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1857

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REPORT.

**OTTAWA AND PRESCOTT
RAILWAY COMPANY.**

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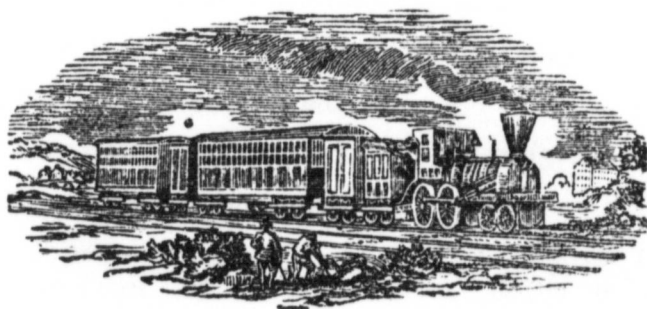
R E P O R T .

15 B P O R T

R E P O R T
OF THE
PRESIDENT AND DIRECTORS
OF THE
OTTAWA AND PRESCOTT
RAILWAY COMPANY

ADOPTED AT
THE MEETING OF SHAREHOLDERS

HELD THE 26th AUGUST, 1857.



PRINTED AT THE CITIZEN OFFICE, RIDEAU STREET, OTTAWA.

1857.

REPORT

OTAWA AND DISTRICT

THE DISTRICT OF OTAWA

PRINTED BY THE KING'S PRINTER

REPORT

OF

THE PRESIDENT AND DIRECTORS

OF THE

Ottawa and Prescott Railway Company.

In order to place the affairs of the Company in the clearest light before the shareholders, it is deemed best to glance over the principal proceedings, and condition of things, for several years past.

The Company was organized in January, 1851.—
The amount of stock then subscribed was :

Private subscriptions	£24,795	0	0
Municipal do.	33,500	0	0
Total.....	£58,295	0	0

During this year the surveys were completed, and contracts were entered into for clearing and grubbing the woodland on the whole line, and for grading some eighteen miles, which embraced the heaviest work on the

line. At the close of 1851, the outlay upon the works amounted to £7,669 14s. 0d., Currency, under the following heads:

Engineering	£2,643	3	6
Clearing and grubbing	1,786	0	0
Grading	2,865	11	10
Incidental	61	9	9
Masonry	38	8	11
Wharfing	275	0	0
Total	£7,669	14	0

Statement of Affairs on 31st December, 1851:

Cr.

Outlay on Works, &c., as above....	£7,669	14	0
Travelling Expenses	96	12	8
Incidental and Office Expenses	223	18	2
Law Expenses	18	18	3
Lands	38	13	0
Salaries	9	13	0
Interest	57	17	2
	£8,115	6	3

Dr.

Collected on Stock	£4,718	17	6
Due Contractors	2,347	0	5
Due other parties	1,049	8	4
	£8,115	6	3

The work of grading proceeded in 1852 at all those places on the line where cutting or filling exceeded four feet depth. The clearing of the woodland on the roadway was completed. The entire outlay on the works and lands in 1852 amounted to £30,664 6s. 6d., Currency, distributed under the following heads of expenditure:

Engineering	£ 2,689	7	10
Fences	463	0	11
Lands and Damages	3,025	19	4
Clearing and Grubbing	4,148	15	1
Grading	18,584	18	3
Incidental	403	8	2
Masonry	117	13	3

Superstructure	374	11	2
Wharfing	289	2	9
Travelling Expenses	200	15	3
Law do.	33	1	0
Salaries	333	3	6
Total.....	£30,664	6	6

Statement of Affairs at the close of 1852 :

DR.

Collected on Stock	£35,846	14	3
Bills payable	7,200	0	0
Interest allowed on Debentures ..	20	14	9
Due sundry parties	8,837	8	6
	£51,904	17	6

CR.

