

STATEMENT OF ACCOUNTS, PORT HOPE, LINDSAY AND BEAVERTON RAILWAY.

Year Ending 30th December, 1865.

No. 1.

EARNINGS.

Freight,	\$77,546 46
Passenger,	15,914 71
Mail,	1,469 28
	94,021 45

OPERATING

General Management, Travelling Expenses, &c.....	\$9,057 69
Traffic Department,	7,711 90
Train Service,	11,386 45
Water do,	177 25
Oil and Waste,	17-9 26
Fuel—4 221 Cords,	7,859 37
Office Expenses and Stationary,	371 57
Printing and Advertising,	219 47
Postage and Telegraph,	578 75
Taxes,	421 32
Insurance,	814 89
	\$40,978 92

MAINTENANCE

Rolling Stock,	8,294 57
Machinery and Tools,	759 54
Track,	17,445 42
Bridges,	2,778 55
Fences,	642 34
Buildings and Tank houses,	1,098 73
	31,018 15

SUNDRIES

Special Works,	4,721 21
Government Railway Inspection,	215 02
Loss and Damage,	525 56
Legal Expenses,	264 00
Parliamentary Expenses,	500 53
	6,126 32

NETT REVENUE,	15,895 11
	\$94,021 45

ASSETS.

CASH.		
In Bank,	\$11,696 70	
Deposit Account of Bank Charges,	45 00	
		12,146 30
CHARGES ON GOODS IN STORE.		
Port Hope,	\$7,691 49	
Maltwhisky,	2 75	
Blowers,	69	
On account,	5 23	
Lindsay,	176 41	
		7,276 38
STORES ON HAND.		
Material in Shop,	5,307 64	
Fuel on R.R.,	6,025 21	
		10,332 85
ACCOUNTS RECEIVABLE.		
Genl of Post Office,	407 64	
R. Timming Pross,	463 01	
Union Wrethous,	210 13	
William Hunter,	25 00	
Thomas Campbell,	50 00	
Captain Crandall,	45 00	
Christopher Leary,	25 00	
J. W. Tate,	45 03	
		1,290 78
		\$31,043 31

No. 2.

LIABILITIES.

Port Hope, Lindsay and Beaverton Railway Co.,	\$9,320 83
PAY ROLL.	
General Management,	1,500 00
Salaries and Wages,	3,370 44
	4,870 44
COVEN AND EOWLER,	11,330 12
ACCOUNTS PAYABLE.	
Postage and Telegraph,	20 33
Government Railway Inspection,	304 60
J. & R. O'Neill,	375 00
E. S. Viehler,	48 20
Peterborough Branch,	3,328 63
Rice, Lewis & Son,	208 90
John Stephenson,	43 25
John Helm, Jr.,	64 19
John Muligan,	1,134 43
	6,524 93
	\$31,043 31

NO. 3.

ACCOUNT OF THE COMPANY FOR THE YEAR ENDING 31st DECEMBER, 1865.

<p>1863.</p> <p>April 5.—Nos. 332—500, due Jan. 1, 1862, } 228 Coupons } \$4,100 00 N. 1, 01—1,209, due Jan. 1, 1862, } and interest. } Powell and Stevenson's claim,</p>	<p>1864</p> <p>Dec. 31.—Nett Revenue, from 1st August to date,</p>
<p>June 8.—Expenses of Meeting, &c.,</p>	<p>1865</p> <p>Dec. 30.—" " " " 12 Months,</p>
<p>26.—A. Foster's claim,</p>	
<p>July 6.—Nos. 1,210—1,250, due Jan. 1, 1862, Nos. 332 } —500,</p>	
<p>Nos. 1,341—1,420 due July 1, 1863, Nos. } 332—3 3 due Jan. 1, 1863,</p>	
<p>312 Coupons and Interest,</p>	
<p>8.—E. Harbison's claim,</p>	
<p>Sept. 25.—Nos. 1,151—1,250, Nos. 331—500 due Jan. } 1, 1861, Nos. 332—378 due July 1, 1863,</p>	
<p>314 Coupons and interest,</p>	
<p>Nov. 16.—J. McCosland Right of Way,</p>	
<p>Dec. 30.—Balance,</p>	
	\$25,639 36

QUERY?—Can earnings of current year be applied to the payment of overdue Coupons, and is it legal to pay interest on Coupons (for interest) if so, at what rate? (Signed) J. S.

JOHN SMART,

AUDITOR

JOSEPH GRAY,

ACCOUNTANT.

AUDITOR'S REPORT.

To the President of the Port Hope, Lindsay and Beaverton Railway :

SIR:—

The short time intervening between my appointment and the present Yearly Meeting rendered it impossible for me to audit the accounts from the close of July, 1864, to 31st December, 1865. Deeming it better to complete the past year first, I started with the Ledger balance of 1st January, 1865.

I now beg to report that the gross earnings of the main line for year ending 31st

December, 1865, (See statement No. 1.) amount to	\$94,021 45
And that the outlay for maintenance and operating of the main line and branch was	78,123 42
Which leaves as nett revenue	15,898,03
This, I regret to find, as compared with 1864, shows a falling off in Freight account of	83 01
In Passenger receipts	2,031 86
In nett revenue	15,659 21

In respect to this falling off, I have to note that whilst the accounting for freight receipts continue as heretofore, that the passenger accounts between the Branch and Main Line are not kept so distinctly separate as they could be. The same grave objection presents itself in respect to, and effects, the nett revenue. I do not find in either year, that any amount has been credited to the Main Line as received from the Branch Proprietors for their trains running over the Main Line from Millbrook to Port Hope,—whilst the Main Line has not only been charged with the maintenance of the Branch, but with the operating of it also. In the disbursements for Main Line, several items are included which, in my opinion, should be borne wholly, and others in part, by the Branch owners.

Whilst three distinct interests exist, viz.—The Stockholders, Bondholders, and Branch Proprietors, I cannot too strongly urge the necessity of the accounting being performed in such a manner as to clearly show the exact nett earnings of the Main Line, without which no positive account between the Stock and the Bondholders of the Company can be furnished.

I have also to call your attention to the fact that the accounts of operating and maintenance are not now, as formerly, made out by, and certified to, by the Superintendent, and then checked by the accountant before payment; but made up and paid by Mr. Gray without any further check whatever.

In my opinion, the details of all these accounts should be kept in the office of the Superintendent, as the Head of that Department, and the monthly Pay Rolls and accounts, duly classified should be furnished by him to the Head Office, there to be entered, checked, and paid. Were this done, the particulars of all disbursements on account of running the road would be under his immediate supervision, and any unnecessary outlay promptly checked, and at the same time furnish a more reliable voucher for all such expenditures.

I also beg to recommend that the General Stock of passenger tickets, should be kept in, and issued from, the Head Office, where an account should be opened for them against all Stations; and where broken numbers are now in use, that they be recalled and new tickets commencing with a new number furnished.

You will receive herewith, No. 1 statement of Receipts and Expenditure. No. 2, Balance Sheet of Ledger, and No. 3, Account Current Port Hope, Lindsay and Beaverton Railway, containing particulars of Coupons paid during the past year.

It affords me great pleasure in stating that Mr. Gray has performed his duty, as Accountant, in a highly creditable and satisfactory manner.

All of which is respectfully submitted.

JOHN SMART,

Auditor.

PORT HOPE, JANUARY 1st, 1866