

1856 22-D

REPORT

SUBMITTED BY THE

BOARD OF DIRECTORS

OF THE

ONTARIO, SIMCOE AND HURON

RAILROAD UNION COMPANY,

TO THE

ANNUAL MEETING

OF THE PROPRIETORS,

HELD AT THE COMPANY'S OFFICE, WEDNESDAY, FEBRUARY 18, 1857.



TORONTO:

PRINTED BY MACLEAR, THOMAS & CO., KING STREET.

1857.

REPORT

OF THE

COMMISSIONERS OF THE

LAND OFFICE

IN RESPONSE TO A RESOLUTION

PASSED BY THE HOUSE OF REPRESENTATIVES

ON FEBRUARY 22, 1867

AND PRINTED BY

THE GOVERNMENT PRINTING OFFICE

WASHINGTON: 1867

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DIRECTORS' REPORT.

At the Annual Meeting held on the 21st of July last the Shareholders, by By-Law, determined that the Annual Meeting of the Company should be held on the third Wednesday of February, being a more convenient period for exhibiting the transactions and business of the Company during the year. In pursuance of this By-Law the present meeting was called.

The Directors beg leave therefore to submit for the information and consideration of the Stockholders, statements shewing the receipts and expenditure of the Company during the last six months—the funded and floating liabilities of the Company—also the Report of the Superintendent.

The Directors refer with much satisfaction to the traffic returns, as indicating that the business of the Line is steadily increasing, and that with advantageous Steamboat connexions on the Lakes, and more perfect provision at both termini for the freighting and forwarding business of the Company, the interests of the Road would be most materially advanced.

The Directors have also much pleasure in stating that there is every probability that efficient and satisfactory Steamboat connexions on Lakes Ontario, Huron, Michigan, and Superior will be made for the coming season, without involving the Company in liability or expenses.

The Directors have further to state, that the Charters of the two Steamboats on Lake Ontario have expired; and the Company is now freed from all Steamboat liabilities, with the exception of those they own on Lake Simcoe, and with regard to the latter, it appears from the accounts that between the

time when Capt. Fraser forfeited his Charter (first of September last) and the close of the season, the "J. C. Morrison's" receipts exceeded the expenditure by \$1221 24., thus proving that with proper and economical management, the service would be a source of profit to the Company.

The Directors beg also to report, that in the month of September last application was made to your Company to assent to a change in the location of the Grand Trunk Company's line across your Station grounds in this City—that the Directors being unwilling to assent to the change proposed, a Board Order was passed, referring the whole subject to the Honorable the Railway Commissioners,—that steps are now being taken by that Body in conjunction with the Grand Trunk Company, the Great Western, and your Company to effect such changes in the locations of the three lines at their western entrance into the City as will be least injurious to the Ordnance Reserve, and protect the public from accident by the crossing of the lines—and also with a view of having one joint Passenger Station for the three Companies.

At the last Annual Meeting of the Stockholders, the then Board of Directors expressed their hopes that arrangements would be made to relieve the Company from its embarrassments, caused by the inability of the Company to pay off or fund its floating debts. The Directors have to state for the information of the Stockholders, that as yet, they have been unable to effect any such arrangement—the large lien of the Government standing in the way of obtaining any advances or negotiating any securities, except at a most ruinous sacrifice. The Directors, under all the circumstances, deemed it their duty to memorialize the Government for permission to issue preferential Bonds of the Company to the amount of £150,000 sterling, being a sum sufficient to liquidate all the liabilities of the Company—redeem the Mortgage Bonds—place the track, termini and buildings in complete order, and

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increase the Locomotive power and Rolling Stock so as to enable the Company to work the Line to the best advantage—the Directors feeling assured that if such relief was afforded the receipts of the Road would meet every expenditure, pay the interest on the Company's Bonds, and sustain its credit. On the other hand, the Directors cannot refrain from expressing their fears, that unless some such assistance is obtained, the Company will be unable to provide means to relieve it from its embarrassments.

