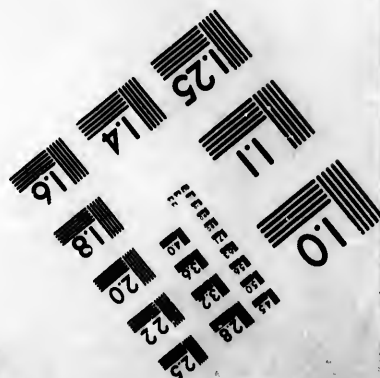
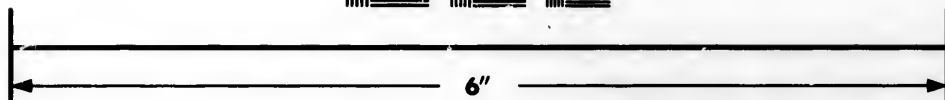
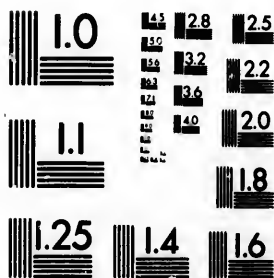


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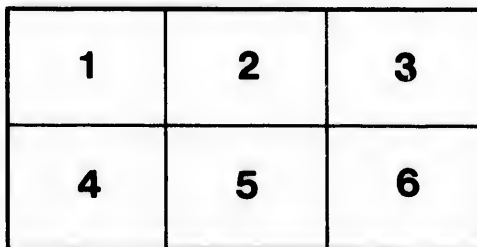
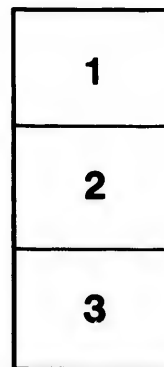
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BOARD  
OF  
RAILWAY COMMISSIONERS  
OF  
CANADA.

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REPORT  
OF  
**SAMUEL KEEFER, ESQ.,**  
INSPECTOR OF RAILWAYS,  
For the Year 1858.

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PRINTED BY ORDER OF THE BOARD.

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*The*

RAILWAY COMMISSIONERS  
OF THE  
PROVINCE OF CANADA.

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*The Hon. A. T. GALT, Inspector General,—Chairman.*

“ *JOHN ROSS, Commissioner Public Works.*

“ *SIDNEY SMITH, Postmaster General.*

“ *GEORGE SHERWOOD, Receiver General.*

“ *H. H. KILLALY, Assist. Com. Public Works.*

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*J. G. VANSITTART, Secretary.*

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*SAMUEL KEEFER, Inspector of Railways.*

*A. DE GRASSI, Assist. Insp. of Railways.*



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# INSPECTOR OF RAILWAYS REPORT,

FOR 1858.

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TO THE HON. A. T. GALT,  
*Chairman Board Railway Commission,*  
*Toronto.*

TORONTO, 28th February, 1859.

SIR,—I have the honor to lay before the Board of Railway Commissioners the following Report upon the inspection of Railways, under the Accidents on Railways Act—20 Victoria, chapter 12—for the past year, and including the latter part of the previous year.

This Act was passed on the 27th May, 1857, and my appointment, as Inspector of Railways, under it, took place on the 5th September of the same year. It was then too late in the season to complete an inspection of all the lines in operation; and as no Report was therefore submitted for 1857, this one includes the transactions of the past two years, from the date of my appointment up to the close of 1858.

## I.—*The Railways of Canada.*

At the time of the passing of the Act, there were 1402 miles of Railway in operation throughout Canada, under the control of eleven different Corporations, as follows:—

|   |            |
|---|------------|
| 1. The Great Western and its Branches, . . .        | 279 miles. |
| 2. The Grand Trunk (in Canada) . . . . .            | 685 “      |
| 3. The Northern . . . . .                           | 95 “       |
| 4. The Buffalo and Lake Huron . . . . .             | 114 “      |
| 5. The London and Port Stanley . . . . .            | 24 “       |
| 6. The Erie and Ontario . . . . .                   | 17 “       |
| 7. The Cobourg and Peterboro’ . . . . .             | 28 “       |
| 8. The Prescott and Ottawa . . . . .                | 54 “       |
| 9. The Montreal and Champlain (in Canada) . . . . . | 81 “       |
| 10. The Grenville and Carillon . . . . .            | 13 “       |
| 11. The St. Lawrence and Industrie . . . . .        | 12 “       |

Total . . . . . 1402 miles.

The oldest of these, the Laprairie and St. John's, now forming part of the Montreal and Champlain Railways, was opened twenty-two years ago, in July, 1836. The dates of the openings of the other lines and sections, as well as the length of each, are given in the accompanying detailed statement No. 1, in which it will be observed that with very few exceptions these lines have been brought into use since 1852.

In the year 1857, subsequently to the passing of the Act, 70 miles of new Railway were completed and inspected under the provisions of the Act, and duly opened for traffic, namely:—

|                                     |   |  |    |        |
|-------------------------------------|---|--|----|--------|
| Under the management of             | { | The Galt and Guelph . . . . .                          | 16 | miles. |
|                                     |   | of the G. W. R. Co. } The Preston and Berlin . . . . . | 11 | “      |
|                                     |   |  | 27 | “      |
| The Port Hope and Lindsay . . . . . |   |  | 43 | “      |
|                                     |   | Total . . . . .  | 70 | miles. |

and thus, at the close of 1857, there were 1472 miles of railway in operation, under the control of twelve different Corporations. [*See Statement No. 2.*]

In the year 1858, there was a further increase of 140 miles of new railway, completed, inspected and opened for traffic during that year, namely:—

|   |                            |
|---|----------------------------|
| The Buffalo and L. Huron—Stratford to Goderich, 45 miles.                 |                            |
| The Port Hope, L. and Beaverton—Millbrook and Peterboro' Branch . . . . . | 13 “                       |
| The Grand Trunk—Stratford to London . . . . .                             | 31 “                       |
| The Great Western—Sarnia Branch . . . . .                                 | 51 “                       |
|   | Total . . . . . 140 miles. |

Add miles open in 1857 . . . . . 1472 “

Making in all, at the close of 1858 . . . . . 1612 miles, constructed up to that time, but in consequence of two of the lines being closed for the present—namely—the Preston and Berlin, 11 miles, and the Cobourg and Peterboro', 28 miles, there were in reality only 1573 miles in operation at the end of 1858, under eleven different Corporations. [*See Statements 3 and 4.*]

It is worthy of remark that Canada has now more miles of Railway open than Scotland or Ireland, or any one of the six New England States; more than the three Atlantic States of New Jersey, Delaware and Maryland, or the two Carolinas, North and South, and is only exceeded in the number of miles open by the five following States:

|                                 |      |        |
|---------------------------------|------|--------|
| New York, which has.....        | 2726 | miles. |
| Pennsylvania,     "     .....   | 2678 | "      |
| Ohio,               "     ..... | 2978 | "      |
| Indiana,           "     .....  | 1939 | "      |
| Illinois,           "     ..... | 2774 | "      |

With respect to gauge, the following nine lines,—

|   |       |       |
|---|-------|-------|
| 1. The Great Western and its branches                         | } 346 | miles |
| " The Preston and Berlin, now closed                          |       |       |
| 2. The Grand Trunk, (in Canada).....                          | 716   | "     |
| 3. The Northern,.....   | 95    | "     |
| 4. The Buffalo and Lake Huron,.....                           | 159   | "     |
| 5. The London and Port Stanley.....                           | 24    | "     |
| 6. The Erie and Ontario.....                                  | 17    | "     |
| 7. The Port Hope, and Lindsay, and<br>Peterboro' branch,..... | } 56  | "     |
| 8. The Cobourg and Peterboro', now closed                     |       |       |
| 9. The Grenville and Carillon.....                            | 13    | "     |

In all.....1465 miles,

have the Provincial medium gauge of five feet six inches.

The three following lines,

|  |    |        |
|--|----|--------|
| 1. The Montreal and Champlain,.....    | 81 | miles. |
| 2. The Prescott and Ottawa,.....       | 54 | "      |
| 3. The St. Lawrence and Industrie..... | 12 | "      |

In all..... 147 miles,

have the narrow gauge of four feet eight and a half inches.

Three of these Railways,—the Erie and Ontario, the Grenville and Carillon, and the St. Lawrence and Industrie are only summer roads running in connexion with Steamboats, and therefore closed in winter.

The following Roads—

The Great Western,

The Grand Trunk,

The Buffalo and Lake Huron, and

The Northern,

have each an electric Telegraph of their own, for working their trains, and by which all trains are duly reported

The Erie and Ontario,

The Cobourg and Peterboro',

The Prescott and Ottawa, and

The Montreal and Champlain,

although they have no Telegraph of their own, can yet avail themselves of the public lines for sending orders, in cases of necessity. The remaining roads have no accommodation of this kind at present.

There are now in course of construction no less than seven lines or sections of Railway, of which, in all probability about 327 miles will be completed and opened for traffic in the course of this year. They are—

|   |       |        |
|---|-------|--------|
| 1. The Grand Trunk—St. Mary's to Sarnia.....                      | 79    | miles. |
| 2. " " St. Thomas to R. Du Loup.....                              | 78    | "      |
| 3. " " Junction at Victoria Bridge.....                           | 6     | "      |
|   | <hr/> | 154    |
| 4. Brockville & Ottawa—to Perth & Land Point.....                 | 86    | "      |
| 5. Stanstead, Shefford & Chambly—St. John's to<br>to Stukely..... | 45    | "      |
| 6. The Welland.....   | 25    | "      |
| 7. The Hamilton & Port Dover—Hamilton to<br>Caledonia.....        | 17    | "      |
|   | <hr/> |        |
| In all.....   | 327   | "      |

The Stanstead, Shefford and Chambly Railway connects with the Montreal and Champlain Railways at St. John's, and therefore has the same narrow gauge as the latter. All the other lines now in course of construction, have the Provincial gauge.—See statement No. 5.

All the lines now, or heretofore in operation, have been inspected during the past and previous year: the most of them twice, and some three and even four times. About

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two-thirds of the lines in progress of construction have likewise been inspected ; and, in the discharge of these duties, your Inspector has, within the space of sixteen months, travelled upwards of twenty-three thousand miles.

In the several Reports which I have from time to time addressed to the Railway Commissioners, as well as in the Notices served upon the Railway Companies, under the provisions of this Act, are contained full and detailed accounts of what was required by this Act from each Company, and likewise the progress they have made in the fulfilment of the same. It is unnecessary to repeat them here, further than to give a general abstract statement of their nature and extent.

Upon entering on this inspection, there were found in operation four Railways which had no regularly established rules and regulations for the safe and proper management of their lines, and the government of their officers and servants, as required by the 10th and 14th sections of this Act. Three Railways, which, not being adequately provided with the means of turning their engines, were running some of their passenger trains with the engine *tender foremost*, and, on one of these, the practice had *continued for eight years* past. One line had its track laid without any chairs or other proper fastenings at the joints. On several lines, switches were found in dangerous proximity to bridges ; and likewise many temporary tressel bridges which, both from natural decay and original defective construction, were quite unsuited to the regular passenger traffic for which they were used. Many of these have been filled in during the past year, and this filling is still going on wherever any of this class of bridging remains, the trains in the meantime being required to go slowly over them. On one of these lines ten per cent of the rails are worn out, and no spare stock having been provided to make the necessary repairs, the track is in such bad order that passenger trains are now under the special provisions of this Act, run at the very moderate speed of twelve miles an hour.

The risk attending the defects here enumerated in the condition of the track, and in the arrangements for running trains, has been considerably diminished by the efforts made

during the past year, for remedying them, and there is every reason to hope that ere long, all danger from these causes will be entirely removed. The wealthier corporations have promptly met, and in some cases even anticipated the more obvious requirements of the Act, while the less prosperous have really done all that was in their power to comply with its provisions.

The operation of the 16th clause of this Act, which restrains domestic animals from running at large, within half a mile of any Railway has proved most beneficial in its results, and has given greater security to travellers. The owners of cattle have now a direct interest in preventing the obstruction of the track, from their straying about as in former years, for if killed by a train, they have no action against the Company, and in effect their interests are now combined with the interests of the company in preventing accidents, all working together for the public safety.

#### *II.—Bridging.*

In order to ascertain to what extent the provisions of this Act was applicable to existing Railways, it became my first duty to examine particularly the condition of the track, banks, cuttings, bridges, culverts, fences, road crossings, and the system adopted for their supervision and maintenance, the station arrangements, and in fact everything connected with the construction and management of every one of the lines. The State of the track and bridges has, however, demanded the greater share of my attention during the past year, the former on some roads requiring ballast, and the latter on all of them requiring something to be done, either in the way of repairs or re-construction, to give greater security to the running of trains.

Upon 1691 miles of railway heretofore completed and in operation, there were, at the period of my first inspection, in all 764 bridges of wood, brick, stone or iron, measuring altogether 95,711 feet, or 18¼ miles in length, and giving an average distance of two miles between bridges, or 60 feet of bridging per mile. A large proportion of temporary tressel

work being included with the bridging, which, in the course of a year or two, must all be filled up and replaced by solid embankment, the length of bridging will eventually be considerably reduced; but even in its present condition, it will compare most favorably with the same class of works on the railways of the State of New York. The bridging in that State averages 71 feet to a mile, and the average distance between bridges is 1.89 miles.

The brick, stone, and iron bridges, are found only on the Grand Trunk Railway, although the Great Western has lately begun to introduce iron bridges by the construction of one across the valley of the Twelve-Mile Creek, at St. Catherines, which is now nearly completed.

The brick and stone bridges included in the above statement, measure 777 feet in length. The iron bridges measure 18,726 feet, (of which 11,414 feet are girders, and 7,312 feet are tubes)—the iron and stone bridges together measuring 19,503 feet, or  $3\frac{1}{4}$  miles of permanent bridging.

In the foregoing enumeration of bridges, are included seven swing bridges, over navigable streams or canals, two of which are on the Great Western, two on the Grand Trunk, two on the Buffalo and Lake Huron, and one on the Cobourg and Peterboro'. The Grand Trunk has judiciously avoided the construction of two bridges of this kind, by making high level crossings of the Ottawa at St. Anne's, and of the Rideau Canal, at Kingston Mills. One of those on the Great Western Railway, that is the one over the Desjardins Canal, should now be replaced by a fixed Bridge, for the reasons that will be hereafter stated.

The accompanying statements, Nos. 6 and 7, give full particulars in relation to the amount and character of the bridging on all roads at the period of my first inspection, and shew the progress made on each during the past year, in getting rid of the temporary structures. It will be seen that during the year, 10,123 lineal feet of temporary pile and tressel bridging, have been filled in with solid embankment and so got rid of entirely; that 1082 feet of wooden bridges



have been re-built, and that 950 feet of wooden bridges have been replaced by iron tubes or girders. In this way upwards of *two miles* of temporary works have given place to those of a permanent character, within the last year.

The class of bridging designated "tressel," has no place on a first-class road, and should never be admitted on any, except for special reasons. It is a great injury to any road on which it is found to exist. It is commonly resorted to for the purpose of passing streams and valleys, where it becomes an object with a Company, or its Contractor to hasten the connection of the tract, or the opening of the line, and thereby save the time that must otherwise be spent in building a culvert and embankment, or the expense they would entail; and thus it often happens that works of a mere temporary character, from force of circumstances, come to be afterwards used for the regular passenger traffic, a purpose for which they are unfit, and for which, in some cases, they were not originally designed. Many instances too have come under my notice, where the cost of the temporary works have exceeded that of a permanent embankment, and in such cases it has actually cost more to build a perishable structure than it would have done in the first instance to finish the work in the most solid and substantial manner.

There are two kinds of "tressel work." The one on which more pains is bestowed is founded on piles or dwarf walls of masonry, and is built of squared timber and framed with care, with the view of being sufficient for the traffic of the road for six or eight years after it is opened. The other is of inferior construction and materials; the sills rest merely on the surface of the ground, and are consequently subject to heaving by the action of the frost, and having to undergo a change every fall and spring, it is impossible to keep them permanently in line or level. In many cases the base is too little for the height, and the top being no wider than the single track, offers no means of horizontal bracing. The long bridges of this kind vibrate laterally, and are not safe for a speed of more than ten miles an hour. They are unfit to be retained in use for a regular passenger traffic, and, consequently, under

the provisions of the Act, notice has been served upon the different Railway Companies that have them, requiring them to slacken speed of trains over the and to proceed with the filling according as it may be necessary in each case.

The necessities of Railway Companies obliging them to continue the use of such works as long as they will last and remain safe, it frequently happens, owing to the rapid decay of the parts in contact with and buried in the ground, that the point of danger is reached before the finances of the Company are in such a state as to enable it to replace them by permanent works, and thus, in the course of five or six years, a second set of temporary works have to be constructed, thereby augmenting the cost of maintenance in an inordinate degree.

Stone or iron bridges are of course the best and safest that can be constructed for public accommodation; but where, from financial reasons, it is a matter of necessity to have wooden bridges, they should be reduced to the smallest number by building culverts and embankments wherever admissible, and the length of such as are really unavoidable, should be as little as may be consistent with affording safe and sufficient waterway. The frame-work should rest on abutments and foundations of solid masonry, so as to preserve the timber and admit of easy inspection and repair. The nearer wooden bridges are made to approximate to these conditions, the safer they will be for the public, and the better for the Company's interest.

The Great Western Railway Company is at present engaged in the construction of a permanent bridge across the valley of the Twelve-Mile Creek, at St. Catherines, as before alluded to, consisting of a tubular girder of 150 feet span, and two side arches of masonry, of 50 feet each, to take the place of the present tressel of 980 feet in length, over which the trains are now limited to a speed of three miles an hour. It has also ordered an iron swing bridge to take the place of the wooden one at the Desjardin's Canal.

This Company has likewise laid down guard rails on all the larger wooden bridges, thereby giving great additional safety to the public.

### III.—*Lake Encroachments.*

#### TORONTO AND KINGSTON DIVISIONS OF THE GRAND TRUNK RAILWAY.

The line between Toronto and Cobourg having been originally located too near the border of the lake, in some places, repeated interruptions to the traffic took place from the encroachments of its waters, which rendered the track impassable for a time, and threatened the breaching of it at different places. Since the date of my report of the 18th March last on this subject, the Company has adopted effectual measures for its protection at three points along this line, and at a fourth (" Duck Harbour ") has removed it entirely inland

These places are,—

1. Port Union—Highland Creek, 317 miles—Protected.
2. Port Britain—Embankment, 274 miles—Protected.
3. " —Clay cliff, 273 miles—Protected.
4. Duck Harbour—between P. Hope & Cobourg—Diverted.

