

REPORT 10

FOR YEAR 1880,

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 OFFICES, TORONTO,

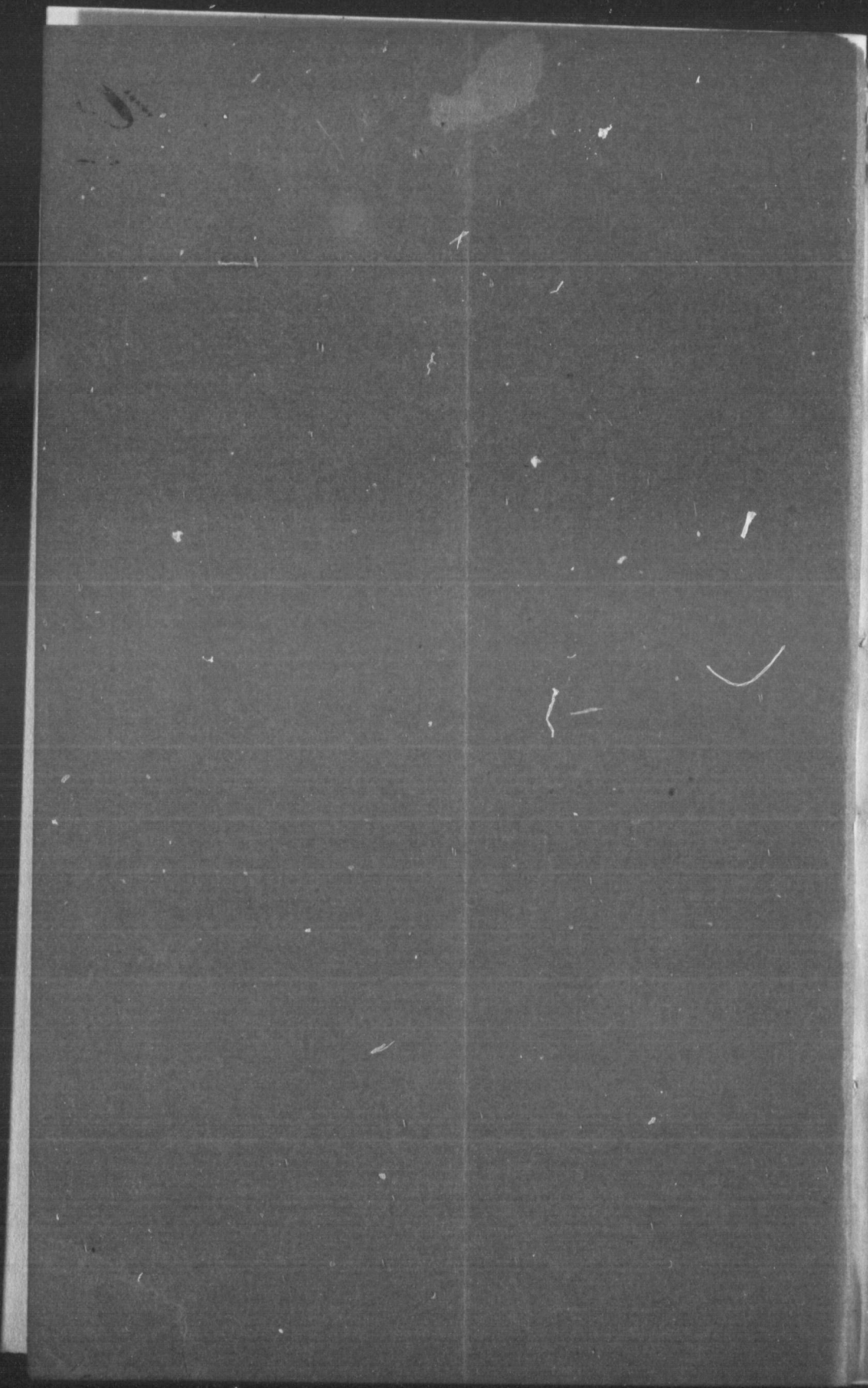
WEDNESDAY, 30TH MARCH, 1881.



Toronto:

PRINTED BY HUNTER, ROSE & CO., 25 WELLINGTON ST WEST.

MDCCCLXXXI.



N

PRIN

10

REPORT
FOR YEAR 1880,
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, 30TH MARCH, 1881.



Toronto:
PRINTED BY HUNTER, ROSE & CO., 25 WELLINGTON ST WEST.
MDCCLXXXI.

HON.
P.
WILLI
P.
F. W.
NOAH
JOHN
JOHN
GEOR
WILL
C. J.
WILL
JOHN
O. J.
MR. A

F. W.
HON.
NOAH
GEOR
JOHN
JOHN
WM. I
JOHN
E. GU

WM. I
WM. I
JOHN
SIR H
SIR C
JAS. B

MESSRS

THE C
THE L

FRED.
WALT
OWEN
PETER
ROBER
JAMES
JOHN
MAITL
HON. I
HECTO
GEO. D

NORTHERN RAILWAY COMPANY.

DIRECTORS.

HON. FRANK SMITH, SENATOR, *Vice-President Dominion Bank, Toronto,*
PRESIDENT.
WILLIAM LETHBRIDGE, Esq., *71 Portland Place, London, England,* VICE-
PRESIDENT AND CHAIRMAN OF THE LONDON BOARD.
F. W. CUMBERLAND, Esq., *Toronto,* MANAGING DIRECTOR.
NOAH BARNHART, Esq., *Director Canadian Bank of Commerce, Toronto.*
JOHN L. BLAIKIE, Esq., *President Canada Land Credit Company, Toronto.*
JOHN FISKEN, Esq., *Toronto.*
GEORGE GREIG, Esq., *Vice-President Isolated Risk Insurance Company, Toronto.*
WILLIAM THOMSON, Esq., *Merchant, Toronto.*
C. J. CAMPBELL, Esq., *Toronto.*
WILLIAM FORD, Esq., *46 Kensington Park Road, Notting Hill, London.*
JOHN RIGBY, Esq., *Lincoln's Inn Fields, London, England.*
O. J. PHELPS, Esq., *Ex-officio, Warden County of Simcoe.*
MR. ALDERMAN BAXTER, *Ex-officio for Corporation of Toronto.*

NORTHERN & NORTH-WESTERN RAILWAYS.

JOINT EXECUTIVE COMMITTEE.

F. W. CUMBERLAND, Esq., CHAIRMAN.
HON. FRANK SMITH,
NOAH BARNHART, Esq.,
GEORGE GREIG, Esq.,
JOHN FISKEN, Esq.,
JOHN STUART, Esq.,
WM. HENDRIE, Esq.,
JOHN PROCTOR, Esq.,
E. GURNEY, Esq.,

} FOR THE NORTHERN RAILWAY COMPANY.
} FOR THE HAMILTON AND NORTH-WESTERN RAILWAY.

JOINT LONDON COMMITTEE.

WM. LETHBRIDGE, Esq.,
WM. FORD, Esq.,
JOHN RIGBY, Esq.,
SIR HENRY TYLER,
SIR CHAS. YOUNG, BART.,
JAS. BARCLAY, Esq., M.P.,

} FOR THE NORTHERN RAILWAY COMPANY.
} FOR THE HAMILTON AND NORTH-WESTERN RAILWAY.

JOINT LONDON AGENCY.

MESSRS. CUTBILL, SON & DE LUNGO, *37 Old Jewry, London, E.C., England.*

BANKERS.

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

OFFICERS

FRED. W. CUMBERLAND, GENERAL MANAGER.
WALTER TOWNSEND, SECRETARY.
OWEN JONES, CHIEF ENGINEER.
PETER CLARKE, MECHANICAL SUPERINTENDENT.
ROBERT KERR, GENERAL FREIGHT AND PASSENGER AGENT.
JAMES WEBSTER, TRANSPORT SUPERINTENDENT.
JOHN LANGTON,
MAITLAND YOUNG, } AUDITORS.
HON. EDWARD BLAKE, Q.C., M.P., }
HECTOR CAMERON, Esq., Q.C., M.P., } STANDING COUNSEL.
GEO. D'ARCY BOULTON, SOLICITOR.

NO

AN

T
call
Str
T
Fra
har
Lee
C. J
T
mee
ing

“
tors
Tore
rece
and
follo
Sim
an a
Rail
Com
tran
insta
“

“
T
yea

NORTHERN RAILWAY OF CANADA.

ANNUAL GENERAL MEETING OF THE PROPRIETORS OF THE COMPANY.

TORONTO, Wednesday, 30th March, 1881.

The Annual General Meeting of the Proprietors of the Company, called by advertisement, was held this day at the offices, Brock Street, Toronto.

The following gentlemen amongst others were present: Hon. Frank Smith, Messrs. F. W. Cumberland, Major Greig, N. Barnhart, J. L. Blaikie, Ald. Baxter, Jno. Fiske, F. C. Capreol, W. S. Lee, H. L. Hime, Geo. Moberly, J. J. Vickers, Thos. Maconchy, C. J. Campbell, J. S. McMurray, G. D. Boulton.

The President took the chair at 12.15, and having called the meeting to order, the Secretary read the notice calling the meeting as follows:—

“NORTHERN RAILWAY OF CANADA.

“ANNUAL GENERAL MEETING.

“Notice is hereby given that the Annual General Meeting of the Proprietors of this Company will be held at the Company's offices, Brock Street, Toronto, on Wednesday, the 30th day of March, 1881, at 12 o'clock noon, to receive the report for the year 1880, to elect Directors for the ensuing year, and for other purposes. The meeting will afterwards be made special for the following purposes, namely:—1st. To confirm an extended lease of the North Simcoe Railway, with option of purchase as agreed upon. 2nd. To confirm an agreement dated the 21st day of February, 1881, between the Northern Railway Company of Canada and the Hamilton and North-Western Railway Company. 3rd. To adopt certain By-laws of the Company. The stock and transfer books are, and will remain, closed until Thursday, the 31st March instant.

“By order of the Board.

“WALTER TOWNSEND, Secretary.

“Toronto, 14th March, 1881.”

The Secretary read the report of the Canadian Directors for the year ending 31st December, 1880, as follows:—

NORTHERN RAILWAY OF CANADA.

REPORT OF THE CANADIAN DIRECTORS.

To the Proprietors of the Northern Railway of Canada :

1. The Canadian Directors have the honour to present their Report for the year ending 31st December, 1880.

2. The Report of the Joint Executive Committee is herewith submitted, and it will be observed that to overcome the technical embarrassments under which the Reports of last year were made, the Executive Committee has now assimilated its fiscal year with those of the Northern and North-Western Companies.

3. The earnings of the lines have shown very gratifying advances, amounting, for the year 1880, to £41,612 10s. 5d. stg., or 19·26 per cent. over 1879.

4. The Working Expenses for 1880 have been at the rate of 63·33 per cent. of the Gross Earnings; but for the whole period reported upon by the Executive Committee, were 61·34 per cent. The Directors are assured that, so soon as the gauge of the lines has been assimilated, the Working Expenses will range from 56 to 58 per cent.

5. The proportion of net Revenue to which this Company has been entitled for the eighteen months now reported upon by the Executive Committee has amounted to £101,778 9s. 0d., of which the sum of £99,207 has been appropriated to the payment of all Interest Dividends accruing due on the Debentures of the Company.

Of the balance (£2,571 9s. 0d.) the Directors propose an interim Dividend of 1½ per cent. upon the Preference Stock, absorbing £2,250, and leaving a balance, on 1st January, 1881, of £321 9s. 0d. to credit of net Revenue Account.

