by the urgency of the case in offering for them, and, in the latter case, to the fact that there is scarcely a quarter of a mile of the Iron punched alike as it now lies in the track. I regret very much not being able to carry out these improvements as I consider them both essential to the safety and economical working of the Railway.

The amount of ballasting done also falls short of what was contemplated as necessary, and the consequence of this will be that the track in several places will heave so badly as to make it unsafe to run at ordinary speed.

A new Engine has been contracted for, and an amount of \$7,500 has been paid on account of it, leaving a balance due of \$2,500. To show how absolutely essential this has become I may mention that with the present business there was a time this autumn when every Engine on the Road was required under steam. It consequently follows that with an increase in the business more locomotive power has become absolutely necessary.

ABSTRACT D.

CORDWOOD ACCOUNT.

It will be seen from this Statement that there remains on hand an ample supply of good wood for the operations of the coming year. I regret to say that a regular system of pilfering has been

adopted by the inhabitants at some of our principal Wood Stations, which I have endeavored to put a stop to by setting a watch upon them.

I have now only to refer to the fact that on the 10th of Nov. last the Trustee of the Preferential Extension Bondholders took possession of the Railway and its Revenues, since which date I have, at the request of the Board, given any advice and assistance I could in winding up the affairs of the Company. I trust my efforts in that direction will be approved by the Board.

I have the honor to be, gentlemen,

Your obed't serv't,

H. ABBOTT.

BROCKVILLE, C. W., 4th Feb. 1867.

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STATEMENT No. 1.

CHARACTERISTICS OF RAILWAY.

NOVEMBER 9th, 1866.

The total length of Line and Sidings.....90 $\frac{1}{10}$ miles.

STATION ACCOMMODATION.

Engine Sheds. ....	.....	4=15 stalls.
Passenger and Freight Sheds. . .	.....	11
Wood Sheds. ....	.....	9
Tanks .....	.....	9
Turntables .....	.....	4

ROLLING STOCK.

Engines .....	.....	6
Passenger Cars.....	.....	5
Baggage Cars.....	.....	2
Box and Cattle Cars.....	.....	17
Platform Cars.....	.....	82

AVERAGE NUMBER OF EMPLOYES.

Head Office.....	.....	4
Stations .....	.....	19
Conductors and Brakemen.....	.....	8
Enginemen, Firemen, &c.....	.....	17
Mechanics .....	.....	30
Maintenance of Way.....	.....	48
	—	126

The average width of Cuttings at sub-grade is.....	.....	22 feet.
“ “ Embankments “ .....	.....	18 “
“ amount of Ballast per mile.....	.....	2500 cubic y'rds
Number of Ties per mile.....	.....	2200
Weight of Iron.....	.....	75 lbs., 60 lbs., and 58 lbs.

MACHINE SHOP.

1 Stationery Engine and Boiler of 10-horse power, nominally.

IRON WORKING MACHINERY.

1 Engine Lathe.	1 Screw Bolt Cutter.
1 Axle “	1 Iron Planer.
1 Car-wheel Borer.	1 Upright Drill.
1 Wheel Press.	1 Wheel Lathe.
1 Blower.	

WOOD WORKING MACHINERY.

1 Daniel's Planer.	1 Cross-cut Saw.
1 Planer and Matcher.	1 Ripping Saw.
1 Tenoning Machine.	1 Cordwood Saw.
1 Mortising Machine.	1 Small Lathe.
1 Scroll Saw.	

SHAFTING, BELTING, &c., complete.

STATEMENT No. 2.

GENERAL STATEMENT OF REVENUE ACCOUNT.

1st. JANUARY to 9th. NOVEMBER, 1866.

DR.

To Cash on hand 1st January.....	.....	\$ 9,025 06
“ Revenue to 9th November [Abstract A]	.....	96,532 24
		<u>\$105,557 30</u>

CR,

By Operating Expenses [Abstract B].....	\$55,463 75
“ Renewals, &c. [Abstract C]	31,942 45*
“ Stores	2,808 42
“ Wood on hand on last year's purchases	4,938 05
“ Cash on hand.....	4,414 71
“ “ in Bank of Upper Canada.....	5,989 92
	<u>\$105,557 30</u>

*NOTE.—This amount includes interest paid to Municipalities.

STATEMENT No. 4.

EXTENSION ACCOUNT.

