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PROCEEDINGS

OF THE

FIRST MEETING

OF THE

SHAREHOLDERS

OF THE

Grand Trunk Railway Company  
OF CANADA,

HELD AT

QUEBEC, THE 27<sup>TH</sup> JULY, 1854.

WITH THE REPORTS OF  
THE BOARD OF DIRECTORS,  
THE ENGINEER IN CHIEF, AND  
THE GENERAL MANAGER.

Montreal:

JAMES POTTS, PRINTER, HERALD OFFICE, NOTRE DAME STREET.

1854.

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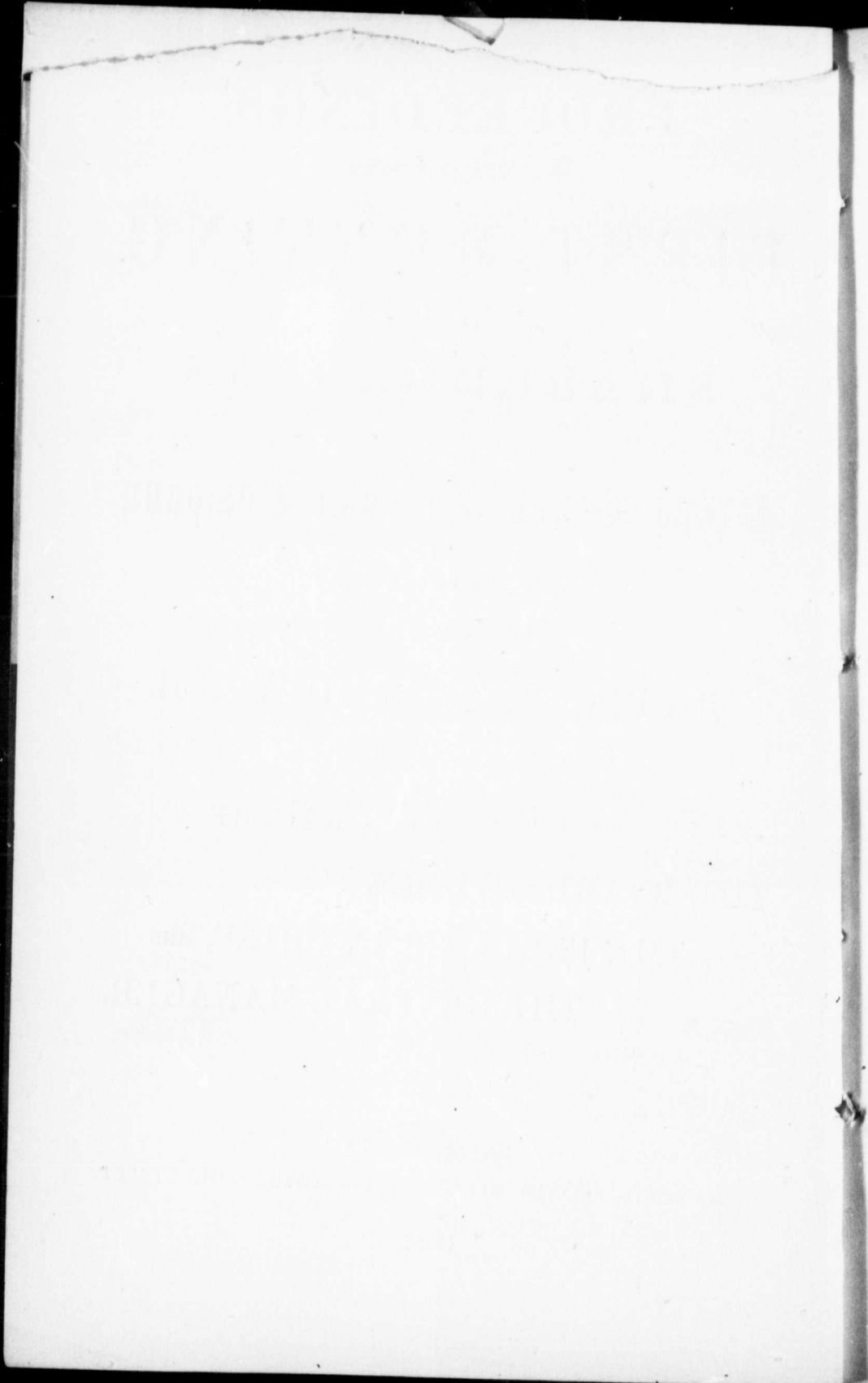
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1854.



**Directors in London :**

THOMAS BARING, Esq., M.P.,	ROBERT McCALMONT, Esq.,
GEO. CARR GLYN, Esq., M.P.,	KIRKMAN D. HODGSON, Esq.
H. WOLLASTON BLAKE, Esq.,	

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**Directors in Canada :**

HON. JOHN ROSS, *President.*  
BENJ. HOLMES, Esq., *Vice-President.*

HON. FRANCIS HINCKS,	HON. L. T. DRUMMOND,
E. P. TACHÉ,	GEO. CRAWFORD, Esq., M.P.P.
JAMES MORRIS,	W. H. PONTON, Esq.,
MALCOLM CAMERON,	E. F. WHITTEMORE, Esq.,
PETER MCGILL,	HENRY LEMESURIER, Esq.

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**Managing Director in Canada :**

SIR C. P. RONEY.

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**Engineer in Chief :**

ALEXANDER M. ROSS, Esq.

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**General Manager :**

S. P. BIDDER, Esq.

---

JOHN M. GRANT, Esq.,  
*Assistant Secretary.*

W. H. A. DAVIES, Esq.,  
*Chief Accountant.*

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**Auditors :**

WILLIAM MOLSON, Esq.  
WILLIAM WORKMAN, Esq.,  
ALFRED LAROCQUE, Esq.

## PROCEEDINGS OF THE MEETING OF SHAREHOLDERS.

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AT a Meeting of the Shareholders of the Company, held at Quebec on Thursday, the 27th July, 1854, pursuant to Advertisement, the Hon. JOHN ROSS, President, in the Chair, it was

*Resolved*,—That the Report now read, and the accounts submitted, be confirmed and approved, and that a copy be transmitted to each Shareholder of the Company ;—

That for the future, the Meetings of the Shareholders of the Company in Canada, shall take place on the first Wednesday of September, in each year. The next General Meeting to take place in Quebec, on the first Wednesday of September, 1855 ;—That at the meeting of the Shareholders to be held in September, 1855, one-third of the Elective Directors of the Company, shall go out of office ; one-third shall go out of office, at the meeting in September, 1856 ; and one-third at the Meeting in September, 1857 ; and at all subsequent Annual Meetings of the Shareholders, one-third of the Directors who have been longest in office ; every Directors so retiring be eligible for re-election :—

That Mr. HENRY LEMESURIER be elected a Director of this Company, in lieu of Captain RHODES, resigned ;—That Mr. WM. MOLSON, Mr. WM. WORKMAN, and Mr. A. LAROCQUE, each of Montreal, be elected Auditors of the Grand Trunk Railway Company of Canada.

That the existing Tariffs of Rates or Tolls, and all those fixed and regulated by the Board of Directors since the amalgamation of the Companies, now constituting the Grand Trunk Railway Company of Canada, be ratified ; and further, that this meeting empower the Directors to alter, fix, and regulate all Tolls and Tariffs of Rates, as from time to time they shall see fit and necessary ;—

That the Directors of the Grand Trunk Railway Company, be authorized to forfeit the Shares of the Quebec and Richmond Company, in arrear for calls, two months after notice of such intention shall have been published in the *Canada Gazette*, in the *Times*, (London) newspaper, and twice in a newspaper published in the Cities of Quebec, Montreal, Kingston and Toronto.