6. The Directors have given their cordial support to the Executive Committee in promoting an immediate change of gauge on the Northern, and in making such additions to the equipment of the lines as the increasing traffic necessitates, and with this view they have executed an agreement with the Hamilton and North-

Western Company, having for its object the raising of such additional capital by the issue of Joint Working and Equipment Bonds by the respective Companies to an aggregate amount of £200,000 sterling, of which it is proposed to make an immediate appropriation to the aforementioned purposes of, say, £110,000, holding an unissued reserve for similar objects, as further development of the Traffic may demand and justify.

This agreement will be presented to you, and you will be invited to approve and confirm it.

The Company's Act passed at the recent session of the Dominion Parliament authorizing the issue of Joint Working and Equipment Bonds will be laid before you; but it is not at present proposed to take the special vote necessary to the creation and issue of that security.

7. The negotiations relating to the North Simcoe Railway have resulted in a lease of that line to this Company for 999 years, the rental being as heretofore paid out of working expenses under the terms of the agreement of the 6th June, 1879.

This lease will be submitted herewith, and the Directors commend it to your approval and confirmation.

8. The Fusion of the two lines into joint working under the administration of a central Executive Committee makes it necessary that the By-laws and Regulations of the Companies should be assimilated.

A new code of By-laws has accordingly been prepared and will be submitted for your adoption.

9. During the last session of the Dominion Parliament an Act was passed under which the number of Directors has been so increased as to admit of the Preference Stockholders and the holders of Ordinary Stock being respectively represented by a Director elected by their separate votes.

It is hoped that this measure may conduce to unanimity amongst the different classes of proprietors to mutual advantage.

10. The Directors congratulate the proprietors upon the satisfactory results of the joint working and upon the very promising position of the affairs of the Company. The prospects of increasing traffic and of further economies justify the Directors in stating their entire concurrence in the hope expressed in the Report of the Executive Committee, that before long the Ordinary Stock of the Company will participate in the prosperity of the undertaking. The extinguishment of the Government lien always heretofore an obstacle to progress and credit, together with the assimilation of the gauge to the standard gauge of the continent, will now leave the Company free to develop the value of the property to its highest results.

11. The Directors append the usual statements of accounts,

certified as correct, by the joint Auditors; together with the Departmental reports and statistical statements for the year.

12. The Directors, in announcing the death of their late Chairman, Sir Henry Mather Jackson, Bart., desire to record their grateful sense of the able and continuous services for which for eighteen years the Company had been indebted to that gentleman, and to express alike their sincere sympathy with his bereaved family and their recognition of the great public loss occasioned by the decease of their eminent and lamented colleague.

The Directors regret further to report the recent death of the senior Auditor of the Company, Mr. Wm. Gamble, who, for a period approaching to a quarter of a century had performed the duties of his office in a manner to entitle him to the unlimited confidence of the Company, and to the personal respect of its Directors and Officers.

All of which is respectfully submitted,

FRANK SMITH,
President.

FRED. CUMBERLAND,
General Manager.

WALTER TOWNSEND,
Secretary.
Northern Railway, Toronto,
Wednesday 30th March, 1881.

The Secretary also read report of the Joint Executive Committee for the eighteen months ending 31st December, 1880, which together with the accounts, departmental and statistical returns was submitted to the meeting.

1. Moved by the President, seconded by Mr. Alderman Baxter: That the Report be adopted and together with the Report Departmental Statements and Statistical Returns received from the Joint Executive Committee be printed for distribution among the Proprietors.

2. Moved by Mr. John Fiskin, seconded by Major Greig: That Mr. John Langton, late Auditor General of the Dominion, and at present one of the auditors of the Joint Executive Committee appointed under agreement of the 6th June, 1879, be and hereby is appointed sole auditor for the Company for the current year, and that he shall receive for compensation such sum as the Directors may determine.

3. Moved by Mr. J. J. Vickers, seconded by Mr. J. S. McMurray :

That the election of Directors for the ensuing year be now held ; that for the purpose of such election Messrs. George Moberly and W. S. Lee be appointed scrutineers ; that the poll be now opened forthwith and be closed so soon as five minutes shall have elapsed after the entry of the then last recorded vote, and that this meeting do now adjourn until two o'clock, to receive the report of the scrutineers.

The Annual General Meeting was accordingly adjourned.

The Special General Meeting, called by advertisement, was then held. The President took the chair.

1. The Secretary read the Indenture of Lease and Agreement, dated 19th of January, 1881, between the North Simcoe Railway Company and the Northern Railway Company of Canada, providing for the lease of the line of the North Simcoe Railway for 999 years, with the right to purchase and otherwise providing as therein stated.

It was moved by Mr. C. J. Campbell, seconded by Mr. J. L. Blaikie, and

Resolved,—

That the Indenture of Lease and Agreement, dated the 19th January, 1881, between the North Simcoe Railway Company and the Northern Railway Company above referred to, and now read, be, and the same is hereby approved, and that the Seal of the Company be affixed thereto by the President and Secretary.

2. The Secretary read the Agreement, dated the 21st day of February, 1881, between the Northern Railway Company and the Hamilton and North-Western Railway Company, providing for the Issue of Joint Working and Equipment Bonds, upon certain conditions in the said Agreement contained.

It was moved by Mr. J. S. McMurray, seconded by Mr. H. L. Hime, and

Resolved,—

That the said Agreement of the 21st February, 1881, be, and the same is hereby approved and confirmed, provided, however, that no issue of the bonds mentioned in the said Agreement shall be made unless, and until, such issue shall have been first authorized at a Special General Meeting of the Company, to be called in pursuance of the Act passed at the last Session of the Dominion Parliament relating to the Company.

3. The Secretary presented the proposed By-laws, Rules and Regulations of the Company.

It was moved by Mr. W. S. Lee, seconded by Mr. George Moberly, and

Resolved,—

That the By-Laws, Rules and Regulations now read be approved, and adopted as the By-Laws, Rules and Regulations of the Company, and that the Seal of the Company be affixed thereto by the President and Secretary.

The Special Meeting then adjourned.

On the re-assembling of the General Meeting, the following Report was presented by the Scrutineers, as follows:—

To the Proprietors of the Northern Railway Company of Canada.

Toronto.

We, the Scrutineers appointed at the Annual General Meeting of the Northern Railway Company, held this day, do hereby declare that the following gentlemen have been duly elected Directors of the Company for the ensuing year, viz:—

By vote of the Bondholders.—Hon. Frank Smith, Noah Barnhart, John L. Blaikie, F. W. Cumberland, George Greig, William Thomson, William Lethbridge, William Ford, John Rigby.

By vote of the holders of Preference Stock.—John Fiskien.

By vote of the holders of Ordinary Stock.—C. J. Campbell.

(Signed)

G. MOBERLY,
WALTER S. LEE,
Scrutineers.

Moved by Mr. J. S. McMurray, seconded by Mr. J. J. Vickers.

That the cordial thanks of the Proprietors are due and are hereby tendered to the President, Directors and Executive of the Company for their able management of the affairs of the Company during the past year.

Carried unanimously.

Moved by Major Greig, seconded by Mr. Barnhart.

That the thanks of the Proprietors and Directors of the Company be and hereby are tendered to the Heads of Departments and Officers for their faithful and zealous services during the past year.

Moved by Mr. Fiskien, seconded by Major Greig.

That the thanks of this meeting be tendered to the President for his able conduct in the Chair.

The meeting then adjourned.

At a subsequent meeting of the Directors the Hon. Frank Smith was re-elected President for the ensuing year, and Wm. Lethbridge, Esq., Vice-President and Chairman of the London Board.

REPO
EX

To th
P
E

Th
Agre

1.
year
from
has b
Com
assin
the w
joint
from

2.
to \$1
on a
(£23
(£14

Ch
bilty
Stg.),
ecuti
divid
panie
balan

NORTHERN AND NORTH-WESTERN RAILWAYS.

REPORT OF THE JOINT EXECUTIVE COMMITTEE FOR PERIOD
EXTENDING FROM 1ST JULY, 1879, TO 31ST DECEMBER, 1880.

*To the Presidents and Directors of the Northern Railway Com-
pany of Canada, and of the Hamilton and North-Western
Railway Company,*

The Joint Executive Committee acting under the terms of the Agreement of the 6th June, 1879, have the honour to report:—

1. Much inconvenience having arisen by reason of the fiscal year of the Executive Committee embracing a different period from those covered by the fiscal years of the two Companies, it has been determined with the assent of the Directorates of both Companies, to take the opportunity of the present report for assimilating the three systems by embracing in its statements the whole period during which the lines have been worked on joint account, viz.: from 1st July, 1879, to 31st December, 1880; from which latter date all the accounts will run concurrently.

2. The gross earnings for the eighteen months have amounted to \$1,830,205 24 (£376,069 12s. 4d. stg.), whilst the expenditure on all the working services has amounted to \$1,122,602 77 (£230,671 16s. 8d. stg.), yielding a net revenue of \$707,602 47 (£145,397 15s. 8d. stg.), divisible as follows, viz.:—

| | | | |
|----------------------------------|----------|---|---------------|
| To the Northern Railway Company, | £101,778 | 9 | 0 |
| “ “ Hamilton & North Western “ | 43,619 | 6 | 8 |
| | | | £145,397 15 8 |

Charging this net revenue with the aggregate interest liability upon the Debenture debts of both Companies (£139,707 Stg.), there is an available balance of £5,690 15s. 8d. which the Executive Committee recommends for appropriation to an interim dividend of 1½ per cent. on the Preference stocks of both Companies, absorbing the sum of £4,800, and leaving an ultimate balance of £890 15s. 8d., to the credit of the Companies.

3. It is not possible to establish any authoritative comparisons with periods anterior to the date of fusion, as the mileage of the North-Western line in traffic operation was then incomplete: from the records, however, of the two Companies it appears, that the earnings of the two lines in 1880 were in advance of those of 1879, \$202,514 25 (£41,612 10s. 5d. Stg.), or at the rate of 19.76 per cent.

Comparing the second half of 1880 with the like period in 1879 (the total mileage having been the same and both periods alike under the administration of this Committee), it will be found that the increased earnings in 1880 were as follows:—

| | | | |
|---|--------------|----|-----------------|
| In Through Freight increase..... | \$34,323 19 | or | 49.95 per cent. |
| “ Local Passengers “ | 13,404 97 | “ | 07.22 “ |
| “ “ Freight “ | 48,001 58 | “ | 15.06 “ |
| “ Mail & Express services, incr. | 2,527 07 | “ | 12.61 “ |
| “ Wharfage & Storage, increase | 3,089 01 | “ | 34.81 “ |
| “ All other sources, increase ... | 708 98 | “ | 46.11 “ |
| Aggregate increase on half-year ending 31st Dec., 1880 | \$102,054 80 | or | 16.91 per cent. |

4. The working expenses for the year 1880 have been at the rate of 63.33 per cent. of the gross earnings, and for the whole period under revision have represented 61.34 per cent. of the gross earnings.

The “working expenses” of the Northern Company during the previous six years (1874 to 1879 inclusive) have ranged from 57.07 to 63.66 per cent. of gross earnings, giving an average of 60.05 per cent.