The new line past Duck Harbour is about 3 miles in length and lies entirely on the solid land. It was completed and opened in December last. The measures adopted for the protection of the other points, afford satisfactory assurance that the line will be preserved in safe order for the public accommodation, until it is ultimately placed beyond the reach of these disturbing causes.

### IV.—*Station Arrangements.*

I desire to make special mention of the efficiency of the station arrangements, generally, on the Great Western Railway, because I think them calculated to be of great service in preventing accidents and irregularities, and therefore worthy of adoption by all other lines.

1. There is a wide platform between the main line and the siding, at every important station, where passengers have ample room to step out and pass from one train to another.
2. There is also at every Station a semaphore signal, and whenever the Station is approached by a curve, there are also distance signals. By means of the moveable arm by day.

and of the colored lights by night, the Station Master has complete control of all approaching trains, and can keep them up to regulations, or special orders, and thereby prevent delays and collisions.

3. But the most important of all are the signal switches. At all Stations, and whenever the main line is broken by a switch, there is attached to it, a self-acting day and night signal, and the same motion that changes the switch from the main line to the siding and, *vice versa*, sets the signal which shows the Engineer its true position, and in such a plain manner that he can not possibly mistake it, by day or by night. The red board by day, and the red light by night, give him fair notice that the switch has been set for the siding, while the absence of these signals tells him it is all right for the main line. It stands about 16 feet above the rails, and is visible over the tops of the cars, and can therefore be seen at a considerable distance, even if the Station is approached by a curve, or in the case of backing a train past it.

In my opinion it is very desirable that the signal switches should be generally adopted on all the main lines throughout Canada, and I would venture to suggest that the objects of the commission might be materially served, and the public materially protected by the Board taking this into their favourable consideration.

I must not omit to remark that the Buffalo and Lake Huron Railway is also furnished with signal switches and semaphore signals at all Stations.

#### V.—*Accidents in 1857.*

From the passing of the Act, 27 May, 1857, to 31 December, of the same year, there were no accidents during this period on the six following roads :

The Port Hope and Lindsay.

The Coloung and Peterboro.

The Prescott and Ottawa.

The Montreal and Champlain.

The Grenville and Carrillon.

The St. Lawrence and Industrie.

The official returns received at this office, shew that no passenger was killed, and but two were injured during this period, one of whom had his leg broken by jumping off the train when in motion, and the other lost an arm endeavouring to get on as the train started. Eleven employes were killed and five injured, and eleven others, neither passengers nor employes, killed and four injured. The causes of accident may be classified as follows:—

| SUMMARY OF ACCIDENTS <i>to</i>                           | PASSENGERS.   |                | EMPLOYEES.    |                | OTHERS.       |                |
|--|---------------|----------------|---------------|----------------|---------------|----------------|
|  | <i>Killed</i> | <i>Injur'd</i> | <i>Killed</i> | <i>Injur'd</i> | <i>Killed</i> | <i>Injur'd</i> |
| <i>Or all the Railways, from 27 May to 31 Dec. 1857.</i> |               |                |               |                |               |                |
| 1. Getting on and off trains while in motion.....        | --            | 2              | 1             | --             | --            | --             |
| 2. Fell or thrown from trains.....                       | --            | --             | 1             | 1              | --            | --             |
| 3. Walking, standing, or lying on track.....             | --            | --             | 4             | 1              | 10            | 4              |
| 4. At road crossings.....                                | --            | --             | --            | --             | 1             | --             |
| 5. Coupling or uncoupling cars.....                      | --            | --             | 1             | 3              | --            | --             |
| 6. Striking against bridge.....                          | --            | --             | 2             | --             | --            | --             |
| 7. Train off track.....                                  | --            | --             | 1             | --             | --            | --             |
| 8. Collisions of trains.....                             | --            | --             | 1             | --             | --            | --             |
| Totals.....  | --            | 2              | 11            | 5              | 11            | 4              |

Of the eleven employes killed, two were trackmen, and were run over in a state of intoxication; one sitting on a tie asleep; one scalded to death by engine running off track, one by a collision through a wood car not being scotched; one through his own carelessness in shunting; one falling between the cars in motion; one uncoupling cars; two from striking against bridges when the train was in motion; and one attempting to get on a train at starting.

Of the five employes injured, one had his arm broken by being thrown off a train in transit by a drunken man; one laborer was tipsy walking on the track; and three were brakemen coupling cars.

Of the eleven others killed, two were children playing on the track; one a deaf man; one unknown; two women and five men, two of whom were in a state of intoxication, and all of them trespassing upon the track.

Of the four others injured, one was an Indian; one a tipsy man who ran under the engine; one lying on the track drunk.

and one walking on the track. These were all trespassing on the Company's property. For further particulars I beg to refer to the detailed Statement, No. 9.

VI.—*Accidents in 1858.*

The loss of human life from Railway operations in 1858 has been very severe, but it will be seen upon a careful review of these accidents, that they have for the most part arisen from the carelessness or imprudence of the sufferers, or from causes over which the Companies have no control.

There were no accidents during this year, on the five following roads:—

- The London and Port Stanley.
- The Erie and Ontario.
- The Port Hope and Lindsay.
- The Grenville and Carrillon.
- The St. Lawrence and Induſtric.

The returns which the several Companies have made to this office in compliance with the 14th Section of the Act, shew an aggregate of 51 persons killed and 27 injured during the year. Of these, 7 passengers were killed and 4 injured, 19 employes killed and 17 injured, and 25 others killed and 6 injured. The causes which have produced this loss of life and limb, may be classified under the following heads:—

| SUMMARY OF ACCIDENTS to<br><i>On all the Railways in Canada, in 1858.</i>   | PASSENGERS. |         | EMPLOYES. |         | OTHERS. |         |
|---|-------------|---------|-----------|---------|---------|---------|
|   | Killed.     | Injur'd | Killed    | Injur'd | Killed. | Injur'd |
| 1. Getting on or off trains while in motion. ....                           | 4           | 4       | 3         | 1       | --      | --      |
| 2. Fell or thrown from train. ....  | 3           | --      | 4         | 3       | --      | --      |
| 3. Walking, standing or lying on track. ....                                | --          | --      | 4         | --      | 23      | 4       |
| 4. At road crossings. ....  | --          | --      | --        | 2       | 2       | 2       |
| 5. Coupling or uncoupling cars. ....  | --          | --      | 4         | 5       | --      | --      |
| 6. Striking against bridge, or other object, when train was in motion. .... | --          | --      | 3         | 4       | --      | --      |
| 7. Train off track. ....  | --          | --      | --        | 2       | --      | --      |
| 8. Collision of trains. ....  | --          | --      | --        | --      | --      | --      |
| 9. Defective constructions or bad materials. ....                           | --          | --      | 1         | --      | --      | --      |
| Totals. ....  | 7           | 4       | 19        | 17      | 25      | 6       |

For a similar classification of the accidents as they occurred on each road, see the accompanying Statement, No. 10.

Of the seven passengers killed, four came to their death by getting on or off trains while in motion, (and one of them after every effort was made to prevent him;) one was intoxicated and fell off the train; and the other two fell off the train during transit.

The four passengers injured, received their injury through their own act, in getting on or off trains whilst they were in motion.

Of the nineteen employes killed, twelve were brakemen; four of these were killed coupling cars; four fell off trains; two struck against bridges while standing on top of freight cars in motion; one struck against a freight house, (the track has since been moved;) three attempting to get on trains when in motion; two laborers found dead on track; one roadmaster through the failure of a wooden bridge; one man run over in a state of intoxication; and one, whose foot caught in a switch, and was run over before it could be extricated.

Of the seventeen employes injured, eleven were brakemen; five were injured coupling or uncoupling cars; four struck against bridges while the train was in transit; two, the driver and fireman, jumping off engine when thrown from track by a switch being left open; three falling from trains, two at road crossings, (one from a gate being blown upon him, and the other from a waggon being thrown upon him by the engine;) and one getting on train when in motion.

The loss of life and limb to brakemen coupling and uncoupling cars, has turned the attention of many ingenious persons to inventing self-acting complers, which form the subject of several patents both here and in the United States; but such is the expense attending their introduction, the inconvenience in the meantime of using different kinds on the same train, and the uncertainty, after all, of their practical efficiency, that it must take a long time—even supposing them to be improvements in reality—to bring them into general use. Two of these are now on trial in Canada, and it is only in this way that their real usefulness can be determined.

My own impression is that without any change whatever in the simple form of link and pin coupling, now in use, the form of the bunters might be so altered as to do away almost entirely with any risk to the brakeman in coupling the ears. It is in the coupling of freight cars that the greatest number of accident has occurred. On some lines the bunters are *double* leaving a clear space for the hand, but the bunter heads are mostly too wide apart, and the brakeman's body is liable to be caught between them. Several have been killed in this way. On other lines the bunters are single, and placed immediately over the draw-bars, but while they afford perfect protection to the body they leave the hand in danger. When the cars of one line are run over another, these two classes of cars are sometimes mixed together in the same train, and then the brakeman's duty is rendered more hazardous from the use of a promiscuous stock.

From this it would appear that a very beneficial effect might be produced, at a moderate outlay, by the general adoption of one standard form of bunter so judiciously constructed and arranged as to guard both the body and the hand. But whether it is by an assimilation of stock, or by the use of self-couplers, or both, that this class of casualties can be diminished, is a question which can only be solved in a satisfactory manner, by the advice and concurrence of the different Railway Companies. It appears to be one which demands their earnest attention, and I would therefore respectfully suggest for the consideration of the Board, whether some action might not be taken to bring it before them.

Of the twenty-five others killed, nine were run over on the track in a state of intoxication; two were asleep; two deaf; one an Indian; one woman found dead in a cattle-guard; an unknown man found dead on the track; a father and child killed at a road-crossing, the father endeavoring to rescue the child playing there; one man lying on the track, supposed to be in a fit; a boy jostled off the platform at a station, by the passengers getting on the train while in motion; one man falling between the engine and cars; one struck by a train at a street crossing, Montreal; one found dead under suspicious circumstances; and two attempting to cross the track in



vehicles as the train was approaching. Of the foregoing, seventeen were trespassing on the Company's property.

Of the six others injured, one was a farmer standing on the track, and did not hear the whistle; one a man of unsound mind sitting on the track; two driving across the track in front of an approaching train; one jammed between cars; and one drunken woman sitting on the track. Of these, three were trespassing on the track.

Of the whole number of persons killed, 14 *per cent.* were passengers; 36 *per cent.* employes; and 50 *per cent.* neither passengers or employes.

Three-fifths of the deaths, and one-third of the injuries not resulting in death, were caused by persons walking or being on the track, or attempting to cross it at highways when a train was approaching.

One passenger was killed for every 13,003,900 miles travelled, and one was either injured or killed for every 8,275,209 miles travelled.

#### VII.—*Practical Suggestions.*

The most effectual way of preventing accident, is by promptly removing as far as possible all the known causes which produce them. Experience in Railway administration upon old and well-established lines has shewn what these causes are, and by careful attention, and a thorough investigation into the circumstances of every accident or irregularity, (for irregularity is the fruitful source of accident) a Company may at once apply the proper remedy, and thereby diminish the chances of their recurrence. In this way there should be a gradual but progressive improvement from year to year, but, as we may never expect perfection in human affairs, so it is not to be supposed that the Railway system will ever reach that state, when accidents will be no longer possible. We must only use our best endeavors by every aid that science and experience can afford to guard against them.

Under the provisions of the Act, as before stated, such works and regulations as, in my judgment, required the

more immediate attention of the several Companies, were brought under their notice, and for the most part have met with proper attention; but in the course of my inspection, there were many things, which I did not feel myself authorised under the Act to call upon them to do, but which, nevertheless, appeared to be necessary for the public safety. I have reserved these for the consideration of the Board, and would respectfully suggest that some further provisions might be added to the Railway Laws of this Province with advantage to the public, and without injury to the companies generally; and

1st. *In reference to level crossings of Railways.*

There are at present no less than nine crossings of one Railway by another, where their tracks are on the same level, besides five where the crossing is either over or under. They are as follows:—

|   | On a<br>Level. | Over or<br>under. |
|---|----------------|-------------------|
| The Grand Trunk Railway crosses                     |                |                   |
| 1. The Lachine Railway . . . . . on a level         | 1              | ..                |
| 2. The Prescott and Ottawa . . . . . over           | ..             | 1                 |
| 3. The Brockville and Ottawa . . . . . over         | ..             | 1                 |
| 4. The Cobourg and Peterboro' . . . . . level       | 1              | ..                |
| 5. The Port Hope and Lindsay . . . . . over         | ..             | 1                 |
| 6. The Northern, Toronto Freight siding . . . level | 1              | ..                |
| 7. The Great Western, Toronto . . . . . "           | 1              | ..                |
| 8. The Guelph Branch, Guelph . . . . . "            | 1              | ..                |
| 9. The Buffalo and Lake Huron, Stratford, "         | 1              | ..                |
| 10. The Great Western, London, . . . . . "          | 1              | ..                |
| Total . . . . .                                     | 7              | 3                 |
| The Great Western crosses                           |                |                   |
| 1. The Erie and Ontario, . . . . . over             | ..             | 1                 |
| 2. The Welland . . . . . "                          | ..             | 1                 |
| 3. The Buffalo and Lake Huron, Paris . . . level    | 1              | ..                |
| The Buffalo and Lake Huron crosses                  |                |                   |
| 1. The Welland Railway, at Pt. Colborne, level      | 1              | ..                |
| Total . . . . .                                     | 9              | 5                 |

The Railway Laws do not oppose a sufficient check to the continued increase in the number of level crossings, whereas it is most desirable from considerations of public safety, that they should be as few as possible. Under the Railway Clauses Consolidation Act, 14 and 15 Vic., cap. 51. sec. 9., sub sec. 15. power is granted for making them without limit; and under the Accidents on Railways Act, 20 Vic., cap. 12. sec. 11. special regulations are prescribed for their proper use. It may be said that these regulations if faithfully obeyed, must insure safety at such crossings, but inasmuch as all special regulations for avoiding danger, must depend upon human agency, which is sometimes irregular in its actions, it is undoubtedly wiser to avoid it by proper construction in the first instance, than to admit imperfections into one system, and then to devise the means of guarding against the dangers they inevitably create. In future no level crossings of two railways should be permitted, except for special reasons, and with the express sanction of the Board of Railway Commissioners. It may indeed be possible to reduce their present number; for one of these at least, it is quite possible to get rid of,—namely, the level crossing of the Grand Trunk and Great Western, on a steep gradient, and in a deep cutting at the west end of this city; and in the formation of a general Central Railway Station here, of which the public now reap the advantage by the present temporary buildings, certain changes in the railway lines converging from the west, and referred to in my report of the 11th March last, have been suggested, and discussed by the Companies interested in them, by which this crossing was to have been abandoned. The getting rid of this crossing, should be insisted on as one of the conditions to the approval of these changes.

One of the most dangerous of the level crossings—that of the Welland and Great Western at Thorold Station—which occurred on a gradient of 45 feet in a mile on the latter, and 83 feet in a mile on the former, has, through the intervention of the Board, been got rid of, and an over-crossing constructed in its stead. The dangers which have been averted through this change of the crossing, may be considered as amongst the most important results of the Commission.

2nd. *Level crossing of common roads with the Railway.*

It is desirable to reduce the number of level road crossings as much as possible, and for this object, power might be granted to the Railway Companies, to make diversions of existing roads within certain limits, and to acquire land for that purpose. No such power is contained in the Acts heretofore mentioned. There are many instances where a new road of less than a quarter of a mile in length running parallel with the line of Railway, will save one and sometimes two level crossings, and there are places where a road of less than a hundred yards would make one crossing answer for two, and as the risk to travellers from these is just in proportion to their number, every one saved is by just so much a reduction of the chances of accident.

The Railway Clauses Act requires that notice boards should be placed at all level crossings of Highways, but its application is limited, by the preamble, to Railways which shall by any Act thereafter passed, be authorized to be constructed. But the Great Western and its branches, as well as the London and Port Stanley, making in all 481 miles of Railway, form the exception of the general rule. They have not erected notice boards at any of their level road crossings, and they claim exemption from such service under their several special Acts of incorporation. In a communication which I addressed to the former Company on the 30th November last, under the provisions of the Accidents on Railways Act, I called upon the Company to put them up, but as yet have had no reply. If there is any doubt as to the application of this Act to such cases, it is proper it should be removed by further legislation. It is due, however, to the Great Western Company to state that at nearly all their principal road crossings they have erected dwellings for their trackmen, and placed the crossings in charge of the family living there; but still the advantage gained by the arrangement does not appear to warrant the dispensing with notice boards, for they are just as necessary here as on other roads. If on the other hand they are not requisite as a means of safety on the Great Western, then it must be concluded that other Railway Companies have been

put to an unnecessary expense in this action. If the provisions of the Railway Clauses Act could be extended to all roads, the public interest would be better secured.

### 3rd. *Clearing the extra width.*

The Great Western Railway Company was called upon at the same time and for the same reasons as before stated to clear the land immediately adjoining their line of all standing trees which in falling might reach the track, for although they have the necessary powers under their amended Act, still it does not oblige them to do this work. If it is right to call upon other Companies to take these necessary precautions against accident there can be no injustice in rendering the law general in its application, and in obliging all Companies to do the same.

### 4th. *Ballast.*

Every Railway Company will readily admit the expediency of having its line sufficiently ballasted throughout to give a firm and regular track, before it is opened for public accommodation. They will acknowledge that the loss they sustain from damage and destruction of rails,—from irregularity of track, slowness of trains, breakage of machinery, increased cost of maintenance, detentions from ballast trains, and the risk generally attending their operations, consequent on a premature opening without ballast, is a very serious matter, and that it is against their best interests to do so; and yet, such is the pressure upon the Officers of the Company from impatience of public expectation, that very few lines have heretofore been opened to the public with a sufficiently ballasted track. It could therefore be no injury, but rather an advantage to the Companies, as well as to the public at large, and would relieve the Inspector of Railways from a weighty responsibility, to have a provision inserted in the Accident on Railways Act, to the effect that their should be at least a certain depth and width of ballast on all parts of the line, before it is opened to the public; and that all existing roads shall likewise be ballasted to the same extent within a certain reasonable length of time.

