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FOURTH  
ANNUAL REPORT

OF THE

BROCKVILLE AND OTTAWA

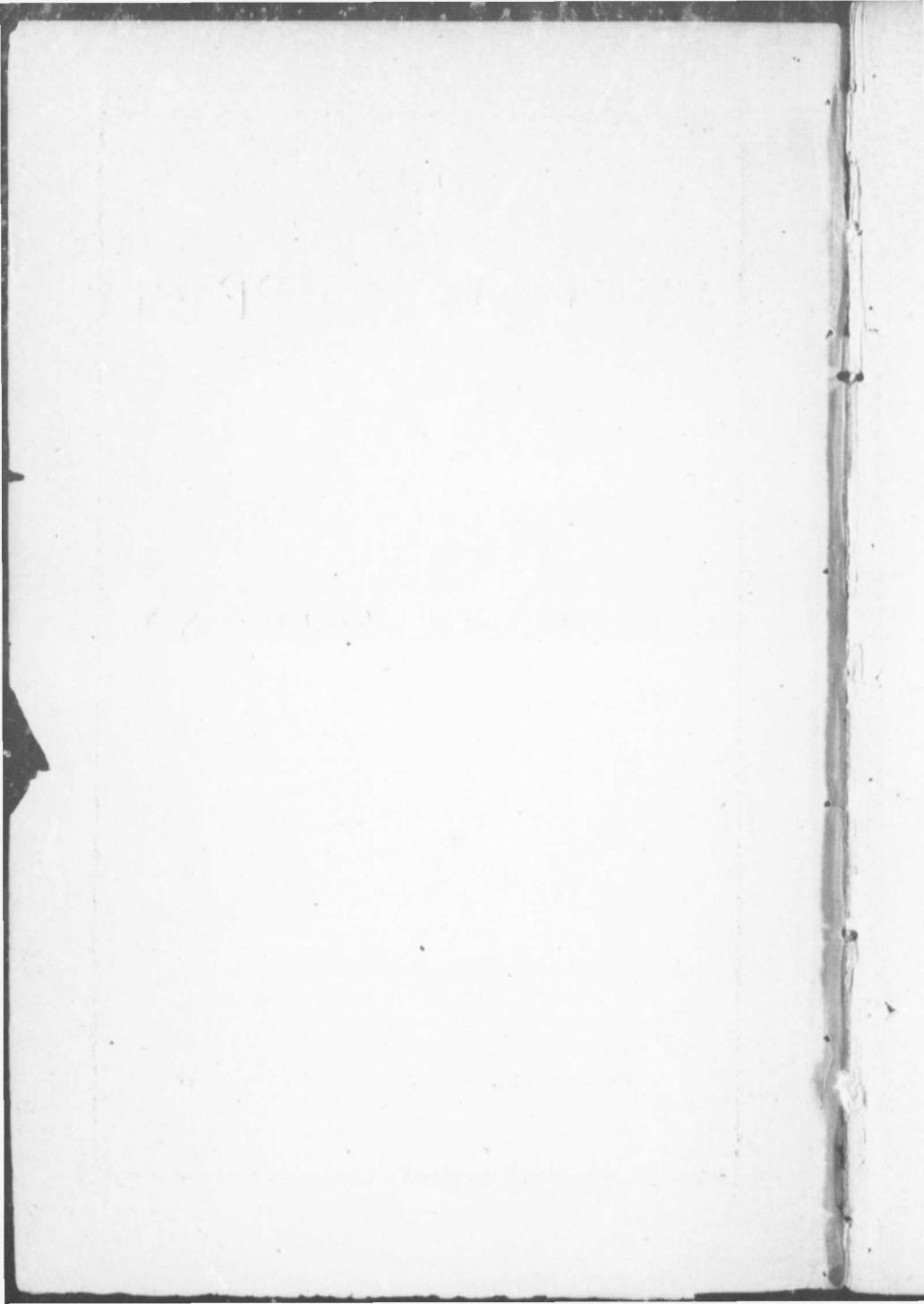
RAILWAY COMPANY,

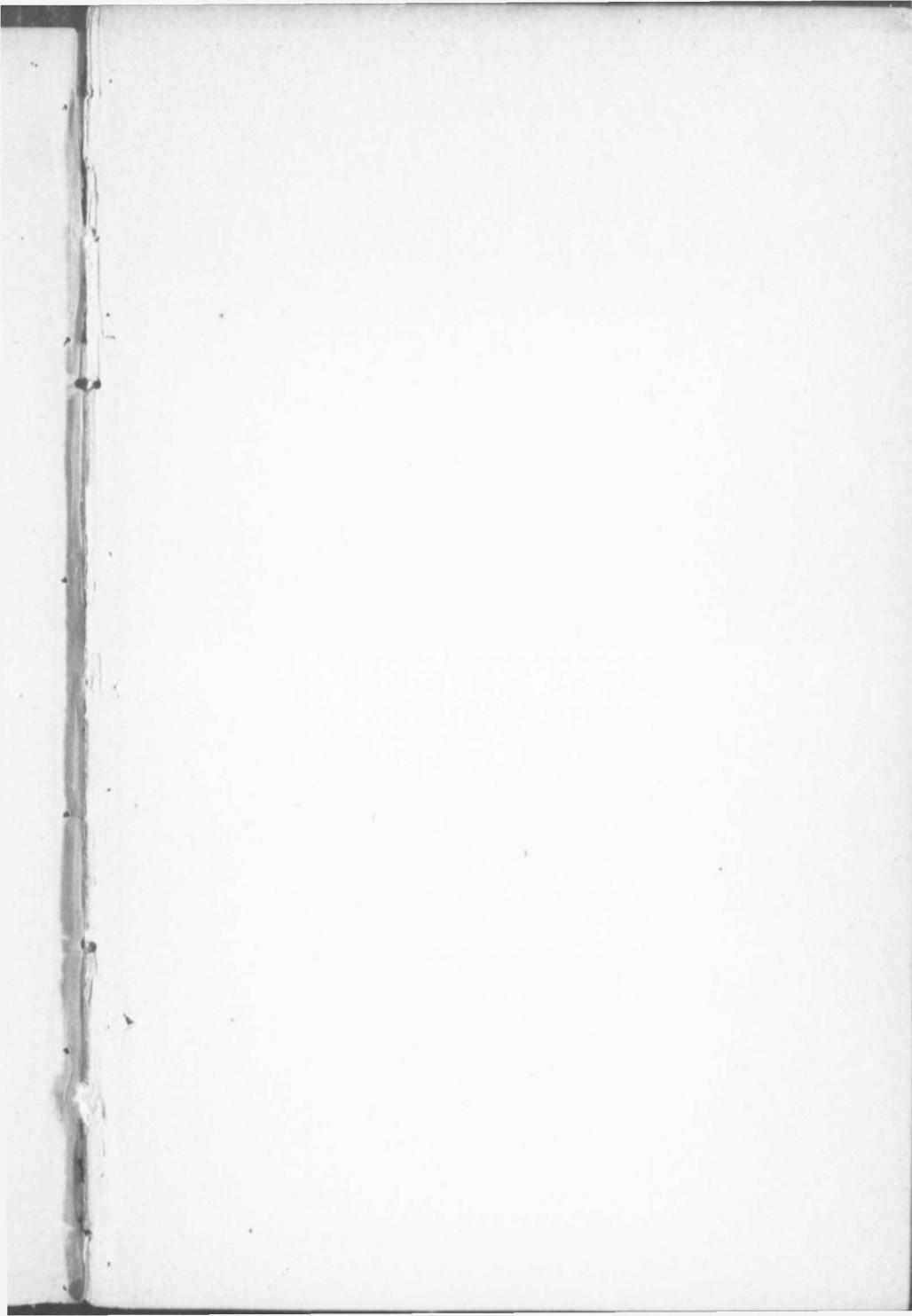
FOR THE YEAR ENDING 31st DECEMBER, 1867.