The Directors have also to report, that the pressure on the Company for payment of the floating debts was so great that the Directors were prevented from meeting the interest dividends on the Company's Bonds, due on the 31st Dec. last, (with the exception of the portion of the Mortgage Bonds issued), amounting to \$34,345, the receipts of the Road being necessarily applied in paying the more urgent demands, which, if not paid, would have resulted in stopping the running of the line.

The Directors have also to report, that on the night of the 22nd July last, a fire broke out in buildings contiguous to the Company's Office, then on King Street, and unfortunately extended to and consumed the Building in which the Offices were. The Books of the Company were saved, but many valuable papers and documents belonging to the Company were destroyed.

The annexed Reports of the Superintendent and Treasurer exhibit in detail the operations of the Line since the first of July last, and the present position of the Company. The Directors cannot avoid expressing that the best thanks of the Stockholders are due to Mr. Grant for his assiduous attention to the duties of his office, and the economical working of the Road, and the general interests of the Company.

J. MITCHELL,
Vice-President.

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SUPERINTENDENT'S REPORT.

ONTARIO, SIMCOE & HURON RAILWAY,
SUPERINTENDENT'S OFFICE,
Toronto, February 16, 1857.

To the President and Directors O. S. & H. Railroad :

GENTLEMEN,

I have the honor to submit to you the following report of the working of this road, for the six months ending 31st December, 1856.

In my former Report I called your attention to the daily increase of local traffic, and the probability of additional facilities being soon required to meet its demand.

This proves to be the case, as our local business is of such a nature as to require much room to do it properly.

The business, however, both local and through, has been done the past season with such limited increase of sidings, &c., as the means at hand would allow, without any material delay or complaint, which would go to prove that a heavy foreign traffic may be done over the line, without interfering with the local, and by an increase of power, rolling stock, and wharves, storage room, and sidings, double the present amount of business might be done upon the line.

No doubt the fact of such increase of facilities would induce a large amount of business to offer itself.

The iron rails in use upon this road are of a light pattern, and are failing fast.

I would call your attention to the necessity of immediate steps being taken to procure a quantity of rails, say from 500 to 1000 tons, and would recommend that a heavier pattern be adopted, say 60 or 65 lbs. to the yard.

This is necessary, from the fact that the principal traffic upon the line is heavy freight, and the engines in use heavy.

In my former Report, calculation was made upon having the iron lying east of Brock Street to be used in repairs upon main line; but an arrangement for the joint occupation having been made with the Grand Trunk, that iron cannot now be taken up.

The matter of allowing the Grand Trunk Railway to run their trains over our line as far as Queen Street crossing, was left to arbitration, who awarded to this Company for such privilege one year from 15th December, 1856, fourteen hundred and seventy-eight pounds, eleven shillings, and three-pence currency. Their trains are now using this portion of our line under mutual regulations made by the respective Superintendents.

The track will require a large number of new ties the coming season, some of which are now contracted for, and are being delivered along the line. Considerable gravel will also be required on many parts of the road, as the quantity originally put on was of inferior quality, and too little used to prevent the heaving of the track by frost.

During the last season many cattle have been killed, mostly north of Bradford, where the track is not fenced. The engines in three instances were thrown from the track, in consequence of running over cattle. I would invite your attention to the propriety of having the road well fenced, from motives of economy as well as safety.

In connection with this matter, it would be necessary to have the slashings at each side of the road cleared away, previous to fencing, to prevent destruction of the fences by fires.

The engine-house at this place has been removed from its original site, and is in good order and daily use. The old engine-shed has been fitted up for the local freight business, at which place it is now being done.

The engine-house at Collingwood has been put in condition with pits, &c., for use.

The freight-house at the Railroad Wharf in this City has

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been well enclosed and put in safe and convenient order for the business, the cost of all of which has been charged to current expenses.

The steamers upon the upper Lakes, as mentioned in previous Report, were run regularly until the middle of September, when much delay and irregularity was experienced, on account of the rough and boisterous weather which lasted the balance of the season.

The loss of the steamer Niagara, with many lives and full cargo of freight, occurred on September 24th, 1856, near Port Washington, and her place in the line was not filled by any other boat, which caused much detention and disappointment, and a consequent falling off of the fall trade.

