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REPORT

FOR YEAR 1873,

SUBMITTED BY THE

CANADIAN BOARD OF DIRECTORS

OF THE

Northern Railway of Canada,

AT THE

GENERAL MEETING OF THE PROPRIETORS,

HELD AT THE COMPANY'S OFFICE, TORONTO,

WEDNESDAY, 18TH FEBRUARY, 1874.

TORONTO, ONT.:
GLOBE PRINTING COMPANY, 26 & 28 KING STREET EAST.
1874.

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DIRECTORS.

WILLIAM THOMSON, Esq., *Vice-President Royal Canadian Bank, Toronto,* President.

H. M. JACKSON, Esq., Q.C., M.P., *New Square, Lincoln's Inn, London, England,* Vice-President, and Chairman London Board.

Hon. JOHN BEVERLEY ROBINSON, *Toronto.*

WILLIAM ELLIOTT, Esq., *Toronto, Director of the Canadian Bank of Commerce.*

GEORGE GREIG, Esq., *Toronto, Vice-President Isolated Risk Insurance Co.*

CHARLES SAVILE ROUNDELL, Esq., 63 *Cromwell Road, South Kensington, London, England.*

WILLIAM LETHBRIDGE, Esq., *Belgrave Mansions, London, England.*

THOS. AITKINS, Esq., *Ex-Officio, Warden County of Simcoe.*

Mr. ALDERMAN JOHN ADAMSON, *Ex-Officio, for Corporation of Toronto.*

LONDON AGENCY.

Messrs. CUTBILL, SON & DE LUNGO, *No.* 103 *Cannon Street, London, E.C.*

BANKERS.

THE CANADIAN BANK OF COMMERCE, } *Toronto.*
THE BANK OF TORONTO, }
THE LONDON AND WESTMINSTER BANK, *London.*

OFFICERS.

FRED. W. CUMBERLAND, General Manager.
THOMAS HAMILTON, Secretary and Accountant.
OWEN JONES, Chief Engineer.

PETER CLARKE, Jun., Mechanical Superintendent.
JOHN HARVIE, Train and Traffic Master.

GEO. D'ARCY BOULTON, } Solicitors.
CLARKE GAMBLE, Q.C., }

WM. GAMBLE, } Auditors.
ED. B. OSLER, }

Northern Railway Company of Canada.

ANNUAL GENERAL MEETING.

TORONTO, 18*th February*, 1874,

The postponed Annual General Meeting of the Proprietors of the Northern Railway Company of Canada, duly called by advertisement, was held this day at their offices, Brock Street, at which the following gentlemen, among others, were present: Hon. John Beverley Robinson; F. W. Cumberland, Esq., M.P.P.; William Elliott, Esq.; George Greig, Esq,; William Thomson, Esq., Vice-President of the Royal Canadian Bank; Alderman Adamson; Angus Morrison, Esq.; David B. Read, Esq., Q.C.; F. C. Capreol, Esq.; Geo. H. Wyatt, Esq.; George D'Arcy Boulton, Esq., Solicitor of the Company; Barlow Cumberland, Esq,; Thomas H. Lee, Esq.; Thomas Atkins, Esq., Warden of the County of Simcoe; Joseph D. Ridout, Esq.; Col. R. L. Denison; J. J. Vickers, Esq., &c.

The Chair was occupied by the President, the Hon. J. B. Robinson, who read the following advertisement calling the Meeting together:—

"NORTHERN RAILWAY OF CANADA.

"Notice is hereby given, that the Annual General Meeting of the Proprietors of this Company will be held at their Offices, Brock Street, Toronto, on Wednesday, the 11th day of February, at 12 o'clock, noon, when the Report of the Directors and the Financial Statements for the past year will be submitted, and the Election of Directors for the current year will take place.

"The Books for the transfer of Stock are, and will remain, closed until the 12th proximo.

"By order of the Board,

"THOS. HAMILTON,

"*Secretary.*"

"TORONTO, 31st Jan., 1874."

POSTPONEMENT.

"The Audit not being completed, the above meeting is hereby postponed until Wednesday, the 18th February, at the same hour.

"By order of the Board,

"THOS. HAMILTON,

"*Secretary.*"

"TORONTO, 10th Feb., 1874."

After which, the Managing Director read the yearly report, and it was then moved by the President, and seconded by Col. R. L. Denison, "that the report of the Directors, which has just been "read, be adopted and printed for circulation."—*Carried.*

On motion of H. L. Hime, Esq., seconded by Geo. H. Wyatt, Esq., Messrs. William Gamble and Edmund B. Osler were unanimously re-appointed Auditors of the Company for the current year.

It was afterwards moved by Major Greig, and seconded by Wm. Elliott, Esq., "that Messrs. Hime and Wyatt be appointed Scru- "tineers for the election of Directors for the current year, about to "take place, that the poll be now opened, to close at 2 o'clock, "and that the result of such election be reported by the Scrutineers "to an adjourned meeting to be held at that time."—*Carried.*

The Scrutineers afterwards reported to the Meeting that the following gentlemen were duly elected Directors for the present year, viz.:

HON, J. B. ROBINSON.
WILLIAM ELLIOTT, Esq.
WILLIAM THOMSON, Esq.
GEORGE GREIG, Esq.
H. M. JACKSON, Esq., Q.C., M.P., London.
WM. LETHBRIDGE, Esq., "
CHAS. S. ROUNDELL, Esq., "

Moved by Col. Denison, and seconded by D. B. Read, Esq., Q.C., "that the cordial thanks of the Company be and are hereby "tendered to Mr. Angus Morrison for his long and valuable "services as a Director."—*Carried.*

At a subsequent Meeting of the Directors, the chair having been taken by Mr. Hamilton, Secretary of the Company, it was moved by Wm. Elliott, Esq., seconded by the Warden of Simcoe, "that "William Thomson, Esq., be President of the Company, and that "H. M. Jackson, Esq., Q.C., M.P., be Vice-President and Chairman "of the Board in London, England."—*Carried.*

WILLIAM THOMSON, *President.*
THOS. HAMILTON, *Secretary.*

NORTHERN RAILWAY OF CANADA.

Secretary's Office.
TORONTO, Feb. 16, 1874.

F. W. CUMBERLAND, ESQ.,
Managing Director, N. R. of Canada.

SIR,—We beg to say the Audit of the Books and Accounts of the Company for half year ending the 21st December, 1873, have been completed, and the enclosed statements, Nos. 1 and 2, of Earnings and Expenditure, and Revenue Account, certified by us, have been correctly extracted from the Ledger Accounts.

We have only further to add, the efficiency of the Secretary's and Accountant's Department, continues to merit commendation.

We are, Sir,
Your obedient servants,
WM. GAMBLE,
EDM'D B. OSLER,
Auditors N. R. of C.

Secretary's Office,
TORONTO, Feb. 10, 1874.

F. W. CUMBERLAND, ESQ.,
Managing Director N. R. of C.

SIR,—I beg to report the Audit of the Accounts of the Freight Station, Elevator, Flour Sheds and Collingwood Station, have been maintained throughout the year ending 31st December, 1873, in the usual manner, and the result has been satisfactory.

I am, Sir,
Your obedient servant,
WM. GAMBLE,
Auditor N. R. of C.

TORONTO, 29th January, 1874.

F. W. CUMBERLAND, ESQ.,
Managing Director.

SIR,—I beg to report that I have inspected and audited the Accounts of the Way Stations throughout the line, monthly, during the half year ending 31st December, and am in a position to state that they were correct on that date.

I am, Sir,
Your obedient servant,
ADAM ROLPH,
Audit Clerk.

NORTHERN RAILWAY OF CANADA.

REPORT OF THE CANADIAN DIRECTORS.

To the Proprietors of the Northern Railway of Canada:

TORONTO, 13th February, 1874.

1. The Canadian Directors have the honor to submit their report for the year ending 30th December, 1873, with the usual accounts explanatory therof.

2. The gross receipts for the year of the Main Line have been $841,588 62 (£172,929 3s. 4d. stg.) against $857,954 09 (£176,291 18s. 8d. stg.) in 1872, showing a decline of $16,365 47 (£3,362 15s. 4d. stg.) or at the rate of 1.90 per cent. This decline was due to the stagnation of the American lumber trade and to the reduction of exports consequent upon the American financial crisis. As it is scarcely to be expected that these trades will fully recover their strength during the current year we may look for some continuance of these declines. The earnings of the Leased Lines for the year have amounted to $60,222 91 (£12,374 11s. 5d. stg.) which, added to the Receipts of the Main Line, as above, gives an aggregate gross revenue of $901,811 53 (£185,303 14s. 9d. stg.)