Although this rate of working expenses is, on a Canadian standard, very moderate, still the working of a system which involves a broken gauge is necessarily costly, and it is indisputable that the absence of uniformity between the two lines, and between the Northern and all outlying lines, has caused much increased and exceptional expenditure, and prevented economies which would have otherwise resulted from the fusion; and it is significant that whilst the items of outlay affected by the broken gauge have severally advanced, those not so affected (such as Terminal Services, General Supplies and Charges and Miscellaneous Expenses) have, since the fusion, been reduced to the extent of 6.11 per cent.

The experience of the Committee justifies the belief, that on the gauge being assimilated, the rate of working expenses should be brought within the range of 56 to 58 per cent.

5. The expenditure on works chargeable to capital account has necessarily been heavy, in bringing the two lines into common working. The details of this expenditure will be found in the appendices, and it will be seen that important additions have been made to the locomotive and rolling stock, and to the station

buildings and grainhouses on both lines; that upwards of eleven miles of additional sidings have been laid in, and that a new and additional telegraph line has been constructed for the Companies' service, from Barrie to Port Dover, say 110 miles. The whole outlay on these services has been \$156,393 50 = £32,135 13s. 1d. Sterling.

6. The obstructions of the broken gauge culminated last September and October, in a complete break down of the transport in consequence of delays in transhipments between the gauges, and an inadequate supply of freight cars, causing embarrassment to every commercial interest, a serious loss of revenue to the Companies, and large additions to the working expenditure.

The Committee feeling that immediate remedial measures were imperative, have promoted an agreement between the Companies, having for its object the raising of new capital for appropriation to a change of gauge of the Northern, and to substantial additions to the rolling stock equipment of the lines; and this agreement executed on the 21st of February, 1881, is herewith transmitted for approval and confirmation, together with copies of the following Acts, giving power to the respective Companies to raise additional capital as follows, viz. :—

1. The Northern Railway Company Act, 1881, being an Act of the Dominion of Canada, authorizing the said Company to issue "Joint Working and Equipment Bonds," to the amount of £134,000 Sterling; such Bonds to constitute a lien upon the real and personal property of the Company for principal and interest, next after the existing Third Preference B Bonds of the said Company.

2. An Act of the Province of Ontario, amending the Acts relating to the Hamilton and North-Western Railway, and authorizing the said company to issue "Joint Working and Equipment Bonds," to the amount of £66,000 sterling; such bonds to form a claim and charge for principal and interest upon the undertaking, and upon the real and personal property of the said Company, subject to the existing first mortgage bonds of the Company.

The issues so authorized are to be made by the respective Companies from time to time, under authority of this Committee in the proportions, for the purposes and subject to the approval of the respective proprietaries, as set forth in the said agreement and Acts; and the Committee recommends that such approval be obtained at the earliest practicable moment.

7. The Committee have caused estimates to be framed of the cost of changing the gauge, and of making such additions to the locomotive and rolling stock equipment, and of such additional works as may be necessary to the increasing traffic, and these may be summarized as follows :—

(a.) Change of Gauge :

| | | |
|-------------------------------------|---------|---------|
| 1. Conversion of permanent way..... | £10,274 | |
| 2. " of engines..... | 8,363 | |
| 3. " of rolling stock..... | 11,576 | |
| | | £30,213 |

(b.) Additional Equipment :

| | | |
|--------------------------|---------|---------|
| 4. Locomotive power..... | £31,386 | |
| 5. Rolling stock..... | 23,219 | |
| | | £54,605 |

(c.) Works and Buildings :

| | | |
|---|---------|---------|
| 6. Hamilton station and elevator..... | £12,000 | |
| 7. Collingwood and Allandale Junction Lines | 4,726 | |
| 8. Additional sidings..... | 5,500 | |
| | | £22,226 |

Total for appropriation, 1880-81..... £107,044

8. The estimates for revenue, based upon close and detailed enquiry, shew that so soon as the gauge of the whole system has been assimilated, and due additions made as proposed to the transport power of the lines, say from 1st July next, the gross earnings may be expected to advance not less than 15 per. cent, whilst the working expenses ought to be reduced to 56 to 58 per. cent. The Committee confidently believe that these anticipations will be realized, and that, from and after the above date, the net revenue will be sufficiently augmented, not only to provide interest on the special issue now to be made, but to bring the Preference Stocks into full Dividend, with possibly an early reversion to the ordinary stock.

9. The works and equipments of the lines have been maintained in substantial and efficient condition.

By order of the Committee,

FRED. CUMBERLAND

Chairman.

WALTER TOWNSEND,

Secretary.

TORONTO, 24th March, 1881.

ember, 1880.

| RECEIPTS | ending 31st Decem- ber, 1880. | Total for the 18 months ending 31st December, 1880. | | |
|--------------------|-------------------------------------|--|--------------|--|
| | \$ cts. | \$ cts. | £ s. d. | |
| To Local Traffic | 47,809 60 | 216,598 23 | 44,506 9 10 | |
| Passenger | 35,335 90 | 47,001 32 | 9,657 16 1 | |
| Freight | 95,797 01 | 134,048 39 | 27,544 3 11 | |
| Mail Service | 55,079 10 | 223,950 76 | 46,017 5 8 | |
| Express Service | 69,454 36 | 96,973 40 | 19,926 1 0 | |
| Wharfage | 76,796 00 | 110,494 44 | 22,704 6 9 | |
| Storage | 45,271 95 | 70,198 92 | 14,424 8 9 | |
| Rents | 29,654 39 | 48,305 51 | 9,925 15 10 | |
| Other Sources | 46,331 15 | 69,072 96 | 14,193 1 6 | |
| | 76,179 73 | 105,958 84 | 21,772 7 4 | |
| To Through Freight | 77,709 19 | 1,122,602 77 | 230,671 16 8 | |
| | 49,164 68 | 707,602 47 | 145,397 15 8 | |
| Total | 226,873 87 | 1,830,205 24 | 376,069 12 4 | |

WALD. CUMBERLAND,

Chairman of Joint Executive Committee.

We hereby certify that the above is a true and correct statement of the receipts and payments for the eighteen months ending 31st December, 1880, and that

JOHN LANGTON,
MAITLAND YOUNG, } *Auditors.*

NORTHERN AND NORTH-WESTERN RAILWAYS.

ACCOUNT No. 1.

Statement of Receipts and Expenditure on Revenue Account for the 18 months ending 31st December, 1880.

| RECEIPTS. | Half-year Ending 31st December, 1879. | Year ending 31st Decem- ber, 1880. | Total for the 18 months ending 31st December, 1880. | | EXPENDITURE. | Half-year ending 31st December, 1879. | Year ending 31st Decem- ber, 1880. | Total for the 18 months ending 31st December, 1880. | |
|-----------------------|--|--|--|--------------|--|--|--|--|--------------|
| | \$ cts. | \$ cts. | \$ cts. | £ s. d. | | \$ cts. | \$ cts. | \$ cts. | £ s. d. |
| To Local Traffic— | | | | | By Maintaining Roadway, Appendix A. | 68,788 63 | 147,809 60 | 216,598 23 | 44,506 9 10 |
| Passengers | 185,491 28 | 343,634 99 | 529,126 27 | 108,724 11 8 | " Maintaining Works and Buildings, " B. | 11,665 42 | 35,335 90 | 47,001 32 | 9,657 16 1 |
| Freight | 318,686 45 | 688,477 57 | 1,007,164 02 | 206,951 10 9 | " Maintaining Machinery and Rolling Stock, " C. | 38,251 38 | 95,797 01 | 134,048 39 | 27,544 3 11 |
| Mail Service | 12,352 05 | 25,664 12 | 38,016 17 | 7,811 10 10 | " Train Service, Mechanical Department, " D. | 68,871 66 | 155,079 10 | 223,950 76 | 46,017 5 8 |
| Express Service | 7,686 05 | 15,971 78 | 23,657 83 | 4,861 4 0 | " Train Service, Traffic, " E. | 27,519 04 | 69,454 36 | 96,973 40 | 19,926 1 0 |
| Wharfage | 1,679 58 | 2,721 36 | 4,400 94 | 904 6 4 | " Way-station Service, " F. | 33,698 44 | 76,796 00 | 110,494 44 | 22,704 6 9 |
| Storage | 7,193 52 | 17,853 50 | 25,047 02 | 5,146 12 10 | " Terminal Station Service, " G. | 24,926 97 | 45,271 95 | 70,198 92 | 14,424 8 9 |
| Rents | 565 00 | 1,073 00 | 1,638 00 | 336 11 6 | " General Supplies, " H. | 18,651 12 | 29,654 39 | 48,305 51 | 9,925 15 10 |
| Other Sources | 972 48 | 3,283 27 | 4,255 75 | 874 9 4 | " Miscellaneous Expenses, " I. | 22,741 81 | 46,331 15 | 69,072 96 | 14,193 1 6 |
| | | | | | " General Charges, " K. | 29,779 11 | 76,179 73 | 105,958 84 | 21,772 7 4 |
| To Through Traffic | | | | | Total Working Expenses | 344,893 58 | 777,709 19 | 1,122,602 77 | 230,671 16 8 |
| Freight | 68,704 96 | 128,194 28 | 196,899 24 | 40,458 15 1 | Balance carried to Net Revenue Account No. 2. | 258,437 79 | 449,164 68 | 707,602 47 | 145,397 15 8 |
| Total | 603,331 37 | 1,226,873 87 | 1,830,205 24 | 376,069 12 4 | Total | 603,331 37 | 1,226,873 87 | 1,830,205 24 | 376,069 12 4 |

WALTER TOWNSEND,

Secretary.

FRED. CUMBERLAND,

Chairman of Joint Executive Committee.

We hereby certify that we have completed the Audit of the Books of the Joint Executive Committee of the Northern and Hamilton and North-Western Railways for the eighteen months ending 31st December, 1880, and that the above account of Receipts and Expenditure is correctly extracted from the Ledger.

JOHN LANGTON, }
 MAITLAND YOUNG, } *Auditors.*

of £270,000 Hamilton
and North-Western do. do..
Balance to credit of the Companies..

| | |
|-----------|---------------|
| 2,550 0 0 | |
| 890 15 8 | |
| | £145,397 15 8 |

WALTER TOWNSEND, *Secretary.*

FRED. CUMBERLAND, *Chairman.*

NORTHERN AND NORTH-WESTERN RAILWAYS.
(Joint Executive Committee.)

STATEMENT No. 2.

Net Revenue Account No. 2, for the Eighteen months ending 31st December, 1880.

17

| | £ | s. | d. | | £ | s. | d. |
|--|----------|------|--------------|---------------------------------------|---------|----|--------------|
| To Appropriation to Northern Railway under agreement of 6th June, 1879 | 495,321 | 75 | | By Net Revenue as per Statement No. 1 | 707,602 | 47 | 145,397 15 8 |
| “ do. do. Hamilton North-Western Ry | 212,280 | 72 | 43,619 6 8 | | | | |
| | 707,602 | 47 | 145,397 15 8 | | | | |
| NOTE.—Recommended by the Executive Committee to be appropriated as follows : | | | | | | | |
| Full Dividend on Debenture debt Northern Ry for 18 months | £99,207 | 0 0 | | | | | |
| Do. do. Hamilton & North-Western Railway | 40,500 | 0 0 | | | | | |
| Interim Dividend 1½ per cent. on £150,000 Northern Railway Preference Stock | 2,250 | 0 0 | | | | | |
| Do. do. on £170,000 Hamilton and North-Western do. do. | 2,550 | 0 0 | | | | | |
| Balance to credit of the Companies | 890 | 15 8 | | | | | |
| | £145,397 | 15 8 | | | | | |

WALTER TOWNSEND, *Secretary.*

FRED. CUMBERLAND, *Chairman.*

NORTHERN AND NORTH-WESTERN RAILWAYS.