Mr. Ross having left the Chair, it was

*Resolved*,—That the cordial thanks of the meeting be given to the Hon. JOHN ROSS, for his conduct in the Chair, and for his active exertions on behalf of the Company.

(By order,)

C. P. RONEY,  
*Managing Director.*

QUEBEC, July 27, 1854.

# THE GRAND TRUNK RAILWAY COMPANY OF CANADA

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The first meeting of the Shareholders of this Company was held at Quebec, on the 27th July, 1854.

The Honorable JOHN ROSS, President of the Company, having taken the Chair,

Sir CUSACK RONEY proceeded to read the following reports:—

## REPORT OF THE DIRECTORS OF THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

The period for holding the first meeting of the Shareholders of the Company having arrived, the Directors desire to place before them a full report of the progress of the undertaking since its formation.

The amalgamation of the several Companies now comprised under the title of the Grand Trunk Railway Company of Canada, was completed in July of last year; immediately afterwards the necessary steps were taken for issuing the shares and debentures to the holders of the Provincial certificates of the A series of Grand Trunk Shares, and for the conversion into Grand Trunk Shares of the paid up in full Shares of the St. Lawrence and Atlantic, the Quebec and Richmond, and the Toronto and Guelph Companies.

It may not be inopportune to state here that the system adopted and carried out, with reference to the preparation and issue of these documents, as well as to their registration and transfer, and to the payment of interest and dividends on them, is of the most complete and satisfactory character.

Immediately after the amalgamation, the necessary organization of the Company in the traffic department, under the control of Mr. S. P. Bidder, its General Manager, was effected. His report is attached hereto. The system of Audit of all receipts from traffic was also brought into operation on the principle of the London Clearing House—the experience of several years, acquired in English railways, demonstrating this as a complete and effective check on all payments on account of traffic. Its working on the section of railway between Portland and Montreal has shown the advantage of its adoption in this country. Arrangements have been made for its extension as the several sections of the Grand Trunk Railway are completed from time to time.

The St. Lawrence and Atlantic and St. Lawrence Railways, forming the line from Portland to Montreal, are 292 miles in length.—They were delivered to the Company in July, 1853, in a state unfit for working, and the locomotive and carriage stock was equally deficient.

Engagements, however, had been entered into which rendered it neces-



sary to keep the line open so as to get through one train a day during the winter.

Notwithstanding the adverse circumstances under which the line was worked, the traffic has gradually increased from £1644 3s 9d Stg., which it was on the week ending the 7th January last, to £3,627 1s 9d for the last week of the half year ending 30th ultimo. The total receipts for the half year were £73,112 8s 2d Stg. To earn that sum an expenditure of £58,122 14s 0d was incurred.

This large amount for working expenses will naturally attract attention, but it has to be remembered that the railway was kept partially open to fulfil the engagements already referred to, as well as at the solicitation of flour and lumber merchants, who had made contracts in the belief and understanding that the railway from Montreal to Portland would be in effective working order during the winter. It must also be borne in mind that the last winter was the severest known in Canada East for several years, and that, in addition to the short supply of engines and other rolling stock, there were neither workshops nor tools for the necessary repairs. The half year just expired, therefore, forms no criterion for the future as regards working expenses.

The line is now in good working order. The ballasting throughout its entire extent is nearly completed. The number of engines has been augmented to 64, and more than the ordinary proportion of them is in complete and effective working order. The necessary workshops and tools have been provided, and every arrangement has been made, or is in progress, for rendering the line capable of conveying as large an amount of traffic as can be carried on a single line of railway, at or about the ordinary rates of working expenses. Since the 1st instant, "Through" trains accomplish the distance each way between Montreal and Portland in 11½ hours, and the number of passengers carried by them would have been greatly in excess of their present amount, had not the unfortunate prevalence of cholera checked the immense travel from the United States that usually flows into Canada at this season of the year. The ordinary trade of Montreal has likewise been diminished to a considerable extent in consequence of the prevalence of the disease.

Although the sea service of the Canadian Steam-Packet Company was not carried on in an effective manner during the past winter, the experience acquired by merchants and others has convinced them of the advantages of the communication; and there is no doubt that if a weekly passage were established between England and Canada, and that the sea service were performed with average regularity in vessels of large tonnage, the receipts on the line from Portland to Montreal alone would be increased between £1,500 and £2,000 a-week from this source.

Up to the date of the last advices from England, the 6th instant, £1,848,845 sterling had been paid on account of the A series of shares of the Grand Trunk Company and the debentures to which such shares are entitled.

£490,885 sterling have been paid in advance of future calls, a satisfactory proof of the confidence entertained by the English Shareholders of the Company as an investment.

It is intended that the next call of £2 10s. per share and of £10 on each class of debentures be made in October next, to be followed by calls for the same amounts in February and June, 1855.

Owing to the prospects of a general war in Europe, and the consequent probable depression of all securities, the Directors deemed it prudent, during the autumn of last year, to apply to the Provincial Government to grant, under the Guarantee Act 14 & 15 Vic. Cap. 73 Section 22, the same privileges with reference to the Province Bonds, to be issued to this Company, as had been afforded to other Railroad Companies in Canada entitled to the guarantee.

The Government assented to this proposal, and transmitted to Messrs. Baring & Glyn, the Agents of the Province in London, £905,700 of debentures, with instructions that they be issued to such Shareholders of the Grand Trunk Railroad Company as paid 40 per cent on their A shares, and in full on the Province Bonds to which they are entitled.

The amount paid in full on these debentures to the 6th instant, is £492,300 sterling. The works completed by the contractors to the 14th instant (at the rate of 40 per cent on the works to which the debentures apply) have entitled the Company to £311,000, and a further amount of £317,500 is held on account of those sections of the line hitherto known as the St. Lawrence and Atlantic and the Quebec and Richmond Railways. It, therefore, appears that the Company have not yet received from the Government the amount of Provincial aid to which it is entitled. The debentures are, however, in the hands Messrs. Baring & Glyn for disposal to the Shareholders of the Grand Trunk Company under the conditions before stated.

Should a larger sum be received by Messrs. Baring & Glyn in payment of these Debentures, than the amount to which the Company is entitled on works executed, it will be held by these gentlemen and will be only handed over by them to the Company, as it becomes entitled thereto from time to time by order of the Government of Canada.

A similar arrangement will be carried into effect with the B series of these Debentures as the works progress. The amount of this issue will be £905,800.

In accordance with the arrangement announced by the London Board on the 6th of May last, the Directors have entered into the following arrangements with reference to the progress of the work :—That they be actively proceeded from St. Thomas, 40 miles below Quebec, [to join the Quebec and Richmond line,] and between Montreal, Kingston, Toronto, Guelph and Stratford, so that the line shall be opened from Montreal to Prescott, and between Toronto and Stratford, a distance of 210 miles, in the autumn of next year, and the other sections giving a total length of 867 miles in October, 1856.

The works postponed under this arrangement comprehend 245 miles, and an outlay of about two millions sterling.