3. The ordinary working expenses of the year have been $590,023 90 (£121,237 15s. 9d. stg.) as against $528,509 88 (£108,597 18s. 4d. stg.) in 1872, giving for the year 1873 a rate on gross receipts of 65.42 per cent., being an increase of 6.36 per cent. on the rate of 1872. This increase (which the proprietors were invited to expect by the Report of last year) has arisen chiefly from the continued advance in wages and in every element of Railway supply; and also in consequence of special outlay in additional sidings to the extent of upwards of 7 miles, and in the reconstruction of freight cars, the whole stock of which is now in first-class order. The cost of fuel has risen some 20 per cent., Taxes on real estate 60 per cent., and the Bank rate of interest has considerably advanced.

With a stable and unfluctuating tariff, therefore, the relation of working expenses to gross earnings must be subject to change, but there is no reason to regard the increases of last year as anything but exceptional, or to doubt that, as wages and prices are again on the decline, we shall recur to the average rates of working expenses in past years, especially as the reconstruction of Rolling Stock (now in prime condition) is complete.

4. The expenditure upon works of extension in buildings, rolling stock and general equipment, ordinarily charged to capital, has amounted to $186,092 02 (£38,238 2s. 8d. stg.) of which $114,800 47 (£23,589 2s. 9d. stg.) has been charged against 1873, and $71,291 55 (£14,648 18s. 10d. stg.) has been carried forward to 1874.

Amongst the most important of the works included in these accounts are the Breakwater of the Harbour, a brick Passenger Station, and extension of the Wharf, all at Collingwood; a new Engine Stable for eight engines, at Toronto, and 7.60 miles of new Sidings distributed throughout the Line, and to the mills adjoining it. The additions to the Locomotive and Car Stock of the Company have included three new engines, 2 passenger cars, 25 box freight cars, 4 conductor's cars, and other important and necessary items. Upon these services the outlay has been exceptionally large, and (as above stated) has resulted in a forward charge against the revenues of next year. But your Directors had to consider whether with facilities quite inadequate to the traffic, they should permit the trade of the District to be further embarrassed, or whether they were justified in an effort (however insufficient) to relieve it; and they felt it their duty to adopt a policy dictated by public interest, even, although involving to the Company some risk of temporary financial pressure. Such a policy, however, cannot be safely continued, and works of this class must now be suspended, and must await such remedial measures as may give freedom to the Company to re-enter upon such an expenditure of capital as may be requisite, and may be prudently engaged in, as the trade and development of the country advances.

5. The Net Revenue carried to the account of interest on the Company's Debentures (see account No. 2), has amounted to $196,987 16 (£40,476 16s. 3d. stg.), which, with balance brought forward from last year, &c., made an available sum of

$200,573 55, (£41,213 14s. 10d. stg.) of which $199,466 47, (£40,986 5s. 4d. stg.) was appropriated to payment of all dividends accruing due, leaving a balance of $1,107 08, (£227 9s. 6d. stg.) to be carried forward to 1874.

6. The Leased Lines of the Northern Extension Railways Company now in traffic operation, represent a mileage of 56 miles, viz: from Collingwood to Meaford 20.50 miles, and from Barrie to Washago 35.50 miles. The traffic upon these lines has sensibly increased, while their contributions in freight and passengers to the Main Line have been very satisfactory, notwithstanding that the system is yet incomplete, and the objective and most valuable point (Gravenhurst), 16 miles from Washago, has yet to be reached; and, notwithstanding also, that as Lessee, this Company has been unable to afford to the Branches such a supply of rolling stock and train service as their traffic requires. Upon this point your Directors have received very pressing and earnest appeals from the Directors of the Extensions Company, for as, under the terms of the Lease, they have a direct financial interest in the earnings of their lines, (thirty-five per cent. of which belong to them,) they urge that the inability of the Northern fully to stock and run their lines necessarily results in loss of revenue to the proprietors, a condition of things which they declare to be an infraction of the terms of the Lease, and for which, if it continues, they intimate a claim.

Under the powers of Act 35 Vic. cap. 66, and with a view to expediting the completion of the Line to Gravenhurst, this Company has recently enlarged its guarantee of interest upon the authorized issue of Debentures made on the security of the Extension Lines, and the works between Washago and Gravenhurst (a length of 16 miles) are now in progress. The importance of carrying Railway service to a connection with the waters of Muskoka District, and thus with its great timber territory, cannot be overestimated, whether in relation to the development and settlement of that District, to the commerce of the country, or to the interests of this Railway. Your Directors accordingly learn with regret that the present resources of the Extensions Company are not such as ensure an early completion of the Division in question, although there seems to be no doubt that the road-bed will be ready for track-laying during the ensuing season. It is, however, at present beyond both the legal and financial powers of this Company to extend

aid to that important and promising undertaking, however beneficially its completion would affect the interests of this Railway. Your Directors are, nevertheless, not without hope that measures may be devised for affording the very moderate assistance required to complete this last link of but sixteen miles without injurious delay, and certainly if the distribution of the Railway Subsidy Fund is to be re-opened and enlarged, there is no Railway in the country, which in Provincial interests, has such undeniable claims to additional aid.

7. In their last Annual Report, the Directors, in view of their responsibilities to the public, drew attention to the inadequacy of the equipments of the Line in the following language :

"There is scarcely an item in the equipment service in which "(relatively with the trade and revenues offering), serious difficien-"cies ought not at once to be supplied, whilst the Directors only "await additional financial powers to engage, as they propose to do, "without delay, in changing the gauge of the Line necessary to put "it and the District in unbroken connection with the Western Pen-"insula of the Province, and with the American railway system.

"But with a Capital Account, constituted as is that of this "Company, it is simply impossible to keep pace with the demands "upon the resources of the Line, or to undertake the change of "gauge."

That description of the position—true and accurate as it was at the time—has received additional force by the experience of the past year, during which it has been found that the carrying power of the Line has more than ever been proved to be below the trade necessities of the District. At this moment, notwithstanding that the crop is but partially out, the grain trade of the County of Simcoe, and of the City of Toronto, is suspended. Every storehouse in every town, and at every station along the line of this Railway, is full of grain, by reason of the inability of this Company to move it ; partly because of the insufficiency of Rolling Stock, and partly because its Elevator and storage capacity at Toronto is wholly inadequate to the Trade. Thus the farmer is unable to find a market for his produce ; the merchant is embarassed in his operations ; and the business which ought to be transacted, and the profits which ought to be realized, during the winter, are postponed until the summer, (for the movement of grain in the spring is impossible), to the obvious injury of every interest.

And these observations apply with even more force to the Timber and Lumber trades, during the season of navigation, which is the only period in which they can reach the markets; for it follows, that if by reason of insufficient equipment, this Railway is unable to find transport for those trades during the season of open waters, the timber which should reach Quebec in August, for Fall export, and the lumber, which should reach the Eastern markets before the close of the canals, must be "*wintered over*," at the loss of a year, and at all the risks and financial burthens which such a loss implies.

The transport power of the Company, in its own interest, as well as in that of the public, ought to be equal to the heaviest demand made upon it at any season by the local trade; for even supposing (which is improbable) that the total transport of the year should not be increased or the aggregate revenues augmented, the equalizing of the summer and winter traffic and receipts, due to a sufficient equipment, would greatly promote economy; for, instead of the grain being held back in winter by inability (as at present) to carry and store it, and instead of thus bringing it into competition for transport with the lumber traffic of the summer, to the injury of both; the stock and staff of the Line would be graduated on a steady and continuous service, whilst the operations of commerce, both in grain and lumber, would be greatly helped and strengthened.

But with a Capital Account practically closed since 1859 (fifteen years) it has been, and is, and will be, impossible for this Company to keep pace with the growing demands of the trades, and, although the Directors have exhausted every effort to secure the efficiency of the Line, and have even ventured upon creating temporary loans in order to avert injury to the commercial interests, the embarrassments are more than ever oppressive, and are the cause of great and continuous dissatisfaction to the community.

The change of the guage of the Line cannot long be delayed without injury to the district, and the Directors assume it to be conceded that it is expedient and desirable that the gauge of all the Lines tributary to the leading Railways of the country should be assimilated without delay.