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### 5th. *Signal Switches.*

Reference has already been made to the efficiency of these signals as adopted on two great roads, and an opinion expressed that it would tend to prevent accidents and irregularities to have them adopted generally throughout Canada. They are therefore again referred to here, with a view of recommending that our Canadian Railway system should be characterised as efficient and complete in this respect; which might be done by requiring that every opening of the main line by a switch shall be furnished with these signals. Several minor accidents have occurred within the last year, from trains getting off track at the common switches, which fortunately, did not prove serious. It is believed that the adoption of signal switches would be the most effectual way of preventing such accidents in future.

### 6th. *Assimilation of Signals.*

It is an elementary principle in railway management, that train signals should be few in number, distinctive in character, and invariable in their signification.

The signals given by the locomotive whistle, are in general use on all railways, but a different signification is attached to them on different roads in Canada. On the Great Western for instance, and on six other roads, if it becomes necessary for any reason to stop a train, the driver gives *one* short whistle as the signal to put on the brakes; while to accomplish the same thing on the Grand Trunk, and on four other roads, the driver will give *two* short whistles, and if in apprehension of danger *three*, or a continued succession of whistles. If this diversity of signals is allowed to continue, and become an established practice with the different roads, the time may come some day, when either from change of drivers, conductors or brakemen from one road to another, or from the meeting of the trains of different roads at the same station, as for instance at the Union station in this city, misapprehension of the signal may lead to serious accidents, and it is therefore extremely desirable that the proper signification of these signals should be fixed by competent authority, for all lines.

The signals given by the locomotive whistle as at present, are as follows:

On the Great Western and six other lines,  
 One sound of the whistle is the signal to put on the brakes.  
 Two sounds of the whistle " to take them off.  
 Three sounds of the whistle " to let the train into the siding.

On the Grand Trunk and four other lines,  
 One sound of the whistle is the signal to take off the brakes.  
 Two sounds of the whistle " to put them on, and  
 Three sounds of the whistle " to put them on when a train is stopped unexpectedly.

The former of these systems is that which obtains generally throughout the United States—the latter corresponds with the practice in England. These signals may to some appear to be of a merely arbitrary character, and it may be supposed a matter of no moment whether the signal for putting on the brakes shall be given by *one* or by two sounds of the whistle, so long as they are distinctly understood by all the men connected with the working of trains; but it will be found, upon a full consideration of all the different circumstances under which it may be necessary to use these signals, that a principle is involved in the choice between *one* and *two* sounds, and that that choice, under certain circumstances, may materially affect the safety of a train. But whatever views may be entertained in regard to the respective merits of the two systems, it is obviously requisite, on public grounds, that one or the other should prevail, in order to avoid the mistakes which are likely to happen from a confusion of signals. In this view of the case, it does not appear to be unreasonable that the Companies should be required to agree amongst themselves in the establishment of one uniform code of signals for the whole Province.

### 8. Desjardins Canal Swing Bridge, Great Western Railway.

Taking into consideration the magnitude of the interests involved in the railway operations, which are more or less affected by the maintenance of a swing bridge in this position,

for the special accommodation of the trade with Dundas, and contrasting it with the continually diminishing amount of that trade since the opening of the railway, it must be admitted that there is no longer any paramount public necessity for a swing bridge at this place. The trade of Dundas will not be cut off, nor suffer in any material degree, by making it a fixed bridge. A clear headway of 40 feet can be given to it, affording much better accommodation than the St. Anne's bridge of 36 feet headway, under which is passed, without difficulty, the whole trade of the Ottawa.

The canal is closed for four or five months in the year, and, since the opening of the railway, the effect has been to divert into other channels the trade which formerly centered in Dundas, for this has actually declined from 103 vessels, in and out, in 1854, to 27 in 1858, being now only a quarter of what it then was. These vessels carry no passengers, but only freight of the heaviest kind, consisting chiefly of lumber, coal and iron.

On the other hand, there are upwards of half a million of passengers annually transported by rail across the canal, who are put to inconvenience, and whose safety is in some degree compromised by the maintenance of the swing bridge.

The circumstances, therefore, which originally influenced the construction of a swing bridge, do not now exist.

The Company has repaired the present bridge, and made it much stronger than it ever was before, and is now preparing to erect an iron bridge in place of it, of the most substantial character, but owing to its position, on a gradient of 45 feet in a mile, and the indispensable necessity of stopping the trains, in compliance with Government regulations, there are difficulties connected with the keeping of a swing bridge in this position which, no form of construction, no arrangements or regulations, however good they may be in themselves, can entirely obviate. It would promote the public interest to get rid of this swing bridge; but, of course, that desirable object cannot be accomplished at the sacrifice of any private or local interest—the vested rights of the Town of Dundas, in its channel of trade, must be respected, but it is to be hoped



that some way will be found of securing all the advantages of a permanent fixed bridge, without doing any injury to these rights. With this view it might be advisable to concede to the Great Western Company the power of establishing a fixed bridge, upon their making arrangements to satisfy the Town for the change.

In laying these several suggestions before the Board, and soliciting their attention to them, I would beg to add, that it seems advisable, in the event of any action being taken in regard to them, that *all* the railways now in operation should also be subject to all the clauses of the Railway Clauses Consolidation Act, which have reference to the construction or working of the same.

#### *Railway Statistics.*

The advantages to be derived from giving general publicity to all the facts connected with construction and operation of Railways, are now so well known, and so fully appreciated, that it is unnecessary, at this time, to urge any reason for it. In the general provisions of the Railway Clauses Consolidation Act, 14 and 15 Vic., cap. 51, Sec. 22, the Legislature appears to have had this object in view, by requiring from all the Companies amenable to its provisions, particular and detailed accounts of the monies received and expended, and a classified statement of goods and passengers, transported by them, to be submitted annually to the three branches of the Legislature; and under the same Act, the Legislature may make further provisions with regard to the form or details of accounts, or the mode of attesting or rendering them, without infringing upon the privileges granted to them.

I have been unable, however, to find that any Company has yet complied with this provision of the Act, or that any one of them has been called upon for this information. I would, therefore, beg to suggest the preparation by the Secretary, of a blank form of return, somewhat similar to the one adopted by the Railroad Commissioners, of the State of New York, (herewith submitted) only not quite so elaborate in detail, and having a printed copy sent to each Company.

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with a request to have it filled up and returned to this Office, by the first day of February in each year, or within one month after the period of their Annual Report, or fiscal year. The returns should be made annually, rather than half-yearly, because the traffic runs through its different phases, and completes them with the annual revolution of the seasons. They would set forth, in the clearest manner, the financial condition of every Railway; the cost of its construction and equipment, and the value of materials on hand; its characteristics, in regard to length, permanent way, gradients, curvation, bridges and culverts, road crossings, buildings and rolling stock; the number of officers and men in the service of the Company; the receipts from passengers and freight, through and way, in both directions, as well as from mails and other sources properly classified; and the expenditure for maintenance of way and works, buildings and rolling stock, and for working the trains, under the head of coaching charges.

The Companies generally have a Board of Audit established in connection with their administration, for the purpose of organising and recording these classes of data, and can therefore supply this information without difficulty. I have not considered myself authorised under the Accidents on Railways Act, to go into the questions of cost of construction, returns of traffic, or the comparative economy of the working operation, and have therefore confined myself simply to calling for such information as bears directly upon the object of this Act: namely, the number of miles run by all the trains, their average and maximum speed, the number of passengers carried, and the average and aggregate number of miles travelled by them during the year, and the number, description, and condition of the locomotive engines and rolling stock. These returns will be found with the accompanying documents, and the information they contain is given in a condensed form in the accompanying Statements, Nos. 11, 12, 13 and 14.

From these we learn, according to statement 11, that in 1858, the average speed of express trains, including stops, is 26 miles an hour, and in motion between stations  $30\frac{1}{2}$  miles

an hour. The maximum speed is attained by the express trains on the Montreal and Quebec division of the Grand Trunk Railway which is 36 miles an hour.

The average speed of accommodation trains is 22 miles an hour including stops, or 27 miles in motion between stations.

The average speed of mixed trains is 15 miles, including stops, or 19 miles when in motion.

The average rate of freight trains is 13 miles including stops, or 19 miles when in motion.

From Statement No. 12, we learn that the total number of locomotive engines on all roads, at the end of 1858, was 366

From Statement No. 13, it appears that at the close of 1858, the total number of 1st class passenger cars was, 213.

|    |                           |    |       |
|----|---------------------------|----|-------|
| do | 2nd class                 | do | 122.  |
| do | Baggage, Mail and Express |    | 112.  |
| do | Box, Freight and Cattle   |    | 2477. |

The total number of Platform Cars, . . . . . 1841.

|     |              |      |
|-----|--------------|------|
| do. | Gravel Cars  | 815. |
| do. | Spar Trucks  | 24.  |
| do. | Snow Ploughs | 40.  |
| do. | Hand Cars    | 184. |

From Statement No. 14, it appears that in 1858—

|   |       |                                     |
|---|-------|-------------------------------------|
| The total number of miles run by passenger trains | MILES |                                     |
|   | was   | 1,735,821                           |
| do.   | do.   | mixed and freight trains, 1,671,137 |
| do.   | do.   | wood and const'n. trains, 878,648   |
| do.   | do.   | by all trains . . . . . 4,532,742   |

The total number of passengers carried was . . . . . 1,613,935.

The total number of miles travelled by passengers was, 91,027,299

The aver. number of miles travelled by each passenger, 31 1/2.

#### *Map and Profile of Completed Railway.*

Under the general provisions of the Railway Clause Consolidation Act, every Railway Company is required to furnish the Commissioners of Public Works with a map and

profile of its completed line, and of the land taken and obtained for its use, within a reasonable time after its completion, and like maps of the parts located in different Counties to be filed in the Registry Offices for the Counties in which such parts are situated. The law in this respect has not been complied with, and I would beg to suggest that some action be taken for obtaining these maps for the use of the Board. If constructed on a uniform scale they would, when brought together, supply the materials for compiling a correct map of the Province, and be of great service in the further prosecution of the Geological Survey, and for many other purposes.

All of which is respectfully submitted for the consideration of the Board by, Sir,

Your very obedient Servant,

SAMUEL KEEFER,

*Inspector of Railways.*

## MILES

1,735,821  
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# APPENDIX.

## THE RAILWAYS OF CANADA, I.

*In operation at the passing of the "Accidents on Railways Act," 20 Victoria, cap. 12, 27th May, 1857, with date of opening of each Section.*

| No. | CORPORATE NAME OF RAILWAY.                                     | DATE OF OPENING. | Length of Sub- | Total   |
|-----|--|------------------|----------------|---------|
|     |  |                  | divisions      | Length. |
|     |  |                  | Miles          | Miles   |
| 1   | Great Western Railway and its branches, under one management : |                  |                |         |
|     | Suspension Bridge to Hamilton, . . . . .                       | 10 Nov. 1853.    | 43             |         |
|     | Hamilton to London . . . . .                                   | 21 Dec. 1853.    | 76             |         |
|     | London to Windsor . . . . .                                    | 27 Jan. 1854.    | 110            | 229     |
|     | Branches :—Harrisburg and Galt. . . . .                        | 21 Aug. 1854.    | 12             |         |
|     | Hamilton and Toronto . . . . .                                 | 3 Dec. 1855.     | 38             | 50      |
| 2   | Grand Trunk Railway :  |                  |                |         |
|     | Toronto to Guelph . . . . .                                    | July, 1856.      | 50             |         |
|     | Guelph to Stratford . . . . .                                  | 17 Nov. 1856.    | 39             |         |
|     | Toronto to Oshawa . . . . .                                    | Aug. 1856.       | 33             |         |
|     | Oshawa to Brockville, . . . . .                                | 27 Oct. 1856.    | 175            |         |
|     | Brockville to Montreal . . . . .                               | 19 Nov. 1855.    | 125            |         |
|     | Montreal to St. Hyacinth. . . . .                              | Spring, 1847.    | 30             |         |
|     | St. Hyacinth to Sherbrooke . . . . .                           | Aug. 1852.       | 96             |         |
|     | Sherbrooke to Province Line . . . . .                          | 126 July, 1853.  | 30             |         |
|     | Richmond to Quebec . . . . .                                   | 27 Nov. 1854.    | 96             |         |
|     | Chaudiere Junction to St. Thomas . . . . .                     | 23 Dec. 1855.    | 41             |         |
| 3   | Northern Railway,—(Ontario, Simcoe, and Huron) :               |                  |                | 685     |
|     | Toronto to Bradford . . . . .                                  | 13 June, 1853.   | 42             |         |
|     | Bradford to Barrie . . . . .                                   | 11 Oct. 1853.    | 21             |         |
|     | Barrie to Collingwood . . . . .                                | 2 Jan. 1855.     | 32             |         |
| 4   | Buffalo and Lake Huron :                                       |                  |                | 95      |
|     | Fort Erie to Paris . . . . .                                   | 1 Nov. 1856.     | 82             |         |
|     | Paris to Stratford . . . . .                                   | 22 Dec. 1856.    | 32             | 114     |
| 5   | London and Port Stanley . . . . .                              | 1 Oct. 1856.     |                | 24      |
| 6   | Erie and Ontario, (Niagara to Chippewa.) . . . . .             | 3 July, 1854.    |                | 17      |
|     | Carried over . . . . .   |                  |                | 1214    |

## THE RAILWAYS OF CANADA—[Continued.]

In operation, 27th May, 1857.

| No. | CORPORATE NAME OF RAILWAY.                                 | DATE OF OPENING. | Length of Sub-division | Total Length |
|-----|--|------------------|------------------------|--------------|
|     | Length brought forward.....                                |                  |                        | 121          |
| 7   | Cobourg and Peterboro', .....                              | May, 1854.       |                        | 28           |
| *8  | Prescott and Ottawa, .....                                 | Dec. 1854.       |                        | 54           |
| 9   | Montreal and Champlain, one management:                    |                  |                        |              |
|     | Montreal to Lachine .....                                  | Nov. 1847.       | 8                      |              |
|     | Caughnawaga to Moers' Junction, (to boundary) .....        | Aug. 1852        | 32                     |              |
|     | St. Lambert to St. John's, (old portion, July, 1836) ..... | Jan. 1852.       | 20                     |              |
|     | St. John's to Rouse's Pt (to boundary) .....               | Aug. 1851.       | 21                     |              |
|     |  |                  |                        | 81           |
| 10  | Grenville to Carillon, .....                               | Oct. 1854.       |                        | 13           |
| 11  | St. Lawrence and Industrie, .....                          | May, 1850.       |                        | 12           |
|     | 11 Railways—Total miles, .....                             |                  |                        | 140          |

\* NOTE.—The four last mentioned Railways 8, 9, 10 and 11, have the narrow gauge of 4 feet 5 $\frac{1}{2}$  inches. All the rest have the Provincial medium gauge of 5 feet 6 inches.

## II. THE RAILWAYS OF CANADA.

*Inspected under the Act 20 Vic., cap. 12, and opened for Traffic in 1857.*

| No. | CORPORATE NAME OF RAILWAY.  | DATE OF OPENING. | LENGTH            |
|-----|---|------------------|-------------------|
| 1   | Galt and Guelph, under management of Great Western Railway Company. | 28 Sept. 1857.   | 16                |
| 2   | Preston and Berlin, do do .....                                     | 2 Nov. 1857.     | 11                |
| 3   | Port Hope, Lindsay and Beaverton Railway to Lindsay .....           | 30 Dec. 1857.    | 4 $\frac{1}{2}$   |
|     | 3 Sections opened—Total Miles, .....                                |                  | 70                |
|     | 11 Railways in operation 27 May, 1857, .....                        |                  | 140 $\frac{1}{2}$ |
|     | 12 Railways in operation at close of 1857, .....                    |                  | 147 $\frac{1}{2}$ |

SAMUEL KEEFER,

*Inspector of Railways.*

TORONTO, 28th February, 1859.

## RAILWAYS OF CANADA,

*Inspected under the Act. 20 Vic., Cap. 12, and opened for  
Traffic in 1858.*

| No.   | CORPORATE NAME OF RAILWAY.  | DATE OF OPENING. | MILES LENGTH. |
|---|---|------------------|---------------|
| 1   | Buffalo and Lake Huron—Stratford to Goderich .....                          | 28 June, 1858.   | 45            |
| 2   | Port Hope, Lindsay and Beaverton—Branch from Millbrooke to Peterboro' ..... | 18 Aug. 1858.    | 13            |
| 3   | Grand Trunk Railway—Stratford to London .....                               | 27 Sept. 1858.   | 31            |
| 4   | Great Western Railway—Sarnia Branch Komoka to Sarnia .....                  | 27 Dec. 1858.    | 51            |
| 4 sections opened in 1858—Total miles .....     |   |                  | 140           |
| 12 Railways in operation at close of 1857 ..... |   |                  | 1472          |
| 12 Railways constructed at close of 1858 .....  |   |                  | 1612          |
| Deduct lines closed in 1858:                    |   |                  |               |
|   | Preston and Berlin, .....   | miles 11         |               |
|   | Cobourg and Peterboro' .....  | " 28             |               |
|   |   |                  | 39            |
| 11 Railways in operation at close of 1858 ..... |   |                  | 1573          |

SAMUEL KEEFER,

*Inspector of Railways.*

TORONTO, 28th February, 1859.