*(Joint Executive Committee.)*STATEMENT No. 3.
Capital Account in Suspense.

| | \$ | cts. | £ | s. | d. |
|--|-----------|------|---------|----|----|
| Amount expended on New Machinery and Rolling Stock as per Appendix L..... | 61,995 | 35 | | | |
| “ “ “ New Works and Buildings as per Appendix M..... | 63,061 | 37 | | | |
| “ “ “ New General Outfit as per Ap- pendix N..... | 31,336 | 78 | | | |
| | \$156,393 | 50 | £32,135 | 13 | 1 |

WALTER TOWNSEND,
*Secretary.*FRED CUMBERLAND,
Chairman.

See also Statement No. 4.

NORTHERN AND NORTH-WESTERN RAILWAYS.

STATEMENT No. 4.**General Statement of New Rolling Stock, New Locomotives, New Buildings, &c., acquired since date of Fusion.****Additions to Rolling Stock.**

3 New Locomotives.
 1 New Passenger Car.
 10 do. do. Trucks.
 1 New Mail Car (not yet completed).
 26 do. Box and Flat Car bodies.
 8 do. do. Trucks.
 60 do. Narrow Gauge do.
 20 Gondola Cars.
 30 Broad Gauge Car Trucks.
 50 New Flat Cars.
 25 do. Box do.

Additions to New Buildings.

Grain House, Cheltenham.
 Do. Caledon East.
 Extension to Elevator, Collingwood.
 Station Building, Hendrie.
 Do. Phelpston.
 Do. Sligo.
 Do. Hagersville.
 Do. Jarvis.
 Do. Oro.
 Freight House and Station Buildings, Caledonia.
 And various other new buildings of lesser importance.

Extension of Track Sidings.

Floss Lumber Co. Tramway, 4.19 miles.
 Other Sidings on the lines, 6.86 do.

New Telegraph Lines.

New Telegraph Line, Barrie to Port Dover.

NORTHERN AND NORTH-WESTERN RAILWAYS.

SECRETARY'S OFFICE,
TORONTO, 8th Feb., 1881.

F. W. CUMBERLAND, ESQ.,
General Manager,
Northern and North-Western Railways.

SIR,—I beg to report that the Accounts of all Stations throughout the Service, including the Accounts of Toronto and Hamilton Elevators, Flour Sheds and Storekeeper's Office, Toronto, have been audited regularly during the year ending 31st December, 1880, and that they were correct on that date.

I am, Sir,

Your obedient Servant,

JAMES H. TELFER,
Department Auditor.

APPENDIX A.

Maintaining Roadway.

| DETAIL OF SERVICE. | Half-Year ending 31st Dec. 1879. | Year ending 31st Dec. 1880. | Total for the 18 months ending 31st December, 1880. | |
|---|---|--------------------------------------|--|------|
| | \$ cts. | \$ cts. | \$ | cts. |
| Track Labour, including Road Master's Salary | 49,084 85 | 96,340 54 | 145,425 | 39 |
| Track Rails | 8,834 02 | 8,810 90 | 17,644 | 92 |
| " Spikes, and other Track Supplies .. | 2,318 06 | 7,080 92 | 9,398 | 98 |
| " Tools, Lorries, &c..... | 2,044 82 | 3,723 54 | 5,768 | 36 |
| " Ties..... | 1,502 68 | 15,762 46 | 17,265 | 14 |
| Ballasting | 193 55 | 2,976 59 | 3,170 | 14 |
| Fences, Gates, Crossings, Cattle Guards, Sign Boards and Approach Roads.... | 1,982 48 | 7,826 57 | 9,809 | 05 |
| Clearing Snow, including Train and Plough Service..... | ..... | 97 09 | 97 | 09 |
| Extension of Track and sidings not charge- able to Capital..... | 92 50 | ..... | 92 | 50 |
| Grading and maintaining Station Yards and Sidings not chargeable to Capital. *Chief Engineer's Office, Salaries and Sup- plies ..... | ..... | 815 83 | 815 | 83 |
| ..... | 2,735 67 | 4,375 16 | 7,110 | 83 |
| Total Maintaining Roadway..... | 68,788 63 | 147,809 60 | 216,598 | 23 |
| Per centage of Working Expenses..... | 11.40 | 12.04 | 11.84 | |

* In printed report for year 1879 this item was included in Appendix K.

APPENDIX B.

Maintaining Works and Buildings.

| DETAIL OF SERVICE. | Half-Year ending 31st Dec. 1879. | Year ending 31st Dec. 1880. | Total for 18 months end- ing 31st De- cember, 1880. | |
|---|---|--------------------------------------|--|------|
| | \$ cts. | \$ cts. | \$ | cts. |
| Repairs of Bridges and Culverts..... | 3,711 35 | 12,530 56 | 16,241 | 91 |
| " Buildings..... | 3,712 77 | 8,372 40 | 12,085 | 17 |
| " Wharves | 1,228 77 | 5,832 19 | 7,060 | 96 |
| " Turn Tables and Track Scales .. | 823 22 | 1,033 14 | 1,856 | 36 |
| " Tank Houses, Pipes, and Appur- tenances..... | 498 67 | 790 82 | 1,289 | 49 |
| " Cribs and Booms..... | 25 97 | 274 74 | 300 | 71 |
| " Semaphores and Switch Signals.. | 892 49 | 2,324 22 | 3,216 | 71 |
| " Elevator Buildings..... | 772 18 | 4,177 83 | 4,950 | 01 |
| ..... | 11,665 42 | 35,335 90 | 47,001 | 32 |
| Per centage of Working Expenses..... | 1.93 | 2.88 | 2.56 | |

APPENDIX C.

Maintaining Machinery and Rolling Stock.

| DETAIL OF SERVICE. | Half-Year ending 31st Dec. 1879. | Year ending 31st Dec. 1880. | Total for the 18 months ending 31st December, 1880. |
|---|---|--------------------------------------|--|
| | \$ cts. | \$ cts. | \$ cts. |
| Repairs of Locomotive Engines and Tenders..... | 11,011 10 | 32,982 76 | 43,993 86 |
| Repairs of Stationary Engines..... | 523 99 | 1,025 76 | 1,549 75 |
| “ Tools and Shop Machinery... | 1,872 22 | 4,571 99 | 6,444 21 |
| “ Elevator Machinery..... | 1,951 53 | 4,392 12 | 6,343 65 |
| “ Passenger and Baggage Cars.. | 8,675 71 | 19,437 71 | 28,113 42 |
| “ Freight Cars..... | 12,203 72 | 27,400 29 | 39,604 01 |
| “ Dump Lorries and all other Cars..... | 24 00 | 391 14 | 415 14 |
| “ Machinery of Pumping Sta- tions..... | 243 50 | 1,022 48 | 1,265 98 |
| “ Fuel Machinery, Racks, &c.... | ..... | 485 52 | 485 52 |
| Outfit for Excursion and other exceptional traffic..... | ..... | 469 15 | 469 15 |
| * Mechanical Superintendent's Office, Sala- ries and Supplies..... | 1,745 61 | 3,618 09 | 5,363 70 |
| Total Maintaining Machinery and Rolling Stock..... | 38,251 38 | 95,797 01 | 134,048 39 |
| Per Centage of Working Expenses..... | 6.34 | 7.81 | 7.33 |

* In printed report for year 1879 this item was included in Appendix K.

APPENDIX D.

Train Service—Mechanical Department.

| DETAIL OF SERVICE: | Half-Year ending 31st Decem- ber, 1879. | Year ending 31st Decem- ber, 1880. | Total for the 18 months ending 31st De- cember, 1880. |
|---|--|--|--|
| | \$ cts. | \$ cts. | \$ cts. |
| Enginemen, Firemen, and Cleaners..... | 24,367 85 | 53,720 39 | 78,088 24 |
| Locomotive Running, Supplies, Tools, &c. | 427 02 | 1,327 39 | 1,754 41 |
| Locomotive Fuel..... | 41,911 80 | 94,387 47 | 136,299 27 |
| Locomotive Oil and Waste..... | 1,411 12 | 3,740 47 | 5,151 59 |
| Cars, Oil and Waste..... | 753 87 | 1,903 38 | 2,657 25 |
| Total Train Service, Mechanical Departm't | 68,871 66 | 155,079 10 | 223,950 76 |
| Percentage of Working Expenses..... | 11.41 | 12.63 | 12.23 |

APPENDIX E.

Train Service—Traffic Department.

| DETAIL OF SERVICE. | Half-Year ending 31st December, 1879. | Year ending 31st December, 1880. | Total for the 18 Months ending 31st December, 1880. |
|---|---------------------------------------|----------------------------------|---|
| | \$ cts. | \$ cts. | \$ cts. |
| Passenger Conductors, Baggage & Brakemen..... | 10,021 67 | 22,103 81 | 32,125 48 |
| Freight Conductors and Brakemen..... | 12,895 19 | 28,182 39 | 41,077 58 |
| Train Labour, Loading and Unloading.. | 2 75 | ..... | 2 75 |
| Train Running Supplies | 2,173 60 | 6,346 84 | 8,520 44 |
| Train Fuel..... | 974 40 | 2,153 25 | 3,127 65 |
| Mileage Account..... | 1,451 43 | 5,269 99 | 6,721 42 |
| Car Rental Account ..... | ..... | 5,398 08 | 5,398 08 |
| Total Train Service, Traffic Department.. | 27,519 04 | 69,454 36 | 96,973 40 |
| Percentage of Working Expenses..... | 4.56 | 5.65 | 5.30 |

APPENDIX F.

Way Station Service.

| DETAIL OF SERVICE. | Half-Year ending 31st December, 1879. | Year ending 31st Dec., 1880. | Total for the 18 Months ending 31st December, 1880. |
|---|---------------------------------------|------------------------------|---|
| | \$ cts | \$ cts | \$ cts |
| Way Station Masters..... | 14,931 46 | 31,931 50 | 46,862 96 |
| “ Switchmen, Watchmen, and Freight Hands..... | 9,211 17 | 21,756 28 | 30,967 45 |
| “ Pumpers and Woodmen..... | 3,000 22 | 6,239 54 | 9,239 76 |
| “ Telegraph Service..... | 2,016 77 | 5,242 20 | 7,258 97 |
| “ Supplies and Cleaning..... | 3,310 65 | 7,998 19 | 11,308 84 |
| “ Freight Labour (extra)..... | 917 02 | 2,165 23 | 3,082 25 |
| Transfer Hoist Service (Allandale)..... | ..... | 1,463 06 | 1,463 06 |
| Bridge Labour and Watchmen..... | 311 15 | ..... | 311 15 |
| Total Way Station Service | 33,698 44 | 76,796 00 | 110,494 44 |
| Percentage of Working Expenses | 5.58 | 6.24 | 6.04 |

APPENDIX G.

