

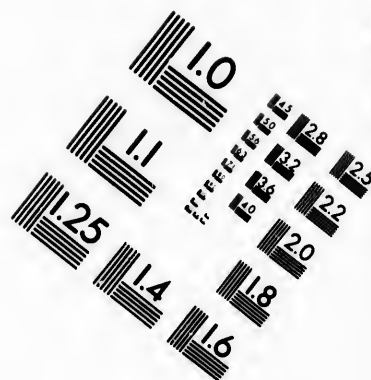
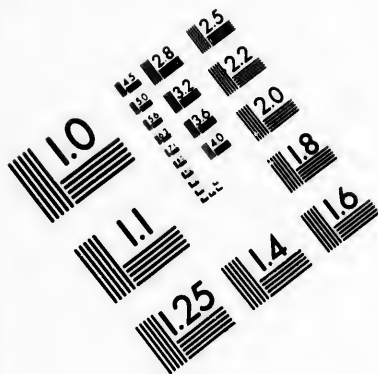
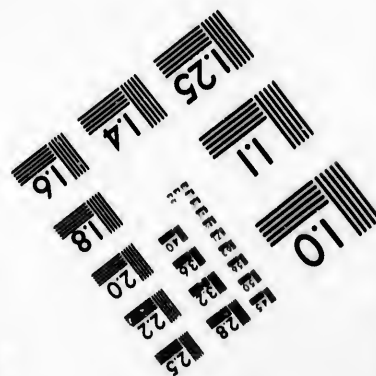
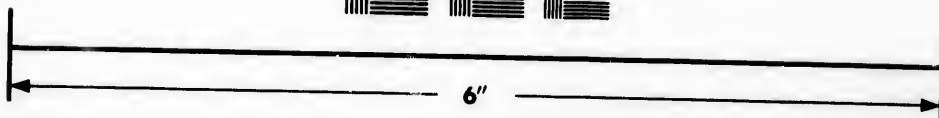
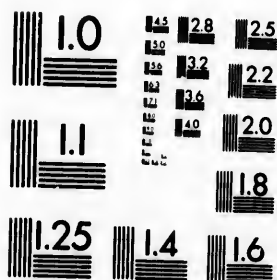