## RAILWAYS OF CANADA,

*In operation at the close of the year 1858, and the length  
of the same.*

| No.        | CORPORATE NAME OF RAILWAY.  | MILES<br>LENGTH |
|------------|---|-----------------|
| 1          | Great Western Railway, main line ..... miles 229<br>Toronto, Guelph and Sarnia Branches ..... " 117   | 346             |
| 2          | Grand Trunk Railway.—(in Canada.).....  | 719             |
| 3          | Northern Railway.....   | 95              |
| 4          | Buffalo and Lake Huron.....   | 139             |
| 5          | London and Port Stanley.....  | 24              |
| 6          | Erie and Ontario,—(closed in Winter.).....  | 1               |
| 7          | Prescott and Ottawa.....  | 54              |
| 8          | Montreal and Champlain Railways—(in Canada.).....   | 81              |
| 9          | Grenville and Carillon—(closed in Winter.).....   | 1               |
| 10         | St. Lawrence and Industrie.....   | 12              |
| 11         | Port Hope, Lindsay and Beaverton, main line .. miles 43<br>Millbrooke and Peterboro' Branch..... " 13 | 56              |
| Total..... |   | 1575            |

SAMUEL KEEFER,

*Inspector of Railways.*

TORONTO, 28th February, 1858.

## RAILWAYS OF CANADA,

*In progress of construction on the 1st January, 1859, and  
the length that will probably be opened this year.*

| CORPORATE NAME OF RAILWAY   | LENGTH<br>IN<br>MILES. |
|---|------------------------|
| 1 The Grand Trunk Railway :<br>Extension from St. Mary's to Sarnia..... miles 70<br>" " St. Thomas to River Du Loup " 78<br>Junction of Main Line, with Victoria Bridge,<br>and including the Bridge to Point St. Charles... 6  | 154                    |
| 2 The Brockville and Ottawa Railway :<br>The Line from Brockville to Pembroke, including<br>the Perth Branch, is 120 miles long. The grading<br>has been prosecuted as far as the Bouchere, 81 miles<br>from Brockville. The track has been laid on 37<br>miles of the Main Line, as far as Franktown, and<br>on the Perth Branch 11 miles—this part has lately<br>been opened—the rest to Land Point will probably<br>be opened this fall..... | 86                     |
| 3 Stanstead, Shelburne and Chambly, (narrow gauge) :<br>The Line from St. John's to Stanstead is 82 miles in<br>length ; the grading has been prosecuted as far as<br>Stukely, 45 miles from St. John's. The track laid<br>to West Farnham, 13 miles, which is now open ;<br>the rest to Stukely will be open this fall.....  | 15                     |
| 4 Welland Railway, will be opened in spring.....  | 25                     |
| 5 Hamilton and Port Dover Railway<br>From Hamilton to Caledonia, uniting with the Great<br>Western at Hamilton, and the Buffalo and Lake<br>Huron at Caledonia. The grading is nearly done ;<br>to be opened this fall.....   | 17                     |
| Total.....  | 327                    |

SAMUEL KLEEFER,

*Inspector of Railways.*

TORONTO, 28th February, 1859.

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## ction, in 1857 and 1858.

| N A M E C              | BRICK OR STONE ARCH BRIDGES. |                 |               | SWING BRIDGES, WOOD OR IRON. |                 |               | TOTAL BRIDGING. |               |                 |                 |
|------------------------|------------------------------|-----------------|---------------|------------------------------|-----------------|---------------|-----------------|---------------|-----------------|-----------------|
|                        | Length in Feet.              | No. of Bridges. | No. of Spans. | Length in Feet.              | No. of Bridges. | No. of Spans. | No. of Bridges. | No. of Spans. | Length in Feet. |                 |
|                        |                              |                 |               |                              |                 |               |                 |               |                 | Length in Feet. |
| 1 Great Western Rai    | ..                           | ..              | ..            | ..                           | 2               | 2             | 247             | 109           | 445             | 14 125          |
| " "                    | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 32            | 102             | 3.606           |
| " "                    | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 19            | 65              | 1.872           |
| " "                    | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 29            | 154             | 3.217           |
| 2 Great Western        | ..                           | ..              | ..            | ..                           | 2               | 2             | 247             | 189           | 764             | 22.820          |
| Grand Trunk Railw      | 667                          | 10              | 19            | 777                          | 2               | 3             | 269             | 325           | 577             | 26.307          |
| 3 Northern Railway     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 42            | 195             | 4.934           |
| 4 Buffalo and Lake H   | ..                           | ..              | ..            | ..                           | 2               | 2             | 126             | 64            | 329             | 9.653           |
| 5 London and Port St   | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 9             | 55              | 2.083           |
| 6 Erie and Ontario R   | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 7             | 52              | 1.036           |
| 7 Cobourg and Peterl   | ..                           | ..              | ..            | ..                           | 1               | 2             | 126             | 13            | 895             | 15.723          |
| 8 Prescott and Ottaw   | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 26            | 547             | 6.330           |
| 9 Montreal and Char    | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 44            | 89              | 1.758           |
| 10 Grenville and Cari  | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 4             | 8               | 323             |
| 11 St. Lawrence and I. | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 4             | 4               | 98              |
| 12 Port Hope and Lin   | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 37            | 184             | 4.646           |
|                        | 667                          | 10              | 19            | 777                          | 7               | 9             | 838             | 764           | 3699            | 95 711          |

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SAMUEL KEEFER,

*Inspector of Railways.*

TORONTO, 28th Fe

## Description and Length of Bridging on all the Railway Lines in Canada

| NAME OF RAILWAY.                                     | No.<br>of<br>MILES. | WOODEN BRIDGES. |                 |                 |                 |                 |                 |                 |                 |                 |
|--|---------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|  |                     | TRESSSEL.       |                 | PILE.           |                 | BENT AND BEAM.  |                 | ARCH AND TRUSS. |                 |                 |
|  |                     | No. of Spans.   | Length in Feet. | No. of Spans.   | Length in Feet. | No. of Spans.   | Length in Feet. | No. of Spans.   | Length in Feet. |                 |
|  |                     | No. of Bridges. | No. of Spans.   | Length in Feet. | No. of Spans.   | Length in Feet. | No. of Spans.   | Length in Feet. | No. of Spans.   | Length in Feet. |
| 1 Great Western Railway, Main Line .....             | 229                 | 107             | 94              | 2359            | 34              | 416             | 276             | 6964            | 37              | 4139            |
| " " " Toronto Branch .....                           | 38                  | 32              | 49              | 811             | 2               | 54              | 32              | 872             | 19              | 1869            |
| " " " Guelph " .....                                 | 28                  | 19              | 28              | 675             | ..              | ..              | 37              | 1197            | ..              | ..              |
| " " " Sarnia " .....                                 | 51                  | 29              | 134             | 2743            | ..              | ..              | 14              | 180             | 6               | 294             |
| Great Western and its Branches .....                 | 346                 | 187             | 305             | 6588            | 36              | 470             | 359             | 9213            | 62              | 6302            |
| 2 Grand Trunk Railway (in Canada) .....              | 716                 | 299             | ..              | ..              | 14              | 220             | *187            | 3007            | 24              | 2641            |
| 3 Northern Railway .....                             | 95                  | 42              | 138             | 3692            | 40              | 459             | 10              | 129             | 7               | 654             |
| 4 Buffalo and Lake Huron Railway .....               | 159                 | 62              | 229             | 5997            | 18              | 231             | 59              | 1275            | 21              | 1954            |
| 5 London and Port Stanley .....                      | 24                  | 9               | 28              | 897             | ..              | ..              | 24              | 745             | 3               | 441             |
| 6 Erie and Ontario Railway .....                     | 17                  | 7               | 37              | 600             | ..              | ..              | 10              | 254             | 5               | 182             |
| 7 Cobourg and Peterboro', (now closed) .....         | 28                  | 12              | ..              | ..              | 849             | 12760           | 6               | 115             | 38              | 2722            |
| 8 Prescott and Ottawa .....                          | 54                  | 26              | 130             | 1910            | 389             | 3781            | 23              | 412             | 5               | 427             |
| 9 Montreal and Champlain, (in Canada), .....         | 81                  | 44              | 14              | 261             | 24              | 268             | 43              | 861             | 8               | 368             |
| 10 Grenville and Carillon, .....                     | 13                  | 4               | ..              | ..              | ..              | ..              | ..              | ..              | ..              | ..              |
| 11 St. Lawrence and Industrie, .....                 | 12                  | 4               | ..              | ..              | ..              | ..              | 4               | 98              | ..              | ..              |
| 12 Port Hope and Lindsay and Peterboro' Branch ..... | 56                  | 37              | 164             | 4145            | 9               | 115             | 6               | 73              | 5               | 313             |
| Total, .....   | 1601                | 648             | 1045            | 24,090          | 1379            | 18,104          | 731             | 16182           | 186             | 16327           |

\* Includes all open beam cut

|   |    |           |                     |
|---|----|-----------|---------------------|
| Swing Bridge over the Welland Canal, 1 Span | 66 | Feet, 121 | Feet over all—Wood. |
| " " Desjardins " 1                          | 66 | " 126     | " "                 |
| " " River Richolieu 1                       | 64 | " 147     | " "                 |
| " " Lachine Canal, 2                        | 49 | " 122     | " Iron.             |
| " " Welland " 1                             | 64 | " 104     | " Wood.             |
| " " " Feeder, 1                             | 60 | " 92      | " "                 |
| " " Rice Lake, 2                            | 52 | " 126     | " "                 |

TORONTO, 28th February, 1859.

Railway Lines in Canada, at the period of first inspection, in 1857 and 1858.

| WOODEN BRIDGES. |                |                 |                 |                 | IRON BRIDGES.   |               |                 |               |                 |                        | BRICK OR STONE ARCH BRIDGES. |                 |               | SWING BRIDGES, WOOD OR IRON. |                 |               | TOTAL BRIDGING. |                 |               |                 |     |
|-----------------|----------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|---------------|-----------------|------------------------|------------------------------|-----------------|---------------|------------------------------|-----------------|---------------|-----------------|-----------------|---------------|-----------------|-----|
| Length in Feet. | BENT AND BEAM. |                 | ARCH AND TRUSS. |                 | No. of Bridges. | GIRDER.       |                 | TUBULAR.      |                 | BRICK OR STONE ARCHES. |                              | No. of Bridges. | No. of Spans. | Length in Feet.              | No. of Bridges. | No. of Spans. | Length in Feet. | No. of Bridges. | No. of Spans. | Length in Feet. |     |
|                 | No. of Spans.  | Length in Feet. | No. of Spans.   | Length in Feet. |                 | No. of Spans. | Length in Feet. | No. of Spans. | Length in Feet. | No. of Spans.          | Length in Feet.              |                 |               |                              |                 |               |                 |                 |               |                 |     |
| 416             | 276            | 6964            | 37              | 4139            | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | 2               | 2             | 247             | 109             | 443           | 14,125          |     |
| 54              | 32             | 872             | 19              | 1869            | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 32              | 102           | 3,606           |     |
| ..              | 37             | 1197            | ..              | ..              | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 19              | 65            | 1,872           |     |
| ..              | 14             | 180             | 6               | 294             | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 29              | 154           | 3,217           |     |
| 470             | 359            | 9213            | 62              | 6302            | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | 2               | 2             | 247             | 189             | 764           | 22,820          |     |
| 220             | 187            | 3007            | 24              | 2641            | 104             | 234           | 11,414          | 66            | 7312            | 30                     | 667                          | 10              | 19            | 777                          | 2               | 3             | 269             | 325             | 577           | 26,307          |     |
| 459             | 10             | 129             | 7               | 654             | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 42              | 195           | 4,934           |     |
| 231             | 59             | 1275            | 21              | 1954            | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | 2               | 2             | 196             | 64              | 329           | 9,653           |     |
| ..              | 24             | 745             | 3               | 441             | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 9               | 55            | 2,088           |     |
| ..              | 10             | 254             | 5               | 182             | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 7               | 52            | 1,036           |     |
| 12760           | 6              | 115             | 38              | 2722            | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | 1               | 2             | 126             | 13              | 895           | 15,723          |     |
| 3581            | 23             | 412             | 5               | 427             | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 26              | 517           | 6,330           |     |
| 268             | 43             | 861             | 8               | 368             | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 44              | 89            | 1,758           |     |
| ..              | ..             | ..              | 8               | 323             | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 4               | 8             | 323             |     |
| ..              | 4              | 98              | ..              | ..              | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 4               | 4             | 98              |     |
| 415             | 6              | 73              | 5               | 313             | ..              | ..            | ..              | ..            | ..              | ..                     | ..                           | ..              | ..            | ..                           | ..              | ..            | ..              | 37              | 184           | 4,646           |     |
| 18,104          | 731            | 16182           | 186             | 16327           | 104             | 234           | 11,414          | 66            | 7312            | 30                     | 667                          | 10              | 19            | 777                          | 7               | 9             | 838             | 764             | 3699          | 95              | 711 |

\* Includes all open beam culverts of 10 feet span and upwards

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SAMUEL KEEFER,  
*Inspector of Railways.*

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TORONTO,

## RAILWAYS OF CANADA.

*Average Bridging per mile, and average distance between Bridges on all the Railways in Canada, at period of first inspection, in 1857 and 1858.*

| NAME OF RAILWAY.  | Average feet of Bridging per mile. | Average distance between Bridges. |
|---|------------------------------------|-----------------------------------|
| 1. Great Western Railway, and its Branches.   | 66                                 | 1 mile $\frac{4}{5}$ .            |
| 2. Grand Trunk " (in Canada.)   | 37                                 | 2 " $\frac{1}{5}$ .               |
| 3. Northern " .....   | 52                                 | 2 " $\frac{1}{4}$ .               |
| 4. Buffalo and Lake Huron Railway .....   | 61                                 | 2 " $\frac{1}{2}$ .               |
| 5. London and Port Stanley " .....  | 87                                 | 2 " $\frac{3}{4}$ .               |
| 6. Erie and Ontario Railway .....   | 61                                 | 2 " $\frac{3}{8}$ .               |
| 7. Cobourg and Peterboro' Railway,—(now closed) .....   | 561                                | 2 "                               |
| 8. Prescott and Ottawa Railway .....  | 117                                | 2 "                               |
| 9. Montreal and Champlain " (in Canada) ..  | 22                                 | 1 " $\frac{7}{8}$ .               |
| 10. Grenville and Carillon " .....  | 25                                 | 3 " $\frac{1}{4}$ .               |
| 11. St. Lawrence and Industrie Railway .....  | 8                                  | 3 "                               |
| 12. Port Hope, Lindsay and Beaverton and Peterboro' Branch .....  | 83                                 | 1 " $\frac{1}{2}$ .               |
| Total average .....   | 59 $\frac{9}{12}$                  | 2 miles.                          |
| The same average for all the Railways in the State of New York, according to the Railroad Commissioner's Report for 1856, was ..... | 71                                 | 1.89                              |

SAMUEL KEEFER,

*Inspector of Railways.*

TORONTO, 28th February, 1859.



**PROGRESS REPORT**  
*Of Permanent Works substituted for temporary, up to 1st January, 1859.*

| NAME OF RAILWAY.                 | Pile and Tressel Replaced by Culverts and Embankments Feet. | WOODEN BRIDGES REBUILT. |                 |                 |                 | WOODEN BRIDGES REPLACED BY IRON. |                 |                 |                 |
|----------------------------------|---|-------------------------|-----------------|-----------------|-----------------|----------------------------------|-----------------|-----------------|-----------------|
|                                  |   | TRUSS.                  |                 | BENT & BEAM.    |                 | BY GIRDERS.                      |                 | BY TUBES.       |                 |
|                                  |   | No. of Bridges.         | Length in feet. | No. of Bridges. | Length in feet. | No. of Bridges.                  | Length in feet. | No. of Bridges. | Length in feet. |
| Great Western Railway            | 31  | 8                       | 857             |                 |                 | 1                                | 24              | 6               | 926             |
| Grand Trunk (in Canada)          | 1,700   |                         |                 |                 |                 |                                  |                 |                 |                 |
| Buffalo and Lake Huron           | 4,318   |                         |                 |                 |                 |                                  |                 |                 |                 |
| Cobourg and Peterboro            | 263   |                         |                 |                 |                 |                                  |                 |                 |                 |
| Northern                         | 2,737   |                         |                 |                 |                 |                                  |                 |                 |                 |
| Prescott and Ottawa              | 511   | 1                       | 65              | 4               | 80              |                                  |                 |                 |                 |
| Montreal and Champlain in Canada | 628   |                         |                 |                 |                 |                                  |                 |                 |                 |
| Port Hope Lindsay and Beaverton  |   |                         |                 |                 |                 |                                  |                 |                 |                 |
| <b>Total</b>                     | 10,123  | 9                       | 9,102           | 4               | 4,80            | 1                                | 1,24            | 6               | 926             |

NOTE.—The Great Western is building a tubular girder over the Twelve Mile Creek, at St. Catharines, 180 feet span, with two side arches of masonry 50 feet each; and has ordered an iron swing bridge to take the place of the one at Desjardins Canal.

The Grand Trunk has rebuilt the swing bridge at the Richelieu, and has delivered girders to take the place of some other wooden bridges.

SAMI EL. KEEFER,  
*Inspector of Railways.*

TORONTO, 28th February, 1859.



## Classification of the Accidents which occurred on the Railways of Canada, from May

| No. | CORPORATE NAME<br>OF<br>RAILWAY.        | GETTING ON OR OFF<br>TRAINS WHILE IN<br>MOTION. |          |           |          | FELL OR THROWN<br>FROM TRAIN. |         |           |         | WALKING, STANDING<br>OR<br>LYING ON TRACK. |         |        |         | AT ROAD<br>CROSSINGS. |         |        |         | ON PLATFORM<br>AT STATION. |         |           |         | COUPLING<br>OR<br>UNCOUP'G<br>CARS. |         | STRUCK AGAINST<br>BRIDGE OR OTHER<br>OBJECT NEAR TRAC |         |          |         |
|-----|---|---|----------|-----------|----------|-------------------------------|---------|-----------|---------|--|---------|--------|---------|-----------------------|---------|--------|---------|----------------------------|---------|-----------|---------|-------------------------------------|---------|---|---------|----------|---------|
|     |   | Passengers                                      |          | Employees |          | Passengers                    |         | Employees |         | Employees                                  |         | Others |         | Employees             |         | Others |         | Passengers                 |         | Employees |         | Employees                           |         | Passengers  |         | Employee |         |
|     |   | Killed.   | Injured. | Killed.   | Injured. | Killed                        | Injured | Killed    | Injured | Killed                                     | Injured | Killed | Injured | Killed                | Injured | Killed | Injured | Killed                     | Injured | Killed    | Injured | Killed                              | Injured | Killed  | Injured | Killed   | Injured |
| 1   | The Great Western and its Branches..... |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 2   | The Grand Trunk.....                    | 2   | 1        |           |          |                               |         | 1         | 3       | 1  | 1       | 2      |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 3   | The Northern.....                       |   |          |           |          |                               | 1       |           |         |  | 2       | 1      |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         | 1        |         |
| 4   | The Buffalo and Lake Huron.....         |   |          |           |          |                               |         |           | 1       |  | 5       | 1      |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 5   | The London and Port Stanley.....        |   |          |           |          |                               |         |           |         |  | 2       |        |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 6   | The Erie and Ontario.....               |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 7   | The Port Hope and Lindsay.....          |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         | 1      |         |                            |         |           |         |                                     |         |   |         |          |         |
| 8   | The Cobourg and Peterboro'.....         |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 9   | The Prescott and Ottawa.....            |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 10  | The Montreal and Champlain.....         |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 11  | The Grenville and Carillon.....         |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
| 12  | The St. Lawrence and Industrie.....     |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         |        |         |                            |         |           |         |                                     |         |   |         |          |         |
|     | TOTALS.....                             | 2   | 1        |           |          |                               | 1       | 1         | 4       | 1  | 10      | 4      |         |                       | 1       |        |         |                            |         |           |         | 1                                   | 3       |   |         | 2        |         |

INSPECTOR OF RAILWAYS OFFICE,

Toronto, 28th February, 1859.