The capital accounts submitted herewith, show that the expenditure under that Head to the 30th ultimo, has been £1,860,265 5s. 6d. sterling, of which £237,793 sterling was on account of works on the line between Montreal and Portland, providing it with additional locomotive stock, workshops, &c., £589,425 for works and materials supplied between Montreal and Toronto, £363,396 19s., between Toronto and St. Mary's, £537,350 between Quebec and Richmond, £63,172 for the line East of Quebec, and £57,020 13s. 9d., for the Victoria Bridge.

The Directors refer with satisfaction to the full and detailed report of Mr. A. M. Ross, the Company's Chief Engineer, herewith subjoined, on the progress of the various works now in course of construction. It cannot fail to be read by the Shareholders with the deepest interest.

On the subject of the Victoria Bridge the Directors desire to state that its necessity and advantage become daily more apparent.

The explicit Report of Mr. Robert Stevenson, recently published, has convinced all persons interested in the subject, in an engineering point of view, of its practicability and propriety, and the perusal of Mr. Ross's Report will show the successful manner in which the works have progressed to the present time.—Viewed in relation to its commercial importance the Directors are more than ever impressed that, without it, the large and comprehensive traffic system involved in the construction of the Railway, could only be partially and by comparison ineffectually carried out at a very great cost. Montreal is the terminal point of the Ocean Navigation connected with the St. Lawrence on the one side, and of the great Canadian and American Lakes extending 2,000 miles into the heart of the Continent on the other. It is also the centre from which lines of Railway at present radiate to Portland, Boston, and New York, and to which lines now in progress of construction will converge from the Ottawa and other rich, though as yet, only partially developed districts of Canada. Without the Victoria Bridge the Grand Trunk Railway would, in fact, be two Railways involving the cost and expensive working of two separate plants, whereas by its construction under the perfect system of management which the Directors believe they will be able to introduce, not only will the immense traffic both of persons and of merchandize which now flows through Montreal continue with the natural expansion consequent upon the opening of Railways in surrounding districts; but it is the firm conviction of the Board that by means of the Bridge a better, more rapid and cheaper communication will be afforded for the produce of the magnificent districts of Western Canada and of the North Western States of America, including Michigan, Illinois, Wisconsin, Minisota, Iowa, &c., to the Atlantic Sea-board, and for the supply of these districts with imported goods than by any other route on this Continent. With reference to the cost, it should be observed that if its amount be distributed over the whole Grand Trunk Line, it will add about £1,200 a mile to the expense of construction, making the total cost of the Railway (to be finished in every respect equal to a first class English Railway) about £9,500 a-mile, which amount includes the necessary Locomotives and other Rolling Stock for working the Line. In addition, the lines of Railway, independent of this Company, which converge at Montreal are about 1,600 miles in length.

All these will pay toll to the Company to pass their traffic over the Bridge, as it must be obvious that it will be cheaper than to ferry the river by steamboats in summer or by sleighs in winter.

The Directors are happy to announce that the agreement entered into in London between this Company and the Great Western Railway Company for each to suspend until 1856, such portions of the respective lines as excited mutual jealousy, has been confirmed by the Canada Board of that Company. In consequence the works on the Great Western Line from London to Sarnia, and this Company's Sarnia Extension have been deferred.

The Board has every reason to hope that before the expiration of the present agreement, terms of a friendly alliance will, under the decision of Mr. Stephenson, be arranged between the two companies, by which all the evils incident to any apprehended competition will be avoided.

A vacancy having been created in the Canadian section of the Board, by the retirement of Captain Rhodes, it is proposed to fill up the vacancy by the appointment of H. LeMesurier, Esq.

In accordance with the terms of the amalgamation agreement, the period at which the first election of Directors shall take place, as also the terms at which the future ordinary meetings of the Shareholders of the Company shall be held, are to be decided by the present meeting.

The election of three Shareholders of the Company as auditors, is likewise required by the terms of the amalgamation agreement.

Certain shares in the Quebec and Richmond Railway are now in arrears or calls. A resolution will be submitted to the meeting to empower the Directors to forfeit such shares two months after a notice has been published in the "Canada Gazette" and in the other newspapers.

The accounts of the Company up to the 30th ultimo, are herewith submitted.

JOHN ROSS,  
*President.*

Quebec, 27th July, 1854.

## REPORT OF THE ENGINEER IN CHIEF.

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TO THE DIRECTORS OF THE GRAND TRUNK RAILWAY COMPANY:—

*Gentlemen*,—In view of the approaching General Meeting, I have to report for your information, and that of the proprietary, the progress generally, which has been made in the prosecution of the works of this great undertaking.

In doing this, my statement must necessarily be confined to dry details, perhaps uninteresting and uninteresting, excepting to those few, who from their position as Directors and Trustees, are naturally expected to evince a more than ordinary desire for the most full and authentic information, connected with the great trust confided to their charge.

I am on this occasion more than ordinarily anxious to fulfil this duty, as many unfounded and injurious reports have been spread abroad, and industriously circulated, respecting the progress made in the execution of the works of this most important enterprise. I shall therefore proceed to lay before you a detailed account of what has been done on the different divisions of Line, and the means now employed in carrying on the work.

### MONTREAL AND TORONTO SECTION.

It will be in the recollection of the Board, that the Spring of last year advanced before we were in a position to commence operations in the preparatory field works necessary for our guidance, these were prosecuted with vigour and the surveys completed in convenient Sections, were duly deposited in the proper Government offices to such extent, as enabled the Contractors in August of the last year, to proceed in acquiring the land and making the necessary arrangements for prosecuting the works.

In the meantime further deposits of plans have succeeded each other: the whole of the surveys are now perfected and deposited, these give a result of 333 miles, as the length of the line between the termini at Montreal and Toronto.

I have now to report, that the land has been purchased for 250 miles of this length, as well as for that required for the terminal Stations at Montreal and Toronto, and all the intermediate Stations along the whole length of the Section, amounting in the aggregate to nearly 3,500 acres. The remaining 83 miles which will comprise about 1000 acres may be acquired as soon as circumstances may seem to justify. Exorbitant sums have been paid for the land, at both the terminal Stations, and at many of the intermediate stations, also, in addition to being obliged in many instances to purchase a far greater quantity than the requirements of the Railway demanded. The land generally with some few exceptions, in addition to those instances already stated, has been obtained upon terms which have not disappointed our expectations,

and I do not anticipate that the portion still remaining to be acquired will leave much, if any cause for complaint.

With the view of completing the Eastern end of the line from Montreal to Brockville, about 112 miles, and, also, a small section of the Western end, from Toronto Eastward to Whitby about 35 miles, by the autumn of next year, forces to a large amount have been from the earliest commencement of the season regularly employed, and at every point requiring more than ordinary exertion for the attainment of this object every means is being taken to expedite the work.

The greatest of such points, occurs as you are aware, at the crossing of the River Ottawa, at St. Ann's and Vaudreuil, where the bridging extends to nearly 2,200 feet in length, and upon the masonry and works connected therewith; there are now employed 949 men and 109 horses; in addition to this, nearly the whole of the iron works for this structure, which constitutes one half of the cost of the Bridge has been completed in England and is now shipped.

Without referring to any other particular work beyond the one I have already specified, which is the largest and most important feature of the whole section, I would beg to draw attention to the appendix A, which clearly shows the amount and distribution of the forces now employed, this you will find upon the 147 miles now in active operation, gives an average of 50 men and 8 horses per mile.

Upon the middle division at Kingston, where such works only are being proceeded as require most time to complete, 650 men and 50 horses are employed. The completion of this division of the line being deferred to one year later than the sections at either end, no larger force than that now employed is necessary.