Outlay in 1851	£ 8,115	6	3
Do. 1852	30,664	6	6
Discount on Municipal Debentures	4,275	0	0
Cash in Bank of Montreal and Treasurer's hands	8,850	4	9
	£57,904	17	6

In view of the liberal railway policy adopted by the Government of Canada in 1852, and extended to several railways in other parts of the Province, application was made to the Legislature for aid by way of loan, but without success, although the application was strongly backed by the surrounding County and minor Municipalities.

In the latter part of 1852, authority was obtained by Statute, 16th Victoria, cap. 52, to issue New and Preferential Stock of the Company ; and on the 8th of March, 1853, at a general meeting of shareholders, a By-law was passed to carry the provisions of this statute into effect—the terms of such preference being to the extent of six per cent. before the old stock shall be entitled to any profits or dividends. Of this stock, there has been issued 2,863 shares, of £10 each, amounting to £28,630, Halifax Currency.

A By-law of the Company was passed in March, 1853, which authorized the issuing of £100,000, Sterling, Bonds, secured by a first mortgage upon the Railway.— These Bonds were accordingly made and issued, and in April, 1853, John MacKinnon, Esq., the President of the Company, proceeded to England, to negotiate these securities. A portion of the Bonds, amounting to £56,700, Sterling, was disposed of to the Ebbw Vale Iron Company for 5,400 tons iron rails, leaving a balance of £43,300, Sterling. Of this balance, about £36,000, Sterling, are yet unsold. These Bonds bear interest at 6 per cent. per annum, and are payable in 1873.

A contract for cars and engines, amounting to £45,000, Halifax Currency, of which £25,000 was payable in Stock, and the balance in money, was made in June, with Messrs. Brainerd, White & Co.; and the £25,000, Currency, of the New and Preferential Stock has since been issued to them on account of that contract, according as the work proceeded and was delivered to the Company. The whole of the cars, amounting to 131, of all kinds, and four locomotives, were received, and two other first class locomotives, which are part paid for, are yet to be received. These two new machines are now very much required, and when they are placed upon the Railway, the equipment will be sufficient to perform any amount of traffic that may be expected, at all seasons.— One of the engines is now ready, and the other awaits the orders of the Company, according to terms of contract.

Mr. MacKinnon returned from England the last week in June, and had been unable to effect any transaction, beyond the purchase of the iron. The amount resulting from stock subscriptions was not sufficient to

carry the work much farther. A sale of the Bouds had been depended upon to raise the funds required to meet the cost of track-laying and other expenses involved in getting the track carried through, and put in a condition to yield some return from earnings. In this emergency, the Company applied to the Municipalities of Ottawa and Prescott for aid. These Municipalities, by vote of the inhabitants, agreed to a loan, under the provisions of the Municipal Loan Fund Act of Upper Canada—Ottawa to the amount of £50,000, Halifax Currency, and Prescott £25,000, Currency—secured by a second mortgage upon the Railway to these Municipalities.

It was intended to lay down a portion of the track in 1853, and the Directors hoped to be able to open the road from Prescott to Kemptville that season, but the delay which occurred in receiving the rails put it out of their power to do so. Only 1,400 tons of the rails were received, and these arrived very late. At the end of 1853, the expenditure of that year amounted to £51,414 5s. 2d., under the following heads :

Engineering	£ 2,942	5	8
Fencing	908	7	10
Clearing and Grubbing.....	173	18	0
Grading	19,647	4	3
Incidental	852	16	7
Masonry	3,727	7	3
Superstructure	7,751	17	2
Wharfing	3,827	2	3
Buildings	929	16	6
Bridging.....	1,337	4	10
Interest	841	9	5
Equipment	5,000	0	0
Lands	450	5	9
Travelling Expenses	457	19	5
Law do.	13	15	11
Salaries.....	253	11	3
Freight of Iron Rails	2,299	3	1
	<hr/>		
	£51,414	5	2

Balance Sheet of the Company, 31st December, 1853 :