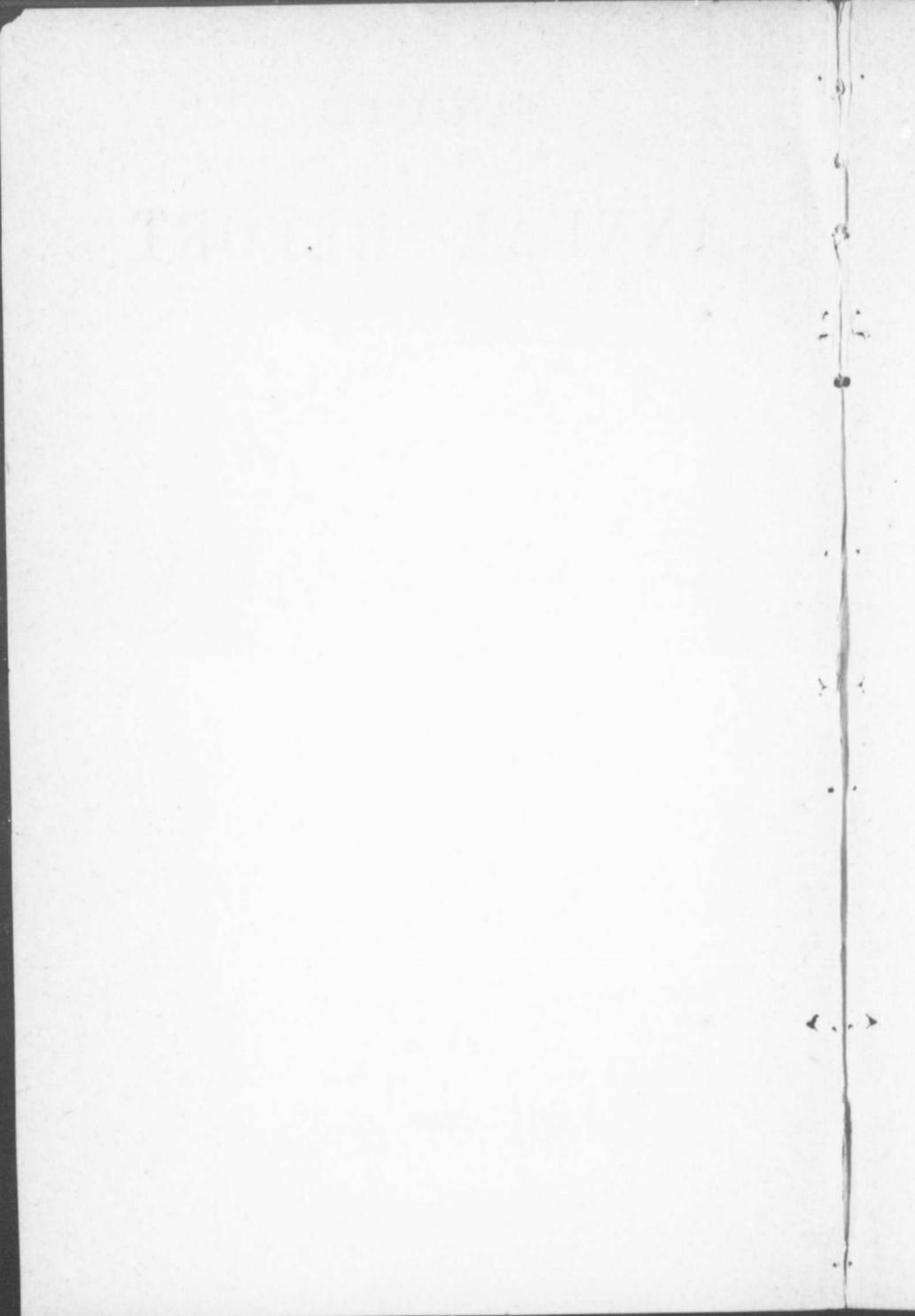
*Montreal:*

PRINTED BY JOHN LOVELL, ST. NICHOLAS STREET.

1868.







FOURTH  
ANNUAL REPORT

OF THE

BROCKVILLE AND OTTAWA

RAILWAY COMPANY,

FOR THE YEAR ENDING 31st DECEMBER, 1867



*Montreal:*

PRINTED BY JOHN LOVELL, ST. NICHOLAS STREET.

1868.

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1867

# Brockville and Ottawa Railway Company.

Head Office—Brockville, Ontario.

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## Officers :

President,

R. P. COOKE, Esq., BROCKVILLE.

Vice-President,

A. B. DANA, Esq., BROCKVILLE.

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## Directors.