The only possible corrective of these existing evils seems to be the re-opening of the capital account, and the only way in which

this can be done with financial fitness or success is so to re-arrange and consolidate the present capital account as to admit of such new issues as may be sufficient to provide the services of prime importance to the commercial interests.

With this view the Directors propose to negotiate with the holders of the respective ranks of existing subordinate capital, and to ask at the ensuing session of the Dominion Legislature such financial powers as may enable them to meet the demands of the trade of the District, and to establish the Railway on a basis of permanent sufficiency and of sound credit, and they invite the Proprietors to sanction and authorize their proposed action subject, of course, to ultimate approval and adoption.

8. The Directors refer with great satisfaction to the official visit to the Line, made during the last summer, by the Chairman of the London Board, and believe that the critical examination which he then instituted into the condition of the property, and the administration of its affairs, as well as the information he acquired as to its wants and prospects, will have a very beneficial effect upon its future.

9. The Directors are gratified by their ability to report that the works, equipments and rolling stock of the Line are in unexceptionable condition of repair; and that they continue to receive from their officers and employees faithful and exemplary service.

All of which is respectfully submitted.

(Signed) JOHN BEVERLEY ROBINSON,
President.

(Signed) FRED. CUMBERLAND,
Managing Director.

ng 31st December, 1873.

EXPENDITURE.	Year ending 31st Dec., 1873.					
	Currency.		Sterling.			
	$	c.	£	s.	d.	
adway.....as per Appendix A.....	129,283	78	26,565	3	2	
orks and Buildings " B.....	22,601	51	4,644	2	11	
achinery and Rolling Stock as per C.....	103,808	30	21,330	9	5	
.....as per Appendix D.....	74,718	73	15,353	3	3	
rvice..... .... " " E.....	31,087	22	6,387	15	9	
on Service..... " " F.....	47,749	74	9,811	11	10	
es..... " " G.. ...	89,894	06	18,471	7	8	
Expenses..... " " H.....	61,658	68	12,609	11	10	
es..... " " I.....	29,221	88	6,004	9	11	
g Expenses.....	590,023	90	121,237	15	9	
additions to Works, Buildings and .....as per Appendix K... ..	114,800	47	23,589	2	9	
Expenditure on all Services.....	704,824	37	144,826	18	6	
d to Net Revenue Account, No. 2.....	196,987	16	40,476	16	3	
	$901,811	53	£185,303	14	9	

m Ledger Accounts,

WM. GAMBLE, }
ED. B. OSLER, } *Auditors, N. R. of C.*

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NORTHERN RAILWAY OF CANADA.

(ACCOUNT No. 1.)

Statement of Receipts and Expenditure on Revenue Account for the Year ending 31st December, 1873.

Year 1872.	RECEIPTS.	Year ending 31st December, 1873. Receipts, Main Line.	Receipts, Leased Lines.	Total Receipts.	Sterling.
$ c.		$ c.	$ c.	$ c.	£ s. d.
	To Local Traffic:				
219,849 11	Passengers	211,776 79	33,375 20	245,151 99	50,373 13 11
584,389 53	Freight	546,786 38	23,099 40	569,885 78	117,099 16 4
11,723 11	Mail Service	9,686 63	3,445 76	13,132 39	2,698 8 9
5,418 27	Express Service	5,040 14	302 55	5,342 69	1,097 16 3
3,022 18	Wharfage	2,733 67		2,733 67	561 14 3
11,898 13	Storage	16,386 34		16,386 34	3,367 1 1
1,465 96	Boomage	1,025 54		1,025 54	210 14 7
1,816 19	Rents	1,968 08		1,968 08	404 8 0
22 32	Other Sources	31 74		31 74	6 10 5
	To Through Traffic				
55,169 60	Freight	46,153 31		46,153 31	9,483 11 2
$894,774 40	Total Traffic Receipts	$841,588 62	$60,222 91	$901,811 53	£185,303 14 9

Year 1872.	EXPENDITURE.	Year ending 31st Dec., 1873. Currency.	Sterling.
$ c.		$ c.	£ s. d.
105,010 79	By Maintaining Roadway.....as per Appendix A.....	129,283 78	26,565 3 2
32,432 93	" Maintaining Works and Buildings " B.....	22,601 51	4,644 2 11
92,104 06	" Maintaining Machinery and Rolling Stock as per C.....	103,808 30	21,330 9 5
63,514 05	" Train Service.....as per Appendix D.....	74,718 73	15,353 3 3
26,907 72	" Way Station Service..... " " E.....	31,087 22	6,387 15 9
44,918 83	" Terminal Station Service..... " " F.....	47,749 74	9,811 11 10
77,049 65	" General Supplies..... " " G.....	89,894 06	18,471 7 8
45,893 98	" Miscellaneous Expenses..... " " H.....	61,658 68	12,669 11 10
40,677 87	" General Charges..... " " I.....	29,221 88	6,004 9 11
528,509 88	Total Working Expenses.....	590,023 90	121,237 15 9
185,723 48	Extensions and additions to Works, Buildings and Equipments.....as per Appendix K.....	114,800 47	23,589 2 9
714,233 36	Total Revenue Expenditure on all Services.....	704,824 37	144,826 18 6
180,541 04	Balance carried to Net Revenue Account, No. 2.....	196,987 16	40,476 16 3
$894,774 40		$901,811 53	£185,303 14 9

SECRETARY AND ACCOUNTANT'S OFFICE,
Toronto, 16th February, 1874.

Examined, found to be correctly extracted from Ledger Accounts,

WM. GAMBLE,
ED. B. OSLER, } *Auditors, N. R. of C.*

NORTHERN RAILWAY OF CANADA.

[ANNUAL REPORT, 1873.]

ACCOUNT NO. 3

NORTHERN RAILWAY OF CANADA.

[ANNUAL REPORT, 1873.]

ACCOUNT NO. 2.

Net Revenue Account, for Year Ending 31st Dec., 1873.

	Currency.	Sterling.		Currency.	Sterling.
To Interest Dividends as follows:	$ c.	£ s. d.		$ c.	£ s. d.
On 1st Preference Bonds	73,000 00	15,000 0 0	By Balance from last year	3,532 87	725 18 7
			" Fractional part of Debentures	53 52	11 0 0
" 2nd do do	82,898 80	17,034 0 0	" Net Revenue per Account No. 1	196,987 16	40,476 16 3
" 3rd do do	26,426 00	5,430 0 0			
" Account 1st Preference Extension Bonds	17,141 67	3,522 5 4			
Balance carried to 1874	1,107 08	227 9 6			
				200,573 55	41,213 14 10
	200,573 55	41,213 14 10	By Balance brought down	1,107 08	227 9 6

Examined, found to be correctly extracted from Ledger Accounts,

SECRETARY AND ACCOUNTANT'S OFFICE,
Toronto, 15th February, 1874.

WM. GAMBLE, ED. B. OSLER, } *Auditors, N. R. of C.*

APPENDIX A.

Maintaining Roadway.

Year 1872.	DETAIL OF SERVICE.	1st. Half 1873.	2nd Half 1873.	Total 1873.
$ c.		$ c.	$ c.	$ c.
50,038 27	Track labor, including Road Masters' Salaries.....	30,797 02	32,049 43	62,846 45
40,058 28	Track Iron (Rails new and re-rolled).....	10,858 35	27,595 87	38,454 22
13,117 09	Track Chairs, Spikes and other Track Supplies.....	8,151 44	10,511 47	18,662 91
12,527 01	Ties.....	9,023 07	891 16	9,914 23
1,392 51	Ballasting	170 75	4,212 58	4,383 33
5,378 60	Fences, Gates, Crossings, Cattle Guards and Sign Boards....	1,494 87	2,527 77	4,022 64
122,511 76		60,495 50	77,788 28	138,283 78
17,500 97	Less Account Sales, Old Iron.	9,000 00		9,000 00
105,010 79		51,495 50	77,788 28	129,283 78

11.73 Per Centage on Gross Receipts. 14.33

APPENDIX B.

Maintaining Works and Buildings.

