

MONTREAL AND LACHINE RAIL-ROAD COMPANY.

At the Annual General Meeting of the Proprietors of the Capital Stock of the Montreal and Lachine Railroad Company, held on Tuesday, the 15th of February, 1848, at the Offices of the Company, No. 3, Great St. James Street, pursuant to notice, the Honorable James Ferrier, President of the Company, having taken the chair, in accordance with the requirements of the Act of Incorporation and By-Laws of the Company, (Mr. Macculloch acting as Secretary,) opened the proceedings with some general remarks touching the construction and present condition of the works, and the future prospects of the Company.

The Secretary read the advertisement calling the meeting, and then read the following Report:—

REPORT

OF THE DIRECTORS OF THE MONTREAL AND LACHINE RAIL-ROAD COMPANY.

GENTLEMEN :

At the first Annual General Meeting of the Stockholders after the actual commencement of operations, it is right that, with the accounts of the sums expended and received, the Directors should submit a brief statement of the circumstances attending the construction and opening of the Railroad, and of their views as to the future prospects of the Company.

After their appointment on the 27th June, 1846, and the election of the Hon. James Ferrier, (then absent in Europe,) as President, and of William Molson, Esquire, as Vice-President, the Directors lost no time in carrying the Act into effect.

On the 8th July, 1846, Mr. W. Casey, a gentleman who had been the Chief Engineer employed in the construction of the St. Lawrence and Lake Champlain Railroad, and whose character for ability and experience stood high in the profession, was engaged as Engineer, and commenced the examination of the ground between Montreal and Lachine, for the purpose of ascertaining the most eligible line, as it was hoped that the one originally laid down by Mr. H. H. Macfarlane, and shown on the plan submitted to the Legislature might be so far improved as to avoid a portion of the swamp between the Canal and the high grounds. Mr. Ferrier's absence unfortunately deprived the Directors of the benefit of the intimate knowledge of the ground which he had derived from repeated personal inspection, and some time was consumed in anxious endeavours to avoid what afterwards proved to be unavoidable. In the meantime Mr. Casey's health, which had been delicate from the time of his arrival, declined rapidly, and he died in the early part of August following. On the recommendation of Mr. Morton, the Chief Engineer of the St. Lawrence and Atlantic Railroad, Mr. T. C. Ruggles was engaged as Engineer, and Mr. Ferrier having returned to Canada, the examination of the ground, and the levelling and other preliminary operations, were completed with all possible despatch; and the line was finally determined, so that the plan and book of reference required by the Act were deposited on the 17th October, 1846. The Engineer prepared his specifications and estimates, and tenders having been advertised for, the contract for the earth-work, wharf, piling, &c., was taken by Messrs. Brown & Watson of this city on the 8th December, 1846. The gauge of the road, and the kind of rail to be employed, engaged the anxious attention of the Directors; nor was it until the President, who had used every endeavour to make himself acquainted with the subject of Railroads while in Europe, had made a journey to the United States for the express purpose of obtaining the best information which could be got there, that the Directors decided in favor of the ordinary gauge of 4-8½, and of the (American) T rail. The exact pattern of the rail was then determined, and the contract given the Coalbrookdale Company in England. Mr. Millar, an experienced superintendent of locomotive engines and carriages, from Scotland, was engaged, and under his superintendence the carriages were built in Montreal, and two engines were contracted for with Messrs. Kimmonds and Co. of Dundee, with the excellence of whose workmanship he was well acquainted.

The first ground was broken at the Lachine end of the road on the first of May last, and every effort was made to open the road during the same season. The Directors felt this was a point of the greatest importance for the Company, as it would enable them so far to test the works, as to have everything in readiness for the commencement next season (1848), and would, by assuring the public that the road would then be in operation, enable merchants and others to make their arrangements accordingly. By great exertion this point was attained, and the road was formally opened on the 19th November last, and on the following Thursday it was opened to the public, and so continued until the 22d December, when it was closed on account of the small amount of travel and business usual at that season of the year. Although some sacrifice was undoubtedly made to attain this object, yet the Directors believe that this sacrifice has been more than compensated by the advantages gained.