Items of Expenditure.	Dec. 31, 1865.	Total.
1 Grading and Ditching.....	\$25,092 03	\$ 26,125 01
2 Bridges and Culverts.....	32,558 68	33,810 27
3 Track laying, ballasting and fencing	33,517 92	38,621 70
4 Station works, buildings & grounds	12,475 42	15,040 02
5 Rails, chairs, spikes and ties.....	66,977 73	66,977 73
6 Tools, machinery and shop fittings	9,786 74	12,555 67
7 Right of way.....	4,920 75	5,689 04
8 Office furniture and tanks.....	261 63	261 63
9 Rolling Stock.....	32,749 77	43,485 65
10 Small steamer.....	2,912 92	2,912 92
11 Wharfage Sand Point.....	5,000 00	5,000 00
12 General Management.....	10,734 32	11,023 86
13 Wharfage at Brockville.....	16,339 16	25,601 16
Total outlay to 31st Dec. 1866....	.....	\$287,104 66
Cash in Bank of Upper Canada.....	.....	1,694 70
Cash on hand.....	.....	31 76
Profit and loss, etc.,.....	.....	2,483 22
Interest on advances.....	.....	686 66
Total realized for 600 Bonds.....	.....	\$292,001 00

A B S T R A C T A.

DETAILS OF SOURCES OF REVENUE.

From 1st JANUARY to 9th NOVEMBER, 1866.

Passengers North.....	19,389	
" South.....	20,358	
	39,747	\$34,952 95
Freight, viz :		
Lumber.....	\$18,085 23	
Cattle.....	1,978 52	
Grain and Flour.....	3,177 19	
Butter, Pork, &c.....	2,989 62	
General Merchandize.....	26,349 51	52,680 07
Mails and Express.....		4,947 73
Wood Sold.....		592 12
Wharfage and Storage..		602 68
Interest and Discount on Silver.....		390 46
Rents and Sundries.....		2,366 23
		\$96,532 24

A B S T R A C T B.

DETAILS OF OPERATING EXPENSES.

From 1st. JANUARY to 9th NOVEMBER, 1866.

General Superintendence and Directors.....	\$ 6,956 00
Agents, Porters, Switchmen, &c.....	7,207 36
Enginemen, Firemen, Conductors, &c.....	6,969 93
Mechanics, and repairs to Engines and Cars...	3,660 70
Maintenance of Way, Bridges, Buildings, &c...	13,041 11
Wood	6,329 40
Materials and Supplies to Shop... ..	4,219 61
Oil and Waste.....	1,796 32
Office and Station expenses, Stationery, &c.....	1,953 90
Damages, Losses and Overcharges	685 71
Car Hire	336 00
Incidental Expenses	778 86
Legal Expenses.....	288 90
Insurance	475 65
Taxes	764 30
	\$55,463 75

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 46.221

ABSTRACT C.

Details of Renewals and other Expenses not included under the denomination of "Operating Expenses," up to 9th November, 1866.

	New Ties	\$ 3,361 91
	" Fence Rails	820 24
	" Crank Axle....	401 70
	" Set of Tyres...	410 12
	" Truck for Tender of No. 3 Engine	77 03
	" Gauge for No. 2 Engine.....	15 25
	" Wood sheds at I. Creek & bridge at Bellamy's	1,182 73
	Ballasting	1,100 25
	New Engine	7,500 00
	President's salary for 1865, per resolution of Board	3,000 00
	" Mary Jane" steamer	241 54
	Painting Roof of Engine House...	269 08
	Alteration of Stations to make them habitable, viz :	
	Smiths Falls	84 87
	Arnprior	25 15
	Alteration of Roof of Freight Shed at Perth to make it water-tight.....	40 50
	Men injured, Medical attendance	23 00
	New Freight Shed at Smiths Falls	350 00
	Printing, Books of "Rules and Regulations".....	50 00
	Excursion to Employes	399 74
	New Platform at Perth	146 50
	" Tanks, Perth and Almonte	95 50
	Volunteers	184 95
	Refunding Taxes	52 85
	New Furniture.....	4 25
	Renewals of Machinery	10 30
	New Lamps	19 50
	Timber for new Cars	282 64
	Wheels for new Cars	2,850 00
	Axles " "	918 20
	New Safes	337 12
	Incidental expenses	1,245 41
	Land Claims	470 80
	Interest (Abstract E.)	5,318 69
	Two new Engine Tenders	298 63
	New Pump and Sinking Well at Smiths Falls....	230 00
	Station at Pike Falls	124 00
		<hr/>
		\$31,942 45

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A B S T R A C T **D.**

WOOD ACCOUNT.

From 1st JANUARY to 9th NOVEMBER 1866.