DR.		
Collected on Stock.....	£44,190	16 2
Municipal Loan.....	75,000	0 0
Floating Debt.....	8,800	11 3
	<hr/>	
	£127,991	7 5
CR.		
Outlay in 1851.....	£ 8,115	6 3
Do 1852.....	30,664	6 6
Do 1853.....	51,414	5 2
Discount on Debentures.....	4,275	0 0
In Commercial Bank and Treasur- er's hands.....	33,522	9 6
	<hr/>	
	£127,991	7 5

The season of 1854 opened with dull prospects of getting the track carried through. The President, Mr. MacKinnon, went to England a second time, and returned without being able to realize anything upon the first Bonds, which remained there unsold, and which were the best securities the Company could make. Freights, both Ocean and Inland, rose to very high rates. Wages rose some 50 per cent. above former ordinary rates; men were scarce, and sickness prevailed on public works to an alarming extent. Money became very scarce and difficult to be obtained. During the early part of the season, returns were expected from the sale of securities in England, and, counting upon funds from that source, operations were proceeded with. When the disappointment occurred as to the receipt of funds, it was only by the Directors giving their personal credit, and advancing their own means towards the work, that the track was eventually carried through.

The track-laying commenced at Prescott the last week in May, 1854, and reached Kemptville,—nearly 24 miles,—the first week in August. The first locomotive was placed upon the track the first week in June, and

two others came on near the last of the month. On the 8th day of August, a regular train commenced running to Kemptville daily. The first 26 miles of track from Prescott was laid by the Company. The work was very well done. A contract was made with Messrs. French & Co., in the month of August, for the whole of the balance of the track-laying, and for other works on the line.— Very great delay was experienced in receiving the iron. Several large cargoes were lost, and the re-shipping of other iron occupied much time. The utmost exertions were made both by the Contractors and the Company to secure the opening of the road through before the closing of the season, but it was not till the 20th December that the track reached the East bank of the Rideau River, opposite the City of Ottawa. The difficulties experienced during the latter part of 1854 were very great, and it was only by concentrating all available means upon the track, and such works as were indispensably required to put the track in running order, that the Company was able to get the road in a condition to be opened for business.

A contract was executed in 1854 by the Northern N. Y. Railroad Company, for establishing and maintaining a Railway Steam Ferry, between their Depot at Ogdensburgh and the Depot of this Company at Prescott, and on the faith thereof, an agreement was made for a first class iron vessel, fit to perform the service. Owing to that road passing out of the hands of the shareholders, the contract became worthless; and, rather than incur the outlay under the circumstances, the builders of the vessel were settled with in October last, by allowing them 340 shares stock for their damages, and a release taken, indemnifying this Company from further obligations in respect to the vessel.

It should be remembered here also that the Municipality of the Township of Gloucester took advantage of an error in the By-law, under which their subscription of £5,000 was made, and by legal proceedings got rid of the obligation to pay it, and the subscription was in consequence of no value.

The outlay in 1854 amounted to £83,776 11s. 5d., under the following heads :

Engineering	£ 2,449	0	1
Fencing	1,064	10	4
Clearing and Grubbing	104	0	8
Grading	11,584	18	1
Incidental	845	19	6
Masonry	4,213	9	4
Superstructure	17,954	16	5
Wharfing	211	1	2
Buildings	3,352	7	0
Bridging	1,274	13	4
Interest	4,963	3	5
Equipment	23,396	13	6
Freight of Iron Rails	9,194	10	10
Lands	1,823	12	3
Salaries	817	7	4
Travelling Expenses	442	8	9
Law Expenses	83	19	5
	£83,776	11	5

Statement of Affairs, December 31st, 1854 :

DR.

Received from Stock	£59,440	0	2
Municipal Loan	75,000	0	0
Income	1,560	1	10
Bills payable	25,840	7	11
Sundry Accounts	25,299	8	3
			£187,139 18 2

CR.