Days of Canada, from May 27th to December 31st, in the year 1857.

| COUPLING OR UNCOUPLING CARS. |         | STRUCK AGAINST BRIDGE OR OTHER OBJECT NEAR TRAIN. |         |           |         | TRAIN OFF TRACK. |         | COLLISIONS OF TRAINS. |         |            |         | DEFECTIVE CONSTRUCTION AND BAD MATERIAL. |         |            |         | TOTAL OF EACH CLASS OF PERSON. |         |        |         | TOTAL. |              |
|------------------------------|---------|---|---------|-----------|---------|------------------|---------|-----------------------|---------|------------|---------|--|---------|------------|---------|--------------------------------|---------|--------|---------|--------|--------------|
| Employees                    |         | Passengers  |         | Employees |         | Passengers       |         | Employees             |         | Passengers |         | Employees                                |         | Passengers |         | Employees                      |         | Others |         | Killed | Injured      |
| Killed                       | Injured | Killed  | Injured | Killed    | Injured | Killed           | Injured | Killed                | Injured | Killed     | Injured | Killed                                   | Injured | Killed     | Injured | Killed                         | Injured | Killed | Injured | Killed | Injured      |
|                              |         |   |         |           |         | 1                |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        |              |
| 1                            | 1       |   |         | 1         |         |                  |         |                       |         | 1          |         |  |         |            |         |                                |         |        |         | 1      | 7            |
|                              | 1       |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                | 2       | 6      | 3       | 1      | 2            |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | 4            |
|                              |         |   |         | 1         |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | 6            |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | 3            |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | 1            |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | 1            |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | No Accident. |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | No Accident. |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | No Accident. |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | No Accident. |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | No Accident. |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | No Accident. |
| 1                            | 3       |   |         | 2         |         | 1                |         |                       |         | 1          |         |  |         |            |         |                                | 2       | 11     | 5       | 11     | 4            |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | 22           |
|                              |         |   |         |           |         |                  |         |                       |         |            |         |  |         |            |         |                                |         |        |         |        | 11           |

See Official Returns

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No Accident.

No Accident.

No Accident.

No Accident.

No Accident.

No Accident.

SAMUEL KEEFER,

*Inspector of Railways.*

of Canada,

INST  
THER  
TRAIN.

ployees Passer

|       | Injured | Killed |
|-------|---------|--------|
| to 12 | .....   | .....  |
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| ..... | .....   | .....  |
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| ..... | .....   | .....  |
| ..... | .....   | .....  |
| 4     | .....   | .....  |

of Canada,

|            |    |
|------------|----|
| INSTRUMENT |    |
| TRAIN      | 01 |

Employees Passengers

|     | Injured | Killed |
|-----|---------|--------|
| 1   | .....   | .....  |
| 2   | .....   | .....  |
| 3   | .....   | .....  |
| 4   | .....   | .....  |
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| 92  | .....   | .....  |
| 93  | .....   | .....  |
| 94  | .....   | .....  |
| 95  | .....   | .....  |
| 96  | .....   | .....  |
| 97  | .....   | .....  |
| 98  | .....   | .....  |
| 99  | .....   | .....  |
| 100 | .....   | .....  |

## Classification of the Accidents which occurred on the Railways of

| No. | CORPORATE NAME<br>OF<br>RAILWAY       | GETTING ON OR OFF<br>TRAINS WHILE IN<br>MOTION. |          |           |          | FELL OR THROWN<br>FROM TRAIN. |         |           |         | WALKING, STANDING<br>OR<br>LYING ON TRACK. |         |        |         | AT ROAD<br>CROSSINGS. |         |        |         | ON PLATFORM<br>AT STATION. |         |           |         | COUPLING<br>OR<br>UNCOUPL'G<br>CARS. |         | STRUCK AGAINST<br>BRIDGE OR OTHER<br>OBJECT NEAR TO |         |        |
|-----|---------------------------------------|---|----------|-----------|----------|-------------------------------|---------|-----------|---------|--|---------|--------|---------|-----------------------|---------|--------|---------|----------------------------|---------|-----------|---------|--------------------------------------|---------|---|---------|--------|
|     |                                       | Passengers                                      |          | Employees |          | Passengers                    |         | Employees |         | Employees                                  |         | Others |         | Employees             |         | Others |         | Passengers                 |         | Employees |         | Employees                            |         | Passengers  |         | Empl   |
|     |                                       | Killed.   | Injured. | Killed.   | Injured. | Killed                        | Injured | Killed    | Injured | Killed                                     | Injured | Killed | Injured | Killed                | Injured | Killed | Injured | Killed                     | Injured | Killed    | Injured | Killed                               | Injured | Killed  | Injured | Killed |
|     |                                       |   |          |           |          |                               |         |           |         |  |         |        |         |                       |         |        |         |                            |         |           |         |                                      |         |   |         |        |
| 1   | The Great Western and its Branches... | 2   | 1        | 2         | ...      | 2                             | ...     | 1         | 1       | 1  | ...     | 6      | 2       | ...                   | 1       | ...    | ...     | ...                        | ...     | ...       | ...     | 3                                    | 4       | ...   | ...     |        |
| 2   | The Grand Trunk .....                 | 1   | 1        | 1         | ...      | ...                           | ...     | 1         | 3       | ...  | 13      | 1      | ...     | ...                   | 1       | 1      | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | ...     |        |
| 3   | The Northern .....                    | 2   | 1        | ...       | 1        | ...                           | ...     | ...       | ...     | ...  | ...     | ...    | ...     | ...                   | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | 1                                    | ...     | ...   | ...     |        |
| 4   | The Buffalo and Lake Huron .....      | ...   | 1        | ...       | ...      | 1                             | ...     | 1         | ...     | ...  | 3       | ...    | ...     | ...                   | ...     | 1      | ...     | ...                        | ...     | ...       | 1       | ...                                  | ...     | ...   | ...     |        |
| 5   | The London and Port Stanley .....     | ...   | ...      | ...       | ...      | ...                           | ...     | ...       | ...     | ...  | ...     | ...    | ...     | ...                   | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | ...     |        |
| 6   | The Erie and Ontario .....            | ...   | ...      | ...       | ...      | ...                           | ...     | ...       | ...     | ...  | ...     | ...    | ...     | ...                   | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | ...     |        |
| 7   | The Port Hope and Lindsay .....       | ...   | ...      | ...       | ...      | ...                           | ...     | ...       | ...     | ...  | ...     | ...    | ...     | ...                   | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | ...     |        |
| 8   | The Cobourg and Peterboro' .....      | ...   | ...      | ...       | ...      | ...                           | ...     | 1         | ...     | ...  | ...     | ...    | ...     | ...                   | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | ...     |        |
| 9   | The Prescott and Ottawa .....         | ...   | ...      | ...       | ...      | ...                           | ...     | ...       | ...     | ...  | ...     | ...    | ...     | ...                   | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | 1       |        |
| 10  | The Montreal and Champlain .....      | ...   | ...      | ...       | ...      | ...                           | ...     | 1         | ...     | ...  | 1       | ...    | 1       | 1                     | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | ...     |        |
| 11  | The Grenville and Carillon .....      | ...   | ...      | ...       | ...      | ...                           | ...     | ...       | ...     | ...  | ...     | ...    | ...     | ...                   | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | ...     |        |
| 12  | The St. Lawrence and Industrie .....  | ...   | ...      | ...       | ...      | ...                           | ...     | ...       | ...     | ...  | ...     | ...    | ...     | ...                   | ...     | ...    | ...     | ...                        | ...     | ...       | ...     | ...                                  | ...     | ...   | ...     |        |
|     | TOTALS. ....                          | 4   | 4        | 3         | 1        | 3                             | ...     | 4         | 3       | 4  | ...     | 23     | 4       | ...                   | 2       | 2      | 2       | ...                        | ...     | ...       | 4       | 5                                    | ...     | ...   | ...     |        |

INSPECTOR OF RAILWAYS OFFICE,

Toronto, 28th February, 1859.

urred on the Railways of Canada, in the year 1858.

X.

| Year | COUPLING OR UNCOUPL'G CARS. |         | STRUCK AGAINST BRIDGE OR OTHER OBJECT NEAR TRAIN. |         |           |         | TRAIN OFF TRACK. |         |           |         | COLLISIONS OF TRAINS. |         |           |         | DEFECTIVE CONSTRUCTION AND BAD MATERIAL. |         |           |         | TOTAL OF EACH CLASS OF PERSONS. |         |        |         | TOTAL. |  |                       |
|------|-----------------------------|---------|---|---------|-----------|---------|------------------|---------|-----------|---------|-----------------------|---------|-----------|---------|--|---------|-----------|---------|---------------------------------|---------|--------|---------|--------|--|-----------------------|
|      | Employees                   |         | Passengers  |         | Employees |         | Passengers       |         | Employees |         | Passengers            |         | Employees |         | Passengers                               |         | Employees |         | Others                          |         | Killed | Injured |        |  |                       |
|      | Killed                      | Injured | Killed  | Injured | Killed    | Injured | Killed           | Injured | Killed    | Injured | Killed                | Injured | Killed    | Injured | Killed                                   | Injured | Killed    | Injured | Killed                          | Injured |        |         |        |  |                       |
| ...  | 3                           | 4       |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | See Official Returns  |
| ...  | 1                           | 1       |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | Do.                   |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | Do.                   |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | No Accident.          |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | No Accident.          |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | No Accident.          |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | See Official Returns. |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | Do.                   |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | Do.                   |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | No Accident.          |
| ...  |                             |         |   |         |           |         |                  |         |           |         |                       |         |           |         |  |         |           |         |                                 |         |        |         |        |  | No Accident.          |
| ...  | 4                           | 5       |   |         | 3         | 4       |                  |         | 2         |         |                       |         |           | 1       |  | 7       | 4         | 19      | 11                              | 25      | 6      | 51      | 27     |  |                       |

SAMUEL KEEFER

Inspector of Railways.



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TORONTO

## SPEED OF TRAINS

*Upon the Railways in Canada, in the year 1858.*

| NAME OF RAILWAY.                      | AVERAGE SPEED OF TRAINS IN MILES<br>PER HOUR, PER TIME TABLE. |                      |                     |                      |                     |                      |                     |                      |
|---------------------------------------|---|----------------------|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|
|                                       | Express.  |                      | Accom'm.            |                      | Mixed.              |                      | Freight.            |                      |
|                                       | Including<br>Stops  | Between<br>Stations. | Including<br>Stops. | Between<br>Stations. | Including<br>Stops. | Between<br>Stations. | Including<br>Stops. | Between<br>Stations. |
| 1 The Great Western Railway,          |   |                      |                     |                      |                     |                      |                     |                      |
| Summer...                             | 24½   | 27                   | 22                  | 28                   | 15                  | 17                   | ...                 | ...                  |
| Winter...                             | 22  | 26                   | 21                  | 27                   | ...                 | ...                  | 16                  | 13                   |
| Do. Toronto Branch,                   |   |                      |                     |                      |                     |                      |                     |                      |
| Summer...                             | 23  | 29                   | 22                  | 27                   | 18                  | 22                   | ...                 | ...                  |
| Winter...                             | 22  | 26                   | 22                  | 27                   | ...                 | ...                  | 13                  | 16                   |
| 2 The Grand Trunk Railway,            |   |                      |                     |                      |                     |                      |                     |                      |
| Toronto and London...                 | 25  | 30                   | 21                  | 25                   | ...                 | ...                  | 12                  | 15                   |
| Do. Toronto and Montreal,             |   |                      |                     |                      |                     |                      |                     |                      |
| Summer...                             | 26  | 31                   | 21½                 | 27                   | 13½                 | 16                   | ...                 | ...                  |
| Winter...                             | 24  | 29                   | 20                  | 25                   | ...                 | ...                  | 12½                 | 15                   |
| Do. Montreal and B Line               |   |                      |                     |                      |                     |                      |                     |                      |
| Summer...                             | 32  | 36                   | 25                  | 30                   | ...                 | ...                  | 14                  | 17                   |
| Winter...                             | ...   | ...                  | 21                  | 25                   | ...                 | ...                  | ...                 | ...                  |
| Do. Quebec and Richmond               |   |                      |                     |                      |                     |                      |                     |                      |
| Summer...                             | 32  | 36                   | 25                  | 30                   | ...                 | ...                  | 14                  | 17                   |
| Winter...                             | ...   | ...                  | 24                  | 29                   | ...                 | ...                  | ...                 | ...                  |
| 3 Northern,                           |   |                      |                     |                      |                     |                      |                     |                      |
| Do. Reduced, 27 Dec. 1858.            | ...   | ...                  | 22                  | 27                   | ...                 | ...                  | 13                  | 17                   |
| Do. Reduced, 27 Dec. 1858.            | ...   | ...                  | 12                  | 15                   | ...                 | ...                  | ...                 | ...                  |
| 4 Buffalo and Lake Huron.....         | 27  | 34                   | 22                  | 27                   | 16½                 | 21                   | 13                  | 19                   |
| 5 London and Port Stanley.....        | ...   | ...                  | ...                 | ...                  | 18                  | 24                   | ...                 | ...                  |
| 6 Port Hope and Lindsay.....          | ...   | ...                  | ...                 | ...                  | 12                  | 16                   | 12                  | 15                   |
| 7 Cobourg and Peterboro'.....         | ...   | ...                  | 14                  | 21                   | ...                 | ...                  | 12                  | 15                   |
| 8 Prescott and Ottawa.....            | ...   | ...                  | 22                  | 27                   | ...                 | ...                  | 11                  | 20                   |
| 9 Montreal and Champlain.....         | ...   | ...                  | 22                  | 27                   | 15                  | 18                   | ...                 | ...                  |
| 10 Erie and Ontario.....              | ...   | ...                  | 17                  | 23                   | ...                 | ...                  | ...                 | ...                  |
| 11 Grenville and Carrillon.....       | ...   | ...                  | 13                  | 14                   | ...                 | ...                  | ...                 | ...                  |
| 12 St. Lawrence and Industrie.....    | ...   | ...                  | ...                 | ...                  | 8                   | 9                    | ...                 | ...                  |
| Average Speed of best roads.....      | 16  | 30½                  | 22                  | 27                   | 15½                 | 19                   | 18                  | 16                   |
| Same average in the State of N. York. | ...   | 32½                  | ...                 | ...                  | ...                 | ...                  | ...                 | 15                   |

SAMUEL KEEFER,

TORONTO, 28th February, 1859.

*Inspector of Railways.*

NUMBER AND STATE OF REPAIR

*Of Locomotive Engines running on Railways opened in  
Canada, at the end of the year 1858,*

| No          | NAME OF RAILWAY.                        | IN GOOD<br>ORDER. | REPAIRS<br>REQUIRING<br>SUBSTITUTION | REPAIRS<br>REQUIRING<br>HEAVY<br>REPAIRS | Total |
|-------------|---|-------------------|--------------------------------------|--|-------|
| 1           | The Great Western and its branches..... | 65                | 8                                    | 11                                       | 84    |
| 2           | " Grand Trunk Railway of Canada.....    | 1                 | 1                                    | 1  | 3     |
| 3           | " Northern Railway of Canada.....       | 8                 | 8                                    | 1  | 17    |
| 4           | " Buffalo and Lake Huron Railway.....   | 18                | 4                                    | 7  | 29    |
| 5           | " London and Port Stanley Railway.....  | 2                 | .....                                | .....                                    | 2     |
| 6           | " Erie and Ontario Railway.....         | 2                 | .....                                | .....                                    | 2     |
| 7           | " Cobourg and Peterboro' Railway.....   | .....             | .....                                | .....                                    | ..... |
| 8           | " Prescott and Ottawa Railway.....      | 3                 | 2                                    | .....                                    | 5     |
| 9           | " Montreal and Champlain Railway.....   | 12                | 3                                    | 1  | 16    |
| 10          | " Grenville and Carleton Railway.....   | .....             | 1                                    | 1  | 2     |
| 11          | " St. Lawrence and Industrie Railway..  | 2                 | .....                                | .....                                    | 2     |
| 12          | " Port Hope, Lindsay & Beaverton Rail'y | 4                 | .....                                | .....                                    | 4     |
| Totals..... |   | .....             | .....                                | .....                                    | 106   |

SAMUEL KEEFER,

Toronto, 28th February, 1859.

*Inspector of Railways.*

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## ROLLING STOCK.