The number of trips made to Chicago, and return, during the season of 1856, were 63; No. of Trips to Green Bay, and return, 15.

Accompanying Tables will show number of passengers and tons of freight carried on account of through business.

The steamers upon Lake Ontario were run in connection with our road until November 15th. The party by whom they were run report a loss, although no accident or other extraordinary expense was incurred.

The Company's steamers upon Lake Simcoe, which were chartered early last spring, were abandoned by the charter party in August, thereby throwing them again upon the Company, by whom they were run the balance of the season.

The loss and expense attendant upon this transaction was considerable, as the charter had been but partly paid up, the Company's wood burned, and other liabilities incurred.

An agent of the American line of steamers has made application for an arrangement to do our business upon Lake Ontario and River St. Lawrence, the coming season, for the benefits to be derived therefrom, without expense to this Company.

The Watertown and Rome Railroad Co. are ready to enter

into an arrangement with us to form a line, *via* Cape Vincent, for transportation of freight and passengers.

Messrs. Gardner and Ward of Detroit have made enquiry as to forming a line on the upper Lakes the coming season, tri-weekly, as formerly; but as yet no definite arrangement has been entered into with either party.

I have been furnished by J. Tillinghast, superintendent of motive power, with the following details relative to the matter directly under his supervision.

The engines named in the annexed Report were, on the 1st of April last, in bad condition generally—only eight of them being in running order.

The boilers of some and the flues of most of them, were leaky, caused, no doubt, by undue strain, as the scales and steam gauges were out of order, and in some instances boilers were carrying 160 lbs. of steam. This has been remedied, and all scales are now set at 90 to 100 lbs.

During the last nine months, we have overhauled and repaired nine of the engines, and have partially overhauled three others.

The two six-wheel connected crab-engines have been repaired, and heavy and substantial trucks built in Company's shop at moderate expense, put under the forward end in place of a pair of drivers. Since the alteration was effected, the engines have worked well, and are much easier upon the track. Formerly a great weight was upon the forward wheels, which rendered them unsafe to run, and much injury was done to the rails in consequence.

The Simcoe had been, in 1855, condemned as unfit for road service, on account of bad boiler and flues, and would not track straight, and considered as only fit for a stationary for the shop. The boiler has been re-riveted and the flues spliced out, frames squared, new tyres put on, and motion work repaired, and it is now running the Mail train, and is probably worth as much to the Company as when first purchased.

The engine Toronto, in collision in 1855, will require considerable time to repair, as much of her work is badly damaged. The boiler is now ready for the other work, which will be commenced immediately. This is the only engine not in running order. Three of the engines will need thorough repairs the coming season, and five of them will require new tyres.

The passenger and baggage cars, on the 1st of April last, were in very bad condition. New trucks entire have been put under eleven of them, and the others well repaired. All the bodies have been trussed up, and new roofs put on; and five of the passenger cars, and two mail, and two baggage cars have been repaired and fitted ready for Spring use.

New journal boxes of the Lightner pattern have been introduced into all the passenger and baggage cars.

Many of the freight cars are in want of new roofs, which are being put on from time to time, as circumstances will allow.

The present year the box and platform cars will require at least 300 new wheels, as a large number of the wrought-iron ones are nearly worn out. Cast-iron wheels are fully as safe, and much cheaper.

A stationary engine of greater power, and a few tools and machines for wood-work will be necessary in order to keep pace with the work required on the stock as it grows older.

It is but just to myself and to the officers of the road, to state that all of the expenses attendant upon the improvement of the condition of engines and the rolling stock generally, has been charged to the current expenses of working the road.

The contract for furnishing wood for the use of the road has been cancelled, and we are now purchasing on our own account.

No difficulty has as yet been experienced in procuring a supply.

There was on hand 31st December, one thousand nine

hundred and twenty-seven cords, and a large quantity along the line for sale.

In conclusion, I am happy to state that throughout the last six months the trains have been run with great care and regularity. No accident worthy of note has occurred, and no passenger been injured. Much of this is no doubt attributable to the sobriety, care, and capability of the employees to whom this portion of the business is entrusted.