The Books of the Company and the accounts in detail have been examined and certified as correct by the Auditors, as provided by the Act of Incorporation, and are open to the Stockholders, so that the Directors do not in this report state more than the general results.

The total sum expended to the 31st December, 1847, is.....	£61,752	2	1
Of this sum there has been paid—			
For earth-work, timber, &c., including the wharf at Lachine.....	£19,945	2	1
For iron rails, on account of 900 tons.....	11,720	7	7
For lands purchased and land damages.....	12,095	15	0
For the erection of terminus buildings at Montreal and Lachine.....	3,800	11	6
For fencing and gates.....	1,934	3	4
For locomotive and carriages.....	8,230	17	6
For engineering, surveying, and law expenses.....	1,937	17	5
For other miscellaneous charges.....	2,087	7	8

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The total cost of the Road and Stock of the Company when completed, will probably be about £110,000, or about £35,000 more than the original capital subscribed for, or £10,000 more than the total amount of stock which the Company are empowered to raise. This increase of expense over the first rough estimate has arisen chiefly from the difficulty and expense of passing the swampy ground on the line having been greater than was anticipated, and from the very high compensation awarded to the proprietors whose lands were taken or cut through. The wharf at Lachine is also more extensive than it was at first supposed it would be; and the stock of locomotives and carriages is also heavier than was at first thought necessary. The engines are heavier and of greater power; and in consequence of the failure of the contractors to send out those ordered in Scotland, it was requisite to purchase an additional locomotive from the United States, so as to be ready for the opening of the road. The weight of the rail (63 lbs. per yard) is also greater than was at first proposed. A circumstance also which must always be borne in mind in considering the cost of the road is the short distance over which it runs, whereby the cost of the buildings and other conveniences at the termini, and of the land required for the termini themselves bears a larger proportion to the whole cost of the work than if the line had been longer. Yet notwithstanding the circumstances above stated, and the fact that the line runs for a considerable distance through a large city and its suburbs; and that ample land and accommodation has been secured not only for the present but the future requirements of the road, it will be found that the cost has not exceeded, if it has reached the average cost of roads similarly situated, either in Europe or in America.

The swampy ground which extends over more than three miles of the line, and the depth of the moss or soft black earth upon it, which averages about twelve feet, and, in places exceeds twenty, was found extremely difficult and costly to deal with. After much consideration, it became evident to the Directors that no embankment which could be made over it would, within such time as it would be possible to allow, become sufficiently firm to bear the rails without manifest danger, while the cost of such embankment, without the aid of locomotive power, would be ruinously great, there was no resource but to adopt piling,

and this has accordingly been done; but it is deemed imperatively necessary that this piling should be filled in, and an embankment made, both on account of the perishable nature of the piles and in order to afford them more solid support than is given by the light wet earth in which they now stand. This work of filling in has been contracted for, and is now in progress, (and its probable cost is included in the above estimate). Very great difficulty was found in settling with the proprietors of the lands required for the road. To some of them the Directors have to acknowledge their obligation for their liberality in voluntarily allowing possession to be taken of their lands before the amount of compensation was paid or determined; but others who were perfectly aware of the necessity under which the Company were placed of acquiring the lands by the time they were wanted by the Contractors, used this necessity as a means of obtaining higher compensation, and all were ready (perhaps naturally enough) to obtain the highest amount they could, and they were all so near to the City that they could, and always did, readily, obtain the best advice as to the means of proceeding so as to get the highest compensation. No party was settled with at a price exceeding the estimate, which the Directors had previously caused to be made, until after an award of arbitrators, either in his own case or in that of his immediate neighbour, had shown that there was no hope of settling at a lower rate.