Year 1872.	DETAIL OF SERVICE.	1st. Half 1873.	2nd. Half 1873.	Total 1873.
$ c.		$ c.	$ c.	$ c.
4,982 55	Repairs of Bridges and Culverts	1,720 84	2,673 98	4,394 82
17,953 91	" Buildings..... ..	4,793 18	7,361 22	12,154 40
4,444 13	" Wharves.....	1,963 27	1,019 70	2,982 97
1,309 91	" Turntables and Track Scales.....	283 10	209 66	492 76
2,301 72	" Tank houses, Pipes, and Appurtenances	981 34	812 70	1,794 04
1,440 71	" Cribs and Booms ..	124 70	657 82	782 52
32,432 93		9,866 43	12,735 08	22,601 51

3 62 Per Centage on Gross Receipts 2.50

APPENDIX C.

Maintaining Machinery and Rolling Stock.

Year 1872.	DETAIL OF SERVICE.	1st Half 1873.	2nd Half 1873.	Total 1873.
$ c		$ c.	$ c.	$ c.
33,058 62	Repairs Locomotive Engines and Tenders.....	19,088 01	16,164 28	35,252 29
3,038 80	" Stationary Engines..	1,024 26	1,226 60	2,250 86
7,131 49	" Tools, Fixed and Shop Machinery....	3 260 67	2,411 77	5,672 44
1,869 00	" Elevator Machinery	690 46	837 27	1,527 73
24,026 51	" Passenger and Baggage Cars	14,712 28	12,863 11	27,575 39
22,979 64	" Freight and all other Cars.....	16,559 16	14,970 43	31,529 59
92,104 06		55,334 84	48,473 46	103,808 30
10 29	Per Centage on Gross Receipts.			11.51

APPENDIX D.

Train Service.

Year 1872.	DETAIL OF SERVICE.	1st Half 1873.	2nd Half 1873.	Total 1873.
$ c		$ c.	$ c.	$ c.
33,619 50	Engine Drivers, Firemen and Cleaners.	17,970 60	19,723 20	37,693 80
26,550 43	Conductors, Baggage and Brakesmen.....	15,368 59	17,159 74	32,528 33
14 12	Train Labor	.....	6 28	6 28
3,330 05	" Supplies..... ..	2,890 50	1,599 82	4,490 32
63,514 05		36,229 69	38,489 04	74,718 73
7 09	Per Centage on Gross Receipts.			8.28

APPENDIX E.

Way Station Service.

Year 1872.	DETAIL OF SERVICE.	1st half 1873.	2nd half 1873.	Total, 1873.
$ c.		$ c.	$ c.	$ c.
10,516 03	Station Masters	5,545 37	5,994 52	11,539 89
6,455 45	" Switchman	4 336 69	4,303 16	8,639 85
2,869 63	" Pumpers & Woodmen	2,185 78	2.104 41	4,290 19
1,354 80	" Telegraph Service	948 53	745 01	1,693 54
4,506 11	" Supplies & Scrubbing	1,718 20	1,957 48	3,675 68
1,205 70	" Freight Labor	310 81	937 26	1,248 07
26,907 72		15,045 38	16,041 84	31,087 22
3.00 Per Centage on Gross Receipts				3.44

APPENDIX F.

Terminal Station Service.

Year 1872.	DETAIL OF SERVICE.	1st half 1873.	2nd half 1873.	Total, 1873.
$ c.		$ c	$ c.	$ c.
11.995 01	Traffic and Yard Service, Toronto	6,919 47	7,521 77	14,441 24
11,752 02	Local Freight Department	6,837 84	6,784 21	13.622 05
7,396 75	Shipping Department	3,985 44	3,711 37	7,696 81
13,775 05	Terminal Station Service, Collingwood	4,092 65	7,896 99	11,989 64
44,918 83		21,835 40	25,914 34	47,749 74
5.02 Per Centage on Gross Receipts				5.29

APPENDIX G.

General Supplies.

Year 1872.	DETAIL OF SERVICE.	1st half 1873.	2nd half 1873.	Total, 1873.
$ c.		$ c.	$ c.	$ c.
7,034 96	Oil and Waste	3,796 58	4,042 26	7,838 84
38,893 03	Fuel purchase	22,464 38	24,395 76	46,860 14
8,465 90	Fuel, Cutting and Piling	4,592 80	4,657 27	9,250 07
1,211 60	" Extra Labor	1,030 04	426 41	1,456 45
6,275 89	" Train Service	3,530 38	5,150 93	8,681 31
11,196 48	Stationery, Printing and Advertising	6,154 57	4,868 85	11,023 42
1,602 68	Supplies, Head Office, including Gas, Water and Fuel	848 20	1,184 94	2,033 14
2,369 11	Storekeeper's Department	1,411 84	1,338 85	2,750 69
77,049 65		43,828 79	46,065 27	89,894 06
8 61	Per Centage on Gross Receipts.			9.96

APPENDIX H.

Miscellaneous Expenses.

Year 1872.	DETAIL OF SERVICE.	1st half 1873.	2nd half 1873.	Total. 1873.
$ c		$ c.	$ c.	$ c.
7,356 07	Real Estate, Taxes on	3,600 00	8,188 54	11,788 54
2,615 13	Legal Expenses	2,734 82	1,126 40	3,861 22
1,264 80	Damages on Traffic Account.	509 08	316 19	825 27
2,347 21	" on Accident and casualties	1,876 46	1,468 32	3,344 78
11,095 66	Insurance, Buildings and Freight	4,800 00	6,216 64	11,016 64
1,990 21	Insurance, Accident and Guarantee	1,440 00	961 74	2,401 74
12,092 94	Interest and Discount	8,776 82	10,032 94	18,809 76
1,401 71	Postage and Telegraphs	640 01	586 89	1,226 90
5,730 25	Contingencies	3,682 32	4,701 51	8,383 83
45,893 98		28,059 51	33,599 17	61,658 68
5 13	Per Centage on Gross Receipts.			6.83

APPENDIX I.

General Charges.

Year 1872.	DETAIL OF SERVICE.	1st Half 1873.	2nd Half 1873.	Total. 1873.
$ c.		$ c.	$ c.	$ c.
10,003 24	Toronto Direction and Management	5,001 62	5,001 62	10,003 24
2,433 32	London Direction and Agency	1,216 66	1,216 66	2,433 32
7,878 89	Secretary and Accountant, Audit, Pay, & Traffic Clerks, Messengers	4,127 24	4,186 50	8,313 74
1,220 00	Auditors	610 00	610 00	1,220 00
5,428 77	Travelling Expenses	2,681 01	3,318 67	5,999 68
826 58	Exchange on London	1,054 16	197 74	1,251 90
27,790 80		14,690 69	14,531 19	29,221 88
4 54	Per Centage on Gross Receipts			3.24

APPENDIX K.

Extension Services in New Works and Buildings, New Rolling Stock and Equipment.

DETAIL OF SERVICE.	1st Half 1873.	2nd Half 1873.	Total 1873.
	$ c.	$ c.	$ c.
New Works and Buildings, as per Appendix L	32,835 23	85,004 61	117,839 84
New Machinery and Rolling Stock, as per Appendix M	14,167 57	15,551 96	29,719 53
New General Outfit, as per Appendix N	2,098 23	1,866 11	3,964 34
Government and other exceptional charges, as per Appendix O	16,802 42	17,765 89	34,568 31
Total Revenue Expenditure on New and additional Equipments	65,903 45	120,188 57	186,092 02
Less amount carried forward to Suspense account		71,291 55	71,291 55
	65,903 45	48,897 02	114,800 47

APPENDIX L.

New Works and Buildings.

Year 1872.	DETAIL OF SERVICE.	1st Half 1873.	2nd Half 1873.	Total. 1873.
$ c.		$ c.	$ c.	$ c.
1,116 92	New Bridges and Culverts.....	271 67	300 27	571 94
31,513 12	" Buildings.....	2,814 86	30,450 88	33,265 74
24,724 12	" Wharves, Toronto.....	5,987 02	4,551 42	10,538 44
1,218 61	" do Barrie.....	3,968 97		3,968 97
261 25	" do Collingwood.....	3,959 83	11,756 07	15,715 90
	" Turntables and Track Scales	.....	3,014 02	3,014 02
	" Tankhouses, Pipes, and Appurtenances.....	1,070 38	957 25	2,027 63
3,225 42	" Cribs and Booms.....	603 99	1,184 17	1,788 16
7,760 61	" Clearing and Grading Station Yards and Right of Way...	3,669 90	3,803 53	7,473 43
464 63	" Crossings, Cattle Guards and Signboards.....	423 69	594 36	1,018 05
3,837 80	" Fences and Gates, Main Line	768 97	2,480 08	3,249 05
61 00	" Fences and Gates, Terminal Stations.....	.....	718 32	718 32
1,238 51	" Fences and Gates, Way Stations.....	140 82	217 56	358 38
17,632 63	" Extension of Track and Sidings.....	9,155 13	24,976 68	34,131 81
93,054 62		32,835 23	85,004 61	117,839 84

APPENDIX M.