A. McARTHUR, Esq., CARLETON PLACE.

J. W. B. RIVERS, Esq., BROCKVILLE.

C. FLETCHER, Esq., BROCKVILLE.

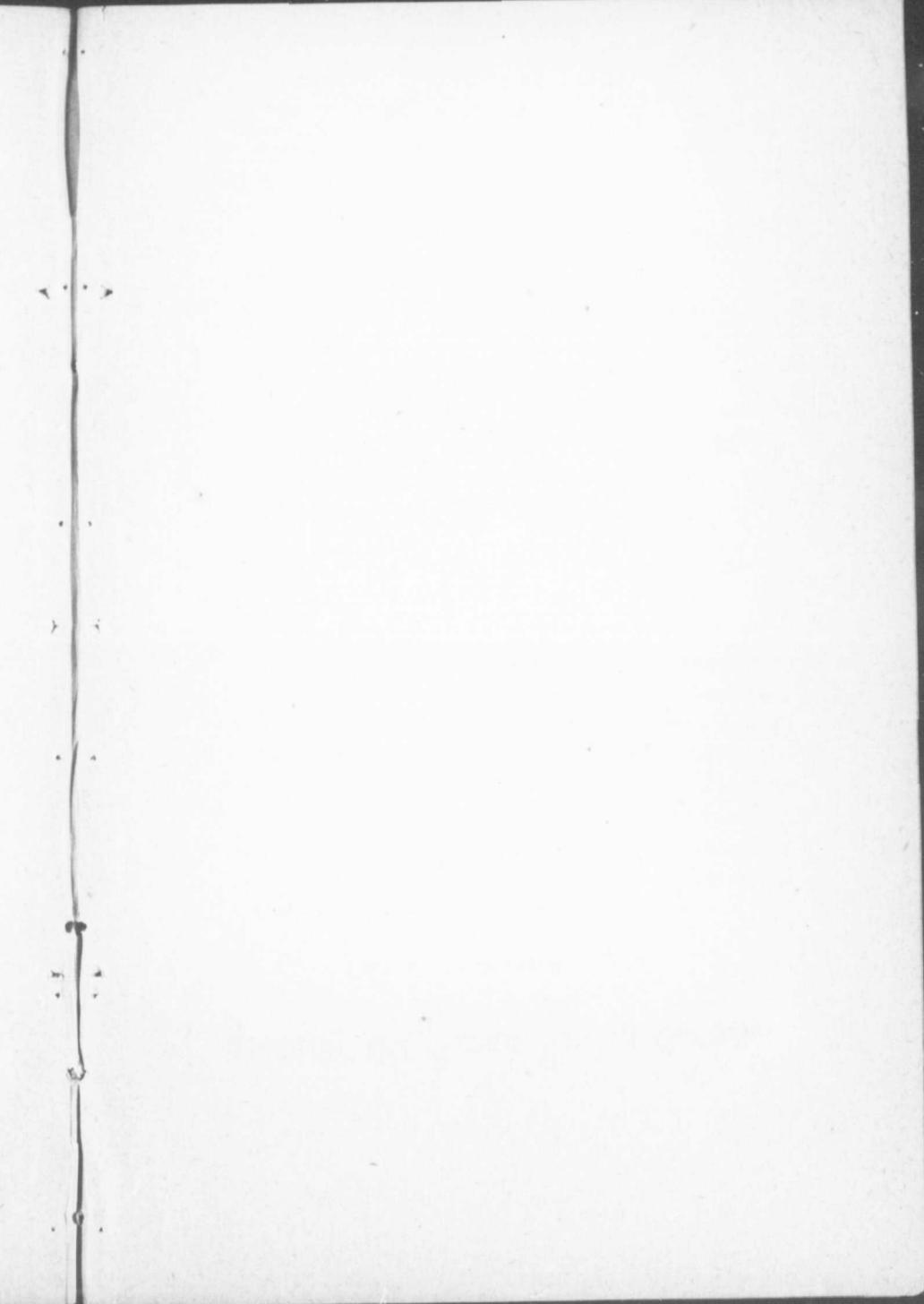
B. ROSAMOND, Esq., ALMONTE.

L. N. BENJAMIN, Esq., MONTREAL.

Secretary,

C. F. FRASER, Esq., BROCKVILLE.

123281



*To the Board of Directors of the Brockville and Ottawa  
Railway Company.*

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GENTLEMEN,

Herewith I submit to you the Report, with Abstracts and accompanying Statements, furnished me as your Secretary-Treasurer, by H. Abbott Esq., the Manager for the Trustee of the Preferential Bond-holders. I have also to submit Statements of the assets and liabilities of the Company, and of its cash receipts and disbursements for the past year. You will perceive from the Report, &c., that the gross receipts in cash for the year 1867, from the Road, amounted to the sum of \$146,209.39—and that the percentage of operating expenses has been in the proportion of 48 $\frac{1}{10}$  per cent. of such gross receipt, which, to all interested in the welfare of the Company, will, I have no doubt, be very gratifying and satisfactory intelligence.

Very respectfully,

Yours, &c.,

C. F. FRASER,

*Secretary-Treasurer.*

BROCKVILLE, 5th February, 1868.



## BROCKVILLE AND OTTAWA RAILWAY CO.

## CASH ACCOUNT,

*Year ending 31st Dec., 1867.*

## Dr.

To Cash on hand, 1st January, 1867,.....	\$4,414 71
“ Receipts during the Year, as per Cash Book,.....	7,324 92
	\$11,739 63

## Cr.

By Disbursements during year as follows, viz. :—	
Municipalities,.....	\$4,432 15
New Engine,.....	4,007 00
Land Claims,.....	1,110 29
Sundries,.....	2,042 24
	\$11,591 68
Cash on hand.....	147 95
	\$11,739 63

BROCKVILLE AND OTTAWA RAILWAY,  
BROCKVILLE, ONTARIO, 4th Feb. 1868.

C. F. FRASER, Esq.,

*Sec. of Brockville & Ottawa Railway Co., Brockville.*

DEAR SIR,

I am instructed by Mr. C. F. H. BOLCKOW, the Trustee in possession of this Railway, to hand you, for the information of your Directors, a copy of my Report to him on the operations of the Road during the past year, with its accompanying statements—all of which I now beg to enclose.

And remain,

Yours truly,

H. ABBOTT,

*Manager for Trustee.*

BROCKVILLE, 1st January, 1868.