One man, Mr. Richard Williams, was crushed between a passenger train and the Bell Ewart platform on the 17th September, from which cause he soon died. He was neither a passenger or employee.

I have the honour to be,

GENTLEMEN,

Your most obedient Servant,

J. L. GRANT,

Superintendent.

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RETURN OF THE TRANSACTIONS
 OF THE
ONTARIO, SIMCOE AND HURON RAILROAD,
For Six Months ending 31st December, 1856.

Length of Road	94 Miles.
" Branches, owned by Company, laid	1.5 "
" Double Track	3.6 "
Weight of Rail per Yard on Main Track	57 lbs.
Minimum Radius of Curvature	1432 feet.
Maximum Grade, going North, per mile	60 "
" " going South, "	52.8 "
Number of Way Stations	12
" Flag Stations	10
" Engine Houses	2
" Machine Shops	1

Nos. and Names of Engines.	Size of Cylinder.	Size of Drivers.	Number of Drivers.	Number of Truck Wheels.	Style of Connections.	By whom manufactured.	Condition on 1st January, 1857.
1. Lady Elgin.	14×20	feet 5	4	4	Inside ...	Portland.	Fair order; has had new steam pipes, and smoke arch braced.
2. Toronto ...	16×22	4½	4	4	Outside..	J. Good ..	The boiler work nearly complete.
3. Josephine ...	17×20	6	4	4	Inside ...	Brant ...	Good order; has been thoroughly rep'd, and new tyre put on.
4. Huron	17×20	5	4	4	Inside ...	Brant ...	Fair order; <i>needs repairs and new tyres.</i>
5. Ontario ...	17×20	5	4	4	Inside ...	Brant ...	Good order, <i>except new tyres, which are ordered for her.</i>
6. Simcoe	16×22	5½	4	4	Outside..	J. Good..	Good order; having put new rivets into cylinder part of boiler, put on new tyre, squared up drive boxes, and put motion work in good condition.
7. Collingwood	17×20	5	4	4	Inside ...	Brant ...	Good order, <i>except tyres, which have been ordered for her.</i>
8. Seymour ...	17×20	5	4	4	Inside ...	Brant ...	In shop for repairs—nearly done
9. Hercules ...	18×20	4½	6	4	Inside ...	J. Good ..	In good order; has had fire box put in order, new head sheet, and flues spliced out.
10. Samson.....	18×20	4½	6	4	Inside ...	J. Good ..	Fair order; has had head sheet mended, and other repairs.
11.	16×20	5	4	4	Outside..	J. Good ..	Fair order; boiler needs some repairs.
12.	17×20	5½	4	4	Inside ...	J. Good ..	Good order.
13.	18×20	4½	6	0	Inside ...	J. Good ..	Good order, having been changed to a truck engine.
14.	17×20	5½	4	4	Inside ...	Brant ...	Good order; thoroughly repaired
15.	17×20	5	4	4	Inside ...	Brant ...	Good order; do.
16.	17×20	5½	4	4	Inside ...	J. Good ..	Fair boiler; head sheet wants fixing.
17.	18×20	4½	6		Inside ...	J. Good ..	Fair order; has been altered into a truck engine. Needs some repairs.

OIL, TALLOW AND WASTE DISBURSEMENTS EACH MONTH, FOR LOCOMOTIVES, TRAINS, SHOPS, AND STATIONS.

