

confine myself to statements bearing on the construction and cost of the road and its general Engineering features.

The Southern and Central Divisions, comprising the line from Toronto to Barrie, were assumed from the Contractors and opened to the public in the following order :

- 1st. From Toronto to Aurora, 30 miles, 16th May, 1853.
 2nd. " " Bradford, 41 " 13th June, 1853.
 3rd. " " Barrie, 63 " 11th Oct, 1853.
 4th. " " Bell Ewart, $1\frac{1}{2}$ " 3rd May, 1854.

Which length of line ($64\frac{1}{2}$ miles) is now in permanent operation, and is served by the following way stations, viz :

Way Stations.	Miles from Toronto.
* 1. Davenport Road,	5.1
* 2. Weston,	8.0
* 3. York,	11.8
4. Thornhill,	14.5
5. Richmond Hill,	18.5
6. King,	22.8
7. Aurora,	30.1
8. Newmarket,	34.4
9. Holland Landing,	38.1
10. Bradford,	41.7
* 11. Scanlans,	44.6
12. Lefroy,	52.
13. Bell Ewart (on branch),	53.5
* 14. Pratts,	59.5
15. Barrie,	63.2

The above stations (except the subordinate stopping places marked thus*) average five acres of land within permanent fences ; and have been provided with ample and commodious Office, Passenger, and Freight Buildings of substantial character. They are worked with an average length of side track of 1,400 feet at each station ; and the