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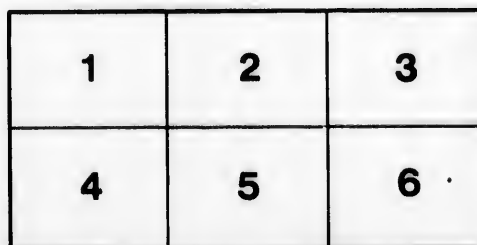
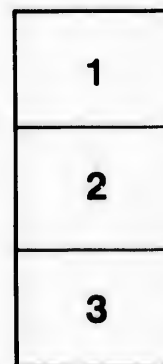
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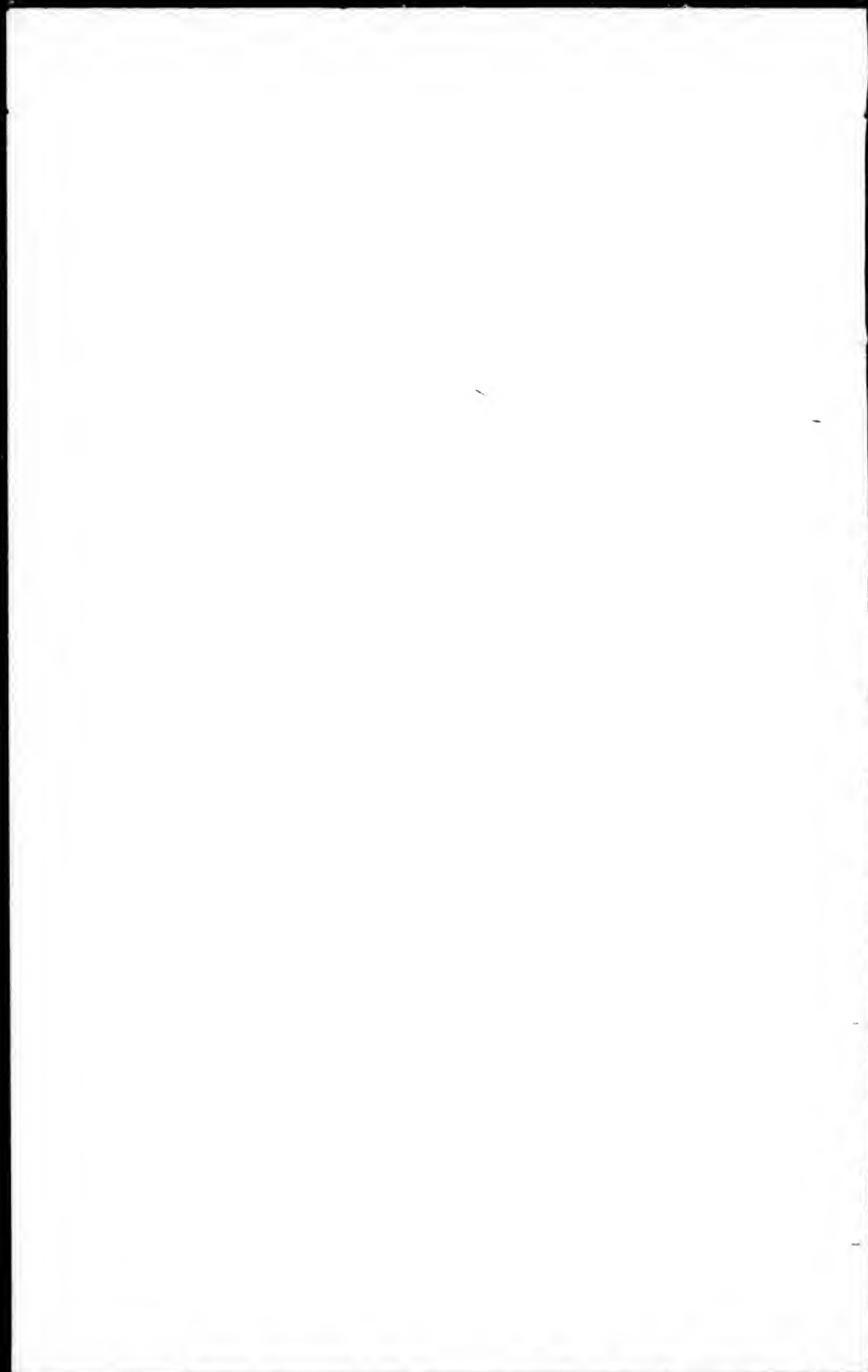
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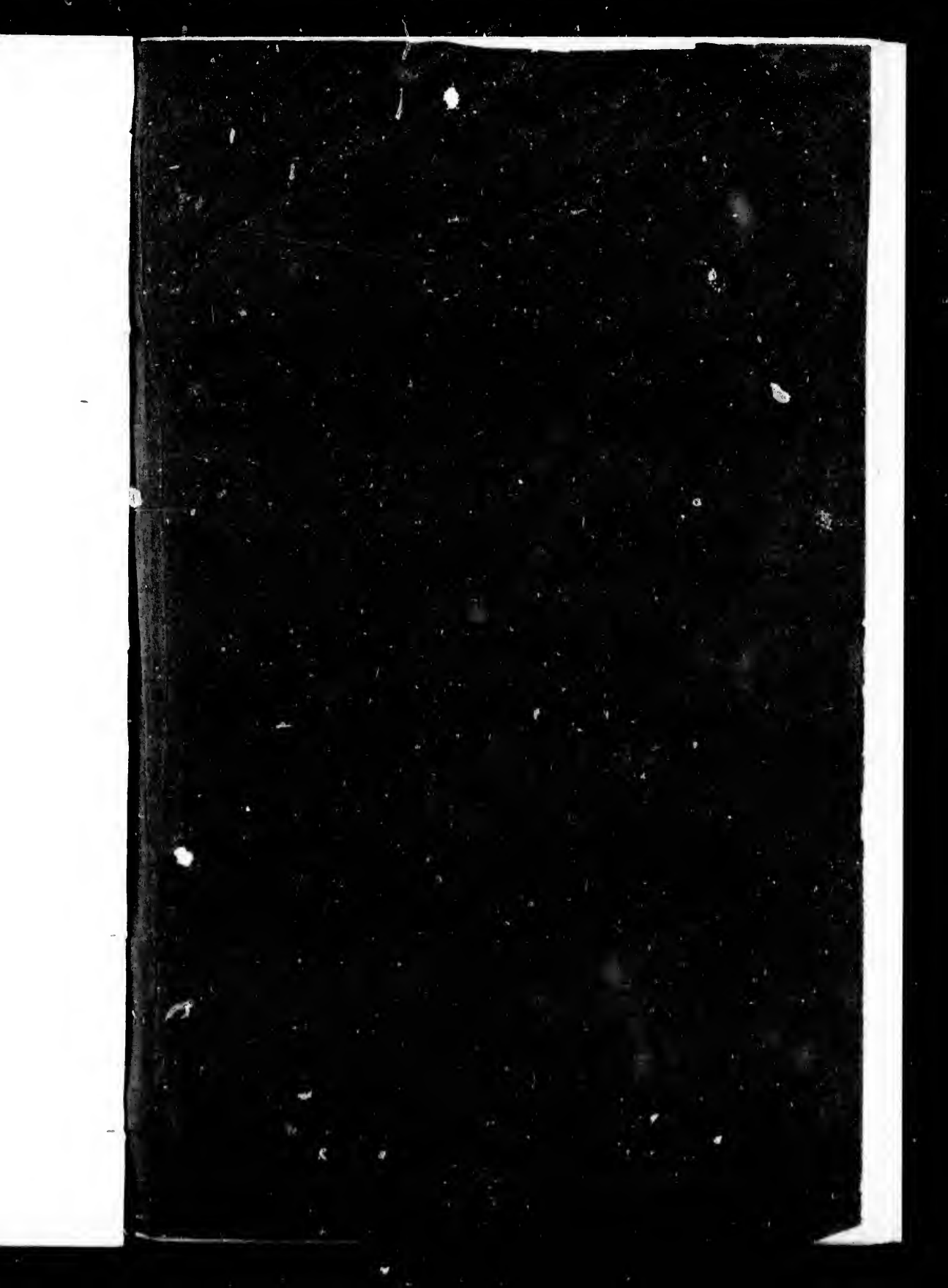
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PROCEEDINGS
OF THE
EIGHTH ANNUAL GENERAL MEETING
OF THE PROPRIETORS OF THE
ST. LAWRENCE & ATLANTIC
RAIL-ROAD,

HELD IN MONTREAL, ON 19th JANUARY. 1853;

WITH
REPORTS OF THE DIRECTORS AND CHIEF ENGINEER.

MONTREAL :
PRINTED BY JAMES POTTS, HERALD OFFICE.
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1853.

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Saint Lawrence and Atlantic Railroad Company.

THE Annual General Meeting of the St. Lawrence and Atlantic Railroad Company, was held at their office, in the city of Montreal, on Wednesday, the 19th January, instant, and was attended by a large and influential number of the Shareholders.

Mr. Sheriff BOSTON was called to the Chair, and Mr. D. LOAN MACDOUGALL was requested to act as Secretary.

Messrs. J. H. R. MOLSON and Mr. R. ESDAILE were nominated Scrutineers.

Mr. HOLMES, the Vice-President, in the absence of the President, Mr. GALT, then submitted the Report of the Directors for the past year, together with the Reports of the Chief Engineer and Superintendent of the Company, on the state, progress and prospects of the works.

Mr. DELISLE moved, seconded by Mr. H. L. ROUTH, and it was carried unanimously:—That the Reports now read be received and adopted.

Mr. SMITH moved, seconded by Mr. SMITH:—That the same be printed in English and French, and distributed to the Shareholders.