C. F. H. BOLCKOW, Esq.

*Trustee of the Preferential Extension Bondholders of the Brockville  
and Ottawa Railway,*

*Middlesboro' on Tees, England.*

SIR,—I beg herewith to submit statements from which, assisted by my remarks thereon, I trust you will be able to gather full and satisfactory information on all points connected with the Revenue and Expenditure for the past year of this Railway, of which you, as the representative of the Preferential Bond-holders, have the control.

The Statements referred to are as follows :

Statements No. 1.—General Statement of Revenue Account.

“ No. 2.—Assets and Liabilities,

“ No. 3.—Locomotive Statistics,

Abstract A.—Sources of Revenue,

“ B.—Operating Expenses,

“ C.—Renewals and other Expenses,

“ D.—Fuel Account,

“ E.—Statement of Amounts due Municipalities  
and Preference Bond-holders, 31st Decem-  
ber, 1867.

and I shall now proceed to offer my remarks, upon such of them as need explanation, in the above order.

— —

STATEMENT No. 1.

— —

GENERAL STATEMENT OF REVENUE ACCOUNT.

— —

The Total Receipts for the past 12 months after deducting Back Charges, were \$138,884.47.

The Operating Expenses for the same period amounted to \$70,152.59, which is equal to  $50\frac{0.7}{100}$  per cent of the Revenue.

The following table shows the percentage of Operating Expenses to Revenue, and the percentage of increase of Revenue for this, and the previous six years.

Years.	Total Receipts.	Operating Expenses.	Per centage of Operating Expenses to Receipts.	Per centage of increase of Revenue.
1860	53,801.10	34,427.25	64	
1861	54,558.04	36,271.48	66	1.406
1862	57,772.84	38,340.71	66	5.892
1863	59,339.09	44,995.45	75	2.711
1864	68,437.12	44,850.09	65.5	15.33
1865	86,575.06	56,659.74	65.44	26.50
1866	113,208.88	62,964.25	57.46	30.64
1867	138,884.47	70,152.59	50.07	22.68

This annual increase of Revenue in the face of the unsatisfactory condition of trade between Canada and the United States is certainly very encouraging, and holds out a hope of a still greater increase in the event of the trade relations being re-established, as there appears to be some hope they will be ere long, as they existed prior to the spring of 1866; and Lumber, our heaviest item of traffic, admitted duty free to the market to which, even with present restrictions, it is now all sent.

It will be observed that I have this year adopted a somewhat different system, in this Statement, from former practice, inasmuch as I have carried forward the *total* balances of Stores and Wood on hand at the beginning and end of the year, and shewn them in the next succeeding statement as *assets*.

## STATEMENT No. 3.

## LOCOMOTIVE AND CAR STATISTICS.

This Statement in most important particulars, compares favorably with last year. Engine mileage is less in proportion to the amount of business done, and a marked increase is observable in the number of miles run per Cord of Wood, being  $47 \frac{32}{100}$  against  $44 \frac{22}{100}$  last year.

The quantities of Oil, Tallow, &c., are also less than last year, while the more important items shew only an increase in due proportion to the difference in the amount of business done.

## ABSTRACT A.

## DETAILS OF SOURCES OF REVENUE.

The Passenger Receipts for the first six months were somewhat less than for the corresponding period of last year. On the whole 12 months, however, there is a small increase over 1866 in the *Receipts* and a very considerable increase in the *number* of passengers, the former being 5 per cent and the latter over 14 per cent more than last year. It follows, of course, that there is a proportionate reduction in the average mileage of, and average receipts from each passenger.

There is some increase in the average receipts per ton of freight, which I attribute to the fact that I have abolished special reduced contracts and exact the full amount of the tariff rates in all cases except at Smith's Falls, where we are brought into competition with the Rideau Canal, which necessitates a reduced rate in order to obtain a share of the business.

## ABSTRACT B.

## OPERATING EXPENSES.

In most of the items of this Account there appears an increase bearing what may be considered a due proportion to the excess in the business over last year.

I think it must be admitted that the percentage of expenses only amounting to  $50 \frac{0.7}{100}$  per cent of the revenue, affords evidence of a most conclusive character that proper attention has been paid to the economical working of the Railway, and this is made still further apparent by the fact that, while the receipts are 22.68 per cent over last year, the expenses exceed those of same period by only  $11 \frac{2.7}{100}$  per cent.

## ABSTRACT C.

## RENEWALS AND OTHER EXPENSES.

This Statement has reached during the past year somewhat more formidable proportions than former years, but not more so than the necessities of the economical and safe management of the Road urgently called for. In order to enable you to judge for yourself as to the propriety of these expenditures, I beg to offer the following brief remarks on the principal items in this statement.

1. It would have been impossible to meet the requirement of our increased traffic without the twenty-five new Platform Cars which have cost the very moderate sum of \$501.36 each.