New Machinery and Rolling Stock.

Year 1872.	DETAIL OF SERVICE.	1st Half 1873.	2nd Half 1873.	Total 1873.
$ c.		$ c.	$ c.	$ c.
30,535 65	New Locomotives and Tenders.....	4,885 75	6,359 81	11,245 56
.....	" Stationary Engines	.....	2 40	2 40
1,300 35	" Tools, Fixed and Shop Machinery...	1,341 39	383 96	1,725 35
.....	" Elevator Machinery	28 00	.....	28 00
7,051 68	" Passenger and Baggage Cars..... ..	3,861 97	4,975 85	8,777 82
33,930 93	" Freight and all other Cars	4,110 46	3,829 94	7,940 40
72,818 61		14,167 57	15,551 96	29,719 53

APPENDIX N.

New General Outfit.

Year 1872.	DETAIL OF SERVICE.	1st Half 1873.	2nd Half 1873.	Total 1873.
$ c.		$ c.	$ c.	$ c.
4,724 89	New and Additional Outfit, Terminal Stations.....	332 28	645 18	977 46
1,042 93	" and General Outfit, Way Stations.....	567 90	542 26	1,110 16
642 38	" and General Outfit, Head Offices.....	395 79		395 79
2,092 75	" Real Estate, Parchase of	802 26	678 67	1,480 93
8,502 95		2,098 23	1,866 11	3,964 34

APPENDIX O.

Government and other Exceptional Charges.

Year 1872.	DETAIL OF SERVICE.	1st Half 1873.	2nd Half 1873.	Total 1873.
$ c.		$ c.	$ c.	$ c.
975 00	Railway Inspection Expenses	237 50	237 50	475 00
1,054 16	Legal and Parliamentary "	2,942 45	2,050 00	4,992 45
9,318 14	Agencies and Commissions...	4,441 47	3,581 37	8,022 84
	Leased Lines Rental.....	9,181 00	11,897 02	21,078 02
11,347 30		16,802 42	17,765 89	34,568 31

NORTHERN RAILWAY OF CANADA.

ENGINEER'S DEPARTMENT.

APPENDIX P.

Detail of New Works and Buildings executed in year ending 31st December, 1873.

	$ c.		
Terminal Stations:			
Engine House (Brick) Toronto	10,244 24		
Lumber Shipper's Office "	1,168 29		
Yard Master's Office "	372 16		
Passenger Station (Brick) Collingwood	11,358 88		
Flour Shed "	669 30		
		23,812 87	
Way Stations:			
Passenger Stations:			
Passenger and Freight House combined, Stayner	1,049 72		
Temporary Station, Stayner	120 00		
Passenger Station, Invermara	1,000 00		
Freight House, Thornhill	399 95		
Addition to Freight House, Thornbury.	1,375 00		
Temporary Flour Shed "	35 95		
Addition to Freight House, Meaford...	913 00		
Signal House, Allandale	193 96		
Temporary Engine House, Orillia	56 55		
Chopper's House, Sanson's Bush	54 00		
		5,198 13	
Employees' Dwellings:			
Trackman's Cottage, Gilford	600 00		
" " Bramley	600 00		
Employer's Cottages (4) Allandale	2,902 20		
Roadmaster's House, "	112 14		
Trackman's Cottage, Batteaux	40 40		
		4,254 74	
Total			33,265 74
Bridges and Culverts:			
Box Drain, Allandale	58 30		
Timber Culverts, Davenport 1, Barrie 1, 66 miles 1, Angus 4, Collingwood 3, Creigleith 1	513 64		
		571 94	
Total			571 94
Wharves.			
Addition to Wharf No. 3, Toronto	2,716 37		
New Lumber Wharf No. 5. "	3,427 16		
Breastwork west of Wharf No. 5, "	4,394 91		
Breastwork, Barrie	3,968 97		
Esplanade Wharf, Collingwood	4,782 65		
Addition to Old Wharf "	2,973 84		
Eastern Wharf "	372 86		
Breakwater "	7,586 55		
		30,223 31	
Total			30,223 31
Carried forward			$64,060 99

Brought forward			64,060 99
Turntables and Track Scales.			
Turntable, Toronto	3,014 02		
		3,014 02	
Total			3,014 02
Tank Houses, Pipes and Appurtenances.			
Tank House, Thornhill	718 27		
" Aurora	774 84		
" Allandale	534 52		
		2,027 63	
Total			2,027 63
Cribs and Booms.			
Toronto	603 99		
Collingwood	1,184 17		
		1,788 16	
Total			1,788 16
Crossings, Cattle Guards and Sign Boards:			
Cattle Guard, Barrie	272 66		
" " Stayner	44 97		
" " 83¾ miles	182 81		
" " Collingwood	73 64		
" " 7th line, Oro	34 02		
" " Thornbury	36 07		
" " Meaford and Craigleith	55 88		
Crossing Sign Boards	318 00		
		1,018 05	
Total			1,018 05
Clearing and Grading Station Yards and Right of Way:			
Station Yard, Toronto	1,923 74		
" " Davenport	4 50		
" " Richmond Hill	18 00		
" " King	8 00		
" " Aurora	57 91		
" " Newmarket	230 29		
" " Gilford	22 00		
" " Lefroy	14 50		
" " Bell Ewart	21 50		
" " Allandale	405 14		
" " Ross Lot	2,893 87		
" " Barrie	1,063 60		
" " Orillia	112 27		
" " New Lowell	35 00		
" " Stayner	2 85		
" " Collingwood	167 19		
" " Thornbury	48 07		
" " Meaford	174 25		
Right of Way	270 75		
		7,473 43	
Total			7,473 43
Fences and Gates, Main Line:			
5.32 Miles Single Post & Board Fence	2,423 17		
.33 " Snow Fence, Muskoka Br'ch.	352 79		
1.10 " " North Grey Br'ch.	473 09		
		3,249 05	
Total			3,249 05
Fences and Gates, Terminal Stations.			
Yard Fence, Collingwood	718 32		
		718 32	
Total			718 32
Carried forward			$83,349 65

Brought forward			$33,349 65
Fences and Gates, Way Stations.			
Yard Fence, Davenport	16 50		
" " Thornhill	67 50		
" " Bradford	55 00		
" " Lefroy	133 56		
" " Orillia	85 82		
		358 38	
Total			358 38
Extension of Track and Sidings:			
Yard Tracks, Toronto			
Central Prison, "			
Yard Tracks, Davenport			
" " Thornhill			
" " Aurora			
" " Newmarket			
T. Smith, M. S., Bradford			
Yard Tracks, Allandale			
" " Barrie			
Lumber Yard Tracks, Barrie			
Perkins, M. S., "			
Crossing, Siding N. of Allandale			
Yard Tracks, Angus			
J. B. Smith's M. S. "			
Hatton & Wilmott's M. S., Angus			
Smith & Dobbie's M. S., "			
Hay & Paton's M. S., New Lowell			
Yard Tracks, Stayner			
Sand Pit Tracks, Collingwood			
Yard Tracks "			
Collingwood Mill Co's., M.S., Colling'd.			
Kannady & Co's., M. S., "			
Yard Tracks, Meaford			
Gravel Pit Tracks, Kempenfeldt			
Lumber Siding "			
Gravel Pit Tracks, Raikes			
Lumber Siding, Ridge Road			
Yard Siding, Invermara			
" " Longford			
" " Black River			
" " Washago			
Total Extension of Sidings, 1873, 7.60 miles	34,131 81		
		34,131 81	
Total			34,131 81
Total expenditure on New Works and Buildings, 1873, see Appendix L			$117,839 84

OWEN JONES,

Chief Engineer.

NORTHERN RAILWAY OF CANADA AND EXTENSIONS.

ENGINEER'S DEPARTMENT.

APPENDIX Q.

Characteristics of Railway Year, 1873.