With regard to the extra expense for locomotives and the additional weight of the rail, the Directors obtained the best information in their power, and were and are convinced that the interests of the Company were advanced by the decision to which they came. The most ample accommodation for vessels, &c. was evidently requisite at the Lachine terminus and the soundings decided the form and position of the wharf, and the distance to which it must extend into the river. The Directors take this opportunity to acknowledge the courtesy of the Commissioners of Public Works in affording them information and facilities, in regard both to the wharf at Lachine, and to the public lands through which the road passes. In consequence of the great difficulty in obtaining lands from some proprietors, the Directors deemed it advisable to apply to the Legislature for power to take lands in certain cases, and on certain conditions, before the compensation was determined. A similar amendment to their act having been found necessary, and having been obtained by the St. Lawrence and Atlantic Rail-Road Company; and the opportunity was taken to introduce some other amendments in the details of the Act of Incorporation. The amending act (now 10 and 11 v. c. 63.) was accordingly passed by the Legislature, and a clause was introduced into it on the suggestion of the Government, subjecting the tariff of tolls, not only of this company but of others, to the approval of the Governor in Council. Before the opening of the road, the Directors therefore framed a schedule of tolls, which, being submitted to the Governor in Council, was at once approved. It was (for obvious reasons) thought desirable that the rates should be sufficiently high so that they might rather require reduction than augmentation, and the Directors are now convinced that it will be desirable to make such reduction, at least with regard to many of the items, and will be prepared accordingly to submit a new tariff to His Excellency in Council, before the opening of the road in the spring.

The Directors are happy to state that they have made arrangements with competent parties, by which they trust they have ensured the establishment of an effective line of omnibuses to run through the length of the city, stopping at the terminus of the road on the arrival and departure of each train. The advantages of such an arrangement they hold to be very great, both to the public and to the Company.

From the foregoing statement it will appear that a sum equal to about £35,000 will require to be raised in addition to the amount of stock (£75,000) originally subscribed for. In the present state of the money market, the Directors apprehend that it might not be found possible immediately to raise this sum, by loan, at the legal rate of interest, or by subscriptions, for new stock at par, without the offer of some additional inducement or security; and as the funds will probably be required before money shall have attained its ordinary value, the Directors are of opinion that application should be made to the Legislature for power to the Company to borrow money at such rate of interest as may be agreed upon with the lenders, or to raise new stock, with a guarantee to the holders thereof, that they shall receive six per cent. per annum, before any dividend shall be payable on the old stock, giving, however, a right to the holders of the old stock to take new stock in proportion to the shares they hold, and in preference to other parties. With these powers, they apprehend no difficulty in raising the sum required.

By the accounts submitted, it will be seen that during the short time the road was open to the public, the result, if any inference at all can be drawn from the receipts, is one highly favorable to the prospects of the Company.

The cost of the road has been greater than was anticipated; but notwithstanding this, the Directors feel perfect confidence, that, with good management, and a liberal attention to the wants and accommodation of the public, the stock will pay well. The main difficulty with which the road has to contend is its shortness; by which it is charged with the expense of loading and unloading, frequent stopping and starting, and all the disbursements at two extensive termini, without the advantage of a sufficient length of run between them to justify high rates of freight and toll. But the Directors hope that it will not be long before this difficulty is removed by the road becoming one link in a much longer chain, and every other circumstance connected with its position appears to them so favorable that they cannot fear for its success, if the trade and resources of this great Province are maintained and developed, as there is every reason to hope that they will be.

On behalf of the Board of Directors,

J. FERRIER,
President.

Montreal, 15th February, 1848.

Moved by John Carter, Esquire, seconded by Thomas Peck, Esquire.
Resolved,—That the Report now read be approved of and adopted, and that the same be printed, together with such of the statements as may be deemed expedient by the Directors, and a copy sent to each Proprietor.

Moved by Robert Anderson, Esquire, seconded by W. Murray, Esquire.
Resolved,—That the thanks of the Stockholders are due and are hereby given to the President, Vice President, and Directors, for their attention to the interests of the Company.

The Honorable James Ferrier being requested to leave the Chair, and David Davidson, Esquire, called thereto,—
Thomas Ryan, Esquire, moved, seconded by Wm. Macdonald, Esquire,
Resolved,—That the Honorable James Ferrier be requested to accept the sum of Five Hundred Pounds, as an acknowledgment of his unceasing exertions and very able services as President of the Company, from the commencement of the works to the close of the past year.

The Honorable gentleman having acknowledged the compliment thus paid him, again took the chair.
Additional Rules, Regulations, and By-Laws, were then submitted and read.
Moved by W. Molson, Esquire, seconded by Walter Benny, Esquire,
Resolved,—That the said additional Rules, Regulations and By-Laws, now read, be approved, adopted and passed, as additional Rules, Regulations and By-Laws of the Montreal and Lachine Rail-Road Company.