Terminal Station Service.

| DETAIL OF SERVICE. | Half year ending 31st Dec. 1879. | Year ending 31st Dec. 1880. | Total for the 18 Months ending 31st December, 1880. |
|--|--|-----------------------------------|--|
| | \$ cts. | \$ cts. | \$ cts. |
| Traffic and Yard Service, Toronto..... | 6,871 22 | 11,820 54 | 18,691 76 |
| Local Freight Department, " | 5,103 21 | 10,365 74 | 15,468 95 |
| Shipping Department, " | 7,215 59 | 12,297 54 | 19,513 13 |
| Terminal Station Service, Collingwood... | 5,736 95 | 10,788 13 | 16,525 08 |
| Total Terminal Station Service..... | 24,926 97 | 45,271 95 | 70,198 92 |
| Percentage of Working Expenses..... | 4.13 | 3.68 | 3.83 |

APPENDIX H.

General Supplies.

| DETAIL OF SERVICE. | Half Year ending 31st December, 1879. | Year ending 31st Decem- ber, 1880. | Total for the 18 Months ending 31st December, 1880. |
|---|--|--|--|
| | \$ cts. | \$ cts. | \$ cts. |
| Fuel Shop Service | 445 20 | 1,833 51 | 2,278 71 |
| " Station Service..... | 1,675 80 | 5,080 93 | 6,756 73 |
| " Stationary Engines..... | 2,478 00 | 4,435 36 | 6,913 36 |
| Stationery, Printing and Advertising.... | 10,779 20 | 14,057 67 | 24,836 87 |
| Supplies, Head Office, including Gas, Water and Fuel | 2,171 29 | 2,017 21 | 4,188 50 |
| Storekeepers' Salaries and Supplies | 1,101 63 | 2,229 71 | 3,331 34 |
| Total General Supplies..... | 18,651 12 | 29,654 39 | 48,305 51 |
| Per centage of Working Expenses..... | 3.09 | 2.42 | 2.64 |

APPENDIX I.

Miscellaneous Expenses.

| DETAIL OF SERVICE. | Half-Year ending 31st December, 1879. | Year ending 31st December, 1880. | Total for the 18 Months ending 31st December, 1880. |
|--|---------------------------------------|----------------------------------|---|
| | \$ cts. | \$ cts. | \$ cts. |
| Taxes on Real Estate, Rents, &c. | 10,000 00 | 16,316 36 | 26,316 36 |
| Legal Expenses. | 2,828 64 | 6,283 36 | 9,112 00 |
| Damages and loss on Traffic Account. | 263 84 | 745 53 | 1,009 37 |
| Damages on Accidents and Casualties. | 342 02 | 2,352 91 | 2,694 93 |
| Insurance on Buildings and Freight. | 6,455 25 | 9,723 11 | 16,178 36 |
| Insurance on Accidents and Guarantee. | 654 47 | 1,228 04 | 1,882 51 |
| Interest and Discounts. .... | ..... | 4,512 87 | 4,512 87 |
| Postages and Telegraphs. | 394 10 | 2,211 30 | 2,605 40 |
| Contingencies. | 1,803 49 | 2,957 67 | 4,761 16 |
| Total Miscellaneous Expenses. | 22,741 81 | 46,331 15 | 69,072 96 |
| Percentage of Working Expenses. | 3.78 | 3.78 | 3.77 |

APPENDIX K.

General Charges.

| DETAIL OF SERVICE. | Half-Year ending 31st December, 1879. | Year ending 31st December, 1880. | Total for the 18 months ending 31st December, 1880. |
|---|---------------------------------------|----------------------------------|---|
| | \$ cts. | \$ cts. | \$ cts. |
| Joint Direction and Management. | 9,421 26 | 22,100 24 | 31,521 50 |
| London Direction and Agency. .... | ..... | 7,300 17 | 7,300 17 |
| Secretarial Fees Account. | 2,500 00 | 5,000 00 | 7,500 00 |
| Secretary and Accountant and Head Office Salaries. | 6,699 24 | 15,368 27 | 22,067 51 |
| Audit Expenses. | 866 12 | 1,599 92 | 2,466 04 |
| Travelling Expenses. | 2,033 43 | 7,003 68 | 9,037 11 |
| Exchange on London. .... | ..... | 9 23 | 9 23 |
| Leased Lines Rental. | 6,000 00 | 12,000 00 | 18,000 00 |
| Lake Agencies and Connections. | 1,852 00 | 2,500 00 | 4,352 00 |
| Competitive and Protective Lines. | 100 00 | 1,799 45 | 1,899 45 |
| Agencies and Commissions. | 307 06 | 1,498 77 | 1,805 83 |
| Parliamentary Expenses. .... | ..... | ..... | ..... |
| Inspection Expenses. .... | ..... | ..... | ..... |
| Total General Charges. | 29,779 11 | 76,179 73 | 105,958 84 |
| Percentage of Working Expenses. | 4.93 | 6.20 | 5.80 |

NORTHERN AND NORTH-WESTERN RAILWAYS.

APPENDIX L.

CAPITAL ACCOUNT IN SUSPENSE.

New Machinery and Rolling Stock.

| DESCRIPTION. | Amounts. | Totals. |
|--|-------------|-------------|
| New Locomotive Engines and Tenders..... | \$21,179 62 | |
| “ Tools, Fixed and Shop Machinery..... | 153 48 | |
| “ Passenger and Baggage Cars..... | 8,761 32 | |
| “ Freight Cars..... | 31,900 93 | |
| Total New Machinery and Rolling Stock..... | | \$61,995 35 |

NORTHERN AND NORTH-WESTERN RAILWAYS.

APPENDIX M.

CAPITAL ACCOUNT IN SUSPENSE.

New Works and Buildings.

| DESCRIPTION. | Amounts. | Totals. |
|---|------------|-------------|
| New Buildings..... | | |
| “ Clearing and Grading Station Yards, and Right of Way..... | \$8,560 71 | |
| “ Crossings, Cattle Guards, and Sign Boards..... | 605 02 | |
| “ Extension of Track and Sidings..... | 915 94 | |
| “ Telegraph and Telephone Services..... | 44,637 72 | |
| “ Walnut Street Improvement..... | 4,146 44 | |
| “ Collingwood Deviation..... | 375 74 | |
| “ Penetang Mill Extension..... | 2,666 03 | |
| | 1,153 77 | |
| Total New Works and Buildings..... | | \$63,061 37 |

NORTHERN AND NORTH-WESTERN RAILWAYS.

APPENDIX N.

CAPITAL ACCOUNT IN SUSPENSE.

New General Outfit.

| DESCRIPTION. | Amounts. | Totals. |
|--|-----------|-------------|
| New and additional Outfit, Way Stations..... | \$ 33 15 | |
| “ Real Estate, Purchase and Expenses of..... | 357 07 | |
| Fusion Special Account..... | 30,946 56 | |
| Total New General Outfit..... | | \$31,336 78 |

NORTHERN AND NORTH-WESTERN RAILWAYS

ENGINEER'S DEPARTMENT.

APPENDIX O.

Characteristics of Railway Year, 1880.

| LENGTH OF TRACK LAID WITH STEEL AND IRON. | | BRANCHES. | | | | |
|---|----------|-------------|----------|----------|------------|--------------|
| | | Main Line. | Muskoka. | N. Grey. | N. Simcoe. | Collingwood. |
| From E. side of Market St., | } 94.96 | | | | | |
| Toronto, to S. side of Huron | | | | | | |
| St., Collingwood | } 134.07 | | | | | |
| Port Dover to Junction N. R. | | | | | | |
| C. Allandale | | | | | | |
| Bell Ewart Branch | 1.34 | | | | | |
| Barrie | 1.23 | | | | | |
| Muskoka | | 49.71 | | | | |
| North Grey | | | 20.50 | | | |
| North Simcoe | | | | 33.34 | | |
| Collingwood | | | | | 39.83 | |
| Station Yard Sidings | 48.44 | 4.67 | .87 | 1.89 | 2.80 | |
| Mill Sidings and Storehouse Sidings | 8.96 | 3.85 | 1.18 | 2.11 | 1.81 | |
| Total miles | 289.00 | 58.23 | 22.55 | 37.34 | 44.44 | |
| | | Total Miles | | | | 451.56 |

| | | | |
|--|----------------------|---------------------|-----|
| Weight of Rail per yard | Steel 60 and 56 lbs. | Iron 58 and 56 lbs. | |
| Minimum Radius of Curvature | 1,146 feet. | | |
| Maximum Grade per Mile going North | 60 " | | |
| " " " South | 74 " | | |
| Number of Regular Stations including Terminal | | | 60 |
| " Flag Stations | | | 31 |
| " Telegraph Stations | | | 60 |
| " Engine Houses | | | 13 |
| " Engine House Stalls | | | 54 |
| " Machine Shops (Toronto and Hamilton) | | | 2 |
| " Blacksmith's Shops (Toronto, Hamilton and Allandale) | | | 3 |
| " Carpenter's Shops | | | 5 |
| " Car repair Shops | | | 3 |
| " Track Tool Houses | | | 71 |
| " Turntable Roofs (Lefroy and Collingwood) | | | 2 |
| " Flour Sheds | | | 6 |
| " Store Sheds (Toronto, Hamilton and Lefroy) | | | 3 |
| " Watchmen's Houses | | | 4 |
| " Oil Houses | | | 13 |
| " Fire Engine, Sand and Ash Houses | | | 5 |
| " Tanks of all descriptions | | | 30 |
| " Steam-pump Houses for Tanks | | | 7 |
| " Track Scales | | | 3 |
| " Ice Houses | | | 4 |
| " Elevators (Toronto, Collingwood and Hamilton) | | | 3 |
| " General Offices (Toronto and Hamilton) | | | 2 |
| " Refreshment Station | | | 1 |
| " Turntables | | | 16 |
| " Transfer Machines | | | 2 |
| " Houses for Employees | | | 106 |
| " Freight Houses 100 feet and over | | | 17 |
| " " " under 100 feet in length | | | 40 |
| " Wood Sheds, average capacity 600 cords | | | 15 |
| " Coal Skids | | | 3 |
| " Grain Houses not attached to Freight Houses | | | 2 |

OWEN JONES,
Chief Engineer.

NORTHERN AND NORTH-WESTERN RAILWAYS.

ENGINEER'S DEPARTMENT.

APPENDIX P.

Statement showing the average number of men per mile and cost of Labour Maintaining Roadway Works and Buildings for year 1880.

| MONTHS. | Mileage | No. of working days. | Total days. | Total cost. | No. of men per mile per day. | Wages per man per mile per day. |
|-----------------|---------|----------------------|-------------|--------------|------------------------------|---------------------------------|
| January | 374.98 | 27 | 9,244 | 10,917 28 | .9130 | 1.1809 |
| February | " | 24 | 7,965 | 9,240 59 | .8850 | 1.1601 |
| March | " | 27 | 9,818 | 11,484 59 | .9697 | 1.1698 |
| April | " | 26 | 9,596 | 11,241 66 | .9842 | 1.1714 |
| May | " | 26 | 10,702 | 12,412 76 | 1.0977 | 1.1597 |
| June | " | 26 | 9,704 | 11,339 38 | .9953 | 1.1684 |
| July | " | 27 | 9,942 | 11,609 84 | .9820 | 1.1676 |
| August | " | 26 | 10,659 | 12,447 98 | 1.0932 | 1.1678 |
| September | " | 26 | 11,066 | 12,928 23 | 1.1356 | 1.1682 |
| October | " | 26 | 9,487 | 11,005 09 | .9731 | 1.1599 |
| November | " | 26 | 9,356 | 10,936 26 | .9596 | 1.1688 |
| December | " | 27 | 9,256 | 10,737 83 | .9142 | 1.1600 |
| | 374.98 | 314 | 116,799 | \$136,301 49 | 11.9026 | 14.0026 |

Average number of men per mile per day1880. .9919

Average wages per man per mile per day1880. 1.1669

OWEN JONES,
Chief Engineer.