*Statement of the number and condition of the Passenger, Freight, and other Cars and Rolling Stock, on all the Railways in Canada, on the 31st December, 1858.*

| DESCRIPTION OF STOCK.                 | In good Repair | Requiring slight Repairs | Requiring heavy Repairs | Total Number |
|---------------------------------------|----------------|--------------------------|-------------------------|--------------|
| <b>FIRST CLASS PASSENGER CARS.—</b>   |                |                          |                         |              |
| With 12 wheels .....                  | 36             | 5                        | 2                       | 43           |
| With 8 wheels .....                   | 143            | 19                       | 7                       | 169          |
| With 4 wheels .....                   | 1              |                          |                         | 1            |
| <b>SECOND CLASS PASSENGER CARS.—</b>  |                |                          |                         |              |
| With 8 wheels .....                   | 105            | 7                        | 6                       | 118          |
| With 4 wheels .....                   | 4              |                          |                         | 4            |
| <b>BAGGAGE, MAIL AND EXPRESS.—</b>    |                |                          |                         |              |
| With 12 wheels .....                  | 6              | 1                        | 1                       | 8            |
| With 8 wheels .....                   | 85             | 7                        | 9                       | 101          |
| With 4 wheels .....                   | 2              |                          |                         | 2            |
| <b>BOX, FREIGHT AND CATTLE CARS.—</b> |                |                          |                         |              |
| With 8 wheels .....                   | 2201           | 107                      | 69                      | 2377         |
| With 4 wheels .....                   | 90             | 8                        | 2                       | 100          |
| <b>PLATFORM CARS.—</b>                |                |                          |                         |              |
| With 8 wheels .....                   | 1550           | 228                      | 63                      | 1841         |
| <b>GRAVEL CARS.—</b>                  |                |                          |                         |              |
| With 8 wheels .....                   | 86             | 31                       | 11                      | 128          |
| With 4 wheels .....                   | 502            | 60                       | 122                     | 684          |
| SPAR TRUCKS .....                     | 24             |                          |                         | 24           |
| SNOW PLOUGHS, (large size) .....      | 40             |                          |                         | 40           |
| HAND CARS .....                       | 174            | 3                        | 7                       | 184          |

SAMUEL KEEFER,

*Inspector of Railways.*

TORONTO, 28th February, 1859.

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TOTAL

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the Year 1858.

XIV.

| TOTAL<br>Miles run<br>not Light<br>ning and<br>outing<br>RAINS. | TOTAL<br>Mileage<br>of all<br>TRAINS. | TOTAL<br>No. of<br><i>Passengers</i><br>carried in<br>CARS. | TOTAL<br>No. of Miles<br>travelled<br>by<br><i>Passengers.</i> | AVERAGE<br>No. of Miles<br>travelled<br>by each<br><i>Passenger.</i> |
|---|---------------------------------------|---|--|--|
| .....   | 1,360,900                             | 577,415   | 47,015,196½  | 81 $\frac{42}{100}$  |
| 47,136  | 2,049,975                             | 583,182   | 30,924,580   | 58 $\frac{15}{100}$  |
| .....   | 254,530                               | 86,029  | 3,637,227  | 42 $\frac{1}{4}$   |
| .....   | 448,916½                              | 122,630   | 4,168,436  | 33 $\frac{09}{100}$  |
| .....   | 37,981                                | 20,928  | 347,438  | 17   |
| .....   | 12,600                                | 14,190  | 170,280  | 12   |
| .....   | 35,500                                | 6,000   | 90,000   | 15   |
| .....   | 89,222                                | 31,868  | 1,356,760  | 42 $\frac{57}{100}$  |
| .....   | 166,245                               | 132,529   | 2,534,106  | 19 $\frac{15}{100}$  |
| .....   | 11,050                                | 10,000  | 130,000  | 13   |
| .....   | 6,766                                 | 3,962   | 95,808   | 24   |
| .....   | 59,957                                | 25,372  | 554,438  | 21 $\frac{873}{1000}$  |
| 47,136  | 4,532,742½                            | 1,613,935   | 91,027,299½  | 31 $\frac{69}{100}$  |

SAMUEL KEEFER,  
*Inspector of Railways.*

## Train and Passenger Mileage on all the Railways in

| NAME OF RAILWAY.  | TOTAL                            | TOTAL  | TOTAL                               |
|---|----------------------------------|--|-------------------------------------|
|   | No. of Miles run<br>by Passenger | No. of Miles run<br>by <i>Mile</i><br>and <i>Freight</i> | No. of M<br>by W<br>and <i>Cons</i> |
|   | TRAINS.                          | TRAINS   | TRAI                                |
| 1 The Great Western and its Branches .....                          | 572.551                          | 555.226  | 233                                 |
| 2 " Grand Trunk .....   | 738.452                          | 674.134  | 390                                 |
| 3 " Northern .....  | 120.440                          | 115.490  | 18                                  |
| 4 " Buffalo and Lake Huron .....                                    | 201.392½                         | 82.253   | 165                                 |
| 5 " London and Port Stanley .....                                   | .....                            | 32.802   | 4                                   |
| 6 " Erie and Ontario, (closed in winter from May to November) ..... | 12.600                           | .....  | .....                               |
| 7 " Cobourg and Peterboro' (Now closed) .....                       | 9.000                            | 16.500   | 10                                  |
| 8 " Prescott and Ottawa .....                                       | 37.730                           | 36.934   | 14                                  |
| 9 " Montreal and Champlain .....                                    | 42.120                           | 96.822   | 27                                  |
| 10 " Grenville and Carillon .....                                   | .....                            | 9.500  | 1                                   |
| 11 " St. Lawrence and Industrie .....                               | 1.536                            | 2.350  | 2                                   |
| 12 " Port Hope, Lindsay and Beaverton, and its Branch .....         | .....                            | 49.126   | 10                                  |
| Totals .....  | 1.735.821½                       | 1.671.137  | 878                                 |

TORONTO, 28th February, 1859.

on all the Railways in Canada, for the Year 1858.

| run<br>ger | TOTAL<br>No. of Miles run<br>by <i>Mixed</i><br>and <i>Freight</i><br>TRAINS | TOTAL<br>No. of Miles run<br>by <i>Wood</i><br>and <i>Construction</i><br>TRAINS. | TOTAL<br>No. of Miles run<br>by <i>Pilot Light</i><br>running and<br>Shunting<br>TRAINS. | TOTAL<br>Mileage<br>of <i>all</i><br>TRAINS. | TOTAL<br>No. of<br><i>Passengers</i><br>carried in<br>CARS. | TOTAL<br>No. of Miles<br>travelled<br>by<br><i>Passengers.</i> | AVERAGE<br>No. of Miles<br>travell<br>by each<br><i>Passenger.</i> |
|------------|--|---|--|--|---|--|--|
| 1          | 555.226  | 233.123   | .....  | 1.360.900                                    | 577.415   | 47.015.196½  | 81 $\frac{42}{100}$  |
| 2          | 674.134  | 390.253   | 247.136  | 2.040.975                                    | 583.182   | 30.924.580   | 58   |
| 3          | 115.490  | 18.600  | .....  | 254.530                                      | 86.029  | 3.637.227  | 42 $\frac{1}{2}$   |
| 4          | 82.253   | 165.271   | .....  | 448.910½                                     | 122.630   | 4.168.436  | 33 $\frac{99}{100}$  |
| 5          | 32.802   | 4.279   | .....  | 37.081                                       | 29.928  | 347.438  | 17   |
| 6          | .....  | .....   | .....  | 12.600                                       | 14.190  | 170.280  | 12   |
| 7          | 16.500   | 10.000  | .....  | 35.500                                       | 6.000   | 90.000   | 15   |
| 8          | 36.934   | 14.558  | .....  | 89.222                                       | 31.868  | 1.356.760  | 42 $\frac{57}{100}$  |
| 9          | 96.822   | 27.303  | .....  | 166.245                                      | 132.329   | 2.534.106  | 19 $\frac{12}{100}$  |
| 10         | 9.500  | 1.550   | .....  | 11.050                                       | 10.000  | 130.000  | 13   |
| 11         | 2.350  | 2.880   | .....  | 6.766  | 3.992   | 95.808   | 24   |
| 12         | 49.126   | 10.831  | .....  | 59.957                                       | 25.372  | 554.468  | 21 $\frac{8-3}{100}$   |
| 13         | 1.671.137  | 878.648   | 247.136  | 4.532.742½                                   | 1.613.935   | 91.027.299½  | 81 $\frac{69}{100}$  |

SAMUEL KEEFER,

*Inspector of Railways.*



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RETURN of the Accidents and Casualties which have occurred on the LONDON AND PORT STANLEY RAILWAY, from the 27th day of May, on Railways Act, 20th Vic., Chap. 12th, Sec. 14.

| DATE                 | Time of Day or Night | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Who was employed |
|----------------------|----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------|--|------------------|
| 1857<br>September 17 | 8.50 p.m.            | Special Engine.....           |                    | F. Hayson.....     | 1.             | Westminster.....   | Margaret McInnis....                             | Trespasser       |
| September 25         | 6.20 p.m.            | Mixed.....                    | Wm. Eager.....     | Wm. Harrison.....  | 2.             | Westminster.....   | John Lee.....                                    | Trespasser       |
| October 13           | 10.15 a.m.           | Mixed.....                    | Wm. Eager.....     | Wm. Harrison.....  | 2.             | Yarmouth.....      | Frank Watson.....                                | Brakesman        |

Sworn before me, one of her Majesty's Justices of the Peace, this the ninth day of April, 1858.

(Signed,)

M. ANDERSON

RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, from 27th May to 31st Dec 1857

| DATE        | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman.               | No. of Engine. | Place of Accident.              | Name or description of person injured or killed. | Who was employed               |
|-------------|-----------------------|-------------------------------|--------------------|----------------------------------|----------------|---------------------------------|--|--------------------------------|
| September 5 | 4 p.m.                | Day Express, west.....        | F. Carrier.....    | "Sapphire." McDonald driver..... |                | 2½ miles East of Ingersoll..... | D. McCormick.....                                | Fireman<br>passenger's employe |
| October 13  | 1.15 a.m.             | Night Express, west.....      | Howard.....        | "Ajax".....                      |                | 3 miles west of London.....     | None.....  | None.....                      |

William Comber Stephens, Secretary to the Great Western Railway Company, signed this return, and swore to the same being true this 13th April, 1858.

(S)

on the 27th day of May, 1857, and during the half year ending 31st December, 1857, made in compliance with the provisions of the "Accidents

| Name or description of person injured or killed. | Whether passenger, employee, or other | Nature of Accident to Persons | Damage done to Property | Cause of accident. Action taken by Company to prevent recurrence.<br>REMARKS.  |
|--|---------------------------------------|-------------------------------|-------------------------|--|
| Margaret McInnis....                             | Trespassing .....                     | Killed .....                  |                         | That the deceased came to her death by being struck by an engine on the Port Stanley Railroad; that the accident was caused by the deceased being improperly on the track after dark, and that no blame whatsoever can be attached to any person connected with the train.           |
| John Lee.....                                    | Trespassing .....                     | Killed .....                  |                         | That the deceased was killed by being struck by an Engine running on the Port Stanley Railway; no blame being attached to the parties connected with the running of the train.   |
| Frank Watson.....                                | Bikesman.....                         | Killed .....                  |                         | That the deceased Frank Watson came to his death by accidentally coming in contact with a portion of a bridge crossing the Port Stanley Railway, while on the cars, and being thrown on the track, the cars passed over his lower extremities and so come to his death accidentally. |

(Signed)

M. ANDERSON,  
J. P.

(Signed)

W. BOWMAN.

from 27th May to 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

| Name or description of person injured or killed. | Whether passenger, employee, or other | Nature of Accident to Persons.                     | Damage done to Property.  | Cause of Accident. Action taken by Company to prevent recurrence.<br>REMARKS.  |
|--|---------------------------------------|--|---|--|
| D. McCormick.....                                | Fir man in Company's employ .....     | Badly scalded, from effects of which he died ..... | Engine, Tender, Baggage and second class car, thrown off track..... | Heavy rains washed sand on to track, whereby engine and cars thrown off.   |
| None .....                                       | None .....                            | None .....   | Slight .....  | Night Express west met a wood train; the party in fault, James Manby, Station Master at London, has been discharged and prosecuted to conviction by the Company. |

of true this 13th April, 1858.

(Signed)

MACDONALD BRIDGES,  
A Commissioner in Queen's Bench, Wentworth.

(Signed)

W. C. STEPHENS.

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| ..  | Broken rib   |
| ..  | Killed . . . |
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| ..  | Killed . . . |
| ..  | Killed . . . |
| ..  | Leg broken.  |
| ..  | Killed . . . |
| ..  | Jammed bet   |
| ..  | Loss of left |
| ..  | Loss of both |

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ember, 1857, made in

| Number | Nature of accident to persons. |
|--------|--------------------------------|
|        | Death .....                    |

Erie & Ontario Railwa  
age and belief.

7, made in compliance

| Number | Nature of Accident to persons. |
|--------|--------------------------------|
| ..     | Killed .....                   |
| ..     | .. An arm broken .....         |
| ..     | .. Loss of left leg .....      |
| ..     | .. Broken ribs .....           |
| ..     | .. Killed .....                |
| ..     | .. Killed .....                |
| ..     | .. Fractured limb .....        |
| ..     | .. Killed .....                |
| ..     | .. Killed .....                |
| ..     | .. Leg broken .....            |
| ..     | .. Killed .....                |
| ..     | .. Jammed between cars .....   |
| ..     | .. Loss of left arm .....      |
| ..     | .. Loss of both legs .....     |

The contents of the a/b

## RETURN of the Accidents and Casualties which have occurred on the ERIE AND ONTARIO RAILWAY, during the half year ending the 13th

| DATE | Time of Day or Night | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident            | Name and description of persons injured or killed. | Whether passenger, employee, or other. |
|------|----------------------|-------------------------------|--------------------|--------------------|----------------|------------------------------|--|--|
| 1858 | 17 Noon              | No. 1 Passenger               | John Rousseau      | John Merrill       | "Niagara"      | Brown's Crossing, Queenstown | John Robbins, child of eight years of age.         | Neither a passenger or employee.       |

COUNTY OF LINCOLN, }  
TOWNS OF NIAGARA, TO WIT: }

Be it remembered, that on this 26th day of March, 1858, William Turner of the said Town, Superintendent of County, and being duly sworn deposeth and saith that the above return is true and correct to the best of his knowledge.

Sworn before me the day and year aforesaid,

(Signed)

JOHN SIMPSON,

J. P.

## RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, from May 27th to December 31st.

| DATE | Time of Day or Night | No. and description of Train. | Name of Conductor.  | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employee, or other. |
|------|----------------------|-------------------------------|---------------------|--------------------|----------------|--------------------|--|--|
| 1858 | 11:00 AM             | No. 4, Express                | P. W. C. Case       | Peter Condron      | 25             | Chaudiere          | E. Corrigan                                      | Labourer                               |
| 1858 | 11:30 AM             | No. 1, Gravel                 | P. Simotte          | F. Lambert         | 154            | Petersburg         | J. Steinbeaugher                                 | Employee                               |
| 1858 | 12:00 PM             | Empty                         | In charge of Switch | man                | 194            | Cobourg            | W. C. Donavan                                    | Labourer                               |
| 1858 | 12:30 PM             | No. 2, Express                | J. Walker           | J. Stott           | 64             | Near Tyendinaga    | Mohawk Indian                                    |  |
| 1858 | 1:00 PM              | Wood                          | H. Lucie            | H. Rudely          | 90             | Gananoque          | Thos. Walker                                     | Labourer                               |
| 1858 | 1:30 PM              | Emigrant                      | Alexander           | J. Worsley         | 97             | Near Scarboro'     | Jas. Maxwell                                     | Tracksmen                              |
| 1858 | 2:00 PM              | No. 4, Passenger              | Wm. Mitchell        | A. Smith           | 99             | " Brampton         | P. Murphy  | Resident                               |
| 1858 | 2:30 PM              | Express                       | J. Thompson         | R. Whitehead       | 68             | " St. Anns         | Unknown  |  |
| 1858 | 3:00 PM              | Pilot                         |                     | J. Boudoin         | 158            | Kingston           | Jas McKay  | Employee                               |
| 1858 | 3:30 PM              | Express                       | M. Vallee           | H. Mayo            | 173            | Prescott           | Andrew Todd                                      | Passenger                              |
| 1858 | 4:00 PM              | No. 1, Express                | J. Kirkham          | J. Scott           | 148            | Oshawa             | Peter Ingram                                     | Tracksmen                              |
| 1858 | 4:30 PM              | No. 7, Freight                | M. Couture          | Abbott             | 40             | Longueuil          | Peter Fontaine                                   | Brakesman                              |
| 1858 | 5:00 PM              | No. 2, Express                | J. Walker           | W. Coon            | 96             | Belleville         | J. Spragg  | Passenger                              |
| 1858 | 5:30 PM              | Freight                       | J. Munroe           | Chesborough        | 77             | Near Trenton       | Thomas Smith                                     | Tracksmen                              |

Sworn before me this 15th July, 1858.

(Signed)

J. DOUCET,

J. P.

Report for the year ending the 13th December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12 Sec. 14.

| Name and description of person injured or killed. | Whether passenger, employee, or other. | Nature of accident to persons. | Damage done to Property. | Cause of Accident. Action taken by Company to prevent recurrence.   |
|---|--|--------------------------------|--------------------------|---|
| REMARKS.  |  |                                |                          |   |
| Robbins, child eight years of age.                | Neither a passenger or employee.       | Death .....                    | .....                    | This child lay on his belly across the rail, with his head laying down into the catch guard, the Engineer could not ascertain, in time what the object was which lay on the rail, though both whistle and bell were used, the object did not stir, and the Jury did not attach any blame to the servants of the Company for want of care on the occasion. |

John Town, Superintendent of the Erie & Ontario Railway, personally appeared before the undersigned, one of Her Majesty's Justices of the Peace for the said District to the best of his knowledge and belief.

J. P.

(Signed)

Wm. TURNER,  
Superintendent E. & O. R. R. Co.