Mr. HOLMES then read a Report of the Auditors for the past year, and the same gentlemen, Messrs. W. EDMONSTONE and R. ESDAILE, were re-elected for the current year, with authority to employ such assistance as may be necessary.

The Election of Mr. HOLMES, as a Director, in the place of the Hon. A. N. MORIN, resigned, was confirmed.

It was then moved by Mr. MURRAY, seconded by Mr. ROUTH, and carried unanimously:—That the sum of one thousand pounds be tendered to the President (A. T. GALT, Esquire,) in acknowledgment of his efficient services for the past year.

It was then moved by the Hon. JOHN YOUNG, seconded by A. M. DELISLE Esqr., and carried;—That whereas the construction of a Bridge across the St. Lawrence, connecting its Southern bank with the Provincial Canals by Rail, has become a matter of imperative necessity to the best interests of this City and of the Province:—this meeting is of opinion that no time should be lost by the Directors of this Corporation, in appointing some of their number, especially to communicate with the Directors of the Grand Trunk Railroad, as well as with other Corporations, and report, as speedily as possible as to the best means of commencing and constructing this important public work.

Thanks were then unanimously tendered to the directors, for the able and satisfactory manner in which the affairs of the Corporation have been conducted.

The Chairman having vacated his seat, received the thanks of the meeting for his able conduct in the chair.

J. BOSTON, Chairman.

D. L. MACDOUGALL, Secretary.

THE EIGHTH ANNUAL REPORT

Of the Directors to the Stockholders of the St. Lawrence and Atlantic Railroad Company, at the General Meeting, held at the Office of the Company in Montreal, on Wednesday, the 19th January, 1853.

IN the year which has elapsed since the last General Meeting, the works of the Company have been carried forward with every intention, on the part of the Directors, that the Railway should be completed to the point of junction with the section of the Sister Company, early in the ensuing summer. The progress effected, and the arrangements which have been made for the portion of the work remaining to be completed, warrant the Directors in the belief that this intention will be realized; and that the direct communication between Montreal and the Atlantic at Portland, will be opened in full time to secure to the Company all the advantages of the Passenger Traffic which the ensuing summer months will offer, as well as of the transportation of all the produce of the West which may be demanded in the course of the next season by the Eastern markets, destined to be supplied hereafter by this route.

The Stockholders are aware that the Third Section of the Railway, extending from Richmond to Sherbrooke, was opened for the employment of the public on the 11th of September last, the occasion being honored by the presence of His Excellency the Governor General and a large portion of the Provincial Legislature then in session, the President and several Directors of the Atlantic and St. Lawrence Railroad, the Mayor and Corporation of the City, and other distinguished guests. Since that time an extent of 95 miles of road has been in full operation, supported by a highly encouraging amount of local traffic, both in passengers and goods. The Fourth Section, extending from Sherbrooke to the Province Line at the intersection of the Coaticook River, a distance of 31 miles, was early in the season divided into sub-sections, and contracted for at reasonable prices.

For the progress made in this section—its present situation, and the various arrangements for promoting its completion at the earliest practicable date,—the Directors will refer more particularly to the Report of the Chief Engineer, which will be presently offered for the consideration of the Shareholders.

At the present session of the Legislature an amendment to the Acts of Incorporation of the Company was applied for, to the effect of extending the Company's powers, and permitting the application of its funds to the construction and working of the section extending from the Boundary Line of the Province to Island Pond in the State of Vermont, the point to which the Atlantic and St. Lawrence Railway is extended. The proprietors are aware, that looking to the plain advantages accompanying the adoption of the Island Pond route, both in respect to the future economical working of the road, and to the means which this route secures to the Com-

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pany of hereafter participating in the traffic of the Connecticut Valley northward, it was considered advisable that this short section should be undertaken by the Company. Accordingly, although the powers requisite to be obtained from the Legislature of Vermont, have not yet been received, means were found for entering into a secure contract for the construction of this part of the line for account of the Company, the work to be completed by the 1st of July next. The work of the Island Pond section is generally light, and the contractor evinces the fullest confidence that it will be duly completed within the time specified, and correspondingly with the remainder of the Company's road on the northerly side of the Boundary Line.

The Sister Corporation of Portland have evinced the greatest energy in the prosecution of their share of the undertaking. Their Trains have been for some time running daily to the Connecticut River at Northumberland.— Their road bed is nearly completed throughout the distance to Island Pond, and their Contractors are now proceeding with the laying of the Track to that point. There is no doubt of their having their entire line completed for the passage of locomotives within a very short period.

The resources from which the Company have met the very large expenditure necessarily incurred in thus vigorously prosecuting their works, have been supplied mainly by Her Majesty's Provincial Government. The sum received within the year on account of the claim of the Company under the Provincial Guarantee Act, is shown by the accompanying statement to have been £310,524 9s. 6d. The first issue of Provincial Guarantee Bonds for account of the Company, was £400,000 Sterling, of this £100,000 Sterling were received in 1851; £255,000 Sterling, as just stated in 1852, the balance remaining in the hands of the Government on 30th November last, having been accordingly £145,000 Sterling. This balance has been since paid to the Company. At the same time, the total amount of the claim for Public aid has been extended from £400,000 Sterling to £467,500 Sterling, being one-half an admitted total ultimate cost of the Railway and its Equipment, amounting to £935,000 Sterling, or £1,137,583 6s. 8d. Currency.

The Island Pond section has been provided for, by means of a distinct loan, raised in England, on Sterling Bonds, at 7 per cent. Interest, for the amount of £90,000 Sterling. Of this amount £50,000 Sterling had been realized on 30th November last, from which the Disbursements for the Section up to that time, had been met. The balance of the Loan has been since received, and is now held to meet the cost of the remaining works. Since the close of the financial year, the President of the Company has proceeded to London to negotiate for the Company the sale of the balance of the Provincial Bonds to be received, amounting as before mentioned, to £67,500 Sterling, and he will probably be enabled, at the same time, to effect arrangements for the Loan on favorable terms, of such further sum as it may appear requisite to provide for effectually completing and equipping the Railway for the performance of the anticipated traffic.