NORTHERN AND NORTH-WESTERN RAILWAYS.

ENGINEER'S DEPARTMENT.

APPENDIX Q.

Statement showing the average number of men per mile and cost of "Section Labour" during year 1880.

| MONTHS. | Mileage | No. of working days per month. | No. of sections. | Total days. | Total cost. | Average number of men per mile per day. | Average wages per man per mile per day. |
|----------------|---------|--------------------------------|------------------|----------------------|-------------|---|---|
| January..... | 374.98 | 27 | 71 | 7,336 $\frac{1}{2}$ | 7,917 22 | .7246 | 1.0791 |
| February..... | " | 24 | " | 6,526 $\frac{1}{2}$ | 7,055 37 | .7250 | 1.0810 |
| March..... | " | 27 | " | 7,296 $\frac{1}{2}$ | 7,855 63 | .7206 | 1.0765 |
| April..... | " | 26 | " | 7,193 $\frac{1}{2}$ | 7,737 44 | .7378 | 1.0756 |
| May..... | " | 26 | " | 7,669 $\frac{1}{2}$ | 8,211 69 | .7866 | 1.0707 |
| June..... | " | 26 | " | 7,277 $\frac{1}{2}$ | 7,832 35 | .7464 | 1.0762 |
| July..... | " | 27 | " | 7,756 | 8,429 87 | .7661 | 1.0868 |
| August..... | " | 26 | " | 7,654 | 8,257 60 | .7850 | 1.0788 |
| September..... | " | 26 | " | 8,334 | 8,812 00 | .8548 | 1.0573 |
| October..... | " | 26 | " | 7,565 $\frac{3}{4}$ | 8,114 22 | .7760 | 1.0725 |
| November..... | " | 26 | " | 7,464 $\frac{1}{2}$ | 8,043 78 | .7655 | 1.0776 |
| December..... | " | 27 | " | 7,597 $\frac{1}{2}$ | 8,255 19 | .7503 | 1.0865 |
| | 374.98 | 314 | 71 | 89,670 $\frac{1}{2}$ | 896,522 36 | 9.1387 | 12.9186 |

Average number of men per mile per day.....1880. .7616

Average wages per man per mile per day.....1880. 1.0765

OWEN JONES,
Chief Engineer.

NORTHERN AND NORTH-WESTERN RAILWAYS.

ENGINEER'S DEPARTMENT.

APPENDIX R.

Statement of Iron Rails repaired at Blacksmith's Shop,
Allandale, during the Year 1880, and the cost per foot.

Quantity of Iron Repaired.

| | | Tons. | Cwt. | Qrs. | Lbs. |
|-------|---|-------|------|------|------|
| 1880. | Repaired Iron 14,512 ft. @ 56 lbs. per yd = | 120 | 18 | 2 | 18 |
| " | " 63,381 " " 58 " " = | 547 | 0 | 3 | 8 |

| Tons. | Cwt. | Qrs. | Lbs. |
|-------|------|------|------|
| 667 | 19 | 1 | 26 |

Cost of Labor per foot Repairing.

1880. Feet of patching 7027 ft. ÷ \$1.609.87 = $\frac{22.90}{100}$ c. cost per ft. labour repairing.

Cost of Material per foot Repairing.

1880. Feet of patching 7027 ft. ÷ \$643.72 = $\frac{09.16}{100}$ c. per ft. for material repairing.

1880. Total cost of patching per lineal ft. $\frac{32.06}{100}$ c.

OWEN JONES,
Chief Engineer.

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX S.

Statement showing Number, Description, Condition, &c.,
of Engines, December 31st, 1880.

| No. of ENGINE. | REMARKS. |
|----------------------|--|
| "Northern" Division. | |
| 1 | In fair working order. |
| 2 | In fair working order. |
| 3 | In good order. |
| 4 | In good order. |
| 5 | In fair working order. |
| 6 | In fair working order. |
| 7 | In good order. |
| 8 | In good working order. |
| 9 | In fair working order. This engine was purchased from Canada Central Ry. |
| 10 | In good working order. |
| 11 | In fair working order. |
| 12 | In good working order. |
| 13 | In fair working order. |
| 14 | In good working order. This eng. was purchased from Canada Central Ry. |
| 15 | In fair working order. |
| 16 | In good working order. |
| 17 | Condemned. |
| 18 | In good working order. |
| 19 | In shop waiting repairs. |
| 20 | In good working order. |
| 21 | In fair working order. |
| 22 | In good working order. |
| 23 | " |
| 24 | Requires repairs. |
| 25 | In good working order. |
| 26 | See Engine 53 on N. W. Division. |
| 27 | In good working order. |
| 28 | In fair working order. |
| 29 | " |
| 30 | In good working order. |
| 31 | " |
| 32 | " |
| 33 | Working, but requires repairs. |
| 34 | In fair working order. |

RESUMÉ.

| | |
|------------------------------------|----|
| In good working order..... | 17 |
| In fair working order..... | 12 |
| In shop for repairs..... | 1 |
| Working but requiring repairs..... | 2 |
| Condemned..... | 1 |
| Total..... | 33 |

Statement showing Number, Description, Condition, &c.,
of Engines, December 31st, 1880.—*Continued.*

| "North-Western" Division. | |
|---------------------------|-------------------------------|
| 41 | In shop for heavy repairs. |
| 42 | In good working order. |
| 43 | In fair working order. |
| 44 | " " |
| 45 | In good working order. |
| 46 | " " |
| 47 | " " |
| 48 | " " |
| 49 | " " |
| 50 | " " |
| 51 | " " |
| 52 | Working but requires repairs. |
| 53 | In good working order. |
| 54 | " " |
| 55 | " " |
| 56 | Working but requires repairs. |
| 57 | In good working order. |

RESUMÉ.

| | |
|------------------------------------|----|
| In good working order..... | 12 |
| In fair working order..... | 2 |
| In shop for repairs..... | 1 |
| Working but requiring repairs..... | 2 |
| Total..... | 17 |

P. CLARKE, *Mechl. Supt.*

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX T.

Statement showing the Number and Condition of Car Stock, December 31st, 1880.

| DESCRIPTION. | 1879. | 1880. | REMARKS. |
|-----------------------------------|-------|-------|---|
| "Northern" Division. | | | |
| FC First Class Cars | 18 | 18 | 16—In good order. 2—(Nos. 18 and 19) need reconstruction. 1—Old car (No. 15) has been taken out of this stock and converted into a woodman's caboose. Ten new narrow-gauge passenger car trucks have been built in Company's works, and added to stock. |
| Parlour Cars | 2 | 2 | In good order. |
| Staff and Pay Cars | 2 | 2 | In good order, one has been remodelled, and the other, an old smoking car, reconstructed. |
| Smoking Cars | 4 | 4 | In good order. |
| Mail and Smoking "Short" | 3 | 3 | In good order. |
| Mail and Smoking "Long" | 1 | 1 | In good order. |
| Baggage and Express "Short" | 3 | 3 | In good order. |
| Baggage and Express "Long" | 5 | 5 | In good order. |
| Boarding Cars | 3 | 4 | In fair running order. An old first class car has been fitted up similar to the other boarding cars, with bunks, etc. These cars are for the use of the sawing machine men, and wood train gangs. |
| Auxiliary Cars | 1 | 1 | In good order, equipped with tools and other appliances ready for immediate use. |
| Conductor's Vans | 16 | 16 | In good order. |
| Cattle Cars | 8 | 8 | In good order. |
| Oil Cars | 3 | 3 | In good order. |
| Box Cars | 190 | 190 | In good condition, with the exception of some, which require new roofs. |
| Flat Cars | 512 | 523 | In good running order. Eighteen cars, rotten and destroyed by accident, have been rebuilt. |
| Dump Cars | 52 | 44 | In fair running order. Eight end dumps have been destroyed. |

Statement showing the Number and Condition of Car Stock, December 31st, 1880.—*Continued.*

| DESCRIPTION. | 1879. | 1880. | REMARKS. |
|-------------------------------|-------|-------|---|
| | | | "North-western" Division. |
| First Class Cars..... | 9 | 9 | In good order, have been thoroughly overhauled and repaired. |
| Second Class Cars..... | 7 | 7 | In fair running order. |
| Emigrant Cars..... | 2 | 2 | In fair running order. |
| Baggage Express and Mail..... | 4 | 4 | In good order. |
| Baggage..... | 1 | 1 | In good order. |
| Auxiliary..... | 1 | 1 | In good order, equipped with tools and other appliances ready for immediate use. |
| Box Cars..... | 39 | 70 | In good condition. During the year twenty-five new cars, built at Ontario Car Works, and six cars built at Company's works, have been added to stock. |
| Flat Cars..... | 101 | 196 | In good condition. During the year fifty cars, built by the Ontario Car Works, London; eleven built in Company's works; and twenty second-hand gondola flats, have been added to stock. |
| Snow Ploughs..... | 2 | 2 | In good order. One is fitted with side wings, and the other with Goulett's patent flangers |

P. CLARKE,
Mechanical Superintendent.

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX U.

Statement shewing the number and condition of Elevators, Stationary Engines, &c., Dec. 31, 1880.

| DESCRIPTION. | 1879. | 1880. | REMARKS. |
|---|-------|-------|--|
| Fire Engines..... | 6 | 6 | In good order. The Engine at Allandale has had a repair and some new hose. |
| Wood Sawing Machines..... | 3 | 3 | The "Elevator" is in working order, but requires new flue sheet, and other repairs. The other machines are in fair working order. |
| Car Transfer (Toronto)..... | 1 | 1 | In good working order. |
| Grain Elevators, Engines and Machinery..... | 3 | 3 | In good order. The boiler at Collingwood Elevator has been thoroughly overhauled, as also the Engine and Machinery. The Toronto Elevator has had light repairs to Engine and Boiler. |
| Shop Engines, Machinery, Shafting, etc..... | 2 | 2 | In good order and condition. |
| Pumps and Machinery at Water Stations..... | | | In good order. A double action steam pump, made in Company's shops, has been placed at Collingwood, and also a steam pump at Allandale, during the year. |

36

P. CLARKE,
Mechanical Superintendent.

NORTHERN AND NORTH-WESTERN RAILWAYS OF CANADA.
MECHANICAL DEPARTMENT.

APPENDIX V.