MONTH.	LOCOMOTIVES.										All other Services during each Month.				General Total during each Month.			
	Showing the number of pints of Oil, pounds of Waste, pounds of Tallow, and number of miles run by Engines; also the number of miles run to one pint of Oil, one pound of Tallow; also the number of miles run to one pint of Lubricating Material.										Average of Oil and Tallow, and Maximum of both.							
	Totals for each Month.																	
	Pints of Oil.	lbs. of Tallow.	lbs. of waste.	Miles run.	Miles to 1 pint of Oil.	Miles to 1 lb. of Tallow.	Miles to 1 lb. of Tallow to 1 pint of Lubric.	Average of Oil and Tallow, and Maximum of both.	Oil.	Tallow.	Waste.	Gall. of Oil.	lbs. of Waste.	lbs. of Tallow.				
July	2304	295	431	22751	9.87	90.69	8.75	438 3/4	...	250	726 3/4	681	295					
August.....	2258	224	424	22139	9.80	98.83	8.92	508	14	375 1/2	790 1/4	799 1/2	238					
September	2148	220	383 1/2	24670	11.48	112.13	10.41	485	34	352 1/2	758 1/2	736	254					
October	2482	150	420 1/2	24965	10.05	166.43	9.48	456 3/4	...	192 1/2	767	619	150					
November	2098	241	420 1/2	24400	11.63	101.24	10.43	444	...	288 1/2	706 1/4	659	241					
December	2046	163 1/2	409	22790	11.13	130.93	10.31	319 3/4	...	140 1/2	647 1/2	549 1/2	163 1/2					
	13336	1293 1/2	2488 1/2	141715	10.66	116.70	9.71	2652 1/4	48	1555 1/2	4891 1/4	4044	1341 1/2					

Number of Passenger Cars, 8 wheels,—1st class.....	13
“ “ “ 8 “ —2nd class.....	7
“ “ “ 8 “ —2nd class.....	6
“ “ “ 8 “ —2nd class.....	118
“ “ “ 8 “ —2nd class.....	152
“ “ “ 4 “ “.....	13
“ “ “ 4 “ “.....	2
“ “ “ 6 “ “.....	3

TRANSACTIONS FOR THE YEAR.

Number of miles run by Passenger Train.....	69,306
Mileage of one car on Passenger Train :	
Passenger.....	175,020
Baggage.....	59,231
	<u>234,251</u>
Miles run by Freight Trains.....	58,069
Mileage of one car in Freight Train :	
Box.....	263,168
Platform.....	251,920
	<u>515,088</u>
Miles run by Wood Trains.....	11,842
Mileage of one car in Wood Train.....	68,890
Miles run by Ballast Trains.....	2,498
Mileage of one car for Ballasting :	
Eight-wheel Platform.....	1,940
Four-wheel Gravel.....	34,541
	<u>*17,270</u>
	<u>19,210</u>

* Being equivalent to mileage of an 8 wheel car.

MILEAGE OF ENGINES.

Engines for Passenger Trains.....	69,306
“ Freight “.....	58,069
“ Wood “.....	11,842
“ Construction “.....	2,498
“ Ballasting “.....	<u>17,270</u>
Total.....	<u>141,715</u>

NUMBER OF PASSENGERS; OF ALL CLASSES, CARRIED IN CARS.

Local Passengers	71,855
Through Passengers.....	10,126
Free and carried for Construction	1,870
Total	83,851

NUMBER OF MILES TRAVELLED BY PASSENGERS OF ALL CLASSES,
OR NUMBER OF PASSENGERS CARRIED ONE MILE.

Local Passengers.....	2,841,908
Through Passengers	951,844
Free and carried for Construction.....	87,890
Total	3,881,642

NUMBER OF TONS (2,000 lbs.) OF FREIGHT CARRIED.

MOVING		1st Class	2nd Class	3rd Class	Wheat.	Flour.	Car Loads, various.	Total.
North	Local	1562 $\frac{3}{4}$	2789 $\frac{1}{4}$	2058 $\frac{3}{4}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	9619 $\frac{1}{4}$	12302 $\frac{1}{4}$
	Through.....	.....	.....	.....	.....	.....	4233 $\frac{3}{4}$	4233 $\frac{3}{4}$
South	Local	425	128 $\frac{3}{4}$	932 $\frac{1}{2}$	6555	3627 $\frac{3}{4}$	18621	25290
	Through.....	.....	.....	.....	.....	.....	6069 $\frac{3}{4}$	6069 $\frac{3}{4}$
Total amount of Tons								47895 $\frac{3}{4}$

TOTAL MOVEMENT OF FREIGHT, OR NUMBER OF TONS CARRIED ONE MILE.