LENGTH OF TRACK LAID IN T IRON.	Miles.		
From East side of East Market Street, Toronto, to Southside of Huron Street, Collingwood	94.96		
Bell Ewart Branch	1.34		
Barrie "	1.23		
Muskoka "	34.34		
North Grey "	20.50		
Station Yard Sidings	29.79		Miles.
Mill and Storehouse Sidings	8.79		190.95
Previously returned			173.59
Increase			17.36
Average Weight of Rail per yard		58 lbs.	
Minimum Radius of Curvature		1,432 feet.	
Maximum Grade per Mile going North		60 "	
" " " " South		52 80 "	
Number of Regular Stations including Termini			26
" Flag Stations			10
" Telegraph Stations			26
" Engine Houses			8
" Stalls for Engines			29
" Machine Shop, Toronto			1
" Blacksmith Shops			3
" Carpenter Shops			5
" Car Repair Shops			2
" Tool Houses			25
" Turn-table Roofs, Lefroy and Collingwood			2
" Flour Sheds			6
" Store Sheds—Toronto and Lefroy			2
" Watchmen's Houses			3
" Oil Houses			13
" Tank Houses—7 Brick, 11 Frame. 3 with two tubs			18
" Weigh Scale Roofs			4
" Ice Houses			5
" Elevators			2
" General Offices, Toronto			1
" Boarding Houses for Company's Employees			6
" Station Houses and Dwellings attached			5
" Turn-tables			7
" Track and Storekeepers' Scales			4
" Fire Engines			3
" Sawing Machines			3
HOUSES FOR EMPLOYEES:			
" Station Agents		17	
" Switchmen		14	
" Roadmasters, Trackmen, &c		50	
			81
WAY STATIONS:			
" Fed by Springs		6	
" Supplied by Pumps		12	
			18
Wood Sheds (average capacity 600 cords)			5
Freight Houses 100 feet in length and over		15	
" under 100 feet in length		9	
			24
" Partially fitted up as Grain Stores			16

OWEN JONES, *Chief Engineer.*

NORTHERN RAILWAY OF CANADA AND EXTENSIONS.

ENGINEER'S DEPARTMENT.

APPENDIX R.

Length of Main Line and Sidings, Dec. 31st, 1873.

POSITION.	Main Line.	Company's Sidings.	Mill Sidings.
	Miles.	M. Ft.	M. Ft.
Total length of the Main Line from E. side E. Market St., Toronto, to S. side Huron St., Collingwood	94.96		
Toronto Yard		11.583	
Emigrant Sheds		942	
Central Prison		281	
Davenport		2194	
Hog Back Pit		1300	
Weston		1283	
York		974	
Thornhill		2845	
Richmond Hill		951	
R. H. Gravel Pit		3333	
R. H. G. Pit Siding		1355	
McGee's M. S			796
King		1400	
Westman's M. S			468
Chesley's Pit		995	
Yonge St. M. S			999
Aurora		3082	
Thomson's M. S			553
Newmarket		2642	
Luke's M. S			283
Holland Landing		1146	
Syke's M. S			546
T. Smith's M. S			2.1387
Bradford		2007	
Storehouse Siding			815
Scanlon's		1004	
Bell's Switch			264
Gilford		1401	
Lefroy		3469	
Bell Ewart Branch	1.34		
Bell Ewart Yard		2380	
Sage's M. S			1925
Bramley		1216	
Mulholland's M. S			1397
Allandale G. Pit		1480	
Carried Forward	Miles. 96.30	M. Ft. 18.1303	M. Ft. 3.4144

NORTHERN RAILWAY OF CANADA AND EXTENSIONS.

ENGINEER'S DEPARTMENT.

Length of Main Line and Sidings, Dec. 31st, 1873—*Continued.*

POSITION.	Main Line.	Company's Sidings.	Mill Sidings.
	Miles.	M. Ft.	M. Ft.
Brought Forward	96.30	18.1303	3.4144
Allandale Yard	.....	1.1870	.....
Barrie Branch	1.23	.....	.....
Barrie Yard	.....	2875	.....
Wilkinson's M. S.	.....	.....	520
Barrie Lumber Yard	.....	1752	.....
Durham's M. S.	.....	.....	652
Perkins' M. S.	.....	.....	1506
Ross' M. S.	.....	.....	461
Crossing Siding N. Allandale	.....	1798	.....
Harrison's	.....	881	.....
Utopia	.....	365	.....
Peckham's M. S.	.....	.....	1604
Angus	.....	3403	.....
Spaulding's M. S.	.....	.....	673
J. B. Smith's M. S.	.....	.....	1529
Hatton & Wilmot M. S.	.....	.....	650
Smith & Dobbie M. S.	.....	.....	4261
Yale Co. M. S.	.....	.....	1288
Brentwood	.....	810	.....
Davidson's M. S.	.....	.....	564
Hay & Paton's M. S.	.....	.....	1530
New Lowell	.....	1844	.....
Sunnidale	.....	1064	.....
Warrington M. S.	.....	.....	515
Stayner	.....	2772	.....
Randolph's M. S.	.....	.....	460
Batteau	.....	878	.....
Bourchier's M. S.	.....	.....	282
Gravel Pit, Collingwood	.....	620	.....
Collingwood	.....	3.225	.....
Collingwood Mill Co. M. S.	.....	.....	1.224
	Miles.	M. Ft.	M. Ft.
Carried forward	97.53	26.1340	7.5023

NORTHERN RAILWAY OF CANADA AND EXTENSIONS.

ENGINEER'S DEPARTMENT.

Length of Main Line and Sidings, Dec. 31st, 1873—*Continued.*

POSITION.	Main Line.	Company's Sidings.	Mill Sidings.
	Miles.	M. Ft.	M. Ft.
Brought forward	97.53	26.1340	7.5023
MUSKOKA BRANCH:			
Main Line from Barrie to Washago,	34.34	.....	.....
Kempenfeldt, G. Pit	.....	715	.....
" Lumber Siding	.....	.....	763
Raike's Gravel Pit	.....	900	.....
Ridge Road Siding	.....	.....	705
Hawkstone	.....	1134	.....
McFee's Gravel Pit	.....	3276	.....
Orillia	.....	3712	.....
Steamboat Point	.....	503	.....
Mara	.....	960	.....
Longford	.....	606	.....
Black River Siding	.....	456	.....
Washago	.....	1267	.....
NORTH GREY BRANCH.			
Collingwood to Meaford	20.50	.....	.....
Kannady & Co.'s, M. S.	.....	.....	3056
Thornbury	.....	1571	.....
Thornbury G. Pit	.....	470	.....
Meaford	.....	3152	.....
Total	Miles. 152.37	Miles. 29.79	Miles. 8.79

	Miles.
Total Main Track	152.37
" Company's Sidings	29.79
" Mill Sidings	8.79
	Miles.
Total	190.95

OWEN JONES,
Chief Engineer.

NORTHERN RAILWAY OF CANADA AND EXTENSIONS.

ENGINEER'S DEPARTMENT.

APPENDIX S.

Additional Sidings put in during year 1873.

POSITION.	Total Length.	Available for Cars.	REMARKS.
	M. Ft.		
Toronto Yard	1.4925	4,150	
Central Prison	281	70	
Davenport	1,343	1,020	
Thornhill	2,047	1,600	
Aurora	800	690	
Newmarket	200	90	
Thompson Smith's Mill	1,150	870	Ties supplied by owner of Mill.
Allandale	3,544	2,830	
Barrie	800	650	
Barrie Lumber Yard	1,752	1,350	
Perkin's M. S	1,506	1,360	Ties supplied by owner of Mill.
Crossing Siding N. of Allandale.	1,798	1,400	
Angus	1,490	1,230	
J. B. Smith's M. S	829	579	[Mill.
Hatton & Willmot's M. S	650	500	Ties supplied by owners of
Smith, Dobbie & Co.'s M. S	900	800	" " " "
Hay & Paton M. S	392	250	
Stayner	1,386	1,100	
Sand Pit, Collingwood	620	490	
Collingwood	383	250	
Kanady & Co., M. S	2,599	2,588	
Collingwood Mill Co., M. S	393	100	
Meaford	213	——	
Kempenfeldt G. Pit Siding	715	535	
" Lumber "	263	263	
Raike's Gravel Pit "	900	830	
Ridge Road Lumber "	144	144	
Steamboat Point	503	300	
Longford	606	300	
Black River	456	256	
Washago	1,267	800	
	Miles. 7.60	Miles. 5.18	

OWEN JONES,
Chief Engineer

NORTHERN RAILWAY OF CANADA AND EXTENSIONS.