	Cords.		Cost.
On hand 1st Jan., 1866.....	5225 @	1 15	\$6,018 75
Purchased during the year.....	8842 $\frac{3}{8}$		9,833 35
Sawing, hauling, &c.,.....			1,444 10
			<u>\$17,296 20</u>
Wood used and sold to date.....	3197 $\frac{1}{4}$		
Add 20 per cent. for waste.....	639		
	<u>3,836 @</u>	<u>1 65</u>	<u>6,329 40</u>
			<u>\$11,966 80</u>

A B S T R A C T **E.**

PAYMENTS ON INTEREST ACCOUNT.

1st JANUARY to 9th NOVEMBER 1866.

Lanark & Renfrew.....	.....	.....	\$3,000 00
Elizabethtown .....	.....	.....	700 00
Interest on Extension Bonds .....	.....	.....	1,618 69
			<u>\$5,318 69</u>

A B S T R A C T *J.*

PROFIT AND LOSS.—9th NOVEMBER, 1866.

	DR.	
To balance 1st January, 1866.....	\$ 525,192 02	
“ Interest	76,839 71	
“ “ Bonds	65,134 36	
	\$667,166 03	
	CR.	
By Revenue Account	\$ 6,404 02	
“ S. Richards.....	122 40	
“ Cash	8 38	
	\$ 6,534 80	
	\$660,631 23	

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18 69

TO THE SECRETARY AND TREASURER, BROCKVILLE AND
OTTAWA RAILWAY COMPANY, BROCKVILLE.

DEAR SIR :—The Trustee having on the 10th November last taken possession of this Railway, under the powers conveyed in the mortgage, securing the payment of the interest on the Preferential Mortgage Bonds, and having subsequently appointed me to manage the Road for him, I now beg leave, by his instructions, to forward you Statements of Revenue, Expenditure, &c., &c., from the above date to the 31st Dec, for the information of the Directors and those interested in the Company.

I am happy to be able to call your attention to the fact that the authority under which this Road is now worked, effects a further reduction in the expenses of management beyond that inaugurated by the Board appointed under the Bondholders' management, and that my instructions from the Trustee indicate a determination on his part to maintain the system of economical management which has lately prevailed, and which it is his intention shall be carried out to the fullest extent in all the different departments until the reception of the arrears of interest enables him to restore the control of the Road to the Company.

I remain your obed't serv't,

H. ABBOTT,

Manager for Trustee.

P. S.—I have omitted to mention that since the Statements were made up a large portion of the moneys accumulated in my hands since I assumed the management for the Trustee has been paid over to the Municipalities on account of the sum of \$20,000 mentioned in the Act of re-organization and the remainder awaits adjustment for distribution amongst them. H. A.

STATEMENT No. 1.

STATEMENT OF ENGINE AND CAR MILEAGE, &c.
9th November to 31st December, 1866.

Total Engine Mileage.....	18,646 Miles.	
“ Car “	140,208 “	
Cost of running and repairing Locomotives....	\$1,906 19	
“ “ “ “	402 46	
Avg. cost of Loco. power $\frac{1}{2}$ mile, including repairs	10 cts 22 Mills	
“ $\frac{1}{2}$ mile run of Cars.....	0 28	
Total Cost per Car per mile hauled.....	10 50	
Avg. number of miles run to one cord of wood.	39. $\frac{10}{100}$	
<hr/>		
LOCOMOTIVES.	Wood used.....476 $\frac{1}{2}$ Cords at \$1.75 cts	\$834 87
	Oil (fine)..... 66 gals	40 11
	“ (common)..... 43 “	18 54
	“ (coal)..... 24 $\frac{1}{2}$ “	7 45
	Waste and rags..... 218 lbs	18 30
	Tallow 365 “	43 80
	Packing 16 “	2 88
	Materials.....	23 70
	Wages for repairs.....	204 30
“ of Drivers and Firemen.....	713 26	
	<hr/>	\$1906 19
CARS.	Oil (fine)..... 7 gals.	5 05
	“ (common) 136 $\frac{1}{2}$ “	69 92
	“ (coal) 4 “	1 30
	Waste and rags..... 94 lbs	4 10
	Wages for repairs.....	169 64
	Materials for do	152 45
	<hr/>	\$ 402 46
	<hr/>	\$2,308 65

STATEMENT No. 2.

GENERAL STATEMENT OF REVENUE ACCOUNT.

9th NOVEMBER to 31st DECEMBER, 1866.