Local	1,575,741
Through	978,833
Total	2,554,574

	MILES.
Average rate of speed adopted by ordinary Passenger Trains (including stops) per hour.....	20
Rate of speed when in motion	25
Average rate of speed of Express Trains (including stops) per hour	25
Rate of speed when in motion	30
Average rate of speed of Freight Trains (including stops) per hour	12
Rate of speed when in motion	15

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90
498

9,210

69,306
58,069
11,842
2,498
141,715

CLASSIFICATION OF FREIGHT IN TONS OF 2,000 lbs.

DESCRIPTION OF FREIGHT.		Tons moving North.	Tons moving South.	Total Tons.
Of the Products of the Forest	Local....	4524 $\frac{1}{2}$	13631	18155 $\frac{1}{2}$
	Through		227	227
Of Animals	Local....	268	429	697
	Through		702 $\frac{3}{4}$	702 $\frac{3}{4}$
Of Vegetable Food, including 229,129 bush. of Wheat and 69,925 barrels of Flour...	Local....	103	10727 $\frac{3}{4}$	10830 $\frac{3}{4}$
	Through		3813	3813
Of other Agricultural Produce.....	Local....	73 $\frac{3}{4}$	82	155 $\frac{3}{4}$
	Through		95 $\frac{3}{4}$	95 $\frac{3}{4}$
Of Manufactures.....	Local....	1569 $\frac{1}{2}$	232 $\frac{3}{4}$	1802 $\frac{1}{4}$
	Through		34 $\frac{1}{2}$	34 $\frac{1}{2}$
Of Merchandize	Local....	5457 $\frac{1}{2}$	30 $\frac{3}{4}$	5488 $\frac{1}{4}$
	Through	3542 $\frac{1}{4}$	250	3792 $\frac{1}{4}$
Of other Articles	Local....	306	156 $\frac{3}{4}$	462 $\frac{3}{4}$
	Through	691 $\frac{1}{2}$	946 $\frac{3}{4}$	1638 $\frac{1}{4}$
Total.....				47895 $\frac{3}{4}$

CLASSIFICATION OF SPECIES OF THROUGH TRAFFIC,

INCLUDED IN THE FOREGOING STATEMENTS.

	Barrels of Flour.	Bushels of Wheat.	Barrels of Pork and Beef.	Barrels of Fish.	Tons of Hams and Bacon.	Tons of Tallow.	Tons Green and Dry Hides.	Tons of Lead Pipes.	Tons of Broom Corn.	Tons of Ashes.	Tons of Merchandise.	Tons of other Articles.	Tons of Extra Baggage.	Number of Horses.	Number of Wagons.	Tons of Wool.	Total Amount in Tons.
MOVING NORTH	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3542 ¹ / ₄	.....	1693 ¹ / ₄	865	357	.....	4233 ³ / ₄
MOVING SOUTH	34047	4536	907	1376	73 ¹ / ₄	3393 ³ / ₄	719 ¹ / ₂	341 ¹ / ₂	953 ¹ / ₄	171 ¹ / ₂	250	9493 ¹ / ₄	.....	.....	.....	79 ¹ / ₂	60693 ¹ / ₄
	TOTAL.....																103991 ¹ / ₂

* Shipped from Collingwood to Chicago during the last season, 4,982,606 feet Pine Lumber.

STATEMENT

*Exhibiting the number of Tons Western Through Freight, passed
over the Road during the season 1856, exclusive of Passengers
Luggage, Horses, Waggons, &c.*

	TONS.
Chicago	2260
Milwaukie	455
Green Bay.....	686
Sheboygan.....	772
Kenosha.....	390
Racine.....	70
Manitowoc.....	149
Mackinac	199
Two Rivers.....	39
Owen Sound.....	97
Total.....	5117

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RECEIPTS & EXPENDITURE, from 1st July, 1856, to 1st Jan., 1857.