Outlay to 1st January, 1854....	£94,468	17	11
Do during 1854	83,776	11	5
Material on hand	3,045	13	11
Damages on Bill of Exchange...	365	0	0
Due by sundry parties	5,483	14	11
			£187,139 18 2

In January, 1855, an offer was received for a lease of the Railway for several years, on terms which were regarded as favourable, and in March of that year a general meeting of the shareholders agreed to the lease. Certain terms, however, were specified, which obliged the Lessee to perform obligations, which were not fulfilled, and the agreement amounted to nothing. Mr. MacKinnon again proceeded to England to effect a transaction with the first Bonds, but returned without being able to do anything with them. The embarrassments of the Company then became serious. In consequence of the war breaking out in Europe, it was impossible to raise money in England or in Canada on ordinary securities. The earnings of the Road were small. The cost of running the road was considerable. The bills incurred to get the Road in operation had to be met, and with any available means of the Railway it was impossible to meet them. A large amount was due to the Commercial Bank of Canada, and an arrangement was made with the Bank for time, by giving a chattel mortgage upon the rolling stock then on the Railway, and some further personal security. Other claims were arranged in various ways, so as to afford the Company time and opportunity to get matters brought to a proper footing. In the meantime, the track was improved as much as possible. Four miles of cribwork was filled up solid with earth embankment, and all the large cuttings and the worst places on the track, amounting to thirty miles, were ballasted. Several buildings were erected, where absolutely required, and, with the very limited means at command, all that was possible was done, not only to render the track safe and serviceable to the public, but to decrease the cost of the working service.

It was aimed to command the confidence of the public as to safety and business punctuality, and to prevent accidents, which are always ruinously expensive, and injurious every way.

The Earnings at the end of 1855 amounted to. £13,060 17 1
The Running Expenses amounted to. 9,934 15 9

Leaving as nett Earnings £3,126 1 4

The amount expended on works, &c., to the end of 1855 was £291,946 16s. 4d., under the following heads:

Engineering	£ 11,948	8	6
Fences	2,901	16	4
Clearing and Grubbing.	6,217	6	3
Grading	58,424	1	0
Incidental	2,620	6	4
Masonry	8,196	9	5
Superstructure	28,785	7	3
Wharfing	4,602	6	2
Buildings	6,195	0	11
Bridging.	3,368	15	9
Interest.	16,214	16	11
Equipment	42,858	0	9
Iron Rails and Freight	82,333	16	5
Travelling Expenses	1,216	1	1
Law Expense.	809	3	0
Salaries.	271	5	8
Lands and Damages	5,495	3	8
Discount on Debentures—Loss on Bills of Exchange—Iron Lost, &c.	7,488	10	11
	<u>£291,946</u>	<u>16</u>	<u>4</u>

Statement of the Affairs of the Company on 31st Decr., 1855 :

DR.			
Stock subscribed by Munici-			
palities.	£ 28,500	0	0
“ Private Subscriptions ..	20,895	0	0
New and Preferential Stock on account of Equipment Contract.	25,000	0	0
Total Stock.	<u>£ 74,395</u>	<u>0</u>	<u>0</u>

1st Mortgage Bonds, £100,000,			
Sterling	£121,666	13	4
2nd do. to Municipalities	75,000	0	0
Chattel Mortgage, Commercial			
Bank	25,143	9	7
R. Bainbridge & Co.'s account.	22,288	1	8
Balance of Floating Debt	31,320	10	8
Income to date	13,060	17	1
			£362,874 12 4

C.R.