The Company have punctually met all liabilities for interest on their loans, having found in the receipts realized from the traffic for the year, resources nearly sufficient for this purpose.

By a reference to the Balance Sheet, which is herewith submitted, it will be found that the nett receipts of the Railway for the years 1850, 1851, and 1852 have amounted in the aggregate to - - - £41,877 6 9
While the total amount of Interest accrued and paid by the Company, on their existing Funded Debt, under all the heads of Loans, Bonds and Debentures, is - - - £42,213 3 6

A great part of the debt on which this interest has accrued, however, has been incurred for the construction of the part of the road which is still unproductive, from being incomplete. The cost of the Third Section which, up to the 30th November, had been in operation less than three months—is £170,000. The direct outlay on the Fourth Section, over which the locomotive has not yet passed, amounts at the present time, to upwards of £150,000. If the interest accruing on these sums for their respective periods of time were distinguished from that on the debt strictly borne by the portion of the road producing returns from its employment—the total charge against the income of the road, would be less than £50,000—and there would remain a surplus of income applicable to the payment of a fair dividend on the shares paid up and constituting the nett Capital Stock of the Company.

While, however, the Railway is still in course of construction, and while it may be yet necessary to take up further moneys for its final completion, the Directors have been unwilling to proceed in the recommendation of the payment of a Dividend on the shares, without a previous opportunity of submitting the circumstances to the proprietary. In an undertaking of this nature and extent, it is desirable that the income realised should be at all times strictly distinguished from the capital invested in the extension of the work; and the relations borne by the Company towards the Provincial Government, furnish perhaps, an additional reason for attention to this point. The former half of the Railway,—the portion which has produced the income of the three past years—has borne the charge of all the interest accrued in the course of its construction,—as well on the subscribed shares in the capital stock which supplied the first resources, as on the debts next raised in addition. The latter half of the line might justly be made to support a similar charge, as a part of its cost. But it is perhaps most advisable to make no change in the application of the resources until after the opening of the entire line in the approaching summer. The Company has the fairest prospect of being then finally relieved from the doubts and difficulties which attended the former part of its course, and of obtaining a certain and immediate view of a fair return on the entire capital invested in its undertaking. The proprietary may then, equally as now, participate in all the advantages which shall have been realised—whether prior to, or after, the present period; and a forbearance evinced in the meantime must tell favorably on the credit of the Corporation, whenever its affairs may be enquired into.

The Shareholders may properly be congratulated on the amount of local traffic which has presented itself as each section of the Railway has been opened for public use. The gross receipts for the year, arising from nine months use of 72 miles of road extending to Richmond, and three months use of 96 miles extending to Sherbrooke, furnish an average gross return of £560 from each mile per annum. If it is borne in mind that upon the entire completion of the road, a return of £1000 per mile will afford to the Shareholders

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in the Company, after deduction of all expenses—a very liberal dividend—it will be felt that the local business already realized, has left to be provided by the future through traffic of the line, a balance of returns by no means disproportionate to its importance.

In the original calculations and estimates on which the work was projected, the traffic belonging to the districts in Canada through which the Railway is now carried, was lightly considered; and never was allowed, in comparison with the transportation anticipated between the St. Lawrence and the Ocean, a ratio higher than as one to three. It has already amounted to more than one-half the whole traffic required to cover a larger expenditure than was originally contemplated.

It is true that the works of the Company in progress at the Eastern end of the Line, have to some extent swelled the traffic by their demand for supplies and necessaries from this part of the Province. But on the other hand, the business of the older sections steadily increases, and there is every reason to believe, that if a part of the present support of the road should be withdrawn on the discontinuance of the construction works of the Company, its place will be more than supplied from new sources daily declaring themselves.

The transportation of firewood for the city, and of sawn lumber of all kinds, is proceeding on an extensive scale. Squared Pine Timber, it is found, can be advantageously brought forward by the road for export to the United States; and a large quantity is being prepared with this object. Birch and other hard woods, with staves, oars and handspikes, are being manufactured in the Forests of the Eastern Townships, for conveyance to Quebec, *via* the Railway to Longueuil. In Kingsey, induced by the means of conveyance offered, extensive slate quarries have been opened, and are promised a large demand. These are only a few of the numerous cases in which the construction of the Railway is itself the origin of a production, furnishing valuable traffic in return.

It is premature to adopt an estimate of the future through-business that will offer, when the entire road shall be in operation. But it must necessarily far exceed what its projectors ventured to anticipate when the scheme was placed before the public, eight years since. The circumstances under which this line will command, over all others, certain advantages in supplying the produce of the West to the State of Maine and the British Provinces, remain the same, while those parts of the Continent have largely extended their resources, and necessarily, their future demand for this produce. In the means of competing for the import business of Canada, the road must find facilities not hitherto counted on, in the growing importance of Portland as a commercial city and port, and in its adoption by Her Majesty's Government as the winter resort of the Canadian steam-ships.

It is, perhaps, by no means too sanguine an anticipation, that the business between Montreal and Portland will exceed its original estimate, as much as the way traffic to Sherbrooke and the intermediate stations has exceeded all the expectations that could be formed regarding it.

The gross receipts for the year ending the 30th November, 1852, have been :—

From Passengers, - - - -	£11,770	11	1
From Freight, - - - -	32,341	6	7
	<u>£44,111</u>	<u>17</u>	<u>8</u>

Of Passengers the total number carried for all distances, has been :—

First Class - - - -	18,952		
Second Class - - - -	<u>34,673</u>	<u>53,625</u>	

Making : daily average of

First Class - - - -	60		
Second Class - - - -	<u>111</u>	<u>171</u>	

and furnishing an average daily receipt of £34 17s.

In the case of a newly constructed Railway, and under circumstances such as those of the Company, the ratio of the working expenses could not be expected to compare favorably with that of old consolidated roads having a large proportion of passenger support.