ENGINEER'S DEPARTMENT.

APPENDIX T.

Material used in Maintaining Roadway during year 1873.

DESCRIPTION OF MATERIAL.	QUANTITY.							
	Tons.	Cwt.	Qrs.	Lbs.				
English Iron	1159	7	4	18				
Re-rolled "	518	15	3	9	Tons.	Cwt.	Qrs.	Lbs.
					1678	3	3	27
Repaired "					1027	6	2	0
Wrought Chairs								792
Fish Plate (pairs)								13107
Bolts and Nuts (boxes)								490
Wood Washers								18080
Spike (kegs)								344
" (cases)								52
Head Chairs								187
Point "								85
Three throw Chairs								68
Ballast (cub. yds.)								11694
Track Ties								45802

OWEN JONES,
Chief Engineer.

NORTHERN RAILWAY OF CANADA & EXTENSIONS.

ENGINEERS' DEPARTMENT.

APPENDIX U.

Statement showing the average number of Men per mile, and cost for Labor *Maintaining Roadway, Works and Buildings*, during year ending 31st December, 1873.

Month.	No. of Working Days per Month.	Mileage.	Total Days.	Total Cost.	No. of Men per Mile per Day.	Wages per Man per mile per Day.
				$ c.		$ c.
January	27	140.00	5,024¼	6,200 88	1.32	1 23
February ...	24	"	4,732¾	5,840 08	1.40	1 23
March.....	26	"	5,134½	6,287 11	1.40	1 23
April	26	"	5,386¼	6,687 05	1.47	1 24
May	27	"	5,994¾	7,563 77	1.50	1 26
June	25	"	5,914¾	7,631 41	1.68	1 29
July	27	142.87	6,172¼	7,835 19	1.59	1 27
August	26	"	6,411	8,525 25	1.71	1 33
September ..	26	"	6,876¼	9,005 58	1.82	1 31
October	27	"	5,525¾	7,350 93	1.42	1 33
November ..	25	152.37	4,583¼	5,961 10	1.20	1 30
December ...	26	"	4,540½	5,948 18	1.14	1 31
Totals.....	312	Average 143.18	66,296¼	$84,836 53	17.65	15 33

	1872.	1873.
Average number of men per mile per day,.....	1.52.	1.47.
Decrease in 1873, .05.		
Average wages per man per mile per day, ...	$1.25.	$1.27¾.
Increase in 1873, .02¾.		

OWEN JONES, *Chief Engineer.*

NORTHERN RAILWAY OF CANADA AND EXTENSIONS.
ENGINEER'S DEPARTMENT.

APPENDIX V.

Statement showing the Average Number of Men per Mile, and Cost of *Section Labour* during the Year ending the 31st December, 1873.

Month.	No. of Working Days.	No. of Sections, 5 Miles each.	Mileage.	Total Days.	Total Cost.	Average No. of Men per mile per day.	Average Wages per man per mile per day.
					$ c.	c.	$ c.
January.	27	27	140.00	3613¼	3946 16	.9558	1 09
February	24	27	"	3276¼	3576 39	.9750	1 09
March ...	26	27	"	3528½	3942 41	.9693	1 12
April.....	26	27	"	3797	4256 40	1.0430	1 12
May.....	27	27	"	4267	5041 35	1.1287	1 18
June.....	25	26	"	4244¾	4944 73	1.2127	1 16
July.....	27	27	142.87	4553¼	5323 33	1.1803	1 17
August..	26	28	"	4013¼	4707 53	1.0803	1 17
Septem'r	26	28	"	4022¾	4721 33	1.0829	1 17
October..	27	28	"	3665½	4377 59	.9642	1 19
Novem'r	25	30	152.37	3271¾	3932 85	.8588	1 20
Decemb'r	26	30	"	3230½	3890 81	.8154	1 20
Totals	312	Average 27.66	Average 143.18	45.483¾	52,660 88	12.26 64	13 86

	1872.	1873.	
Average No. of Men per mile per day.....	1.06	1.02.	Decrease in 1873, .04
" Wages per man " "	$1.15	$1.15^{55}	Increase in " .00^{55}

OWEN JONES,
Ch: Engineer.

NORTHERN RAILWAY OF CANADA.
MECHANICAL DEPARTMENT.

APPENDIX W.

Statement of Repairs done, and Present Condition of Locomotive Engines, 31st December, 1873.

No. of Engine.	Remarks.
1	In good order; has had new crank, axle, and set of tires—steel (second hand).
2	" fair working order.
3	" " " " has had two new cast-iron driving wheels.
4	" good order; has had crank axle repaired.
5	" shop for thorough repair.
6	" fair working order; has had one new cast-iron driving wheel.
7	" good order; has had one set of steel tires (Krupp), and crank axle repaired.
8	" good order; has had one new driving tire (Krupp), new set of outside connecting rods.
9	" fair working order.
10	" good order.
11	" fair working order—two new trailing crank pins.
12	" shop under light repair; has had two new cast-iron driving wheels, also one set of steel tires (Firth's).
13	" shop under light repair; has had new crank axle (L. M. iron).
14	" " " " " " " one new cast-steel driving tire (Firth's), also one new trailing shaft—iron—Buffalo.
15	" good order; has had one set new steel tires (Firth's).
16	" " "
17	" " "
18	" " " has had two new tube plates.
19	" " " " " one set new steel tires (Firth's).
20	" " "
21	" fair working order; has had one tire replaced by a second hand one.
22	" good working order.
23	" " " "
24	" " " "
25	" " " "
26	Building in shops.
27	In good order; has had complete new set of springs (Krupp's).
28	" shop under heavy repair.
29	" good order; has had tyres turned up, and injector put on.
30	" " " " " " " "
31	" " "
32	" " "

NOTE.—During past year, Engines Nos. 1, 13, 15, 17, 18 and 24 have had their boilers thoroughly examined and tested by hydraulic pressure to 175 lbs. on square inch; and Nos. 25, 31 and 32 have been added to stock.

P. CLARKE, JUN.,
Mech. Supt.

NORTHERN RAILWAY OF CANADA.
MECHANICAL DEPARTMENT.

APPENDIX X.

Statement of the Number and Condition of Car Stock, &c., on 31st December, 1873.

Description.	1872.	1873.	Remarks.
First Class Cars	14	14	5 have been fitted with elevated roofs, remodelled, upholstered, and painted. 3 cars yet to be done, 2 new cars building in the shops.
Parlor	1	3	2 have been built at Company's works during the year.
Smoking	6	5	"In good order," have been painted and varnished.
Engineer and Pay	—	1	Refitted for use of Engineer and Paymaster.
Mail and Smoking	3	3	"In good order," have been refitted and painted.
" and Express	1	1	" "
Baggage and "	6	6	" "
Wrecking	1	1	Tools, Blocking, &c., in good order, and ready for use.
Boarding	3	3	For use of Wood-train men, and Sawing Machine Gangs.
Conductor's Vans	12	16	"In good order," for Freight Train service.
Cattle Cars	8	8	" "
Oil "	3	3	" "
Box Freight Cars	165	190	186 in first-class order. 22 have been reconstructed, and one rebuilt during the year. 25 new Cars added to stock, 4 yet to be reconstructed.
Flat " "	511	512	1 built new for use of Elevator Sawing Machine. 11 require rebuilding, the remainder in good order.
Dump Cars	52	52	40 side, and 12 end, in good order.
New Car Trucks	—	22	Spare 20 for Freight Service, 2 (narrow gauge), for Director's Car.
			Stationary Engines, &c.
Wood Sawing	2	3	New Elevator Engine added to stock, was badly damaged by fire in December, now under repairs—2 have been overhauled, and are in fair working order.
Grain Elevator Engines	3	2	Engines from old and local Elevators, Collingwood, are in stock,—the Engines and Machinery at Toronto and Collingwood Elevators are in good working order.
Fire Engines	3	3	One small Fire Pump and Hose has been added to stock, the other 3 Engines and Hose are in good order.
Shop Engine	1	1	"In good order."

P. CLARKE, JUN., *Mech. Superintendent.*

Grain Elevator Engines....	3	2	Machinery at Toronto and Collingwood Elevators are in good order.
Fire Engines	3	3	One small Fire Pump and Hose has been added to stock, the other 3 Engines and Hose are in good order.
Shop Engine.....	1	1	"In good order."