You will observe in the appendix there are 7,600 men, and 1260 horses employed between Montreal and Toronto, whose operations are principally confined to about one half of the line; and of this 650 men and 62 horses are employed in carrying on the works of the station buildings at Montreal, which are designed on a scale to meet the future requirements of one thousand miles of Railway, converging at this centre. Having thus enumerated the amount of forces employed in prosecuting the works of the sections now proceeding with, I shall briefly state the amount of work already accomplished; which I shall describe by commencing with the Rails.

Of 15,000 tons of Rails required, there have been received 9452 tons, and 4448 Tons in addition have been shipped and may shortly be expected. There are, also, 6000 tons more provided, which await the departure of the September fleet from England, when the whole will have been sent off.

Of 350,000 Ties required, there are 208,000 provided.

Of 150 miles of fencing, there are 55 miles completed, and the whole of the remainder provided.

44 miles are already graded, and the remainder are being proceeded with in full force.

The Culvert and Bridge Masonry are advancing in due proportion at every point where needed most, and in every instance will, I believe, keep pace with the other works.

It is intended to get in the foundations for the Station Buildings, at Mon-

treel, throughout this season, these extend to an aggregate length of 3000 feet, in sundry buildings, varying from 40 to 90 feet in width, some of which are two stories in height, and consist principally of Passenger Stations, Goods Warehouses, Locomotive erecting shops, Engine Stables, Car erecting shops, Smiths, and Foundry shops.

It is proposed to complete the Car and Smiths shops this season, so as to admit of commencing the construction of the car rolling stock, which is to be built upon the premises. The remaining buildings of this establishment being so far prepared this autumn, will be readily advanced to completion next year.

The Locomotive power is being prepared in England, at the Canada Works, Birkenhead, where the bridge Iron-work is also constructing, and upon these 650 artizans are now employed.

Considering the magnitude of the operations in which we are engaged, and the many adverse circumstances incident, to a country devoid of all and every flexible appliance for carrying out large works, I think, on the whole, we have every reason for congratulation, in being able at the end of the first twelve months' operations, to render a statement showing nearly 50 per cent. of the task now in hand accomplished, moreover, the progress now making with the forces employed, will at the close of the present season advance the works of grading to near completion, and leave little more to do in the ensuing year, than to lay and finish the superstructure of the permanent way, for which, in the meantime, every appliance will be amply provided.

### TORONTO AND SARNIA SECTION.

On the Western Section beyond Toronto, it will be in the recollection of the Board, that all works West of St. Mary's, 69 miles from Sarnia, have been in abeyance, beyond this point nothing has been done, excepting the completion of the surveys, and securing the right of way.

The works of construction between Toronto and St. Mary's, 99 miles, have made considerable progress, and at present the Contractor's operations are confined to the district extending from Toronto to Stratford, 89 miles.

I find in the returns furnished to me by Mr. Walter Shanly, my resident assistant in that district, that there are one thousand nine hundred and thirty men employed upon the work, this gives an average of about 22 men to the mile, and considering the amount of earthwork yet to do upon this section, I deem an increase of the forces employed in that district advisable.

The masonry is as far forward as can be desired, and in every way satisfactory. The supply of permanent materials, such as cross-ties, fencing, and rails, as yet, only reach 35 per cent. of the required amount.

These, however, are but temporary drawbacks which can be soon overcome, and by the end of the season, I have good reason for believing, that the results will be in every way satisfactory throughout the whole of this section. Every disposition is evinced by the Contractors to meet our wishes in this respect, and, I am advised that every arrangement is made for the immediate supply of all the rails required.

### VICTORIA BRIDGE.

I shall now refer to the Victoria Bridge, which is to form the connecting link between the Western and Eastern divisions of this system of Railway

comprised in the Grand Trunk scheme ; and with reference to this important work, I have to state in addition to the North abutment dam, the dams of Nos. 1 and 2 piers are fixed in their places, and No. 1 dam, was pumped out on Friday, the 14th instant, in one hour and a half, thus fully testing its efficiency, proving it to be as tight as a tub.

The machinery and other appliances necessary are now fixed and the masonry is being proceeded with. Dam No. 2, as well as the abutment dam, are being supplied with clay puddle, necessary for their completion, and they will shortly be in the same state of forwardness as dam No. 1, already referred to. Dams 3 and 4 are also constructed, and they will be floated into their places as soon as practicable.

Separate Engines for pumping water and setting the stone are provided, and ready to be fixed on each of the six dams, and every other appliance in machinery and gearing of all kinds are also prepared on the most extensive scale.

The complete success of the dam already tested furnishes the most satisfactory evidence of the efficiency of the plans which have been pursued in reference to this important undertaking.

The quarries at Pointe Claire provide stone of superior quality and dimensions ; having been in operation for the last 8 or 9 months, very large quantities of stone have been provided and prepared for setting in the works.

Wharves have been constructed on the St. Lawrence, in the vicinity of the quarries, and Railways are laid down to facilitate the shipment of the stone.

The contractors have also provided two very powerful new steamboats, with a fleet of barges built expressly for the purpose, which are designed to carry the stone to the site of the bridge. These are now in active operation, and permanent progress will very rapidly begin to appear, which with the forces employed will soon rise into importance.

At present as shewn by the Appendix A, there are one thousand one hundred and seventy-two men and seventy-two horses employed upon this work.

Preparations for the construction of the iron-work are proceeding at the Canada Works Birkenhead, on a scale commensurate with the magnitude of the undertaking under the direction and superintendance of Mr. Stephenson, and in the course of next year, we contemplate the erection of a considerable portion of this part of the work.

### THE QUEBEC AND RICHMOND SECTION.

Comes next in order, and with reference to it, I have merely to state that every exertion is being made to lay and finish the superstructure of the permanent way, so as to be able to open the line for Traffic early in September.

The masonry throughout this section is of a very superior description, some few of the iron-bridges remain yet to be finished, they are all proceeding with despatch, and I do not anticipate any contingency happening which can disappoint our expectations in this instance.

The extension from Hadlow Cove to Tibbet's Wharf is proceeding with vigour, and would be much further advanced than it now is, but for the delay experienced in procuring the right of way. The Passenger Station Building and Steamboat landing wharf, are being advanced rapidly ; a correspond-



ing landing would, also, have been in a similar state of forwardness on the Quebec side, if the authorities with whom we had to deal for the property, had met our applications with promptitude.

### QUEBEC AND TROIS PISTOLES.

I have now to refer to the Trois Pistoles Section, which has been finally located from its point of departure from the Quebec and Richmond Railway to the Rivière du Loup, 113 miles. Plans of this portion have been duly deposited in the proper offices, as required by the acts and the usual notices in reference thereto, published.

The right of way has been secured for eighty miles.

The construction of the first 40 miles from the point of departure on the Quebec and Richmond Railway to St. Thomas, was commenced early in the Spring, and by this time fully one third of the grading of this length is complete.

The masonry for the large bridges is progressing, and the iron-work for those bridges is finished in England, and we are advised will be sent off as soon as its shipment can be effected.

The whole of the ties are provided and in course of delivery, as also, the whole of the fencing which is now being erected.

The rails about 4000 tons required for this section are all provided, although, only 1000 tons have yet reached us. The remainder will be forwarded as speedily as ships can be found for their transportation.

One thousand one hundred and forty-two men, and 84 horses are now employed upon this section; and with the exception of two large bridges, the whole of the grading will be completed this season.