Notwithstanding the disadvantages under which the Company at present suffer, however, the expenses of the year—under all the heads of Maintenance of Way and Works, Motive Power and Carriages, Fuel and Oil, Salaries and Wages, Fierage across the St. Lawrence, and incidental expenses—have amounted to £19,996 1s. 6d., being a proportion of the gross receipts equal to a fraction only more than 45 per cent., and leaving, as the nett income of the road for the season, £24,115 16s. 2d.

The accompanying balance-sheet presents a view of the Company's affairs on the 30th of November last. They may be represented in a different form, as follows :—

The total cost of the Fixed Property of the Company, including Site, Road-bed, Superstructure, Rail, Bridges, Buildings, Wharves, and Fixed Machinery has been.....	£928,096	10	8
The moveable Property, being the Engines, Carriages, Snow-ploughs, &c.....	69,603	16	10
Materials on hand.....	<u>6,242</u>	<u>10</u>	<u>7</u>
	1,003,942	18	1
Less certain incidental receipts, as forfeited instalments, &c 7,703	<u>4</u>	<u>3</u>	
Total outlay,.....	<u>£996,239</u>	<u>13</u>	<u>10</u>

The sources from which this amount has proceeded, are :—

1.—Funded Debt—Bearing 6 ½ cent. interest,.....	£536,666	13	4
Bearing 7 ½ cent. interest,.....	<u>56,955</u>	<u>15</u>	<u>11</u>
		593,622	9 3
2.—Unfunded Debt—Outstanding Bills, Accounts, &c. £165,852	3	11	
Less Funds in hand, or to be immediately received, 98,243	<u>13</u>	<u>4</u>	
		67,608	10 7
3.—Shares—Preferential.....	125,000	0	0
Original,.....	<u>210,008</u>	<u>14</u>	<u>0</u>
		335,008	14 0
	<u>£996,239</u>	<u>13</u>	<u>10</u>

In connection with the question of the ways and means provided for completing the Railway and its equipment in a satisfactory manner, the Directors may again refer to the Balance Sheet of the Company's Books hereto appended. The unfunded debt existing on the 30th November last, amounted to £165,000,—and the estimate of the work at that time remaining to be executed up to the opening of the line for traffic, including a large equipment now in preparation, was about £225,000. On the other hand there were funds in hand amounting to £44,000 and a balance in the hands of Her Majesty's Government, which has been since received, amounting to £54,000.—The portion of the Island Pond Loan not then realized, but since received also, was £49,000. The balance of the Company's claim for the provincial aid, as now extended, is £67,500 Sterling, or about £85,000 Currency. The Directors have no doubt of their ability, through the assistance of the President of the Company already mentioned as being now in London, to negotiate the Company's Bonds for a sum corresponding to the Bonds of the Provincial Government, which he is authorized to dispose of. Nor have they any grounds to doubt that with this further provision in the form of loan, the remaining resources of the Company will be quite sufficient to carry forward the works to their completion, so far at least as to permit the railway to show fairly, the result which is to attend its opening for the traffic between the St. Lawrence and the Atlantic Ocean.

If, indeed, the promises of business which are now offered to the road be realized, it will be necessary to provide a more extensive equipment in engine and freight carriages, than has yet been contemplated, and farther accommodations must be supplied in Station buildings and storage. The proprietary will be not unwilling under such circumstances to extend the total cost of the railway, by such necessary additions to its intrinsic value. The provision of the requisite resources for the purpose will be rendered easy by the improving productiveness of the road.

The year just elapsed has seen a vigorous commencement of the works of the Quebec and Richmond Railway. The early completion of this valuable connection of the road may now be considered certain; and the traffic of Quebec and its extensive District, as well as all the Southern Shore of the St. Lawrence beyond Richmond, may be looked for to swell the future receipts of one branch or the other of the Company's Line: from Richmond to Longueuil, or from the same point to Island Pond, according as its course may be to the West or Southward.

The European and North American Railway offers also the the fullest promises of being early executed, to the effect of securing the Company's Road in the business of the Lower Provinces, and the future passenger travel between Europe and Western America. The establishment of the Screw Steamship Line, making Portland the Winter port of arrival and departure, will prove only the commencement of an enterprise which the energy of that city will carry forward. The Charter granted to the Grand Trunk Railway makes this work a certainty within the shortest period required for its execution. Almost as soon as the Company's undertaking can be fully in operation, with the means to appropriate all the advantages which will become open, it will be found to constitute a main connecting link in a chain of railway communication extending from one extremity of the Province to the other,—join-

ing the St. Lawrence to the ocean at Portland, a city and port offering the finest accommodations for an extensive trade,—and stretching along the front of New Brunswick, through Nova Scotia to Halifax, the port of the American Continent, the nearest to Europe,—while on the West the same great line is already extended to lake Michigan and the Mississippi, with the full appearance of being destined to be limited in that direction, only by the limits of the Continent,—the shore of the Pacific Ocean.

There is in this magnificent system one necessary part not yet definitely provided for. The practicability of a bridge across the St. Lawrence at Montreal, is no more a question. But it is yet undetermined under what arrangements the undertaking shall be carried out. It will be of the first importance to this Corporation, and to all other similar interests, and particularly to the city of Montreal, that the bridge when constructed, be preserved from monopoly or exclusive occupation. Open to free employment for the purposes of the road, a bridge would be entitled to a handsome contribution as rent, from every Railway having access to it; and the contribution would be willingly paid for the convenience and security which it would afford over the present uncertain and expensive Ferry. But no saving aimed at in the amount of the annual contribution could make up for such disability as the Company may be laid under in the case of an uncontrolled possession of the bridge by adverse interests. The Directors takesuch a view of the future business of the St. Lawrence and Atlantic Railway, as to feel induced to believe, that, rather than to be excluded from the fairest possible competition for the transportation of the produce of the great West, hereafter to flow towards this city, it would be preferable that the Company should itself undertake the work.