By Cost of Railway and Works	£291,946	16	4
Balance of Stock uncollected . .	6,680	18	6
1st Mortgage Bonds (balance).	52,681	13	4
Running Expenses £9,934 15 9			
Material on hand 1,515 11 2			
			11,450 6 11
Cash on hand	114	17	3
			£362,874 12 4

In February, last year, it was decided to make application to the Legislature for aid, as it was clear beyond question that a road passing from the St. Lawrence at Prescott into the Ottawa country was fairly entitled to consideration, at least to a limited extent, when Railways through other sections of the Province were most bountifully provided for out of the provincial chest. Accordingly, in the month of March a deputation proceeded to Toronto, and endeavoured to secure assistance. In the Grand Trunk Relief Act of that session, aid was proposed to this Railway in conjunction with two other lines, as subsidiary lines to the Grand Trunk Railway, but in an indefinite shape, and on such footing as to leave the matter uncertain. After the session of Parliament, an arrangement was effected with the Government and the Grand Trunk Railway Company, based upon that Act, whereby a loan of £13,000, Currency was obtained, and property of the Company given in security for it, to the satisfaction of all parties concerned. This amount relieved the company of

several very pressing demands, the payment of which saved the Company very serious loss. During last year, £7,000 was expended on buildings, fences, cattle guards, ballasting ditching, and other works.

The Earnings in 1856 amounted to	\$66,021 09
Running Expenses for 1856	40,781 08
	\$25,240 01

In May last, the application to the Government for aid was renewed, and terminated in a definite arrangement for a grant of £50,000, Sterling, less the £13,000, Halifax Currency, received last year, agreed upon and settled by an obligation on the part of the Grand Trunk Company, and an Order-in-Council on the part of the Government. As yet, none, of this grant has been realised. It will relieve the Company from embarrassments, and place matters on such a footing, that the earnings can be applied so as to sustain credit—erect proper station buildings at Ottawa—put the track in first rate order, to economise outlay; and in all respects improve the condition of the Company's affairs. The papers relating to this transaction are now laid before the shareholders.

The entire cost of the Railway and works and equipment up to the first day of this month is \$1,255,422 : 08, under the following heads of expenditure :

Total Cost of Railway and Works to 31st July, 1857 :

Engineering	\$ 49,566 70
Fencing	12,124 81
Clearing and Grubbing	31,528 25
Grading	260,689 77
Incidental	14,853 19
Masonry	34,855 13
Superstructure	126,092 22
Wharfing	20,298 32
Buildings	36,562 82
Bridging	16,974 71
Interest	69,107 34

Equipment.....	174,630 50
Iron Rails, Freight, &c.....	329,335 28
Travelling Expenses.....	2,560 76
Law Expenses.....	3,086 88
Salaries.....	9,535 84
Lands and Damages.....	21,055 38
Discount on Debentures.....	18,900 00
Damage on Bills of Exchange.....	1,460 00
Loss of Iron.....	8,594 18
Damage for breach of Ferry-boat Contract (stock).....	13,600 00
	\$1,255,422 08

The balance sheet is herewith submitted, and shows the state of the Company's affairs at present. The uncollected stock, which, it is believed, can be made available, will reduce the balance of floating debt several thousand pounds.

General Statement of Affairs of Ottawa and Prescott Railway Company, 31st July, 1857 :

DR.

5085½ Shares Capital Stock.	\$203,420 00
2863 " Preferential do.	114,520 00
Total Stock	\$317,940 00
1st Mortgage Bonds (£100,000 Sterling)	486,666 67
2nd do. to Municipalities of Ottawa and Prescott	300,000 00
Chattel Mortgage to Commercial Bank.	100,573 92
R. Bainbridge & Co., account of Iron, Shipping Charges, Insurance, Interest, &c.	89,152 32
Balance of Floating Debt	96,515 59
Loan from Provincial Government.....	52,000 00
Income to date	155,773 32
	\$1,598,621 82

CR.