2. It was found necessary either to subject the old passenger and baggage cars to a thorough overhauling or to build new ones. The frames of the old ones having, on examination, proved perfectly sound, I deemed the former the most prudent course. For the

sum mentioned under this head, three first class, two baggage and one second class cars, have been thoroughly repaired, painted and varnished, inside and out—the cushions dyed and re-stuffed—roof, head-linings, wheels, axles, axle boxes, trucks, springs, &c., &c., renewed—and in fact they have been made almost as good as new cars.

3. During the season of 1866 there was a time when it was found impossible to land goods at the new wharf at Sand Point, and the connection with the boats for the Upper Ottawa was thus made uncertain and inconvenient. As we come into competition with the River Route at this point, I considered it absolutely essential to the interests of the road that an extension of the wharf into deep water should be made, so that any delay and inconvenience might be avoided. While securing this advantage, it also gives additional room for the lumber, in which, we have reason to hope, there will be a large increase next season. It was also found necessary to build a small freight shed to protect the freight in process of transshipment.

4. The Turntable at Sand Point, which had been in use previously at Almonte, suddenly gave way, and I had no choice but to renew it immediately.

5. All the small bridges on the old portion of the line were so decayed as to be unsafe, and their renewal became unavoidable.

6. The item of \$546.42 was for the completion of some cars commenced under Extension Account.

7. Of the items \$292.33 and \$102.96, the former was for fitting up an armory for our company of Volunteers, and the latter was for making a room for a reading-room and library for the employés.

8. Forty thousand one hundred and fifty-one Cross Ties have been put in the track during the past season, not before they were very much wanted, and the effect of this is very perceptible in the excellent condition of our track this winter.

9. The amount of \$6,751.31 was paid to the Treasurer of the Municipalities of Lanark and Renfrew, in accordance with the 13th clause of the Act of reorganization, on account of the \$20,000 retained by the Government from certain Municipalities.

10. The Tank Houses at Bellamy's and Almonte, were unfortunately destroyed by fire, and had to be rebuilt.

11. The Track at the Back Pond was subject to be overflowed every spring, and this year it was from six to nine inches under water, which rendered it unsafe for a period of over three weeks. To remedy this I considered it necessary to raise the track at least 18 inches, and it was for this purpose that the greater portion of the item of \$620.51 was applied.

12. The roofs of the bridges at Arnprior and Pakenham were in such a condition as to be an injury rather than a protection, and I consequently considered there was no alternative but to have them renewed.

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ABSTRACT D.

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FUEL ACCOUNT.

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There is something over a year's supply of wood on hand, and I have not thought it necessary therefore to contract for more than sufficient to be safe to last us up to the autumn of 1869, when the wood got out next winter will be fit for use.

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ABSTRACT E.

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This is a statement shewing the most pressing liabilities in the order in which they rank against the Road, and I only await your instructions to pay over the balance of cash on hand towards their liquidation.

## GENERAL RE ARKS.

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I am glad to be able to say that no accident of a serious character has occurred during the past year. There has only been one run off on the Main Line, by which a new platform car was much injured. It was caused by a horse being caught on the track by the wood train.

I am sorry to say that immediately on the cessation of the shipments of lumber caused by the close of the navigation, it became evident that one train would be sufficient to do all the business offering, and a change was made accordingly. The prospect is that a second train will not be required before the spring opens.

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PROSPECTS OF INCREASED TRAFFIC.

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Taking the stations in rotation, the first that holds out some hope of improvement is Perth.

Mining of Phosphate of Lime is going on very extensively in this neighborhood, and the success of some shipments made last autumn holds out inducements to operators to ship large quantities. An Iron Mine has been opened at Dalhousie, about 12 miles north west of Perth, from which some 900 tons are about to be shipped. This and the Arnprior vein are red Hematite ores of a very superior quality, averaging 65 per cent of pure metal. There are also several very extensive deposits of magnetic iron ore in the vicinity of Perth, yielding an equally large per centage, which, in my opinion, must ere long, also, attract the attention of capitalists. I can only account for their not now being opened up and worked by the fact that their value and extent are comparatively unknown among those who have the experience and the capital requisite to carry out undertakings of this character successfully. Should the above mentioned deposit turn out as extensive as the proprietors expect, the question of an extension of the Railway to the mine, which lies in the vicinity

of the Saw Mills—whence we get the largest portion of the lumber shipped at Perth—may be one which it will be for the interest of those you represent to take into their serious consideration.

Messrs. Gillis and McLaren, of Carleton Place, only got their new mill into operation late in the autumn, and I understand they are making preparations to work it to its utmost capacity next summer, so that we may expect an increase of at least one half more from this station.

At Almonte the new factory is partly in operation, and it is intended to work that also to its full extent during the coming season.