Cost of Working and Repairing Engines (per mile in cents) for year ending December 31st, 1880.

| MONTH. | Engine Mileage. | Cost of Fuel, Coal and Wood. | Oil and Tallow. | | Cost of Small Stores. | Proportion of Attendance. | Enginemen, Firemen, and Cleaners' Wages. | Total Cost of Working. | Cost of Wages Repairing. | Cost of Stores Repairing. | Total Cost of Repairing. | Total Cost of Working and Repairing. | REMARKS. |
|-------------------------------|-----------------|------------------------------|-------------------------|-------|-----------------------|---------------------------|--|------------------------|--------------------------|---------------------------|--------------------------|--------------------------------------|--|
| | | | Lbs. per 100 miles run. | Cost. | | | | | | | | | |
| January.... | 93,070 | 6.63 | 6.13 | .21 | .05 | .08 | 4.14 | 11.11 | 1.58 | .72 | 2.30 | 13.41 | Wood was charged \$2.65 per cord, and coal \$4.30 per ton during the year. 18.31 miles run, per pint or lb. of oil and tallow used. |
| February... | 91,237 | 7.04 | 5.70 | .25 | .07 | .08 | 4.07 | 11.51 | 2.02 | 1.08 | 3.10 | 14.61 | |
| March..... | 119,830 | 7.25 | 4.59 | .17 | .09 | .06 | 3.83 | 11.40 | 1.82 | 1.18 | 3.00 | 14.40 | |
| April..... | 113,608 | 7.05 | 4.76 | .15 | .05 | .06 | 3.96 | 11.27 | 1.91 | .44 | 2.35 | 13.62 | |
| May..... | 118,466 | 6.62 | 4.96 | .19 | .06 | .06 | 4.06 | 10.99 | 1.65 | .56 | 2.21 | 13.20 | |
| June..... | 126,168 | 6.54 | 5.36 | .21 | .07 | .06 | 4.21 | 11.09 | 1.61 | .81 | 2.42 | 13.51 | |
| July..... | 133,926 | 6.60 | 4.99 | .20 | .05 | .05 | 4.26 | 11.16 | 2.27 | .45 | 2.72 | 13.88 | |
| August..... | 130,354 | 6.79 | 5.14 | .17 | .08 | .06 | 4.13 | 11.23 | 1.71 | .86 | 2.57 | 13.80 | |
| September.. | 118,764 | 7.05 | 5.49 | .16 | .03 | .06 | 3.92 | 11.22 | 1.83 | 1.02 | 2.85 | 14.07 | |
| October.... | 121,254 | 7.35 | 5.81 | .22 | .04 | .06 | 4.17 | 11.84 | 1.87 | 1.11 | 2.98 | 14.82 | |
| November.. | 113,087 | 7.84 | 6.22 | .13 | .04 | .07 | 4.25 | 12.33 | 1.86 | 1.01 | 2.87 | 15.20 | |
| December.. | 101,437 | 7.72 | 6.82 | .26 | .22 | .07 | 4.39 | 12.66 | 1.54 | .90 | 2.44 | 15.10 | |
| Total.... | 1,381,201 | 84.48 | 65.97 | 2.32 | .85 | .77 | 49.39 | 137.81 | 21.67 | 10.14 | 31.81 | 169.62 | |
| Monthly average for year..... | 115,100 | 7.04 | 5.50 | .19 | .07 | .06 | 4.12 | 11.48 | 1.81 | .84 | 2.65 | 14.13 | |

P. CLARKE,
Mechanical Superintendent.

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX W.

Cost (per train mile) running and repairing cars for the year ending December 31st, 1880.

| Months. | Train Mileage. | Cost of Wages Repairing. | Cost of Stores, Running and Repairing. | Total Cost of Stores and Wages. |
|----------------------------------|----------------|--------------------------|--|---------------------------------|
| January | 76,754 | 2.51 | 3.39 | 5.90 |
| February | 73,163 | 2.38 | 2.60 | 4.98 |
| March | 94,069 | 2.26 | 1.98 | 4.24 |
| April | 91,869 | 2.66 | 4.15 | 6.81 |
| May | 98,040 | 2.54 | 2.70 | 5.24 |
| June | 104,621 | 2.45 | 3.07 | 5.52 |
| July | 110,871 | 2.29 | 1.61 | 3.90 |
| August | 107,253 | 2.03 | 3.02 | 5.05 |
| September | 97,627 | 1.89 | 1.99 | 3.88 |
| October | 97,018 | 2.12 | 3.23 | 5.35 |
| November | 91,066 | 1.99 | 2.12 | 4.11 |
| December | 80,271 | 1.94 | 1.30 | 3.24 |
| Total | 1,122,622 | 27.06 | 31.16 | 58.22 |
| Monthly average for the year.... | 93,552 | 2.25 | 2.60 | 4.85 |

P. CLARKE, *Mech. Supt.*

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX X.

Statement of Miles Run by each Class of Train, during 12 Months ending December 31st, 1880.

| MONTHS. | Passenger. | | Mixed. | | Freight. | | Wood. | | Engineering. | | Wrecking and Snow Plough. | | Train Miles. | Shunting, Piloting, &c. | Total Engine Miles. | Total Car Miles. |
|----------------------------|------------|-----------|---------|-----------|----------|-----------|---------|---------|--------------|---------|---------------------------|--------|--------------|-------------------------|---------------------|------------------|
| | Engine. | Car. | Engine. | Car. | Engine. | Car. | Engine. | Car. | Engin. | Car. | Engine. | Car. | | | | |
| January. | 31,720 | 112,389 | 21,368 | 197,718 | 14,903 | 179,801 | 8,579 | 102,454 | ..... | ..... | 184 | 1,000 | 76,754 | 16,316 | 93,070 | 593,362 |
| February | 28,530 | 103,468 | 18,435 | 183,958 | 21,000 | 299,063 | 4,495 | 53,079 | 172 | 1,862 | 531 | 2,151 | 73,163 | 18,074 | 91,237 | 643,581 |
| March .. | 32,204 | 117,560 | 20,647 | 203,036 | 33,098 | 461,759 | 6,345 | 68,092 | 1,775 | 23,548 | ..... | ..... | 94,069 | 25,761 | 119,830 | 873,995 |
| April ... | 31,359 | 108,287 | 15,292 | 150,035 | 38,580 | 541,683 | 3,750 | 42,357 | 2,805 | 29,487 | 83 | 80 | 91,869 | 21,739 | 113,608 | 871,929 |
| May | 30,346 | 110,296 | 15,838 | 151,364 | 46,973 | 668,977 | 1,920 | 21,099 | 2,963 | 29,973 | ..... | ..... | 98,040 | 20,426 | 118,466 | 981,709 |
| June | 38,636 | 150,949 | 13,290 | 118,614 | 49,269 | 712,208 | 2,134 | 23,343 | 1,004 | 10,833 | 288 | 1,743 | 104,621 | 21,547 | 126,168 | 1,017,690 |
| July | 44,744 | 173,257 | 13,139 | 120,812 | 51,109 | 753,712 | 1,472 | 15,362 | 267 | 2,543 | 140 | 1,050 | 110,871 | 23,055 | 133,926 | 1,066,736 |
| August.. | 43,160 | 171,100 | 12,919 | 115,677 | 48,652 | 707,657 | 1,206 | 14,517 | 1,316 | 13,484 | ..... | ..... | 107,253 | 23,101 | 130,354 | 1,022,435 |
| Sept'r ... | 41,734 | 180,515 | 12,909 | 121,099 | 37,258 | 561,083 | 2,602 | 31,560 | 2,428 | 50,306 | 696 | 1,473 | 97,627 | 21,137 | 118,764 | 946,036 |
| October.. | 33,415 | 131,018 | 16,910 | 165,079 | 40,806 | 606,252 | 4,952 | 53,154 | 859 | 11,102 | 76 | 112 | 97,018 | 24,236 | 121,254 | 966,717 |
| Novem.. | 29,991 | 104,221 | 18,747 | 176,921 | 34,508 | 469,807 | 6,349 | 72,012 | 1,306 | 16,636 | 165 | 1,072 | 91,066 | 22,021 | 113,087 | 840,669 |
| Decem ... | 32,798 | 110,087 | 17,634 | 148,790 | 23,602 | 302,388 | 5,257 | 59,488 | 164 | 1,282 | 816 | 4,374 | 80,271 | 21,166 | 101,437 | 626,409 |
| Total ... | 418,637 | 1,573,147 | 197,128 | 1,853,103 | 439,758 | 6,264,390 | 49,061 | 556,517 | 15,059 | 191,056 | 2,979 | 13,055 | 1,122,622 | 258,579 | 1,381,201 | 10,451,268 |
| Aver. No of Cars on Train. | 3.7 | | 9.4 | | 14.2 | | 11.3 | | 12.6 | | 4.4 |  | ..... |  | ..... |  |