The Directors who retire in their turn, on this occasion, are Mr. Stayer, Mr. Torrance and Mr. Larocque, all of whom are eligible for re-election. Under the circumstances of the Hon. Mr. Morin's resignation of his office of Director, in May last, the Board, on the 2nd June, elected Benjamin Holmes, Esq., to fill the vacancy. It is for the proprietary to confirm this election, if they shall see fit.

BENJAMIN HOLMES, Vice President.

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BALANCE SHEET

*Of the Books of the St. Lawrence and Atlantic Railroad Company,
at 30th November, 1852 :*

DR.				Cr.			
SHARES—							
Capital Stock.....	£353,175	0	0	Outstanding Instalments. £	31,877	9	1
" Preferential....	125,000	0	0	Bills Receivable.....	11,019	10	5
FUNDED DEBT—				Open Accounts.....	1,532	5	10
The Seminary.....	25,000	0	0	Banks and Bankers	42,669	3	8
The Land Company....	25,000	0	0	Provincial Guarantee Bonds	54,042	3	10
Her Majesty's Governm't	486,666	13	4	Redeemed Stock and Bonds	150,675	0	0
Island Pond Loan	56,955	15	11	Construction 1st Section.	263,122	0	7
UNFUNDED DEBT—				2nd do .	281,848	5	8
Bills Payable.....	162,081	12	5	3rd do .	168,736	18	11
Land Bonds.....	1,630	10	10	4th do .	148,636	5	11
Outstanding Accounts.	2,140	0	8	Island Pond do .	22,993	5	11
Contract Contingency F'd	50,403	13	6	Total Incidental Expenses	42,759	13	8
Forfeited Instalments ..	8,039	1	0	Equipment.....	69,603	16	10
Lease of the Road, 1850	5,500	0	0	Materials on hand.....	6,242	10	7
Nett Income,	1851	12,261	10	Interest on Funded Debt.	42,213	3	6
Do	1852	24,115	16				
	£1,337,971	14	5		£1,337,971	14	5

A. T. GALT, President.

A. C. WEBSTER, Treasurer.

St. Lawrence & Atlantic Railroad Co., }
30th November, 1852. }

Mr. Stay-
re-election.
his office of
in Holmes,
s election,

resident.

ENGINEER'S OFFICE,
 { St. Lawrence & Atlantic Railroad Company,
 Montreal, 17th January, 1853.

SIR,—Since I had the honor of submitting the last Annual Report on the progress of the works on the road, much has been done towards securing the final completion of the enterprise.

The road was opened for traffic on the 11th day of September last.— Since that period the track has been laid, and the road is now in running order as far as Lennoxville, a distance of $99\frac{1}{2}$ miles from the Longueuil Terminus. Beyond that point all the works connected with the formation and grading are in a forward state. The earthwork on the greater portion of the distance between Lennoxville and the Boundary Line, is so far completed, as to permit the laying down of track at the earliest period of the ensuing season. At other points, where the excavations and embankments are unusually heavy, large forces are employed, and all necessary exertion is made to secure their completion in sufficient time to prevent delay in laying down the track.

To secure the opening of the road at as early a period as possible, arrangements have been made to haul the iron by sleighs to two different localities beyond Lennoxville, namely, to Waterville and Coaticooke. This is done in order to commence the laying down of track at two points simultaneously with that from Lennoxville onward, and thus, instead of having next Spring to supply iron for 27 miles of track from one point only, the material will be delivered at three points, and the work divided into sections, each not more than 9 miles in length, and all provided with a sufficiency of material previous to the operation of laying track being commenced.

The cross-ties are contracted for, and the contractor has undertaken to have them delivered and distributed along the line, while snow is on the ground.

The requisite supply of chairs and spikes is also provided, and arrangements made for their delivery at the several points.

The delivery of materials at the various points along the line will not only secure a much earlier completion of the road, but will permit the ballasting to be proceeded with, where necessary, at a period sufficiently early, in my opinion, to secure an uninterrupted operation of the road next fall, without which, from the character of the soil at several places, and great height of embankments, difficulties would be experienced.

The time set for the completion of the road to the Boundary Line is the 1st July next; with the present arrangements carried out, unless contingencies occur not now foreseen, I am of opinion the work will be completed.

On the portion of the road between the Boundary Line and Island Pond, in the State of Vermont, a distance of $15\frac{1}{2}$ miles, the progress until recently has not been such as to place the completion of that section, simultaneously with the one within the Boundary, beyond a doubt.

The principal cause of the delay is attributed to the undivided attention the contractor, Mr. John M. Wood, had to bestow on the section of the road South of Island Pond (towards Portland,) and which he is bound to complete this Winter. By great exertion on his part, this will be accomplished. I have every reason to believe, that, by placing a sufficient force of men on the section North of Island Pond, with the additional facilities of bringing in sup-

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plies and tools, which the completion of the Railway from Portland to Island Pond will secure, that work will also be finished by the 1st of July next; the forces employed have lately been increased, the character of the work to do is light, and the material is of the most favourable kind for working. The Contractor has been made aware of the necessity there exists for the work being completed by the time here stated, and has given every assurance that he will not fail to do so. Mr. Wood's well-deserved reputation for ability and punctuality, and the great personal interest he has in the final completion of the entire road, irrespective of the claims upon him by the contract he has entered into, will cause him to use the utmost exertions to fulfil his engagements, and, I have every reason to believe, with success.

I beg to submit, for your information, the quantities of work done, and remaining to be done, on the section of the road between the Terminus at Longueuil and the Boundary, as well as on the division of the road between the Boundary Line and Island Pond:—

STATEMENT

Of work done, and remaining to be done on the Road from Longueuil to the Boundary Line:

Description of Work.	Tot'l quantity of work done on the Road.	Quantity of work done during the past year.	Quantities of work remaining to be done.
Earth excavation hauled into embankment.....	5,218,174 C yds.	2,004,221 C yds.	437,989 C yds.
Rock excavation.....	262,543 do.	132,749 do.	19,676 do.
Masonry in Bridges.....	37,531 do.	7,834 do.	2,100 do.
Masonry in Box Culverts.....	55,139 do.	31,768 do.	500 do.
Masonry in Arched Culverts.....	8,937 do.	8,269 do.	500 do.
Superstructure of Bridges.....	3,118 do.	739 L. ft.	473 L. ft.
Timber & Plank in foundations....	2,866,634 ft B. m.	898,863 ft B. m.	
Rip. Rap. Wall.....	74,859 yards.	49,222 yards.	1,250 yards.
Track laid including Sidings.....	103½ miles.	30 miles.	28 miles.
Ballasting.....	233,025 C yds.	191,110 C yds.	326,000 C yds.
Iron....	13,100 tons.		