DR.	
To Wood on hand 9th November.....	\$4,938 05
“ Revenue [per Abstract A].....	16,676 64
	\$21,614 69
CR.	
By Operating Expenses [Abstract B]... \$7,500 50	
“ Renewals, &c., [Abstract C].....	960 40
“ Wood on hand.....	3,843 10
“ Cash “ “	9,310 69
	\$21,614 69

A B S T R A C T .

DETAILS OF SOURCES OF REVENUE,
9th November to 31st December, 1866.

Passengers North, 3,413		
“ South, 3,061		
	6,474	\$ 5,174 03
WEIGHT, viz.:—Lumber...	\$ 8,465 19	
Cattle....	433 26	
Grain and Flour.....	860 37	
Butter, Pork, &c.,	575 91	
General Merchandize....	717 71	
		11,052 44
Mails and Express.....		166 22
Wood sold		167 11
Wharfage and Storage.....		00 00
Interest and discount on Silver.....		14 48
Rents and Sundries.....		102 36
		\$16,676 64
Total		

A B S T R A C T B .

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 DETAILS OF OPERATING EXPENSES,
 From 9th Nov. to 31st Dec. 1866.

General Superintendence and Directors.....	\$ 593 65
Agents, Porters and Switchmen.....	1,203 36
Enginemen, Firemen, Conductors, &c	1,314 28
Mechanics, and repairs to Engines and Cars.....	633 81
Maintenance of Way, Bridges, Buildings, &c	1,717 36
Wood	1,593 05
Materials and Supplies to Shop	334 68
Oil and Waste	00 00
Office and H. expenses, Stationery, Printing, &c.	00 00
Damages, Losses and Overcharges.	00 00
Car Hire.....	36 00
Incidental expenses	59 31
Legal expenses	00 00
Insurance	15 00
	\$7,500 50

A B S T R A C T C .

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 Statement of Renewals and other Expenses not included under
 the denomination of "Operating Expenses,"
 9th Nov. to 31st Dec. 1866.

Lumber for Turntable at Smith's Falls.....	\$ 43 98
Wages at do	52 00
Platform at Perth.....	24 00
Freight shed at Smith's Falls (balance).....	236 00
New Cars	604 42
	\$960 40

BROCKVILLE, 1st FEB. 1867,

TO THE PRESIDENT AND BOARD OF DIRECTORS OF THE
BROCKVILLE AND OTTAWA RAILWAY COMPANY.

GENTLEMEN :—For more convenient and speedy reference I herewith lay before you Statements and Abstracts showing Receipts, Expenditures, &c., of the Company for the year ending 31st Dec. last, including as well the period during which the Railway was operated under the direct charge and management of the Company, as that portion of the year during which the same was carried on by and under the control of the Trustee of the Preferential Bondholders. These Abstracts and Statements are summarized from the Reports of the late Managing Director of the Company, and the Managing Agent of the said Trustee, already submitted to your Board.

C. F. FRASER,
Sec. Treasurer.



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STATEMENT No. 1.

STATEMENT OF ENGINE AND CAR MILEAGE, &c.,
for the Year 1866.

1865.		1866.	
101,000	Total Engine Mileage.....	130,053	
648,000	“ Car “	721,962	
\$ 11,056 80	Cost of running and repairing Locomotives.....	\$13,829 48	
2,966 37	“ “ “ Cars.....	3,375 99	
10c. 94mils.	Average cost of Loco. per mile includ. rep. &c.	10c. 63m.	
47 “ “	“ per mile run by Cars “	0 46	
11c. 41 “	“ total cost per Car per mile hauled	11 09	
42c. 08 “	“ number of miles run to 1 cord wood	44 28-100	
LOCOMOTIVES.			
\$ 4,112 50	Wood used 294½ cords @ \$1.75.....	\$ 5,147 62	
326 00	Oil, “ fine, 321¾ gallons.....	296 99	
197 20	“ “ common 318 “	136 47	
33 00	“ “ coal 111¼ “	49 43	
30 00	Packing.....	31 44	
42 00	Waste and rags 1,139 lbs.	90 42	
	Tallow 1,698 lbs.	231 40	
2,064 08	Wages for repairs.....	2,431 77	
130 00	Materials for repairs.....	631 00	
3,843 06	Wages of Drivers and Firemen.....	4,782 94	
		\$13,829 48	
C A R S .			
\$ 360 00	Oil Lubricating 1,378½ gallons. \$	618 62	
	“ Coal 53½ “	27 12	
1,538 37	Wages for repairs.....	1,400 18	
1,018 00	Materials for repairs.....	1,318 84	
50 00	Waste and rags 339 lbs.....	11 23	
		\$3,375 99	
		\$17,205 47	

STATEMENT No. 2.