P. CLARKE, *Mech. Superintendent.*

NORTHERN AND NORTH-MECHANICAL APPEN

Statement showing the Number of Miles run by each

| No. and Initials of each Engine. | Jan. | Feb. | March. | April. | May. | June. | July. | Aug. |
|----------------------------------|--------|--------|---------|---------|---------|---------|---------|---------|
| N. R. C. 1 | ..... | 590 | 2,153 | 841 | 1,271 | 762 | 514 | 940 |
| " 2 | ..... | ..... | 144 | 774 | 681 | 864 | 1,371 | 2,166 |
| " 3 | ..... | ..... | ..... | 785 | 2,370 | 2,994 | 3,459 | 3,339 |
| " 4 | ..... | ..... | ..... | ..... | 1,264 | 2,028 | 2,874 | 1,074 |
| " 5 | 1,826 | 2,624 | 1,260 | 1,000 | 1,905 | 1,952 | 2,823 | 3,184 |
| " 6 | 2,658 | 2,493 | 3,099 | 2,937 | 2,631 | 3,247 | 3,329 | 3,364 |
| " 7 | 2,239 | 1,654 | 2,478 | 2,448 | 2,346 | 2,401 | 2,602 | 2,337 |
| " 8 | 2,925 | 2,682 | 1,387 | 3,118 | 2,922 | 2,499 | 588 | 3,079 |
| " 9 | ..... | ..... | ..... | ..... | 1,076 | 2,052 | 3,376 | 3,169 |
| " 10 | 2,466 | ..... | ..... | 754 | 2,991 | 2,675 | 3,131 | 2,093 |
| " 11 | 1,868 | 2,044 | 2,493 | 1,764 | ..... | 1,902 | 2,527 | 2,534 |
| " 12 | 1,836 | 2,390 | 2,550 | 2,334 | 2,346 | 2,244 | 2,367 | 2,015 |
| " 13 | 1,913 | 2,402 | 3,083 | 2,808 | 858 | 1,967 | 2,997 | 2,915 |
| " 14 | ..... | ..... | ..... | ..... | ..... | 399 | 1,064 | 2,631 |
| " 15 | 354 | 553 | 417 | 989 | 1,915 | 852 | 1,067 | 10,046 |
| " 16 | 2,602 | 2,039 | 2,886 | 2,824 | 2,831 | 4,233 | 5,765 | 1,948 |
| " 17 | 571 | 228 | ..... | ..... | ..... | ..... | ..... | ..... |
| " 18 | 894 | ..... | 586 | 2,790 | 3,331 | 2,882 | 3,033 | 2,128 |
| " 19 | 2,427 | 2,643 | 3,191 | 3,362 | 4,241 | 3,859 | 4,169 | 3,103 |
| " 20 | ..... | 2,150 | 3,382 | 3,483 | 3,742 | 3,059 | 4,002 | 4,567 |
| " 21 | 1,774 | 2,567 | 3,051 | 3,425 | 3,272 | 2,524 | 3,310 | 1,801 |
| " 22 | 2,508 | 2,672 | 2,684 | 3,340 | 4,259 | 2,907 | 2,113 | 3,561 |
| " 23 | 90 | 1,227 | 1,770 | 1,152 | 1,536 | 1,746 | 1,383 | 1,323 |
| " 24 | 1,632 | 1,440 | 1,440 | 1,533 | 1,200 | 1,734 | 2,118 | 660 |
| " 25 | 3,871 | 2,164 | 3,079 | 2,234 | 4,177 | 4,236 | 3,942 | 2,674 |
| " 27 | ..... | ..... | 1,419 | 3,354 | 3,318 | 2,757 | 4,174 | 3,362 |
| " 28 | ..... | ..... | 443 | 3,650 | 3,633 | 3,721 | 3,536 | 3,403 |
| " 29 | 2,956 | 2,682 | 3,275 | 3,064 | 3,495 | 3,368 | 3,630 | 3,514 |
| " 30 | 2,518 | 2,672 | 3,369 | 2,797 | 3,558 | 2,212 | 1,507 | 4,109 |
| " 31 | 2,898 | 2,756 | 3,101 | 2,598 | 2,857 | 2,866 | 1,458 | 2,786 |
| " 32 | 2,423 | 2,093 | 2,999 | 2,244 | 2,218 | 3,015 | 2,917 | 3,307 |
| " 33 | 2,898 | 2,543 | 3,148 | 2,386 | 2,420 | 2,585 | 1,768 | 2,666 |
| " 34 | 3,334 | 2,586 | 3,462 | 2,963 | 3,013 | 3,816 | 3,013 | 3,930 |
| H. & N.W. R. 41 | 3,402 | 3,398 | 3,750 | 3,737 | 3,354 | 3,725 | 3,742 | 3,707 |
| " 42 | 3,686 | 3,650 | 4,565 | 3,445 | 2,871 | 3,146 | 3,562 | ..... |
| " 43 | 402 | ..... | ..... | ..... | ..... | ..... | 1,066 | 1,775 |
| " 44 | ..... | ..... | ..... | 977 | 3,899 | 2,497 | 2,781 | 3,180 |
| " 46 | 4,145 | 4,249 | 4,179 | 3,944 | 3,884 | 4,556 | 1,454 | 2,074 |
| " 47 | 5,646 | 5,192 | 5,474 | 5,546 | 558 | 3,372 | 5,713 | 5,541 |
| " 48 | 4,112 | 4,192 | 4,736 | 3,983 | 3,553 | 3,891 | 3,870 | 367 |
| " 50 | 3,443 | 3,225 | 4,209 | 3,379 | 3,381 | 3,878 | 4,443 | 4,115 |
| " 51 | 3,559 | 3,569 | 3,830 | 1,665 | 2,387 | 3,751 | 3,859 | 3,494 |
| " 52 | 5,392 | 5,251 | 6,019 | 5,483 | 3,377 | 3,705 | 3,751 | 5,189 |
| " 53 | ..... | ..... | ..... | ..... | ..... | 2,634 | 3,957 | 3,484 |
| " 45 | 3,237 | 3,724 | 4,159 | 3,501 | 3,340 | 3,869 | 3,855 | 3,487 |
| " 49 | 3,602 | 2,791 | 3,772 | 3,459 | 3,392 | 3,024 | 2,695 | 2,849 |
| " 54 | ..... | 1,436 | 2,839 | 2,747 | 3,662 | 3,144 | 3,251 | 2,790 |
| " 55 | 963 | 242 | 2,569 | 3,021 | 3,137 | 618 | ..... | 3,153 |
| " 56 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| " 57 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| C. S. R. 580 | ..... | ..... | 1,661 | ..... | ..... | ..... | ..... | ..... |
| " 582 | ..... | 424 | 3,719 | 970 | ..... | ..... | ..... | ..... |
| G. W. R. 272 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 198 |
| " 000 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 223 |
| Total..... | 93,070 | 91,237 | 119,830 | 113,608 | 118,466 | 126,168 | 133,926 | 130,354 |

W
D
D
E
S

WESTERN RAILWAYS:

DEPARTMENT.

DIX Y.

Engine, during the year ending December 31st, 1880.

| Sept. | Oct. | Nov. | Dec. | Total. | Description of Train. |
|---------|---------|---------|---------|-----------|---------------------------|
| 2,015 | 1,363 | 2,283 | 822 | 13,554 | Shunting. |
| 897 | 1,723 | 1,357 | ..... | 9,977 | Shunting. |
| 2,988 | 982 | 1,724 | ..... | 18,641 | Passenger. |
| ..... | 2,904 | 3,518 | 3,555 | 17,217 | Passenger and Mixed. |
| 2,514 | 2,072 | 1,448 | 1,942 | 24,550 | Passenger and Freight. |
| 2,196 | 3,280 | 2,700 | 2,340 | 34,274 | Shunting. |
| 2,426 | 1,906 | 1,530 | 2,142 | 26,509 | Mixed and Freight. |
| 2,552 | 3,106 | 2,352 | 3,200 | 33,010 | Passenger. |
| 219 | 2,077 | 2,302 | 1,029 | 15,300 | Freight. |
| 2,720 | 3,076 | 2,901 | 3,031 | 25,838 | Passenger. |
| 1,891 | 1,999 | 2,215 | 1,363 | 22,600 | Shunting. |
| 2,188 | 1,996 | 1,836 | 1,982 | 26,084 | Freight. |
| 1,867 | 2,768 | 2,847 | 2,009 | 28,434 | Freight. |
| 1,924 | 2,494 | 1,990 | 591 | 11,093 | Freight. |
| 1,024 | 916 | 1,068 | 890 | 11,091 | Passenger and Shunting. |
| 5,291 | 4,011 | 3,485 | 3,604 | 41,519 | Passenger. |
| ..... | ..... | ..... | ..... | 799 | Shunting. |
| 1,723 | 2,638 | 3,112 | 795 | 23,912 | Passenger and Shunting. |
| 2,744 | 2,091 | ..... | ..... | 31,830 | Freight. |
| 4,201 | 3,145 | 2,833 | 2,913 | 37,477 | Freight. |
| 2,747 | 2,244 | 2,236 | 2,100 | 31,051 | Freight. |
| 3,574 | 2,868 | 3,404 | 2,710 | 36,600 | Freight. |
| 1,688 | 1,024 | 846 | 1,436 | 15,221 | Shunting. |
| 330 | 1,594 | 621 | 1,445 | 15,747 | Shunting. |
| 2,347 | 3,369 | 3,450 | 2,689 | 38,226 | Freight. |
| 3,426 | 3,004 | 3,334 | 2,381 | 30,529 | Freight. |
| 1,838 | 3,055 | 2,407 | 1,884 | 27,570 | Freight. |
| 3,434 | 2,759 | 3,151 | 3,217 | 38,545 | Passenger—Mixed—Freight. |
| 2,125 | ..... | ..... | 1,194 | 26,061 | Passenger and Mixed. |
| 1,454 | 2,962 | 2,955 | 2,684 | 31,375 | Passenger and Mixed. |
| 2,952 | 3,656 | 230 | 2,944 | 30,998 | Passenger and Mixed. |
| 2,681 | 3,039 | 2,542 | 490 | 29,166 | Passenger and Mixed. |
| 2,824 | 2,482 | 2,955 | 2,605 | 37,023 | Passenger—Mixed—Freight. |
| 3,487 | 3,745 | 3,494 | 1,056 | 40,597 | Shunting—Mixed—Freight. |
| 2,484 | 3,416 | 3,013 | 3,287 | 37,125 | Shunting and Freight. |
| 2,510 | 776 | ..... | ..... | 6,529 | Passenger. |
| 2,348 | 1,847 | 322 | 140 | 17,991 | Passenger—Engineering—&c. |
| 3,201 | 3,813 | 3,941 | 4,880 | 44,320 | Passenger—Mixed—Freight. |
| 5,234 | 5,245 | 4,130 | 3,648 | 55,299 | Passenger—Mixed—Freight. |
| 3,164 | 2,851 | 1,852 | 2,514 | 39,085 | Passenger—Mixed—Freight. |
| 4,463 | 3,640 | 3,930 | 3,068 | 45,174 | Mixed—Freight—Passenger. |
| 3,232 | 4,359 | 2,984 | 3,307 | 39,996 | Passenger—Mixed—Freight. |
| 3,567 | 5,222 | 5,034 | 4,153 | 58,143 | Passenger. |
| 4,199 | 3,057 | 2,828 | 2,212 | 22,371 | Mixed and Freight. |
| 4,152 | 2,891 | 3,532 | 580 | 40,327 | Passenger—Mixed—Freight. |
| 193 | 1,920 | 2,055 | 3,763 | 33,515 | Mixed and Freight. |
| 1,527 | ..... | ..... | 1,660 | 23,056 | Mixed and Freight. |
| 203 | 54 | 1,236 | 2,005 | 17,201 | Mixed and Freight. |
| ..... | ..... | 1,319 | 2,758 | 4,077 | Passenger and Mixed. |
| ..... | 1,815 | 3,145 | 2,419 | 7,379 | Passenger—Mixed—Freight. |
| ..... | ..... | ..... | ..... | 1,661 | Freight. |
| ..... | ..... | ..... | ..... | 5,113 | Freight. |
| ..... | ..... | ..... | ..... | 198 | Freight. |
| ..... | ..... | ..... | ..... | 223 | Freight. |
| 118,764 | 121,254 | 113,087 | 101,437 | 1,381,201 | |

P. CLARKE, *Mechanical Superintendent.*

NORTHERN RAILWAY COMPANY OF CANADA.

Balance Sheet for Year ending 31st December, 1880.

| | \$ | cts. | | \$ | cts. |
|--|-----------|------|--|-----------|------|
| Capital Account..... | 3,177,659 | 51 | Five per Cent. First Mortgage Bonds..... | 3,226,599 | 73 |
| " Restoration Account..... | 954,790 | 27 | Second Preference Bonds..... | 1,381,646 | 68 |
| Northern Extension Railway Capital Account..... | 1,596,921 | 24 | Third do do A..... | 243,333 | 32 |
| New Works and Rolling Stock Capital Account..... | 669,367 | 81 | Third do do B..... | 227,760 | 01 |
| Steel Rails Account..... | 65,862 | 48 | Northern Extension Bonds..... | 807,380 | 00 |
| Advance Capital Account..... | 67,874 | 20 | First Preference Stock..... | 730,000 | 00 |
| London and Westminster Bank..... | 24,058 | 00 | North Grey Townships..... | 11,997 | 48 |
| Board of Directors, London..... | 2,920 | 00 | Interest on First Mortgage Bonds..... | 64,179 | 12 |
| All other Accounts..... | 550,548 | 58 | Do Second Preference do..... | 52,959 | 11 |
| | | | Do Third do do A..... | 17,181 | 39 |
| | | | Do Third do do B..... | 6,585 | 49 |
| | | | Bills Payable..... | 51,707 | 56 |
| | | | All other Accounts..... | 288,672 | 20 |
| | 7,110,002 | 09 | | 7,110,002 | 09 |

WM. GAMBLE, }
 JAMES GRAHAM, } *Auditors.*

WALTER TOWNSEND,
Secretary.

F. V. S. Boo end cert for of t W whi W all T

F. W. CUMBERLAND, ESQ.,
Managing Director Northern Railway of Canada.

SIR,—We beg to inform you that we have completed the Audit of Books and Accounts of the Northern Railway of Canada, for year ending 31st December, 1880, and now enclose the Balance Sheet certified by us, as correctly extracted from the ledger accounts for above period ; representing an accurate statement of the affairs of the Company.

We have found Vouchers for all monies received or paid, which have been carried to their proper accounts.

We have examined the Stock Book and find the transfers have all been correctly entered.

We have the honour to be,
Sir,
Your obedient Servants,

WM. GAMBLE,
JAMES GRAHAM,

Auditors Northern Railway of Canada.

TORONTO, March 7th, 1881.