### MONTREAL AND PORTLAND.

The works of completion upon this section are so far perfected as to admit of a large reduction of the forces employed.

Those still engaged are chiefly employed in relaying portions of the line at either end, where cross bearers are being substituted for the objectionable mode originally adopted; the disadvantages of which were sufficiently apparent at so early a stage in the construction of the line, as to occasion its abandonment when not more than twenty per cent. of the whole had been completed. In the course of the Summer, much of this inferior part of the line will be relaid, and such works as still remain to be done in draining, &c., which the experience of last Winter demonstrated to be so necessary will be carried out.

The line is now in good and fair running order throughout, and nothing in Railway traveling can exceed the regularity with which time is kept by every train.

Another no less gratifying proof of the efficient performance of the service of the Company, is to be found in the almost entire freedom from accident of any kind whatever. Excepting one instance, when the imperfect wheel of a goods wagon suddenly broke and damaged four other wagons with their contents, there is nothing to record worth mentioning, since the company commenced working the line, and I sincerely trust we shall continue to enjoy that immunity from casualties, which it has hitherto been our good fortune to experience.

I find on referring to our accounts, that in the twelve months ending on

the 1st instant, the sum of £275,000 sterling has been expended. One third of this amount has been spent upon the road, land and stations; one third upon the supply of additional locomotive and rolling stock, and the remainder in payment of old contracts and sundry old outstanding liabilities, in the aggregate amounting to nearly £950 per mile, and yet we are not done.

The increasing traffic, creates a constant demand for additional accomodation in stations now in use, and for new sidings, which the new mills and establishments upon the line and its vicinity, amply justify; this will render necessary a further supply of rails, &c.

Although a great deal has been effected in securing extended accomodation at the Portland Terminus—the most important feature in the whole project, there still remains much to be accomplished which is now in active operation. Hence expenditure upon a large scale is still going on, to stop which would be virtually to close the door upon the trade. I would estimate the work still to be done on the line, and the stations between Montreal and Portland, and the necessary increase at the Portland Terminus to be about £150,000 sterling. This would make the total cost of the line somewhat under £9000 per mile.

I have the honor to be, Gentlemen,

Your most obedient servant,

(Signed,)

ALEX. M. ROSS, Engineer.

# GRAND TRUNK RAILWAY COMPANY OF CANADA.

## WORKS IN PROGRESS.

RETURN OF FORCE EMPLOYED DURING THE MONTH OF JUNE 1854.—APPENDIX A.

DIVISION.	Carpenters	Sawyers.	Smiths.	Masons, Quarrymen & Stone Cutters.	Brickmakers <sup>a</sup>	Labourers.	Mariners.	Locomotives	Total Men.	Total Horses.
Montreal & Toronto										
Eastern Division...	474	126	229	807	64	* 4036	....	....	5796	955
Central Division...	36	18	24	82	....	490	....	....	650	50
Western Division..	82	44	64	108	....	120	733	....	1151	253
Toronto & Sarnia .	....	....	....	....	....	....	....	....	1930	240
Victoria Bridge....	125	136	72	364	....	309	146	....	1152	74
Quebec & Richmond	....	....	....	....	....	....	....	5	2000	200
Quebec and Trois Pistoles.	....	....	....	....	....	....	....	....	1142	84
									13821	1856

## REPORT OF THE GENERAL MANAGER.

*Gentlemen,*—In presenting my Report of the operations of the Line between Montreal and Portland, during the past year, it will be necessary, for the information of the Shareholders, to state briefly the condition in which we found the property on taking possession of it in July, 1853.

The Directors of the two Companies, namely, the St. Lawrence and Atlantic (from Montreal to the American Frontier,) and of the Atlantic and St. Lawrence (from the American Frontier to Portland,) anxious it appears to secure the Summer Traffic of 1853, opened the 47 miles between Sherbrooke and Island Pond, which completed the through communication to Portland in a very imperfect state; so much so, that it became necessary in October to close it again, except for one Train in the middle of the night.

A general survey having been made of the Line and Stations: it was seen that a very considerable outlay was required in new works to accommodate the Through Traffic, the equipment of the Lines having been confined by the former Companies to the Local Traffic only. The most important of these works consisted of New Sidings, Water Tanks, a New Goods Warehouse and the necessary Workshops for the repairs and maintenance of the Locomotive and Carriage Stock of the Company.

A New Station and Storage Warehouse at Portland were required, as also the enlargement and improvement of the Way-Stations throughout the Line; on about 60 miles of the Railway, New Sleepers had to be laid down; and there was no ballast on almost the whole length of the Railway.

When this Company took charge, the Amalgamated Stock consisted of:

34 Engines,	172 Freight Cars.
24 First Class Cars.	265 Platform do.
9 Second do. do.	22 Ballast do.
15 Baggage do.	

Of these— 4 Engines, | 23 Platform Cars,  
11 Freight Cars,

Were scarcely worth repairing and most of the remaining Engines, and a considerable number of the Cars required a thorough repair. The New Stock contracted for by the Old Companies, comprised:

25 Engines,	292 Freight Cars,
5 First Class Cars,	73 Platform do.

To meet the requirements of the Line, an additional number has been added, and the total Stock for working this Section of the Grand Trunk system, is composed of:

64 Engines,	419 Platform Cars,
34 First Class Cars,	17 Baggage do.
15 Second do. do.	45 Ballast do.
471 Freight do.	14 Snow Ploughs.

The system—if system it may be called—adopted by the Old Companies for keeping the Accounts and Working the Line was so defective, as to render it necessary to put aside all their Traffic Books, Papers and Forms, and to print and to bring into operation a complete new set.

The practise of selling tickets in the Cars has been acknowledged, both in Canada and in the United States, to be a deeply rooted evil; and as a first step to put it down on this Line, we commenced to charge 25 cents more for Tickets purchased in the Cars. This has had the desired effect to a great extent: much less money being now taken by the Conductors than formerly.

The right to use the Ticket System known as Edmondson's, which has been adopted by every Company in England, has been secured for the Grand Trunk Railway; the necessary machines have been provided, and we are now printing our own Tickets, and hope shortly to have the system in full operation.

An Audit Department has been organized on the principle of the Railway Clearing House in England, through which all Traffic Accounts will be passed, and all other Accounts of the Company checked. This, as well as the Merchandize departments, are presided over by Gentlemen of many years experience on English Railways.

After the close of the Navigation last year, the Screw Steamers ran between Liverpool and Portland with passengers and goods, thus opening up for the first time an entire new winter route for Canada; and notwithstanding our deficiency of engine power, and the defective state of the Line, the traffic of these vessels has been conveyed with a dispatch which has given general satisfaction.

To show the importance of this new route for Canadian Produce to the Eastern Market, it will be sufficient to state that 70,000 barrels of Flour were conveyed over the Line during the Winter months.

With reference to the present prospects of the Railway as it is opened up for Traffic, my expectations are of the most sanguine character, and judging in a small degree from the results of the past six months, I think I am warranted in stating that the Grand Trunk Road, as it becomes developed, will have a traffic equal, if not superior, to any line of railway on the Continent of America.