Cost of Railway & Works, Interest, &c.	\$1,255,422 08
1st Mortgage Bonds (balance)	210,727 67
Stock unpaid	19,605 54
Interest on Government Loan.....	2,400 00
Running Expense to date.....	105,304 11
Material on hand	4,162 42
	\$1,598,621 82

Arrangements are being made, on satisfactory terms, to afford the Grand Trunk Railway Company a communication by rail between the present Junction and the Ottawa and Prescott Railway wharf at Prescott. The business arrangements this season with connecting lines have been harmoniously carried on, and continue so.

It is well deserving of notice, that the Iron Rails on the Ottawa and Prescott Railway have proved of excellent quality, and up to this time scarcely a flaw is observable in them. For two years past, two trains each way have been run daily between Prescott and Ottawa. The regularity and safety of the trains on this road since it was first opened are well known, and can be referred to with much satisfaction. No passenger has ever yet been injured on this railway. Amidst all the difficulties which have been experienced, the trains have been free from accidents, and remarkably punctual.

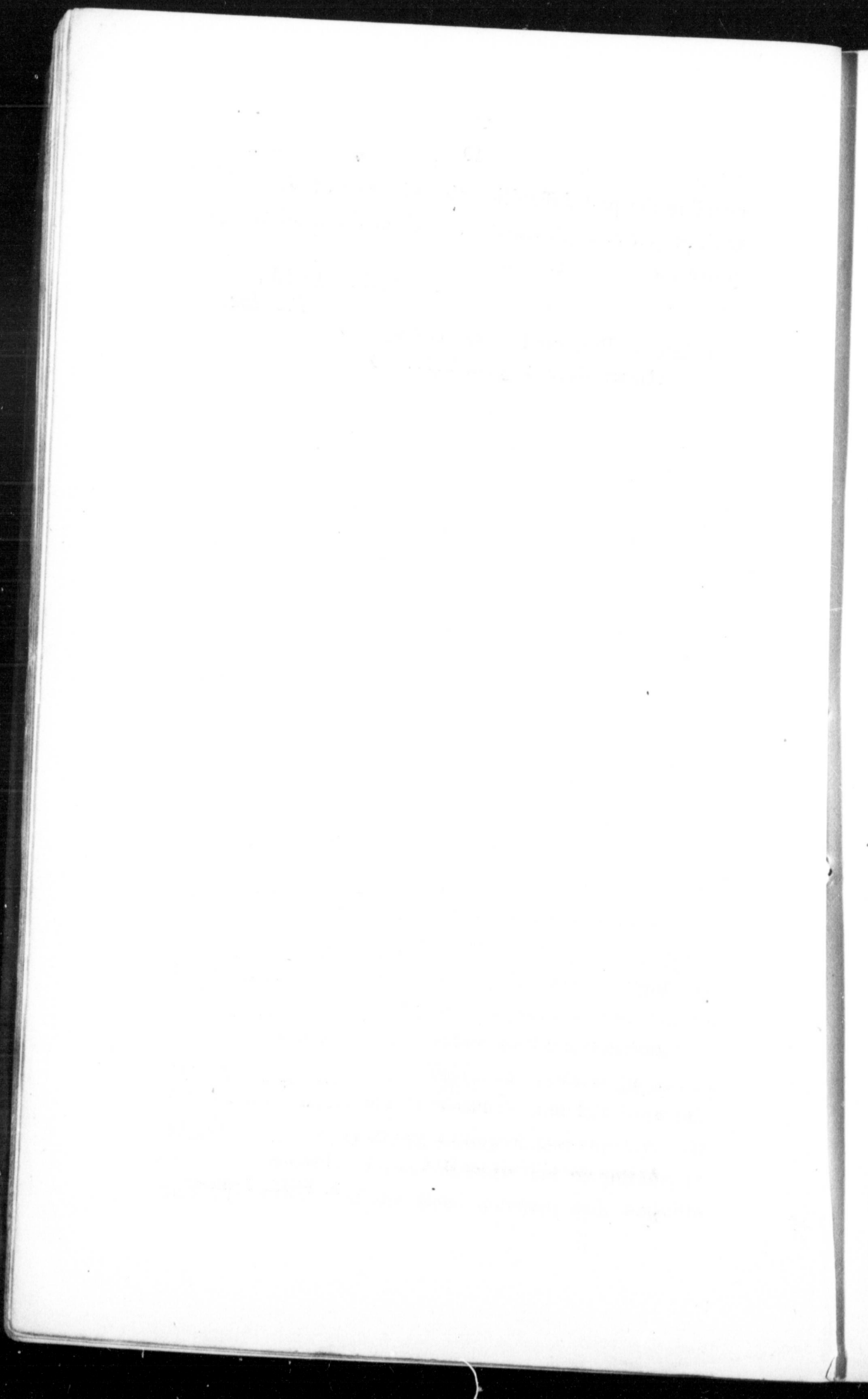
Only four locomotives have as yet been employed on the Railway for all purposes, and it will be seen by referring to the statements of running expenses hewith submitted, that, considering the service performed, they have been kept up at a very moderate expense.