RECEIPTS.			
Through Freight Traffic.....	\$	20,170.94	
“ Passenger “		24,682.04	
Local Freight “		87,432.41	44,852.98
“ Passenger “		83,407.22	
Mail Service.....			170,839.63
Storage			5,170.00
Other Services.....			2,967.19
			5,034.33
			228,864.13
EXPENDITURE.			
Legal Expenses.....			
Direction “			1,156.36
Engineering “			344.00
Taxes on Real Estate.....			702.18
Stationery.....			2,971.89
			2,221.14
<i>Maintaining Road.</i>			
Repairs of Track.....		22,725.92	
“ Buildings		566.68	
“ Fences		213.16	
“ Bridges.....		127.75	
“ Wharves		82.65	
<i>Machinery and Rolling Stock.</i>			
Repairs of Engines and Tenders.....		15,023.93	23,716.16
“ Passenger Cars.....		7,366.90	
“ Freight do.....		9,376.09	
“ Tools		241.52	
“ Snow Ploughs.....		36.22	
<i>Operating Road.</i>			
Freight Labor.....		2,102.01	32,044.66
Station Masters' Salaries.....		5,631.22	
Switchmen and Porters.....		4,996.22	
Oil and Waste.....		4,182.30	
Conductors, Baggage and Brakemen.....		8,188.34	
Enginemen and Firemen.....		8,593.97	
Water Supplies.....		1,984.27	
Telegraph Operators.....		1,299.74	
Office Expenses, (salaries, new furniture, &c.)		8,221.53	
Station Expenses.....		211.73	
Damages		1,885.55	
Contingencies		552.78	
Fuel consumed.....		24,448.47	
			72,298.13
<i>Miscellaneous.</i>			
Discount on Promissory Notes.....		7,227.79	
Telegraphs and Postages.....		331.26	
Travelling Expenses.....		114.40	
Messenger and others, for loss by fire.....		572.33	
Sundries, (cartage, wharfage, &c.).....		1,950.80	
			10,196.58
Through Traffic Expenses.....		18,219.81	
Bonus to Steamers on Lake Huron.....		22,350.00	
			40,569.81
			186,220.91
Receipts in excess of Expenditure			\$ 42,643.22

THOS. HAMILTON, Accountant.

TREASURER'S STATEMENT

Exhibiting the Obligations of the Company, on the 1st of January, 1857.

CAPITAL STOCK.		
Stock subscriptions.....	\$ 862,000.00	
Withdrawn	\$13,920.00	
Instalments unpaid.....	25,092.50	
	39,012.50	822,987.50
FUNDED DEBT.		
Government Guarantee Lien.....	2,311,666.67	
Special Bonds, (10 years)	22,600.00	
Currency do. (10 ")	54,000.00	
Sterling do. (10 ")	41,366.67	
Ditto (20 ")	876,000.00	
Mortgage do. (20 ")	150,866.66	
	3,456,500.00	
OTHER LIABILITIES.		
Bills payable and interest thereon.....	179,632.81	
Individual accounts and interest thereon.....	161,527.72	
Claims unadjusted, and claims for losses in 1855-'56, on account of Through Traffic,— estimated	30,740.00	
Interest unpaid on Government Lien.....	\$214,219.50	
Interest unpaid on Compy's Bonds.	29,819.00	
	244,038.50	
Outstanding Wages and Balances due on Pay Rolls.....	16,682.86	
	632,621.89	
	\$ 4,912,109.39	

GEO. BEATTY,
Secretary.

DIRECTORS.

HON. JOSEPH C. MORRISON, *President.*
JAMES MITCHELL, Esq., *Vice-President.*
DUNCAN MACDONELL, Esq.
JAMES G. WORTS, Esq.
B. W. SMITH, Esq.
THOMAS MACONCHY, Esq.
JOHN ARNOLD, Esq.
GEORGE H. CHENEY, Esq.
FREDERICK W. CUMBERLAND, Esq.
JOHN B. ROBINSON, Esq.
ALBERT A. MCGAFFEY, Esq.

OFFICERS.

GEORGE BEATTY, Esq., *Secretary.*
J. LEWIS GRANT, Esq., *Superintendent.*
SANDFORD FLEMING, Esq., *Engineer.*