Moved by William Dow, Esquire, seconded by William Macdonald, Esquire,
Resolved,—That William Murray and John Carter, Esquires, be requested to act as Scrutineers, and are hereby appointed as such by this meeting.
Moved by William Murray, Esquire, seconded by William Molson, Esquire,
Resolved,—That the thanks of the Stockholders be tendered to the Secretary of the Company, for his assiduity to the duties of his office.

The Scrutineers before named, handed their Report to the Chairman, of the result of the Ballot for Directors and Auditors, certifying that Sir George Simpson, William Dow, Esquire, and the Honorable Judge Gale, were duly elected to serve as Directors, in the room of Sir George Simpson, William Dow, and Hugh Taylor, Esquires, who retired by rotation, and that W. C. Meredith, Esquire, was re-elected a Director, to fill the vacancy caused by his own resignation, and that James Scott, Sen., Esquire, John Speirs, Esquire, Robert Anderson, Esquire, were duly elected Auditors for the present year.

J. FERRIER,
Chairman.
F. MACCULLOCH,
Secretary.

MONTREAL, 15th February, 1848.

And at a subsequent meeting of the Directors held on Wednesday, the 16th February, the Honorable James Ferrier, was unanimously re-elected President, and William Molson Esquire, Vice President for the present year.

FERDINAND MACCULLOCH,
Clerk and Secretary.

MONTREAL AND LACHINE RAIL-ROAD COMPANY. CAPITAL ACCOUNT To the 31st December, 1847.

DEBTOR.		CREDITOR.	
Land,—		Instalments,—	
To Lands acquired and for which the purchase monies have been paid to the Proprietors, - - - - -	£ 8402 1 10	By 1st Instalment of £5 per Share on 1500 Shares, - - - - -	7500 0 0
" Lands acquired and for which the purchase monies have been deposited in Court for distribution, - - - - -	2631 13 2	" 2d do do do - - - - -	7500 0 0
" Lands acquired and for which a part only of the purchase monies has been paid to the Proprietors, - - - - -	250 0 0	" 3d do do do - - - - -	7500 0 0
" Expenses connected with the same, viz: Arbitrators' Fees, - - - - -	£243 0 0	" 4th do do do - - - - -	7500 0 0
Mr. Wicksteed to account, 150 0 0		" 5th do do do - - - - -	7500 0 0
Mr. Ostell, to do, - - - - -	200 0 0	" 6th do do do - - - - -	7500 0 0
Miscellaneous charges, - - - - -	219 0 0	" 7th do do do - - - - -	7500 0 0
	812 0 0	" 8th do do do - - - - -	7500 0 0
Cash Loan,—			60000 0 0
To Geo. Dorwin, £132 18s and Chapman and Wallace, £155, advanced on the lands purchased from them to be repaid out of the monies deposited in Court for distribution, - - - - -	287 18 0	Interest on Deposits, - - - - -	18 18 6
Formation of Road,—		Bank of British North America, Amount overdrawn, - - - - -	659 10 8
To Brown and Watson, to account of Contracts for Grading and Timber including the Pier at Lachine, - - - - -	14630 15 6	Bills Payable, acceptances to Brown & Watson, - - - - -	600 0 0
" Do. for driving Piles on Section No. 3, - - - - -	1008 19 1	Custom House Bond Account,—	
" Brown, Brainerd & Co., to account of Contract for laying Superstructure, - - - - -	1807 11 0	Bonds to the Collector of Customs for Duty on Locomotive Lachine and Iron Rails, - - - - -	473 12 11
" Lemoine, Quimet & Lenois, to account of Contract for Gravel, - - - - -	360 0 0		
" P. & B. McDermott, to account of Contract for Brick Tunnel from Chabollez Square into the Company's lands at the Montreal Terminus, filling in, &c., - - - - -	355 0 0		
" Garven & Laurie, filling in do. - - - - -	38 18 0		
" Surveying Expenses, - - - - -	234 11 3		
" Engineering Expenses, - - - - -	1537 11 2		
" Miscellaneous Charges, - - - - -	188 11 5		
" Coalbrookdale Company to account of Iron Rails, - - - - -	9715 18 8		
" Duty, Freight and Cartage on Iron Rails, - - - - -	3004 8 11		
" Iron Imported for Spikes and Tie Rods, - - - - -	456 13 1		
" Iron Spikes Account, - - - - -	351 5 3		
" Iron Chairs Account, Carting Chairs, - - - - -	25 8 0		
" Wm. Parkyn to account of Iron Chairs and Turning Tables, - - - - -	450 0 0		
" Jno. Sutherland to account of Switches, - - - - -	100 0 0		
" Turning Tables Account, Timber, &c., - - - - -	172 0 9		
	33,437 12 1		
Locomotive Engines and Carriages,—			
To Locomotive and Tender, Lachine, - - - - -	2618 8 6		
" Kinmonds & Co. to account of Locomotive Engines and Carriage Wheels, &c., - - - - -	2681 15 7		
" Carriage and Goods, Waggon Account, - - - - -	1512 13 5		
" M. O'Meara, to account of 1st and 2d Class Carriage Boxes, - - - - -	1138 0 0		
" McLean & Wright, to account of 3d Class Carriages, - - - - -	250 0 0		
" A. Fleck to account of Iron Work for Carriages, - - - - -	30 0 0		
	8220 17 6		
Buildings—To Passenger Depot, Montreal,—			
To Brown and Watson to account of their Contract for Mason and Brick Work, - - - - -	£1100 0 0		
" McNeven & Burns, to account of their contract for the Carpenters and Joiners Work, £1525 0 0			
" Other Expenses, - - - - -	14 4 0		
	2639 4 0		
To Passenger Depot Lachine,—			
" Brown & Watson, to account of their Contract, - - - - -	947 10 0		
" Workshops Account, Tools, &c., - - - - -	213 17 6		
	3800 11 6		
Fencing and Gates,—			
To Watson & Goodwillie, on account of their Contract, - - - - -	1925 9 0		
" Etienne Belinge, do. do. do., - - - - -	8 14 4		
	1934 3 4		
Fuel,			
Coke purchased, - - - - -	£414 8 11		
Less—Consumed during the running of the Trains, - - - - -	61 4 0		
	353 4 11		
Revenue Account for Coke consumed, - - - - -	61 4 0		
Law Expenses, - - - - -	165 15 0		
Secretary, Superintendent and Clerks Salaries, - - - - -	717 1 8		
Miscellaneous Charges, - - - - -	667 19 1		
	£61752 2 1		
			£61752 2 1