STATEMENT

Of work done, and remaining to be done on the Division of the road from the Boundary Line to Island Pond.

Description of Work.	Tot'l Quantities of work on the division.	Tot'l Quantities of work done at 30th Nov.	Quantities of work remaining to be done.
Earth excavation hauled into embankment.....	744,810 C yds.	195,435 C yds.	549,375 C yds.
Rock excavation.....	53,000 do.	10,634 do.	42,366 do.
Masonry on Bridges.....	884 do.	221 do.	663 do.
Masonry on Culverts.....	3,250 do.	1,648 do.	1,602 do.
Superstructure of Bridges.....	180 L. ft.		180 L. ft.
Timber & Plank on Foundations....	82,206 ft B. m.	42,035 ft B. m.	40,171 ft B. m.
Rip. Rap. Wall.....	1,500 C yds.	288 C yds.	1,212 C yds.
Iron.....			1,700 tons.
Laying of Track.....			17 miles

Since the date of my last Annual Report several new buildings have been constructed on the line of road for the accommodation of Freight and Passenger business, and the housing of Engines and Cars.

At Longueuil another addition has been made to the engine-house, affording accommodation for 4 more locomotives, and a brick carpenter shop, with sheds, for repairs of carriages, is in progress.

At Sherbrooke a commodious brick Station-house 200 feet long and 60 feet wide, and an engine-house 150 feet diameter, affording sufficient space for 20 locomotives, have been built.

Foundations are prepared, and all the material delivered, for a station-house at Richmond, similar to the one at Sherbrooke. A way and water-station have also been constructed at Lennoxville, and commodious wood-sheds have been put up at all the stations on the line. Arrangements have also been made to construct passenger, freight and water stations, at Coaticook and other points on the road South of Lennoxville. They are to be completed in time for the opening of the line.

In addition to the buildings here enumerated, 5 double brick dwellings have been built on the Company's grounds at Longueuil, for the accommodation of parties in the Company's service; some of them are already occupied, and as the want of accommodation was severely felt by those employed on the Company's works, I have no doubt their construction will prove alike beneficial to the Company and to their numerous *employees*, who will be able to avail themselves of the comfortable accommodation afforded by them.

Arrangements have been perfected for the construction of a station at the junction of the roads at Island Pond. The construction of the building and its superintendence, have been most liberally undertaken by the sister Company, and the station-house, 200 feet in length by 60 in width, is to be completed by the 1st of July next.

Arrangements are in progress to secure the construction of a turn-table, and sufficient accommodation for eight or ten locomotives by the time the road is opened for through traffic. The buildings proposed to be erected at Island Pond are to be of wood, and though containing requisite accommodation for the despatch of business, still, in their character, and when compared with the principal buildings devoted to that purpose on this side of the boundary line, they will be considered as temporary.

The difficulty that exists in bringing to that locality materials for permanent buildings, and the limited amount of local business there, until the resources of that section of the country are developed, as well as the proposed arrangements for the through business, which is to be such as not to require extensive transhipment at that point, all combined to the adoption of the present plan; should it at any future time be found advisable to construct permanent buildings, the present plans are so arranged, as to admit of its being done without interfering with the operations of the road.

The increased traffic in cord wood, lumber and square timber, and the prospects of a still greater increase, have rendered the construction of additional sidings necessary. Since the date of last Annual Report two extensive sidings have been constructed and opened for use. One at Belœil, and the other at the 7th Range East of St. Hyacinthe. Judging from present appearances, the expenditure will, in my opinion, prove beneficial to the interests

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of the road, and the additional facilities afforded will tend to foster that description of traffic which already forms an important item in the receipts of the road.

A large addition has been made to the track accommodation at the Company's Terminus at Longueuil, new tracks have been laid to the North and South of the Main Line of Rails affording greater room for the delivery of cord wood, lumber &c., and for placing carriages, which are not in use, under repair.

An extensive snow fence is in course of construction, along the line, near the Longueuil Terminus. This has been found necessary to protect the road from the heavy drifts of snow which that portion of it is subjected to, and which, by means of the fence, will, in a great measure, be prevented.

The ballasting of the Road between Longueuil and Sherbrooke was prosecuted during the entire of last season, without interruption. From the scarcity of proper material, the section between Longueuil and St. Hyacinthe is ballasted with sand; sufficient of that material, is now placed to prevent the clay from working up, but it will require a coating of gravel before the road bed can be considered as permanently secure from the effects of wet and frost—this material will have to be brought from a point about 8 miles East of St. Hyacinthe. From thence to Richmond, Sherbrooke, and Lennoxville, ballasting, where put on, is generally of a superior quality of gravel, forming a road bed that will require but little attention to keep it in good order.

From Lennoxville, to within 10 miles of the Boundary Line, the road bed will require heavy ballasting. Gravel is found in abundance at both extremities, and there will be no difficulty in accomplishing the work in one season, to a sufficient extent at least to make the road safe to be run over. From thence to the Boundary Line, and on to Island Pond, the greatest portion of the line passes through gravelly or sandy soil, requiring but a small quantity of ballast to secure a good and permanent road bed.

To meet the increased traffic, additional accommodation has been secured at Longueuil, by the construction of a new wharf, 118 feet in width, projecting in the river 750 feet. The wharf is so constructed as to form a basin between it and the wharf first built of 122 feet in width, and 550 feet in length. The width of the wharf is sufficient for the construction upon it of two sheds, each 400 feet in length, and 24 in width, with a line of double tracks between them—arrangements for the construction of these sheds are in progress.