As you will have observed, the receipts of the Portland Road have, during the past half year, been raised from \$8,000 00 to \$18,000 00 per week; and I am of opinion that during the months of July, August and September, this amount will be greatly exceeded, should the ordinary American summer travel take place and which is likely to be increased by the desire to view the works of the Victoria Bridge, now becoming so generally known, and causing so great an interest throughout the whole of this continent. In addition, several large Saw Mills are in course of erection, and will shortly be ready for work, capable of cutting 200,000 feet of lumber per day and several others are likewise in contemplation.

The Engineer's Report will inform you that the Quebec and Richmond Road will be open for traffic the first week in September.

The local traffic of this line, as you are aware, will not, for some time to come, be an important item in our receipts; but the through traffic from Quebec to Montreal and Portland, especially during the close of the navigation, will assuredly be equivalent to all that has been anticipated. Apart, however, from the local traffic of the line, you will not fail to remember the immense advantage of such a communication between Quebec and Montreal, and there can be no doubt but that the very fact of a railroad running between these two places in mid-winter will induce travel that never has been contemplated.

I now come to speak of the line West of Montreal, but my observations in this report must be confined to repeating the expectations I have already expressed. Indeed, it would be uncalled for on my part to say more at present than to state, from the experience and knowledge of the country I have acquired since my residence in Canada, that my anticipations concerning the profitable working of that section of the Grand Trunk Road are more sanguine than ever. Daily does some fresh proof arise of the necessity and advantage of railway communication between the Eastern and the Western portions of the Province. Emigration alone, the amount of which is illimitable, will furnish an increasing source of traffic to the railway. Upwards of 30,000 Emigrants have already passed through Canada on their way to the far west this season, and it is not too much to say that two-thirds of all the persons who land at Quebec will certainly pass over our road when it is completed. I also find that the district through which the line is carried is so thickly populated that it is impossible for us, at this present time, to estimate the great amount of traffic which this district of Canada will furnish to the railway.

On referring to some statistics relating to Canada, between Montreal and Toronto, I find that, leaving out these cities, as well as Kingston, the following districts, in which we shall have stations, contain the subjoined population :

STATIONS.	POPULATION.	REMARKS.
1—Lachine.....	About 1000	
2—St. Clair.....		
3—St. Ann.....		
4—Road to Cedars.....	1500	Rising District.
5—New Longueuil.....		
6—Lancaster.....	5000	Nearly 15,000 acres under cultivation.
7—Charloteburgh.....	6000	Quantities of hardwood, pine, &c.
8—Cornwall.....	4000	Tanneries, and a large export of Potashes,
9—Osnabrock.....	5000	25,000 acres cultivated, produce very large.
10—Williamsburgh.....	4000	
11—Matilda.....	4000	Tanneries, Ashes, Exports, &c.
12—Edwardsburgh.....	4500	Maple Sugar Refineries, Wool Factories.
13—Augusta and Prescott.	8000	
14—Elizabethtown and Brockville.....	9000	Brockville contains 4000.
15—Younge.....	4000	
16—Landsdown.....	} 5000	Agricultural produce generally.
17—Leeds.....		
18—Pittsburgh.....	3000	
19—Ernesttown.....	5000	
20—Napanee.....	1000	
21—Shannonville.....		
22—Belleville.....	} 4000	} Thriving town—trade of Marmora Iron Works comes here.
23—Port Trent.....		
24—Colborne.....	1000	Lumber traffic.
25—Grafton.....	1000	Plenty of Grist Mills.
26—Port Cobourg.....	} 5000	} Cloth Factory employing 200 hands—con- sumption of Wool to nearly $\frac{1}{2}$ million.
27—Port Hope.....		
28—Bond Head.....	3500	Most rising place.
29—Bowmanville.....	10000	25,000 acres under cultivation.
30—Whitby.....	2000	Brewery, Tannery, &c.
31—Pickering.....	7000	Best settled district in West.
32—Scarborough.....	4000	
33—Scarboro' Height.....		
Total	107500	

These figures, in themselves, would be sufficient to warrant my saying that this division of the line could not fail to be profitably worked; and in addition, the constant and increasing through travel between Montreal and Toronto, both passengers and merchandize, apart from all local traffic, would almost, in itself, prove remunerative to the Shareholders. It must likewise be remembered that for many miles back, for the whole length of the line, the country is populated with the most rising and energetic class of persons that can possibly be located in the neighbourhood of a railroad, and that at from different points the traffic of the interior is brought to our line by Railways now open and in course of construction.

Although I shall not more than allude to the Sarnia division, I am not unmindful that this and the districts beyond are the points from which we must receive an amount of traffic the magnitude of which we can form no conception of.

Whether as an amalgamated Company with our neighbour, the G. Western, or acting as an independent Company, I am convinced that a large amount of the breadstuffs of Michigan, Iowa, Wisconsin, and a portion of Illinois, which now find their way to the sea-board by water and by the United States lines of road, must pass over the Grand Trunk, not only on account of its being the cheapest and most direct route, but also because of the less number of handlings these goods would have, and the consequent extra rapidity with which they would be conveyed.

In fine, I may add, that the more I see and hear of the resources of this country, the more assured do I become of the absolute necessity of the Grand Trunk line of Railway, and in proving its necessity I cannot but prove also its pecuniary profit to the Shareholders. Although, on my first arrival in Canada, I had my doubts as to the earnings being as large as estimated in the prospectus, I have now much satisfaction in bearing my testimony to the probability of the amount therein stated being realized, and that, too, within two or three years from the date at which a through communication shall have been established between Sarnia, or some other point in that district, with Portland and Quebec.

I am,  
Gentlemen,

Your most obedient servant,

(Signed)

S. P. BIDDER.

MONTREAL, July 24th, 1854.

The Chairman having called the attention of the meeting to the chief features in these reports,

The Honorable GEORGE PEMBERTON stated that he felt great pleasure in attending this, the first, meeting of the Company. He congratulated the proprietors upon its financial position, and upon the progress already made in carrying forward the magnificent system of railways of which the Grand Trunk consisted. In reference to one part of the report, he would observe that he had heard, by the last mail, that 65 ships were either loading in England or were already on their way to Canada, with iron and other materials for the construction of the railway. This was in addition to the large amount that had already been received by the spring fleet. He concluded

by moving the adoption and confirmation of the Report of the Directors, and of the accounts submitted with them.

Mr. J. B. Forsyth seconded the motion, which was carried unanimously.

The Chairman said, that under the Company's Act, it was necessary for the Shareholders to decide at this meeting the time at which the future meetings of the Company should be held.

It was then determined that the meetings should take place annually, on the 1st Wednesday in September, and that at the meeting to be held in Sept., 1855, one-third of the members of the Canadian Board should retire, one-third in 1856, and the remaining third in 1857—the retiring Directors to be eligible for re-election.

Mr. Henry LeMesurier, of Quebec, was elected a Director in the room of Captain Rhodes, resigned, and Mr. William Molson, Mr. William Workman, and Mr. Alfred LaRocque, were appointed Auditors of the Company.

A resolution, empowering the Directors to forfeit certain Shares of the late Quebec and Richmond Company in arrear, having been passed, the proceedings terminated with a vote of thanks to the President, which was proposed by Mr. Michael Scott, of Quebec, and carried by acclamation.

The meeting then adjourned.



**GENERAL STATEMENT OF THE CA**

DR.