Report for the year ending the 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12th, Sec. 14.

| Name or description of person injured or killed. | Whether passenger, employee, or other. | Nature of Accident to persons. | Damage done to Property.         | Cause of Accident. Action taken by Company to prevent recurrence.   |
|--|--|--------------------------------|----------------------------------|---|
| REMARKS.   |  |                                |                                  |   |
| Corrigan   | Labourer                               | Killed                         | None                             | Struck by a car, supposed to have been sitting on end of a tie, asleep.   |
| Leinbenugher                                     | Employee                               | An arm broken                  | .....                            | Thrown from the cars by a man in liquor.  |
| E. Donovan                                       | Labourer                               | Loss of left leg               | .....                            | Walking on the track drunk—warned off twice.  |
| Lawk Indian                                      | .....                                  | Broken ribs                    | .....                            | Trespassing on the line, recovered in two months.   |
| W. Walker  | Labourer                               | Killed                         | 1 Car and part of Engine damaged | Some wheels came in contact with another train, wheels not scotched—Conductor dismissed.                                    |
| Maxwell  | Tracksmen                              | Killed                         | None                             | Drunk—run over—verdict "accidental death."  |
| Murphy   | Resident                               | Fractured limb                 | .....                            | Ran in between the engine under the influence of liquor.  |
| McGowan  | .....                                  | Killed                         | .....                            | Man walking on track after dark.  |
| McKay  | Employee                               | Killed                         | .....                            | Carelessness of deceased (shunting) jammed between car and platform, his lamp caught between, and injured him fatally.      |
| John Todd  | Passenger                              | Leg broken                     | .....                            | Jumping off train while in motion.  |
| John Ingram                                      | Tracksmen                              | Killed                         | .....                            | Drunk—run over—verdict "accidental death."  |
| John Fontaine                                    | Tracksmen                              | Jammed between cars            | .....                            | Coupling cars, man recovered.   |
| John Bragg                                       | Passenger                              | Loss of left arm               | .....                            | Drunk, jumping on train after it started.   |
| John Smith                                       | Tracksmen                              | Loss of both legs              | .....                            | Was a liquor; got on train between engine and first car without knowledge of conductor; fell off and train passed over him. |

The contents of the above Schedule are true to the best of my knowledge and belief.

(Signed)

W. SHANLY,  
General Manager, G. W. R.



ding the 31st

| other | Nature of    |
|-------|--------------|
| ..... | Killed ..... |
| ..... | Killed ..... |
| ..... | Hurt .....   |
| ..... | Killed ..... |
| ..... | Killed ..... |
| ..... | Hand Crust   |
| ..... | Killed ..... |
| ..... | Killed ..... |

end.

Wingwood, du

| other              | Nature of         |
|--------------------|-------------------|
| .....              | Hip dislocate     |
| .....              | Hip fracture      |
| ee }<br>n }<br>n } | Killed .....      |
| ee }               | Leg cut off ..... |
| .....              | Both legs cut     |
| .....              | Killed instant    |

Sworn to before

ding the 31st Decem<sup>r</sup>

| other | Nature of Accider persons. |
|-------|----------------------------|
| ..... | Killed .....               |
| ..... | Killed .....               |
| ..... | Hurt .....                 |
| ..... | Killed .....               |
| ..... | Killed .....               |
| ..... | Hand Crushed.....          |
| ..... | Killed .....               |
| ..... | Killed .....               |

nd.

Wingwood, during th

| other                       | Nature of Acciden Persons. |
|-----------------------------|----------------------------|
| .....                       | Hip dislocated. ....       |
| .....                       | Hip fractured. ....        |
| n- }<br>ee }<br>n }<br>ee } | Killed .. .....            |
| .....                       | Leg cut off.....           |
| .....                       | Both legs cut off....      |
| .....                       | Killed instantly ...       |

Sworn to before me, th

RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending on the 31st of July, 1858, under the provisions of the "Act respecting Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| DATE    | Time of Day or Night | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident.             | Name or description of persons injured or killed. | Whether passenger, employe, or other. |
|---------|----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------------------|---|---------------------------------------|
| June 27 | Day                  | Passenger                     | R. M. Frost        | George King        | Wisconsin      | 1½ miles east of Port Colborne | Mary Kold   |                                       |
| July 1  | Day                  | Freight                       | Holmes             | J. McPhail         | Chicago        | Tavistock                      | James McAnnely                                    |                                       |
| July 2  | Day                  | Gravel Train                  |                    |                    | Cayuga         | Onondago                       | George Simpson                                    |                                       |
| July 11 | Night                | Express, West                 | Anderson           | E. Bowen           | Michigan       | Brantford                      | James Power                                       | Sectionman                            |
| July 12 | Day                  | Do Do                         | Rogers             | M. Christian       | Michigan       | 2¼ miles west of Dunville      | Edward Jay  |                                       |
| July 13 | Day                  | Express, West                 | McCoy              |                    | Wisconsin      | Paris Station                  | R. Hogarth  | Employee                              |
| July 13 | Day                  | Accommodation, West           | G. Covell          | E. Bowen           | Michigan       | 3 miles west of Brantford      | Cook  |                                       |
| July 13 | Day                  | Accommodation, West           | G. Covell          | E. Bowen           | Michigan       | ¼ west of Dunville             | A. Troble   |                                       |

Sworn before me, at Port Erie, this fifteenth day of July, 1858.

(Signed)

ALEXANDER DOUGLAS,

J. P. for County of Well.

RETURN of the Accidents and Casualties which have occurred on the ONTARIO, SIMCOE AND HURON UNION RAILWAY, between Toronto and Colborne, under the provisions of the "Act respecting Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| DATE        | Time of Day or Night | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident.       | Name or description of persons injured or killed. | Whether passenger, employe, or other. |
|-------------|----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------------|---|---------------------------------------|
| July 1      | Day                  | Freight Train                 | George Palm        | S. Jackson         | 13             | Newmarket                | William Taylor                                    | Brakesman                             |
| July 1      | Day                  | Wood Train                    | B. F. Hurty        | J. Metzker         | 12             | Mad River                | William Staine                                    | Stranger                              |
| August 14   | 11 A.M.              | Mail Train North              | Wm. McDonald       | McCall             | 14             | Near Barrie              | John Casey  | Neither passenger or employe          |
| October 22  | 9:30 A.M.            | Mail Train North              | Charles S. Plumb   | McCall             | 14             | Near Seanlan's           | John Avery  | Neither passenger or employe          |
| December 10 | 6:00 A.M.            | Freight Train North           | Francis Lawrence   | Henry Boynton      | 15             | Aurora                   | Michael Looney                                    | Brakesman                             |
| July 20     | A.M.                 | Through Freight Train South   | William Dollery    | Edward Ferverall   | 6              | One mile north of Barrie | Patrick Hart                                      | Brakesman                             |

Note.—No Engine or Train has been off the track, or accident or injury to any passenger.

(Signed) J. LEWIS GRANT,  
Superintendent O. S. & H. R. R.

CITY OF TORONTO, }  
TO WIT: } Subscribed and

During the half year ending the 31st December, 1857, made in compliance with the provisions of the "Accidents on Railways Act," 20th

| Name or description of person injured or killed. | Whether passenger, employee, or other. | Nature of Accident to persons. | Damage done to Property. | Cause of Accident. Action taken by Company to prevent recurrence. | REMARKS. |
|--|--|--------------------------------|--------------------------|---|----------|
| W. Kold.....                                     |  | Killed.....                    |                          | Trespassing on track.   |          |
| W. McAnnally.....                                |  | Killed.....                    |                          | Do.   |          |
| W. Simpson.....                                  |  | Hurt.....                      |                          | Do.   |          |
| W. Power.....                                    | Sectionman.                            | Killed.....                    |                          | Do.   |          |
| W. Ward Day.....                                 |  | Killed.....                    |                          | Do.   |          |
| W. Logarth.....                                  | Employee.                              | Hand Crushed.....              |                          | Coupling cars in Paris yard.                                      |          |
| W. Noble.....                                    |  | Killed.....                    |                          | Playing on the track.   |          |
|  |  | Killed.....                    |                          | Dead, trespassing on the track.                                   |          |

W. UGLAS,  
J. P. for County of Wiltnd.

(Signed)

JOHN B. WATTS,  
Assistant Superintendent, B. & L. H. Railway.

between Toronto and Collingwood, during the half year ending the 31st December, 1857, made in compliance with the provisions of the

| Name or description of person injured or killed. | Whether passenger, employee, or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident. Action taken by Company to prevent recurrence.   | REMARKS. |
|--|--|--------------------------------|--------------------------|---|----------|
| W. Taylor.....                                   | Brakesman.                             | Hip dislocated.....            |                          | Uncoupling cars.  |          |
| W. Staine.....                                   | Stranger.                              | Hip fractured.....             |                          | Lying beside the track intoxicated, with a jug of whiskey by his side.  |          |
| W. Casey.....                                    | Neither passenger or employee.         | Killed.....                    |                          | Intoxicated, lying in a culvert, could not be seen, raised his head and was struck by the engine, Verdict "Accidental death."   |          |
| W. Avery.....                                    | Neither passenger or employee.         | Leg cut off.....               |                          | Intoxicated, lying on the track with one foot on the rail, a jug of whiskey by his side, died two days after, Verdict "Accidental death."   |          |
| W. Looney.....                                   | Brakesman.                             | Both legs cut off.....         |                          | Uncoupling cars fell, three box and two platform cars passing over him, was brought to Toronto, and died from the effects of injury received, two hours after, in the Toronto Hospital, Verdict "Accidental death." |          |
| W. Hart.....                                     | Brakesman.                             | Killed instantly.....          |                          | Fell between cars, the train passing over him, Verdict "Accidental death."  |          |

TORONTO, } Subscribed and Sworn to before me, this 23rd day of March, in the year of Our Lord, One Thousand Eight Hundred and Fifty Eight.

(Signed) Wm. H. BOULTON,  
Mayor.

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June, 1858

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| ... Foot and |

Toronto Hospit

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| Other | Nature of Accid<br>Persons |
|-------|----------------------------|
| ...   | Leg broken—since           |

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June, 1858, made

| Other | Nature of accide<br>persons. |
|-------|------------------------------|
| ...   | Foot and Arm eru             |

Toronto Hospital from t

RETURN of the Accidents and Casualties which have occurred on the MONTREAL AND CHAMPLAIN Railway, during the half year ending the 30th Victoria, Chapter 12th, Section 14.

| DATE            | Time of Day or Night | No. and description of Train. | Name of Conductor. | Name of Engineman.    | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employee, or other. |
|-----------------|----------------------|-------------------------------|--------------------|-----------------------|----------------|--------------------|--|--|
| 1858<br>July 13 | 5 50 A.M.            | Passenger .....               | John Crosby .....  | (Engine detached).... | .....          | Lachine.....       | Jos. Filiatrault .....                           | Other .....                            |

Sworn before me at Montreal, this 14th day of July, 1858.  
(Signed)

Z. BOUTLIER, J. P.

RETURN of the Accidents and Casualties which have occurred on the COBOURG & PETERBORO' RAILWAY, during the half year ending the 30th Victoria, Chapter 12th, Section 14.

| DATE           | Time of Day or Night | No. and description of Train. | Name of Conductor. | Name of Engineman.   | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employee, or other. |
|----------------|----------------------|-------------------------------|--------------------|----------------------|----------------|--------------------|--|--|
| 1858<br>Dec 23 | 9 P.M.               | Freight and Wood .....        | James Brown.....   | John Pendergrast.... | Cobourg.....   | Peterboro' .....   | * George Bone.....                               | Brakesman .....                        |

\* This man afterwards died in the hospital.

Sworn before me at Cobourg, this 23rd day of December, 1858.  
(Signed)

W. Y. STRONG, J. P.

During the half year ending the 30th day of June, 1858, made in compliance with the provisions of the "Accidents on Railways Act."

| Description of person injured or killed. | Whether passenger, employee, or other. | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident.         | Action taken by Company to prevent recurrence.         |
|--|--|--------------------------------|--------------------------|----------------------------|--|
| REMARKS.                                 |  |                                |                          |                            |  |
| Traumatism                               | Other                                  | Leg broken—since dead.         | None.                    | Decreased vision and deaf. | was crossing the track, immediately in front of train. |

I hereby certify the above Return is correct and true, to the best of my knowledge and belief.  
 (Signed) W. A. MERRY, Sec'y. M. & C. R. R. Co.

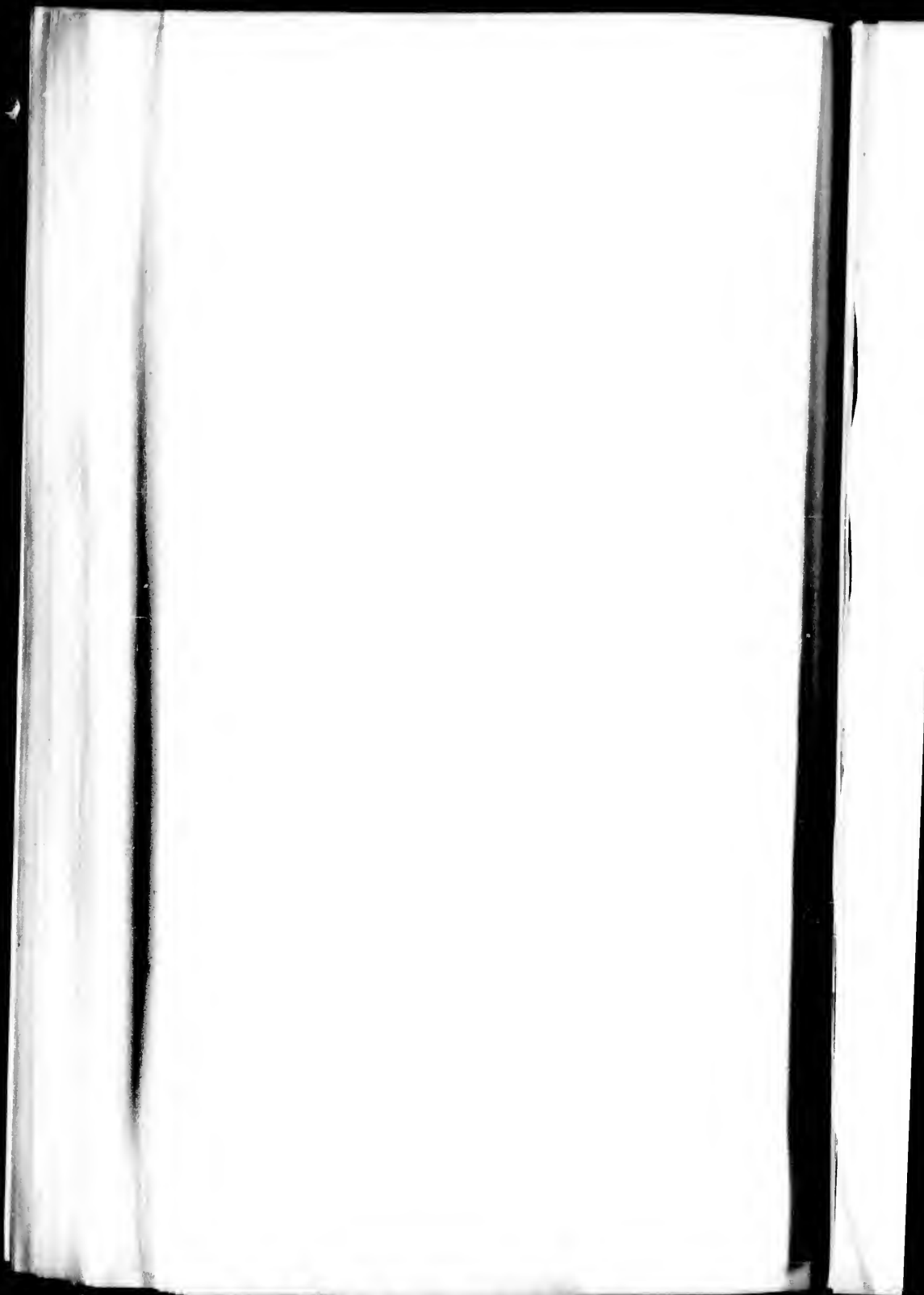
During the year ending the 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 11.

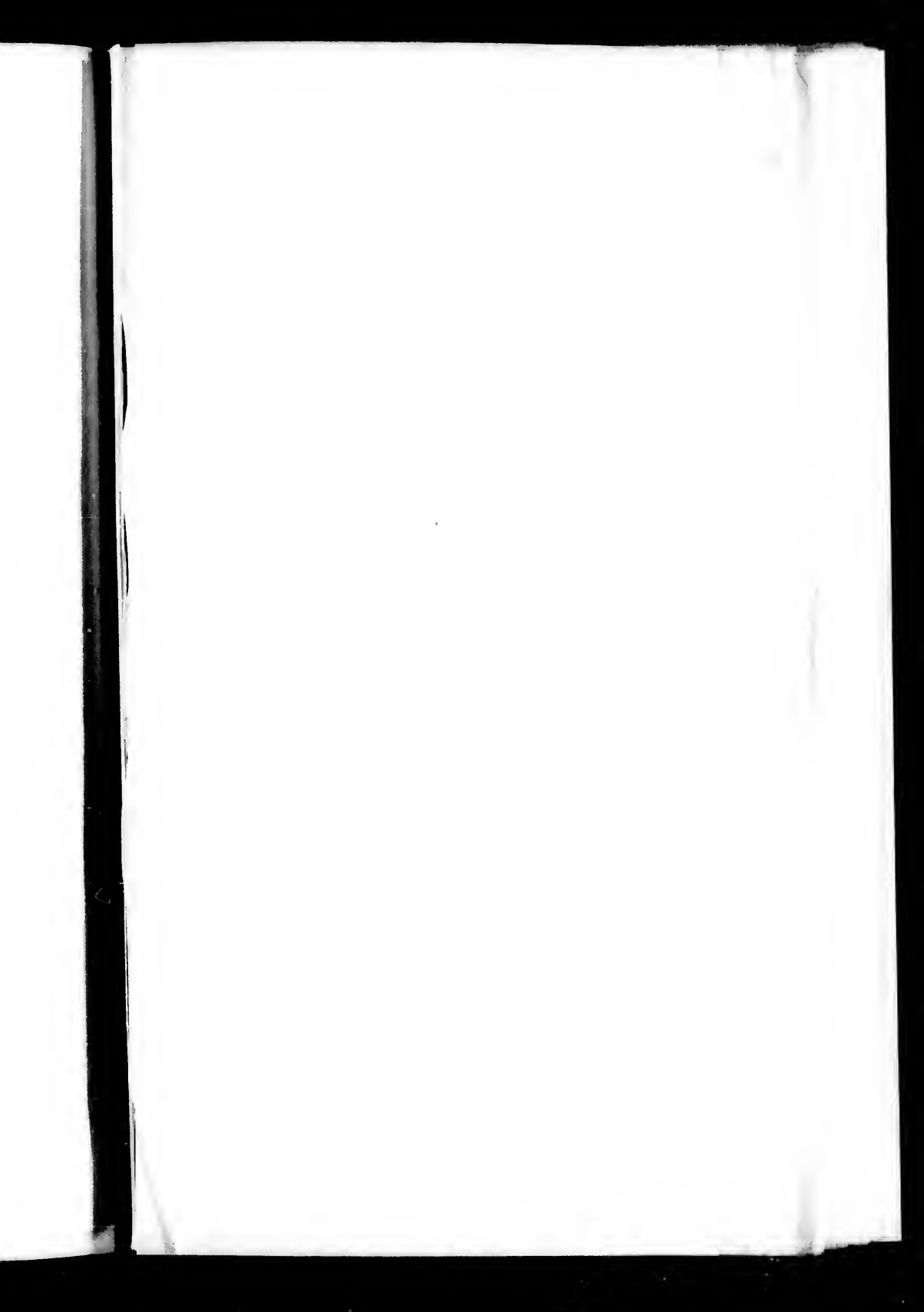
| Description of person injured or killed. | Whether passenger, employee, or other. | Nature of accident to persons. | Damage done to Property.    | Cause of Accident.     | Action taken by Company to prevent recurrence.       |
|--|--|--------------------------------|-----------------------------|------------------------|--|
| REMARKS.                                 |  |                                |                             |                        |  |
| Ridge Bone                               | Brakesman                              | Foot and Arm crushed           | Four head of cattle killed. | The turning of a stick | of cordwood, while stepping from one car to another. |

One man afterwards died in the Toronto Hospital from the effects of the above injuries.