The business of the Road keeps steadily increasing, and each year shows a large increase upon the preceding year. At the same time, the cost of working the Road proportionably decreases, and will be less in proportion to the business as the track is ballasted, and the various buildings are erected, and other facilities for business afforded. The past three years has been a period of extraordinary depression in business, and has been felt with extreme severity in our section of the country. As business assumes its former activity and magnitude, so must the business of the Road increase, and, notwith-

standing the past difficulties, there is reason to hope that, with proper management, the stock of the Road will yet prove remunerative.

ROBERT BELL,
President.

Ottawa & Prescott Railway Office, }
Ottawa, 26th August, 1857. }



*Operating Expenses of the Ottawa and Prescott Railway,
commencing July, 1854:*

Description of Outlay.	To end of 1855.	For 1856.	To 31st of July '57.
	Dols. cts.	Dols. cts.	Dols. cts.
Oil and Waste	1329 38	1140 12	801 92
Fuel	2685 00	4142 25	2512 25
Watch and Switchmen	1225 50	1152 40	1014 25
Wood and Water Station Attendance	616 79	344 96	712 50
Engine and Firemen	2824 98	2563 60	2187 28
Repairs of Cars	1323 68	1251 24	1003 61
Conductors, Baggage, and Brakemen	2705 67	2066 00	1213 00
Stationary and Advertising	504 00	984 25	1116 86
Goods Damaged, and Cattle Killed	397 37	104 77	148 88
Repairs of Roadway	17901 84	15879 55	4946 44
Tools and Machinery in Shop	89 46	128 82	139 17
General Superintendence	2857 00	2536 26	1226 33
Repairs of Locomotives	650 04	1313 36	1327 95
Do. Bridges	12 49	190 98	191 50
Do. Buildings	70 30	102 11	28 87
Contingent and Office Expenses	395 92	756 83	835 05
Labour, Handling Freight	615 89	1387 54	1124 85
Do. on Wood Train	753 80	1684 77	1351 76
Clerks and Agents	2780 04	2966 27	2089 01
Insurance, and other expenses		85 00	812 40
	<u>39739 15</u>	<u>40781 08</u>	<u>24783 88</u>

Number of Miles run by Freight Trains to end of 1855 41,138
 Ditto Passenger Trains " 36,946

Total Number of Miles 78,084

Average Cost of Trains per Mile 51 cents.

Number of Miles run by Freight Trains in 1856 35,478
 Ditto Passenger Trains " 33,804

Total Number of Miles 69,282

Average Cost of Trains per Mile 56 cents.

Number of Miles run by Freight Trains to 31st July, 1857 24,570
 Ditto Passenger Trains " " 22,248

Total Number of Miles 46,818

Average Cost of Trains per Mile 52½ cents.

Total Number of Miles run by Freight Trains 101,186
 Ditto ditto Passenger Trains 92,998

Total of Passenger and Freight 194,184

Average cost of Trains per Mile 54 cents.