REVENUE ACCOUNT

From the 25th November to 31st December, 1847.

DEBTOR. CREDITOR.

DEBTOR.		CREDITOR.	
To Engine Expenditure,—		By Receipts,	
Coke, - - - - -	£61 4 0	Passengers' Fares from Montreal, - - - - -	154 1 2
Coke Sacks, - - - - -	1 7 1	Ditto from Lachine, - - - - -	108 10 2
Wages to Engineer, Fireman, &c., - - - - -	27 5 0	Goods and Parcels, - - - - -	19 3 7
Repairs, - - - - -	1 18 3		281 14 11
	91 14 4	By Deficiency,—	
To carrying Account,—		Amount expended exceeding the Receipts, - - - - -	20 12 0
Wages to Guards, &c., - - - - -	20 8 4		
Buffalo Coats for Engineer and Stoker, - - - - -	7 5 0		
	27 13 4		
To Maintenance of Way,—			
Waymens' Wages, - - - - -	56 19 2		
Repairs, - - - - -	31 13 8		
	91 12 10		
To General Charges,—			
Salaries, - - - - -	16 13 4		
Advertising, Printing, &c., - - - - -	66 13 10		
Fire Wood for Offices, - - - - -	4 19 5		
Petty Disbursements, - - - - -	2 19 10		
	91 6 5		
	£302 6 11		
By Balance brought down being the Amount expended exceeding the Receipts, - - - - -	£20 12 0		
			£202 6 11

D. P. ROSS,
J. HENRY LAMBE, } Auditors.

MONTREAL, 4th February, 1848.

J. Ferrier & Co., Printers.

J. FERRIER,
President.