The proprietor of the Arnprior Mills assures me that it is his intention to cut half as much more lumber next year as he did this, which would make the shipments for this station alone foot up to 16,500,000 feet, B. M., more than half the total shipments this year.

From what I can learn, all the owners of mills and factories in operation in 1867 along the line, are preparing for a busy season, and in addition to these the proprietor of the Portage du Fort Mills is getting out 20,000 logs, equal to about 4,000,000 feet of lumber, which he purposes sending over this line.

The Iron Mine at Arnprior has been opened, and the purchasers talk confidently of sending 50,000 tons of ore over the road next season, should they not build smelting works on the spot.

They have purchased between 5 and 600 acres of land, and seem to be men of means and energy. It is yet undecided whether they will ship the ore or put up smelting works at the mines, but if the former plan is adopted we shall require very considerable additions to our rolling stock, and in any case I would recommend preparations being made at once to build more cars, as the increase in the lumber trade alone will necessitate a further supply.

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#### PROPOSED NEW WORKS.

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I have considered it necessary to renew the two small spans at the ends of the Carleton Place Bridge, and men are now at work on

them. The main span, however, seems still safe, and I am in hopes it will not require renewal till this time 12 months.

Timber has been got out for the bridge across the Rideau Canal, and the men are now at work framing it.

The short spans across the Rideau River will also require renewal.

The old Wharves at Brockville, the Tank House at Irish creek, and the fences on all the old portion of the road, shew signs of decay, and will require a considerable amount of repairs in 1868.

These, with the repairs of Iron, are the only items of extra expenditure that I can foresee at present.

Other works, such as the construction of new cars, may and probably will be required, but if not, I am in hopes to reduce the expenditure under this head very considerably below what it has been in the past year.

In conclusion, I beg to congratulate the proprietors on the very satisfactory increase in the business over last year, and on the prospect held out, not only of a further increase from the present sources but also of the development of the mineral region adjacent to the line of their Railway.

If this is carried out to the extent there is some reason to hope for, it may more than double the traffic of the road in the next twelve months.

I remain,

Sir,

Your obedient Servt.

H. ABBOTT,

*Manager for Trustee,*

## STATEMENT No. 1.

## GENERAL STATEMENT OF REVENUE ACCOUNT.

Year ending 31st December, 1867.

*Dr.*

To Cash on hand 1st January, 1867.....	\$9,310.69
“ Revenue (Abstract A.).....	138,884.47
“ Wood on hand 1st January, 1867.....	9,883.10
“ Stores “ “ “ .....	8,102.06
	<hr/>
	\$166,180.32

*Cr.*

By Operating Expenses (Abstract B.)	\$70,152.59
“ Renewals (Abstract C.).....	38,375.28
“ Wood on hand 31st December....	8,478.53
“ Stores “ “ “ ....	9,410.72
“ Cash “ “ “ ....	39,763.20
	<hr/>
	\$166,180.32
	<hr/> <hr/>

## STATEMENT No. 2.

### ASSETS AND LIABILITIES.

31st December, 1867.

<i>Dr.</i>			<i>Cr.</i>
To Balance, Profit and Loss .....	\$64,005.94	By Post Office Department.....	\$848.18
		" Open Accounts.....	93.44
		" Stores and Lumber on hand ...	9,410.72
		" Wood on hand.....	8,478.53
		" Rents .....	383.30
		" Balances at Stations.....	5,028.57
		" Cash on hand.....	39,763.20
	\$64,005.94		\$64,005.94

NOTE.—For liabilities requiring immediate payment, see Abstract E.

## STATEMENT No. 3.

## LOCOMOTIVE AND CAR STATISTICS.

Year ending 31st December, 1867.

1866.		1867.
130,053	Total Engine Mileage .....	124,325
721,962	“ Car “ .....	792,872
\$ cts.		
13,829.48	Cost of running and repairing Locomotives. ....	\$ 14,287.92
3,375.99	“ “ “ Cars.....	3,491.41
10c 63m	Average Cost of Loco. Power per mile including repairs..	11c 49m
0c 46m	“ “ per mile run of Cars.....	44m
44. <sup>28</sup> / <sub>100</sub>	“ number of miles run to one cord of wood.....	47. <sup>38</sup> / <sub>100</sub>
-----		
\$ cts.	LOCOMOTIVES.	\$ cts.
5,147.62	Wood used, 2627 cords, at \$1.75 .....	4,597.25
433.46	Oil (Lubricating).....	210.88
49.43	“ Coal.....	15.87
90.42	Waste and Rags.....	81.15
31.44	Packing.....	42.84
231.40	Tallow .....	86.28
2,431.77	Wages for Repairs.....	3,090.58
631.00	Materials .....	505.37
4,782.94	Wages of Drivers and Firemen.....	5,657.70
	CARS.	14,287.92
618.62	Oil for Lubricating.....	\$423.29
27.12	“ Coal.....	11.70
1,400.18	Wages for Repairs.....	2,376.06
1,318.84	Materials.....	671.24
11.23	Rags and Waste.....	9.12
		3,491.41
		17,779.33
		-----
		-----

## ABSTRACT A,

## DETAILS OF SOURCES OF REVENUE.

31st December, 1867.