R. BELL, President.

Earnings of Ottawa and Prescott Railway, for 1854 :

	Passen- gers.	Freight.	Sundries.	Total.
	Dols. cts.	Dols. cts.	Dols. cts.	Dols. cts.
July	85 10			85 10
August	335 97	54 15		390 12
September	854 56	124 11		978 67
October	930 89	298 71		1229 60
November	1066 59	356 95		1423 54
December	1128 38	668 84	336 12	2133 34
	3401 49	1502 76	336 12	6240 37

R. BELL, *President.**Earnings of Ottawa and Prescott Railway, for 1855 :*

	Passen- gers.	Freight.	Sundries.	Total.
	Dols. cts.	Dols. cts.	Dols. cts.	Dols. cts.
January	983 23	603 89	263 15	1850 27
February	780 86	596 58	239 43	1616 87
March	1388 24	1646 56	216 75	3251 55
April	1829 77	1051 66	204 09	3085 52
May	2011 24	1533 24	243 76	3788 24
June	2695 91	1184 32	221 53	4101 76
July	2475 09	922 90	221 74	3619 73
August	3208 42	993 72	222 89	4425 03
September	3459 29	1617 04	221 90	5298 23
October	3294 43	2169 50	228 85	5692 48
November	2463 64	2062 83	265 87	4792 34
December	1631 65	2448 34	401 04	4481 93
	26221 77	16830 58	2950 70	46003 05

R. BELL, *President.**Earnings of Ottawa and Prescott Railway, for 1856 :*

	Passen- gers.	Freight.	Sundries.	Total.
	Dols. cts.	Dols. cts.	Dols. cts.	Dols. cts.
January	1370 30	1711 64	227 00	3308 94
February	1310 24	2264 51	219 00	3793 75
March	1500 20	1759 37	232 88	3492 45
April	2263 44	2167 30	232 94	4663 68
May	2902 59	3422 83	229 00	6554 42
June	2988 21	2135 26	229 62	5353 09
July	4420 71	2106 00	222 37	6749 08
August	3634 06	2932 42	224 65	6791 13
September	4293 82	2458 39	226 30	6978 51
October	4249 31	3171 85	229 68	7650 84
November	2622 16	2480 30	245 69	5348 15
December	1836 24	3260 25	240 56	5337 05
	33391 28	29870 12	2759 69	66021 09

R. BELL, *President.*

Earnings of Ottawa and Prescott Railway, for 1857 :

	Passen- gers.	Freight.	Sundries.	Total.
	Dols. cts.	Dols. cts.	Dols. cts.	Dols. cts.
January	1498 57	2423 13	241 0	4162 70
February	1508 07	2124 80	238 25	3871 12
March	1937 82	2424 76	246 69	4609 27
April	2716 09	1668 47	249 25	4633 81
May	2991 94	3033 82	247 62	6273 38
June	3368 18	3191 39	241 50	6801 07
July	4420 43	2511 07	225 96	7157 46
	18441 10	17377 44	1690 27	37508 81

R. BELL, *President.**Passengers and Freight transported over Ottawa and Prescott Railway during 1857 :*

	Freight.	Movement.	Passengers.	Mileage.
January	1.835.377	45.127.102	1.330½	42.394
February	1.329.544	29.803.795	1.459	49.737
March	1.504.178	33.355.399	1.892	68.498
April	1.065.550	22.933.241	2.761½	87.640
May	1.438.338	30.443.089	3.074½	127.375
June	951.771	21.614.279	3.343	139.118
July	892.351	20.471.437	4.191½	179.287
	9.017.109	203.748.342	18.052	694.049

Average Receipts per mile each passenger 2.66 cts.

Do. Number of miles travelled by each passenger. 38.45

Do. Amount received from each passenger \$1.02

Do. Receipts per ton for freight each mile. 5.75 cts.

R. BELL, *President.*