GENERAL STATEMENT OF REVENUE ACCOUNT, Year ending 31st December, 1866.

DR.		CR.	
To Cash on hand 1st January	\$ 9,025 06	By Operating Expenses (Abstract B)...	\$ 62,964 25
		“ Renewals, &c. (Abstract C).....	32,902 85
		“ Stores ..	2,808 42
		“ Wood on hand on year's purchase....	3,843 10
“ Revenue (per Abstract A)	113,208 88	“ Cash on hand ..	13,725 40
		“ “ in Bank of Upper Canada.....	5,989 92
	\$122,233 94		\$122,233 94

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A B S T R A C T .

DETAILS OF SOURCES OF REVENUE.

for year ending 31st Dec. 1866.

1865.		1866.
	Passengers North.....	22,802
	" South	23,419
\$35,840 19		46,221
		\$40,126 98
	Avg. distance travelled by each $26\frac{82}{100}$ Mls.	
	" receipts from each... $86\frac{81}{100}$ cts.	
	Freight, viz ;	
14,726 73	Lumber	\$26,550 42
2,767 75	Cattle	2,411 78
3,786 08	Grain and Flour.	4,037 56
3,171 36	Butter and Pork	3,565 53
22,384 11	General Merchandize...	27,167 22
\$46,866 03		63,732 51
1,976 00	Mails and Express	5,113 95
363 09	Wood sold.....	759 23
258 36	Wharfage and Storage.....	602 68
525 44	Interest, and Discount on Silver.....	404 94
391 87	Rents and Sundries.....	2,468 59
		\$113,208 88
	Number of Tons North.....	8,530
	" " South	31,055
28,845		39,585
1 62	Average receipts per Ton.....	\$1 61

A B S T R A C T B .

DETAILS OF OPERATING EXPENSES,
for the year ending 31st Dec. 1866

1865.		1866.
\$6,368 72	General Superintendance and Directors.	\$ 7,549 65
7,563 64	Agents, Porters, etc.....	8,410 72
6,273 66	Enginemen, Firemen, Conductors, etc..	8,284 21
4,700 20	Mechanics, & repairs to Engines & Cars.	4,294 51
14,718 38	Main'ce of Way, Bridges, Buildings, &c.	14,758 47
8,971 23	Wood.....	7,922 43
3,968 95	Materials and Supplies to Shop.....	4,554 29
1,142 98	Oil and Waste.....	1,796 32
1,163 67	Office & Station exp. Stationery, &c....	1,953 90
676 00	Damages, Losses and Overcharges.....	685 71
271 00	Car Hire.....	372 00
354 67	Incidental Expenses.....	838 17
00 00	Insurance	490 65
00 00	Taxes	764 30
184 16	Legal Expenses.....	288 90
		\$62,964 25

A B S T R A C T C .

STATEMENT OF RENEWALS AND OTHER EXPENSES
not included under the Denomination of "Operating
Expenses," Year ending 31st December, 1866.

Amount to 9th November as per statement	\$31,942 45
“ 9th November to 31st December	960 40
	\$32,902 85

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Erata.—STATEMENT No. 3, PAGE 13

Sykes DeBergue & Co.,	read \$ 46,258 66	instead of \$	56,258 66
Company's Bonds issued,	" 1,161,193 84	"	161,193 83
Total of Cash on hand, Wood, &c.,	" 19,549 15	"	19,549 16
Profit and Loss,	" 690,631 23	"	690,631 25

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A B S T R A C T .

DETAILS OF OPERATING EXPENSES, for the year ending 31st Dec. 1866

1865.		1866.
\$6,368 72	General Superintendance and Directors.	\$ 7,549 65
7,563 64	Agents, Porters, etc.....	8,410 72
6,273 66	Enginemen, Firemen, Conductors, etc..	8,284 21
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1,163 67	Office & Station exp. Stationery, &c....	1,953 90
676 00	Damages, Losses and Overcharges.....	685 71
271 00	Car Hire.....	372 00
354 67	Incidental Expenses.....	838 17
00 00	Insurance	490 65
00 00	Taxes	
184 16	Legal Expenses.....	

STATEMENT OF RENEWALS AND OTHER EXPENSES not included under the Denomination of "Operating Expenses," Year ending 31st December, 1866.

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“ 9th November to 31st December	960 40
	\$32,902 85

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