30th June 185

	Six months ending June 30th 1854	From 15th July, 1853, up to 31st December, 1853	Prior to Amalgamation.	Total to 30th June, 1854.
<i>(See Abstracts.)</i>				
<b>PRELIMINARY EXPENSES—</b>	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Grand Trunk.....	.....	1722 13 3	.....	1722 13 3
Toronto and Guelph....	84 12 0	489 7 5	8086 19 7	8660 19 0
Toronto and Kingston...	.....	954 4 2	.....	954 4 2
Montreal and Kingston..	.....	3040 8 4	.....	3040 8 4
Grand Junction.....	.....	285 11 5	.....	285 11 5
A Engineering.....	4297 18 1	7195 5 8	29291 16 10	40785 0 7
B Works and Permanent way.	33190 8 1	38078 17 4	807578 0 9	878847 6 2
C Stations Buildings and Offices.....	9040 18 8	9527 4 6	38853 11 0	57421 14 2
D Advertising and Printing..	1001 1 0	468 3 7	1323 16 3	2793 0 10
E Locomotive Stock.....	21387 10 0	13485 5 1	38158 6 8	73031 1 9
F Merchandize Car Stock....	5453 12 0	10662 18 7	26513 17 2	42630 7 9
H Passenger Car Stock.....	92 9 1	2257 7 11	11298 1 8	13647 18 8
I Miscellaneous Stock.....	1244 5 2	315 8 11	312 0 9	1871 14 10
G Gen'l expenses—Canada...	8840 15 4	13855 11 9	106874 8 6	129570 15 7
General expenses—London.	8046 5 11	.....	.....	8046 5 11
K Electric Telegraph.....	360 8 7	2970 0 0	.....	3330 8 7
Electric Telegraph Charges	84 8 5	35 12 5	.....	120 0 10
<b>WORKS—</b>				
Toronto and Sarnia.....	133695 5 5	229701 13 7	.....	363396 19 0
Montreal and Toronto...	380425 0 0	209000 0 0	.....	589425 0 0
Quebec and Richmond...	33174 15 4	504175 4 5	.....	537349 19 9
Quebec and Trois Pistoles	63172 0 0	.....	.....	63172 0 0
Victoria Bridge.....	54000 0 0	3020 13 9	.....	57020 13 9
Survey London and Stratford.	2056 19 5	.....	.....	2056 19 5
Lands and Land Damages...	751 8 11	3570 12 ..	.....	4322 0 11
Steam Ferry Boats.....	4109 11 9	.....	.....	4109 11 9
Interest Account.....	21256 9 0	19687 9 2	.....	40943 18 2
	785766 2 2	1074499 13 3	1068290 19 2	2928556 14 7
Balance to Credit of Capital account.....				52503 7 3
				2981060 1 10

**REVENUE**

30th June,

EXPENDITURE.	From 1st Jan 1854, to 30th June, 1854.	From 15th July, 1853, to 31st Dec. 1853	TOTAL.
<i>(See Abstracts.)</i>			
	£ s. d.	£ s. d.	£ s. d.
L Locomotive Power.....	25973 13 3	7006 6 5	22979 19 8
M Maintenance of Way.....	13201 3 9	.....	13201 3 9
N Merchandize Charges.....	12042 11 4	2178 10 3	14221 1 7
O Coaching Charges.....	4834 6 1	2959 9 1	7793 15 2
P General Charges.....	2070 19 7	1446 18 10	3517 18 5
Compensation for Losses &c.....	316 19 11	.....	316 19 11
Longueuil Ferry Account.....	321 3 4	.....	321 3 4
	58760 17 3	13591 4 7	72352 1 10
Balance to Credit of Revenue Account.....	13778 9 2	11289 17 6	25068 6 8
	72539 6 5	24881 2 1	97420 8 6

**HE CAPITAL STOCK, IN STERLING**

1854.

CR.

154.

By CAPITAL SHARE--		£ s. d.		£ s. d.			
d.	St. Lawrence Shares 7636 Shares converted	190650	0	0	£	s.	d.
3	222 do unconverted	4561	12	10	195211	12	10
0	Toronto & Guelph do 204 do converted	5100	0	0			
2	33149 do unconverted	113597	13	4	118697	13	4
4	Quebec & Richmond Shares.....				290680	3	4
5	Grand Trunk A Issue up to 31st May.....				648515	0	0
7	By Debenture Capital—Montreal City Debentures.....				102739	14	6
2	Island Pond do .....				90000	0	0
2	British American Land Cys. Bonds.....				20547	18	11
10	Montreal Seminary do .....				20547	18	11
9	Provincial Debentures (St. Lawrence & Atlantic Railway Cy)				467500	0	0
9	Quebec and Richmond Debentures.....				100000	0	0
8	Grand Trunk Railway Cys Debenture Certificates No. 1..				407450	0	0
10	Do. do. do. do. do. do. No. 2..				519170	0	0
7					1727955	12	4
11							
7							
10							
0							
0							
9							
0							
9							
5							
1							
9							
2							
7							
3							
0							
					2981060	1	10

**RECEIPTS ACCOUNT,**

1854.

d.	RECEIPTS.	From 1st Jan 1854, to 30th June.		From 15 July, 1853, to 30th Dec. 1854.		TOTAL.	
		£	s. d.	£	s. d.	£	s. d.
8	Received from 90,771½ First Class, and 27,035½ Second Class Passengers.....	20389	11 11	10394	19 1	30784	11 0
9	From 116,571 Tons Merchandise.....	46973	12 8	12884	10 5	59858	3 1
7	For the Carriage of Mails.....	3130	9 7	1384	14 2	4515	3 9
2	For Expresses, &c.....	1223	13 11	137	9 4	1361	3 3
5	For Rents.....	821	18 4	79	9 1	901	7 5
4							
10							
8							
6		72539	6 5	24881	2 1	97420	8 6

*DR.*

30th June, 188

	£	s.	d.
To Payments made to Contractors.....	61840	8	10
To Balance due by Sundry Persons.....	6256	6	9
To Cash on hand, London 31st May.....	224733	8	4
Canada 30th June.....	10127	6	7
To Bills Receivable on Hand.....	234961	4	11
To Bonds on Hand, Toronto City.....	16422	9	0
Provincial (St. Lawrence & Atlantic Railway Cy.) ..	82191	15	7
Atlantic & St. Lawrence Railway Cy ..	7200	0	0
To Exchange and Commission account.....	99452	1	1
To Inland Freight account.....	189843	16	8
To Premium on Debenture acc unt.....	4410	6	0
To Provincial Debenture account, (Grand Trunk).....	147	6	9
To Stores on Hand.....	16764	0	0
To Fuel on Hand.....	135300	0	0
To Outstanding Traffic accounts.....	14374	17	0
To Balance at Debit of the Atlantic & St. Lawrence Railway Company.....	9476	2	3
	19709	17	10
	152300	17	8
	860797	13	8

**DETAILS OF EXPENDITURE REFERRED TO**

**ENGINEERING—Abstract A.**

	£	s.	d.
Salaries and Office Expenses .....	3889	5	3
Surveying, &c. ....	33	12	11
Travelling and Incidental Expenses .....	365	19	10
Instruments and Drawing Materials .....	2	5	2
Maps and Plans .....	6	14	11
	4297	18	1

**STATIONS, BUILDINGS, AND OFFICES—Abstract C.**

	£	s.	d.
Engine Stations .....	253	3	6
Passenger Stations .....	749	15	1
Merchandise Stations ..	1371	10	1
Stations, Wood, and Water .....	5676	8	6
Offices .....	162	11	9
Wharves and Depôt Grounds .....	827	9	9
	9040	18	8

**LOCOMOTIVE STOCK—Abstract E.**

	£	s.	d.
Engines .....	19701	1	11
Workshops .....	173	18	5
Tools and Implements .....	1428	2	6
Miscellaneous .....	7	12	3
Ferry Boat .....	71	14	11
	21387	10	0

**AL BALANCE,**

me, 1854.