1866.		1867.
	PASSENGERS—North .....	27,074
	“ South .....	25,666
\$ cts.		
40,126.98		52,740
	Average distance travelled by each, 24 $\frac{50}{100}$	
	“ receipts from each..... 80 $\frac{87}{100}$ cts.	
	FREIGHT, viz—	
26,550.42	Lumber.....	\$44,698.00
2,411.78	Cattle .....	1,494.94
4,037.56	Grain and Flour.....	4,272.14
3,565.53	Butter and Pork.....	4,810.51
27,167.22	General Merchandise.....	34,512.04
		89,787.63
5,113.95	Mails and Express.....	3,761.91
759.23	Wood Sold.....	1,085.40
602.68	Wharfage and Storage .....	330.90
404.94	Interest and Discount on Silver .....	463.48
2,468.59	Rents and Sundries.....	1,343.04
113,208.88		138,884.47
	No. of Tons North....	10,499
	“ “ South....	43,067
		53,566
	Average receipts per ton, \$1.68.	

## ABSTRACT B.

### DETAILS OF OPERATING EXPENSES.

*Year ending 31st December, 1867.*

General Superintendence.....	\$7,709.17
Agents and Clerks.....	5,148.55
Station men.....	4,103.63
Engine and Firemen .....	5,657.70
Conductors, &c.....	3,253.70
Repairs of Roadway.....	17,829.93
"    Depot Buildings.....	460.09
"    Locomotives .....	3,090.58
"    Cars .....	2,376.06
"    Machinery .....	712.86
Materials and supplies to Shop.....	5,382.31
Fuel .....	6,892.65
Oil and Waste .....	511.48
Office and Station expenses.....	391.22
Printing and Advertising.....	391.88
Taxes .....	875.36
Legal expenses.....	234.87
Damages and overcharges.....	353.02
Insurance .....	1,533.60
Car service.....	437.00
Stationery and Printing.....	1,272.32
Incidental Expenses.....	1,534.61
	\$70,152.59

## ABSTRACT C.

## DETAILS OF RENEWALS AND OTHER EXPENSES.

*-Year ending 31st December, 1867.*

New Cars.....	\$8,483.28
Passenger and Baggage Cars, Renewals.....	4,235.62
Engine Renewals.....	980.47
Wharf Sand Point.....	1,693.22
Snow Plough. ....	140.56
Turn Table Sand Point.....	1,094.72
Stations—Alterations.....	431.81
Bridges.....	1,169.63
Brockville Wharf.....	106.88
Extension Cars.....	546.42
Volunteers.....	292.33
New Furnaces and Stoves.....	266.00
Reading Room.....	102.96
New Lorries.....	257.58
Wood Barrows.....	26.52
Baggage Trucks.....	16.89
Renewals old Cars. ....	566.19
New Pumps, &c.....	177.23
Ties.....	7,320.79
Rails.....	406.50
Interest.....	6,751.31
Tank Houses, Bellamy's & Almonte.....	895.78
Incidentals.....	180.50
Sand Point Station Shed on Wharf.....	309.18
Ballasting.....	620.51
Covering Bridges.....	1,001.20
Tools.....	51.20
Smith's Falls Bridge.....	250.00
	<hr/>
	<u>\$88,375.28</u>

## ABSTRACT D.

## FUEL ACCOUNT.

31st December, 1867.

*Dr.*

To Wood on hand 1st January 1867, 8,594 Cords. =	\$9,883.10
“ Wood purchased, including hauling, sawing, &c . . . . . 2,959 “ =	5,488.08
	<u>11,553</u>
	<u>\$15,371.18</u>

*Cr.*

By Wood used and sold to date, including per centage for waste . . . . .	\$6,892.65
“ Balance on hand, 6,930 Cords . . . . .	8,478.53
	<u>\$15,371.18</u>

## ABSTRACT E.

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### AMOUNTS DUE MUNICIPALITIES AND PREFERENCE BONDHOLDERS.

Balance of \$20,000 due the Municipalities under the Act of Re-organization 27 Vic., Cap. 57....	\$9,540.81	
Amount claimed by Municipalities under Sec. 12 of New Assessment Act (as per letter of Secy. Treas.) to 31st Dec., 1867.....	15,862.70	
Amount of interest due on Pref. Ex. Bonds, 1st Jany., 1868.....	\$39,364.07	
Interest on above .....	1,987.02	41,351.09
		<u>\$66,754.60</u>