P. CLARKE, JUN., *Mech. Superintendent.*

NORTHERN RAILWAY OF CANADA.

MECHANICAL DEPARTMENT.

APPENDIX Y.

Statement of the Cost of Working and Repairing Engines (per mile in cents) for Year ending 31st Dec., 1873.

Month.	Engine Miles.	Wood.		Oil & Tallow.		Cost of small stores.	Proportion of Attendance.	Enginemen, Firemen, & Cleaners' Wgs.	Total Cost of Working.	Cost of Wages repairing.	Cost of Stores repairing.	Total Cost of repairing.	Total Cost of Working & repairing.	Remarks.
		Cubic feet.	Cost.	Lbs. ⅌ 100 miles run.	Cost.									
January.	56,404	3.17	6.71	6.82	.36	.41	.14	4.76	12.38	2.90	3.02	5.92	18.30	Wood was charged during the year @ $2.70 $\frac{402}{}$ per cord
February	51,094	2.95	6.24	5.88	.35	.31	.15	4.96	12.01	3.27	3.33	6.60	18.61	
March ...	51,837	2.65	5.61	6.41	.38	.40	.15	5.04	11.58	4.01	2.30	6.31	17.89	
April.....	58,830	2.64	5.59	6.21	.28	.18	.14	4.51	10.70	3.52	2.13	5.65	16.35	
May.....	80,577	2.66	5.63	6.60	.36	.22	.10	4.12	10.43	2.55	.85	3.40	13.83	46.66 miles run per cord consumed.
June	84,411	2.70	5.71	6.33	.33	.33	.09	4.40	10.86	1.78	1.11	2.89	13.75	
July.....	95,344	2.51	5.29	5.85	.31	.18	.08	4.30	10.16	1.68	.95	2.63	12.79	
August..	82,882	2.51	5.29	5.67	.35	.19	.10	4.42	10.35	1.60	1.32	2.92	13.27	16.31 miles run per pound or pint of Oil and Tallow consumed.
Sept'r....	70,890	2.72	5.75	6.17	.35	.34	.11	4.45	11.00	2.21	.97	3.18	14.18	
October..	71,248	2.78	5.88	6.28	.30	.21	.11	4.52	11.02	2.51	1.46	3.97	14.99	
Nov'r....	54,796	2.88	6.09	5.75	.31	.34	.15	4.86	11.75	2.71	1.60	4.31	16.06	
Dec'r.....	48,614	2.71	5.73	5.47	.31	.37	.17	5.02	11 60	2.48	1.40	3.88	15.48	
Totals....	806,927	32.88	69.52	73.44	3.99	3.48	1.49	55.36	133.84	31.22	20.44	51.66	185.50	
Average for 12 Months.	67,244	2.74	5.79	6.12	.33	.29	.12	4.61	11.15	2.60	1.70	4.30	15.46	

Total cost of Working and Repairing (per mile) in 1873.....15.46
" " " 1872.....14.68
Increase..... " " 1873..... 0.78

P. CLARK, JUN., *Mechanical Superintendent.*

NORTHERN RAILWAY OF CANADA.

MECHANICAL DEPARTMENT.

APPENDIX Z.

Statement of the cost (per train mile) of running and repairing Cars for year ending 31st December, 1873.

MONTH.	Train Miles.	Cost of Wages Repairing.	Cost of Stores Running and Repairing.	Total Cost of Running and Repairing.
January	41.993	4.25	5.52	9.77
February	41.373	4.36	4.74	9.10
March	42.660	5.69	9.56	15.25
April	44.975	6.06	7.37	13.43
May	59.298	5.15	4.16	9.31
June	65.244	4.06	5.89	9.95
July	75.849	3.60	4.88	8.48
August	69.778	3.92	6.51	10.43
September	56.890	4.50	4.21	8.71
October	55.470	3.58	5.96	9.54
November	41.970	1.89	1.14	3.02
December	36.399	3.94	3.92	7.86
Totals	631.899	51.00	63.86	114.85
Average for 12 Months	52.658	4.25	5.32	9.57

Cost (per Train Mile) in 1873.....9.57
" " 1872.....8.60

Increase, 1873..... ... .97

P. CLARKE, JUN.,
Mech. Supt.

NORTHERN RAILWAY OF CANADA.
MECHANICAL DEPARTMENT.

NORTHERN RAILWAY OF CANADA.

MECHANICAL DEPARTMENT.

APPENDIX *Za.*

Statement of Miles run by each Engine during the year ending 31st December, 1873.

No. of Engine.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total Miles.	Description of Train.
1	2420	2256	2071	574	3392	302	3560	3320	3272	3544	3032	2376	30119	Shunting.
2	2004	2405	1158	2695	2699	3307	2168	2218	1691	3158	2876	456	26835	Freight, Wood, and Shunting.
3	2278	.....	.....	.....	712	2449	3180	3100	3245	2980	3028	1785	22757	Passenger.
4	.....	2390	2630	2555	.....	3738	3287	3146	.....	.....	1800	3197	22743	Freight and Mixed.
5	2262	1594	1994	2340	2736	2498	2720	2182	2599	1365	.....	.....	22290	" " Engineering.
6	1824	3158	4304	3200	4512	1754	2943	2233	2890	2828	2208	1982	33836	Engineering and Shunting.
7	3116	1804	2083	1530	.....	2381	3954	842	2019	3317	2659	1396	25101	Freight.
8	2716	2896	2892	3008	3253	2751	3082	3016	3152	1008	.....	2456	30230	Passenger.
9	.....	.....	.....	685	3036	2998	2893	1630	1718	3132	2585	.....	18677	Freight.
10	.....	2766	2779	3035	3655	3491	3502	2694	3418	2653	2191	2058	32242	"
11	2051	2270	2174	2807	3143	4304	4996	3956	4760	4584	3168	3699	41912	Passenger, Mixed & Shunting.
12	2782	593	1880	3017	3410	3837	3816	3487	3724	2443	2090	.....	31079	Mixed and Freight.
13	3295	3379	2411	2805	3897	3678	2582	.....	1101	3285	2810	361	29604	Freight.
14	1757	815	2954	3060	888	2784	3316	872	3122	3034	2792	1784	27178	Passenger.
15	3311	2609	.....	.....	3050	1868	4042	3128	2718	1849	576	1417	24568	Freight and Wood.
16	884	2320	795	2583	3248	1834	2888	3217	2972	2358	1594	3092	27785	Passenger and Mixed.
17	.....	.....	.....	.....	.....	.....	.....	2682	2995	2658	124	.....	8459	Engineering.
18	4544	184	.....	.....	374	2721	2838	2868	2497	3688	1575	216	21505	Passenger and Mixed.
19	1657	2042	2892	2612	3573	3355	2367	4342	1304	3000	2063	2795	32002	Freight.
20	2744	2970	2694	3048	3718	3385	.....	3311	995	.....	.....	.....	22865	"
21	3022	1090	2076	2623	3402	1773	3418	1749	2821	2348	482	2319	27123	"
22	1712	3069	3141	2046	3953	3472	4325	2203	.....	462	2589	2355	29327	"
23	2424	2212	2342	2108	272	2356	2134	2274	224	32	.....	.....	16378	Shunting.
24	.....	.....	.....	992	4884	4698	4954	3992	2352	2592	2048	2168	28680	"
25	.....	.....	.....	1141	3474	2671	4046	2712	1403	2961	2542	2046	22996	Freight.
27	1485	.....	.....	1539	3479	3936	3839	2971	3526	3281	2174	2244	28474	"
28	2330	2535	2558	3085	3820	3689	3965	2558	.....	.....	.....	.....	24540	"
29	3246	3109	2954	2811	3106	2723	3208	3297	2798	808	1984	2563	32607	Passenger.
30	2540	2628	3055	2931	2760	3031	2971	2758	1998	2321	2644	2810	32447	"
31	.....	.....	.....	.....	2131	2627	2664	3308	2617	3018	772	733	17870	" and Mixed.
32	.....	.....	.....	.....	.....	.....	1686	2816	2959	2541	2390	2306	14698	Mixed and Freight.
Totals..	56404	51094	51837	58830	80577	84411	95344	82882	70890	71248	54796	48614	806927	

Total Miles run in 1873..... 806,927
" " " 1872..... 748,838

Increase in 1873..... 58,089

P. CLARKE, JUN., *Mech. Superintendent.*