CR.

		£	s.	d.
d.	By Balance of Capital account.....	52503	7	3
10	By Balance of Revenue account.....	25068	6	8
9	By Contractors Reserve Funds.....	60035	12	5
	Salary Funds.....	11521	16	7
11	By Bills of Exchange drawn on the London Banks, but not yet paid by then	677753	1	0
0	By Bills Payable.....	16446	1	0
	By amount due to sundry individuals.....	7828	19	5
8	By sundry amounts charged, but not yet paid.....	9550	9	4
0				
9				
0				
0				
3				
10				
8				
8				
		860707	13	8

**TO IN CAPITAL STATEMENT.**

**WORKS AND PERMANENT WAY—Abstract B.**

		£	s.	d.
d.	Way Contracted for ..	349	1	8
5 3	Rails, Chairs, Ties, Fittings, Sleepers, &c. ..	7924	11	1
2 11	Way not Contracted for	4080	4	8
9 10	Bridges, Tunnels, and Culverts ..	1396	11	4
5 2	Extra and Additional Works ..	9773	12	2
4 11	Signals, &c	106	9	7
8 1	Ballast and Ballasting	6641	7	4
	Fencing ..	2490	10	1
	Miscellaneous	428	0	2
		33190	8	1

**ADVERTISING AND PRINTING—Abstract D.**

		£	s.	d.
s. d.	Law Department ..	7	15	7
3 6	Engineering Department	414	1	4
15 1	Secretaries' Department	579	4	1
10 1		1001	1	0
8 6				
11 9				
9 9				
18 8				

**MERCHANDIZE CAR STOCK—Abstract F.**

		£	s.	d.
s. d.	Merchandize Cars ....	5298	9	5
1 11	Workshops ..	6	4	4
18 5	Implements and Tools	148	18	3
2 6		5453	12	0
12 3				
14 11				
10 0				

**DETAILS OF EXPENDITURE REFERRED**

**GENERAL EXPENSES---Abstract G.**

	£	s.	d.
Salaries and Office Expenses .....	6977	1	5
Direction ..	1106	17	2
Rent and Taxes .....	224	4	5
Books and Stationery ..	518	17	7
Miscellaneous .....	13	14	9
	<b>8840</b>	<b>15</b>	<b>4</b>

**MISCELLANEOUS STOCK---Abstract I.**

	£	s.	d.
Furniture, &c., in General Offices ..	59	17	6
Furniture, &c., at Stations .....	233	18	4
Houses, &c. ....	950	9	4
	<b>1244</b>	<b>5</b>	<b>2</b>

**DETAILS OF CHARGES REFERRED**

**LOCOMOTIVE POWER---Abstract L.**

	£	s.	d.
Salaries and Wages connected with the working of the Locomotive Engines..	5050	3	2
Firewood .....	11907	19	5
Oil, Tallow and Waste .....	1374	7	0
Materials for repairing Engines and Tenders .....	1717	4	8
Wages for repairing Engines and Tenders .....	2753	18	11
Repairs to Workshops, Tanks, Tools and Implements ..	562	11	8
Repairs not done by the Company .....	1913	15	7
Lighting .....	39	19	1
Small Stores .....	178	6	11
Water .....	139	16	9
Watchmen .....	267	4	11
Miscellaneous .....	68	5	2
	<b>25973</b>	<b>13</b>	<b>3</b>

**MERCHANDIZE CHARGE---Abstract N.**

	£	s.	d.
Salaries to Superintendents and Clerks, and Office Expenses .....	2774	19	5
Wages to Conductors, Brakesmen and Porters .....	4272	6	0
Oil, Tallow and Waste .....	381	17	1
Materials for Repairing Cars and Sheets .....	1467	3	4
Wages for Repairing Cars and Sheets .....	1403	15	10
Repairs to Workshops, Cranes, Tools and Implements...	110	12	3
Repairs not done by the Company .....	1162	4	11
Lighting...	34	15	9
Compensation .....	62	10	3
Small Stores .....	55	2	5
Wages to Switchmen .	165	13	10
Miscellaneous .....	151	10	3
	<b>12042</b>	<b>11</b>	<b>4</b>

**ED TO IN CAPITAL STATEMENT.—(Continued.)**

**PASSENGER CAR STOCK---Abstract H.**

	£	s.	d.
First Class Cars .....	6	11	6
Workshops .....	78	18	1
Tools and Implements .....	6	19	6
	<u>92</u>	<u>9</u>	<u>1</u>

**ELECTRIC TELEGRAPH---Abstract K.**

	£	s.	d.
Instruments .....	0	5	6
Repairing Implements .....	71	18	0
Line .....	46	19	2
Office Fittings .....	37	13	0
Batteries ..	112	13	8
Salaries ..	78	11	1
Stationery .....	10	2	5
Incidentals .....	2	5	9
	<u>360</u>	<u>8</u>	<u>7</u>

**ED TO IN THE REVENUE STATEMENT.**

**MAINTENANCE OF WAY AND BUILDINGS---Abstract M.**

	£	s.	d.
Inspectors, Platelayers, and Laborer's Wages and Tools .....	6031	3	7
Rails, Chairs, Ties, Fittings, Sleepers, &c... ..	4250	18	3
Repairs to Bridges, Tunnels, Culverts, Slopes, &c. ....	1305	14	10
Repairs to Stations, Buildings, Sidings and approaches .....	1063	3	5
Repairs to House Property .....	49	5	4
Wages to Switchmen. ....	336	14	10
Small Stores .....	91	11	0
Lighting .....	28	6	11
Miscellaneous .....	44	5	7
	<u>13201</u>	<u>3</u>	<u>9</u>

**COACHING CHARGES---Abstract O.**

	£	s.	d.
Salaries to Superintendents, Booking Clerks and Office Expenses. ....	1648	15	9
Wages to Conductors, Brakesmen and Porters .....	1039	15	3
Oil Tallow and Waste. ....	118	15	1
Materials for Repairing Cars....	464	13	9
Wages for Repairing Cars .....	595	2	9
Repairs to Workshops, Tanks, Tools and Implements... ..	45	4	11
Repairs not done by the Company .....	493	8	4
Compensation .....	118	7	1
Small Stores .....	116	0	6
Lighting.. ..	27	0	6
Wages to Switchmen .....	103	3	0
Miscellaneous .....	63	19	2
	<u>4834</u>	<u>6</u>	<u>1</u>

**GENERAL CHARGES—Abstract P.**

						£	s.	d.			
Salaries to Officers and Clerks...	....	....	....	....	....	1236	19	5			
Advertising, Printing and Stationery	....	....	....	....	....	328	17	1			
Law Charges for General Business	....	....	....	....	....	49	4	10			
Insurance..	....	....	....	....	....	84	8	0			
Storekeeper's Wages and Office Expenses....	....	....	....	....	....	81	18	11			
Travelling Expenses..	....	....	....	....	....	39	2	5			
Miscellaneous	....	....	....	....	....	190	8	11			
						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td align="right">2070</td> <td align="right">19</td> <td align="right">7</td> </tr> </table>			2070	19	7
2070	19	7									

**W. H. A. DAVIES,**  
*Chief Accountant.*

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