The increased accommodation thus provided for is not near sufficient to meet the business that the through traffic of the road will call for, and when it is considered that the wharf and sheds referred to can only be made use of whilst the navigation is open, and that no decision has been yet come to as to a plan to store the produce and freight, which it will not be practicable to carry away immediately on its arrival, as well as to provide for a secure storage for what will be brought down late in the Fall, no time in my opinion, should be lost in adopting a plan that will afford the requisite facilities.

The peculiar position of the wharves at Longueuil, exposed, as they are, to the shores of ice, preclude the possibility of permanent buildings adapted to the storing of flour and grain being constructed upon them. Such buildings,

therefore, will have to be built at a sufficient distance from the river, beyond the reach of ice, and an ample provision made for a rapid unloading from vessels, and conveying so much of the produce to the receiving store-houses as cannot be directly sent off to its destination.

Respectfully submitted by your obedient Servant,

C. S. GZOWSKI, Chief Engineer.

A. C. Webster, Esq., Secretary and Treasurer }
St. Lawrence and Atlantic Railroad. }

{ ENGINEER'S OFFICE,
St. Lawrence & Atlantic Railroad,
Montreal, 17th Jan., 1853.

SIR,—I have the honor to submit the following brief report on the working of the Road, for the information of the Directors. With the exception of the unfortunate collision which took place last year, on the 20th of January, no serious accident has occurred, and the road has been working regularly up to the present time.

The track has been maintained in good working order, and the expenses of repairs on carriages and locomotives, when the new state of the road is considered, have been light. The amount expended on the repair and maintenance of track during the last year, is £2156 18s. 9d. Cy.

The supply of additional machinery at the Company's work shop at Longueuil, has been found to be of great convenience, and will be found a material saving in the cost of repairs. With the exception of castings, and a very heavy description of wrought iron work, everything connected with the repairs of locomotives and carriages is now done on the spot.

Large increase has been made during the year to the rolling stock on the road, and contracts have been entered into and the work in progress for the remainder of the locomotives and carriages which will be required for the use of the road, on its connection with Portland.

I submit the following statements—one showing the extent of rolling stock now employed on the road, and the other showing the working of ten first-class Locomotives during the year.

STATEMENT

Showing the number of Engines and Cars in use on the St. Lawrence and Atlantic Railway :—

ENGINES—		CARRIAGES—	
First-Class Passenger Engines ...	3	First-Class Carriages ...	6
Do. Freight do....	7	First and Second-Class Carriages...	1
Second-Class Engines ...	2	Second-Class Carriages...	2
In addition to the above, one First-Class Passenger Engine, and two First-Class Freight Engines have been delivered on the road within the last two months, but having been but little used, they are not embraced in the accompanying Statement, showing the working of the Engines...	3	Baggage Cars ...	2
		Covered Freight Cars ...	26
		Platform Cars ...	96
		Earth Cars ...	10
		Small Service Repair Cars...	5
		Hand Cars ...	15
Total number of Engines on the road ...	15	Total number of Carriages of every description ...	163

STATEMENT

Showing the number of Miles Run by each Engine, and the Cost of Running each per Mile, including the Repairs:—

Name of Engine.	Nature of Service employed Upon.	Total Number of Miles run.	Total Cords of Wood Consumed.	Total Gallons of Oil used.	Total lbs. of Waste used.	Total cost of repairs including value of material used.	Cost of running for the Year.	Cost of running per Mile.
"St. Lawrence", Passenger Train...	Do.	24,690 Miles.	1,050	26½	611	£ s d 210 0 0	£ s d 731 3 0	s d 0 7 1-10
"Montreal", Do.	Do.	11,740 "	392	130½	265½	254 9 8	691 0 2	1 0 75-100
"Queen", Do.	Do.	7,656 "	183	86½	119	5 9 4	137 7 11	0 4 16-100
"Sherbrooke", Freight Train...		14,772 "	674	169¾	223	278 4 11	668 16 6	0 11½
"Richelieu", Ballast...		18,490 "	846	238½	352½	118 14 10	657 16 10	0 7½
"Yamaska", Wood, Iron, and Ballast...		20,817 "	872½	256	400½	160 4 1	637 0 0	0 7½
"Mager", Ballast and Wood.		8,360 "	396	110½	162½	36 15 7	217 19 2	0 6½
"St. Francis", Freight...		7,656 "	225	77	127	32 2 2	162 0 3	0 5
"Massawippi", Ballast and Freight		1,602 "	67	19	30	16 2 9	62 18 5	0 8½
"A. N. Morin", Wood and Ballast.		10,039 "	452	108½	161	285 3 6	633 17 4	1 0½
		125,772 Miles.	5,041 Cords.	1,463 Gals.	2,372 lbs.	£1,417 6 10	£4,289 19 7	

Average Cost of Running the Engines per Mile, 0 8 2-10.

The cost of Repairing Carriages during the year	-	-	£994	1	3
Number of Miles run by Passenger Trains	-	-	-	44,086	
Number of " " by Freight and other Trains	-	-	-	81,686	
Total number of Miles run	-	-	-	125,772	
Total number of First-Class Passengers carried over the road during the year	-	-	-	18,900	
Total number of Second-Class Passengers	do.	do.	do.	34,600	
Total number of Passengers	-	-	-	53,500	
Average number of First-Class Passengers per diem	-	-	-	60	
Do. Second-Class	do.	do.	do.	111	
				171	
Average gross weight of Passenger Trains during the year	-	-	-	85 tons.	
Do. do. do. of Freight	do.	do.	do.	225 tons.	

The cost of running the engines, and the repairs to carriages and tracks, has been much less during the last than for the previous year. The chief cause is the improvement and consolidation of the Railroad. I am confident, when the road is once thoroughly ballasted, that, with good management, the running expenses and cost of repair will be still further reduced.

I have the honor to be, Sir,

Your obedient servant,

C. S. GZOWSKI, Superintendent.

To A. C. Webster, Secretary.