This is correct.  
 (Signed) JAMES BARBER, Superintendent.







RETURN of the Accidents and Casualties which have occurred on the ONTARIO, SIMCOE AND HURON UNION RAILWAY. Toronto, Canada of the "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| DATE. | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident.   | Name or description of person injured or killed. | Whether Passenger, employee, or other. |
|-------|-----------------------|-------------------------------|--------------------|--------------------|----------------|----------------------|--|--|
| 1858  |                       |                               |                    |                    |                |                      |  |  |
| March | 2                     | 1.30 A.M. Way Freight         | F. Lawrence        | E. Deyverall       | 8              | Mile south of Lefroy |  |  |
| April | 28                    | 9.38 A.M. Accommodation       | C. Plumb           | J. Metzker         | 12             | South New Market     |  |  |
| May   | 6                     | 12 Noon. Way Freight          | F. Lawrence        | E. Deverall        | Seymour.       | Lefroy               | Joshua Coon                                      | Employee                               |
|       | 11                    | " " " " " " " "               | F. Lawrence        | C. Lathrop         | 13             | New Market           | Michael Cain                                     |  |
|       | 11                    | 8.50 A.M. Mail                | H. Roberts         | Joseph Metzker     | 12             | South of Aurora      |  |  |
|       | 12                    | 6.00 A.M. " " " " " " " "     | McDonald           | Levi Williams      | 16             | Holland Landing      |  |  |
|       | 17                    | 2.15 A.M. " " " " " " " "     | C. Plumb           | McCall             | 14             |                      |  |  |
|       | 2                     | 6.50 A.M. Accommodation       | J. Harvie          | "                  | 14             |                      |  |  |

Sworn before me at Toronto, this 26th day of August, A. D. 1858.  
(Signed) D. B. READ,  
Alderman of the City of Toronto, and J. P.

CITY OF TORONTO, } JUSTUS L.  
TO WIT } th

RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, during the half year ending 30th June, 1858.

| DATE. | Time of Day or Night. | No. and description of Train.    | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident.     | Name or description of person injured or killed. | Whether Passenger, employee, or other. |
|-------|-----------------------|----------------------------------|--------------------|--------------------|----------------|------------------------|--|--|
| July  | 7                     | 7.15 A.M. No. 3, Passenger Train | Cooke              | Wm. Coone          | 79             | Front Street, Toronto. | J. Macindless                                    | Teamster                               |
|       | 11                    | Noon. Through Freight            | Rafferty           | S. Hall            | 191            | Newcastle              | Henry Kidd                                       | Brakeman                               |
|       | 11                    | 1.15 P.M. No. 3, Freight         | E. Barlow          | Wm. Toad           | 50             | Black River            | D. McNeil  | Fireman                                |
|       | 25                    | 1.15 A.M. No. 5, Freight         | R. Johnson         | Edward Nize        | 150            | Queen's Wharf          | Ed. Nize   | Driver                                 |
|       | 7                     | 7.15 A.M. No. 8, Lumber Train    | E. Rowe            | S. Dimond          | 157            | Malton                 | Mary Maber                                       | Resident                               |
|       | 10                    | 1.15 P.M. Lumber Train           | P. Henleyman       | W. Johnstone       | 15             | Lennoxville            | Alex. Coder                                      | Brakeman                               |
|       | 10                    | 1.15 P.M. No. 2, Mail Train      | F. Letard          | W. Toad            | 70             | Black River            | B. Carrier and Maria O                           | Farmer and Child                       |
|       | 12                    | 2.15 P.M. No. 4, Passenger Train | Wm. Brown          | S. Sheaffer        | 95             | Georgetown             | George Higgins                                   | Resident                               |
|       | 12                    | 1.15 P.M. Mail                   | T. B. Harris       | G. Walker          | 69             | Near River Beauletto   | B. Gourlay                                       | Stranger                               |

Sworn to as to the correctness thereof, before me, this third day of September, 1858.  
(Signed) T. DOUCET, J. P., District of Montreal.

RAILWAY, Toronto, Canada West, during the half year ending the 30th June, 1858, made in compliance with the provisions

| Description of person injured or killed. | Whether Passenger, Employee, or other. | Nature of Accident to Persons.            | Damage done to Property. | Cause of Accident. Action taken by Company to prevent recurrence.  |
|--|--|---|--------------------------|--|
|  |  |   |                          | REMARKS.   |
|  |  |   | Cow Killed               | Cow on track, fences are good, cattle break out to feed side of track.   |
|  |  |   | "                        | "  |
| Coon Cain                                | Employee                               | Hand caught by drawheads<br>Badly bruised |                          | Coupling Cars, lost one finger, is recovered, and at work for Co'y.  |
|  |  |   | Broke the leg of a Cow   | Fell between cars, since recovered, and at work for Company.   |
|  |  |   | Cow killed               | Cow on track.  |
|  |  |   | "                        | "  |
|  |  |   | Bridge partially burned  | When within a short distance of Mad River a man named William Scott, signalled the train to stop, the Conductor found the Bridge was partially burned, near the bridge was found a match box, and part of a newspaper; we have every reason to believe it was the work of an incendiary. A reward of \$500 was offered. There is a man under arrest in Barrie gaol, but not yet tried. The train was detained three hours. |

OF TORONTO, JUSTICE LEWIS GRANT, of the City of Toronto, Superintendent of the Ontario, Simcoe, and Huron Railroad, maketh oath and saith, that the within Return is true in all its particulars, to the best of his knowledge and belief.  
(Signed) J. LEWIS GRANT, Superintendent.

of year ending 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12th. Sec. 14.

| Description of person injured or killed. | Whether Passenger, Employee, or other. | Nature of Accident to persons. | Damage done to Property. | Cause of Accident. Action taken by Company to prevent recurrence.  |
|--|--|--------------------------------|--------------------------|--|
|  |  |                                |                          | REMARKS.   |
| Indless                                  | Train ter.                             | Knocked down and bruised       | Wagon Broken             | Horses became restive—man recovered in a few days.   |
| Killed                                   | Brakeman                               | Killed                         | None                     | Walking on roof of cars, with his back to engine. Struck by bridge.  |
| Oil                                      | Fireman                                | Struck on head                 | "                        | Do. do. do. and struck by bridge. Recovered.   |
| e.                                       | Driver                                 | Arm Crushed                    | "                        | Endeavoring to couple two freight cars while train was in motion, it not being his duty. Arm injured between buffers. Recovered. |
| uber                                     | Resident                               | Bruised                        | "                        | Was drunk; lying on track; engine threw her off; recovered.  |
| oder                                     | Brakeman                               | Arm Broken                     | "                        | Was coupling cars; fell off train; arm amputated.  |
| er and Maria O                           | Farmer and Child                       | Killed                         | "                        | Two children were playing on level crossing; in the endeavor to save them, the father and one of the children were killed.       |
| Higgins                                  | Resident                               | Arm cut off                    | "                        | Thrown down by a passenger getting on train—arm amputated and apparently recovering, was afterwards taken ill and died.          |
| ay                                       | Stranger                               | Killed                         | "                        | Drunk—run over by train.   |

(Signed)

W. SHANLY,  
General Manager.

o

1858, *ma*

Nature of A  
Pers

Jammed betw

Fell off Train

Thigh broken.

Arm jammed.

Earth fell on h

Struck his head

Legs run over

Lost his leg .

Run over . . . .

Toes crushed.

Run over . . .

Killed . . . . .

Run over and h

1858, made in compl

| Nature of Accident to<br>Persons. |
|-----------------------------------|
| Jammed between cars....           |
| Fell off Train .....              |
| Fligh broken.....                 |
| Arm jammed.. .....                |
| Earth fell on him .....           |
| Struck his head ag't bridge       |
| Legs run over .....               |
| Lost his leg .....                |
| Run over.....                     |
| Feet crushed .....                |
| Run over .....                    |
| Killed .....                      |
| Run over and killed.....          |

## RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, during the half year ending the 30th of

| DATE.     | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine.    | Place of Accident.              | Name or description of person injured or killed. | Whether passenger, employee, or other. |
|-----------|-----------------------|-------------------------------|--------------------|--------------------|-------------------|---------------------------------|--|--|
| 1858      | undate                | It was not known at the time. | E. Barrett         |                    |                   | Bronte                          | Wm. Belyea                                       | Mail Courier                           |
| January 5 | 7 A.M.                | Morning Express Train West.   | Willy              | Spence             | Illinois          | Cold Springs                    | David Ross                                       | Passenger                              |
| April     | 3.45 P.M.             | No. 6, Freight, West.         | Thorpe             | Sharp and Flood    | Lyoness & Norfolk | Paris                           | William Benson                                   | Brakesman                              |
| "         | 1.40 "                | No. 6, Freight, East          | Delany             | Welsh and Co.      | Etna and Pollux   | Beachville                      | Owen Flynn                                       | do.                                    |
| "         | 8.10 "                | No. 3, Freight West           | Baillie            | Hall               | Python            | St. Catherines Gravel Pit       | Pat Kennedy                                      | Contractor's man                       |
| "         | 8.10 "                | No. 3, Freight West           | Baillie            | Hall               | Python            | Third bridge west of London     | J. Baillie                                       | Conductor                              |
| "         | 10.00 A.M.            | do. do.                       | J. Fox             | Muirhead           | Atlas             | Harrisburg                      | Joseph Blades                                    | Brakesman                              |
| May 19    | 1.09 P.M.             | Day Express, West             | Hawkins            | Porter             | Diamond           | St. Catherines trestle work     | Pat McHugh                                       | Passenger                              |
| "         | 11.15 "               | do. East                      | do.                | Graham             | Oberon            | West of Glencoe                 | Wm Walker  |  |
| "         |                       | Gravel Train                  | D. Varry           | B. Hutson          | Detroit           | Baptiste Creek                  | J. Hays  |  |
| July 10   | 8.10 P.M.             | No. 3, Freight, West          | Hall               | Sharp              | Lyoness           | Half a mile west of Thamesville | F. Sharp   |  |
| "         |                       | Ballast Train                 | J. Plummer         | W. Hood            | Hamilton          | Lewisville Siding               | Burcher  | Brakesman                              |
| August 15 | 11 A.M.               | No. 2 Express, Toronto Branch | E. Barrett         | Purdan             | Welland           | A mile west of Etobicoke bridge | Jas. Anderson                                    |  |

This Return is subscribed by WILLIAM C. STEPHENS, Esquire, Secretary of the Great Western Railway Company, }  
 was sworn to by him in my presence, as a true return, to the best of his knowledge and belief. }  
 (Signed) EMLIUS IRVING, A Commissioner for taking Affidavits in the Queen's Bench. }

Half year ending the 30th June 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 11.

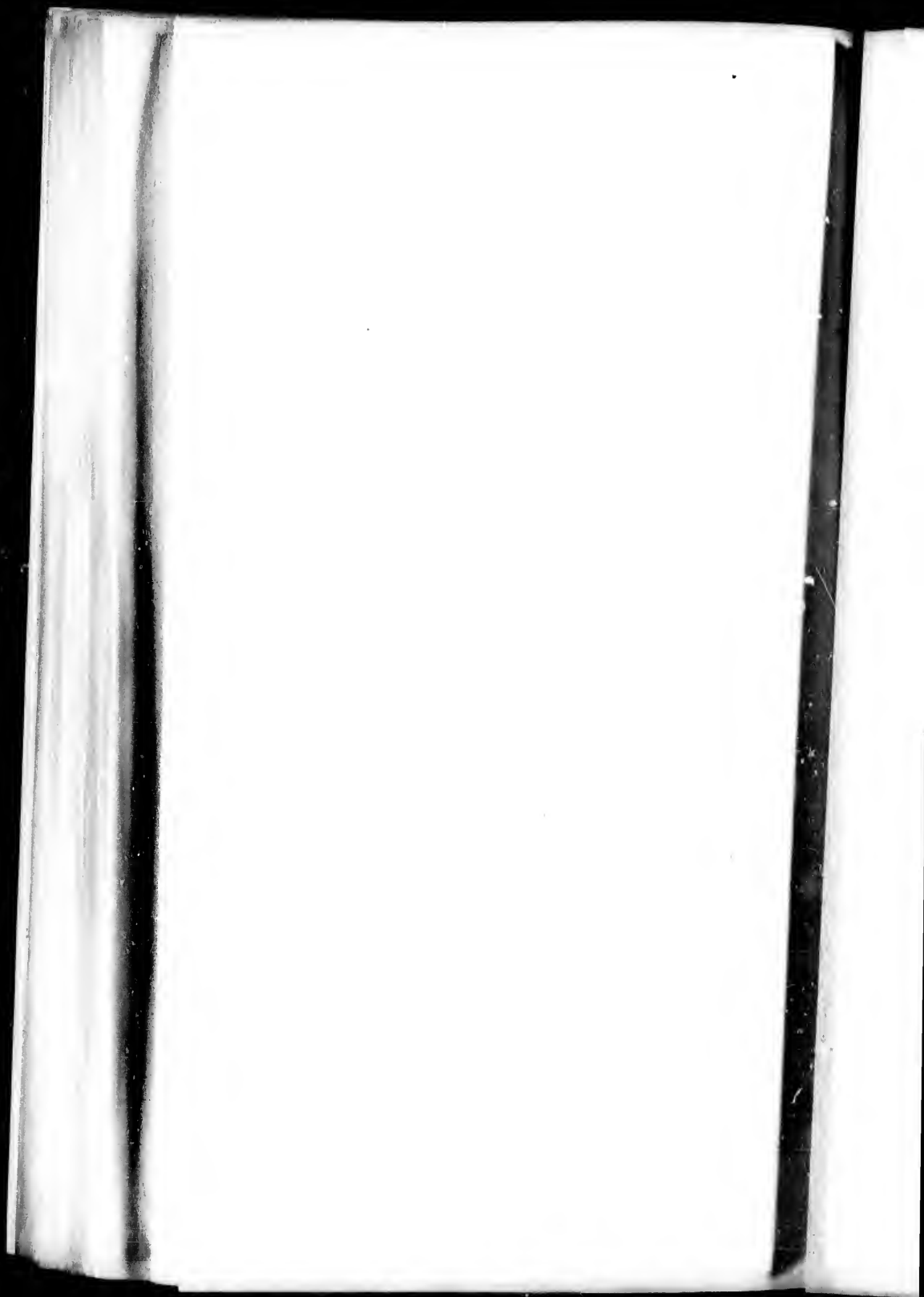
| Name of person injured or killed. | Whether passenger, employee, or other. | Nature of Accident to Persons.   | Damage done to Property. | Causes of Accidents. Action taken by Company to prevent recurrence | REMARKS   |
|-----------------------------------|--|----------------------------------|--------------------------|--|---|
|                                   |  |                                  |                          |  |   |
| Belyea.....                       | Mail Courier .....                     | Jammed between cars.....         |                          |  | Belyea was passing between the cars on the siding with the mail bags, when one of them was set in motion, and he was caught between them; he was injured about the hips, but has since recovered. |
| Ross.....                         | Passenger .....                        | Fell off Train.....              |                          |  | Supposed to have fallen between cars; was severely wounded;— afterwards died from injuries received.  |
| Sam Benson .....                  | Brakesman.....                         | Thigh broken.....                |                          |  | While uncoupling cars, his foot caught in the track, and two wheels passed over his thigh, breaking it in two places. Died on the 24th of April.  |
| Flynn.....                        | do.....                                | Arm jammed.....                  |                          |  | Had his arm jammed uncoupling cars.   |
| Kennedy.....                      | Contractor's man.....                  | Earth fell on him.....           |                          |  | Killed while working in gravel pit, by the earth falling on him.— He was in the employ of the Contractor.   |
| Ellie.....                        | Conductor .....                        | Struck his head ag't bridge..... |                          |  | His head came in contact with the bridge while endeavoring to put a tippy man on the top of the cars, between London and Konoak. Recovered.   |
| Blades.....                       | Brakesman.....                         | Legs run over.....               |                          |  | Fell while coupling cars, which passed over his legs; both were amputated. Died the next day.   |
| McHugh.....                       | Passenger .....                        | Lost his leg.....                |                          |  | Passenger endeavoring to jump on the Train as it was crossing the Trestle was killed 2 days after.  |
| Walker.....                       |  | Run over.....                    |                          |  | Killed—supposed to be tippy and lying on the track (he was given to drinking).  |
| Wys.....                          |  | Toes crushed.....                |                          |  | Attempting to get on train while in motion.   |
| Map.....                          |  | Run over.....                    |                          |  | Supposed to have been drunk and lying on the track. Verdict, "accidental death."  |
| Mer.....                          | Brakesman.....                         | Killed.....                      |                          |  | Attempting to get on train while in motion.   |
| Anderson.....                     |  | Run over and killed.....         |                          |  | Run over by train while lying asleep on the track.  |

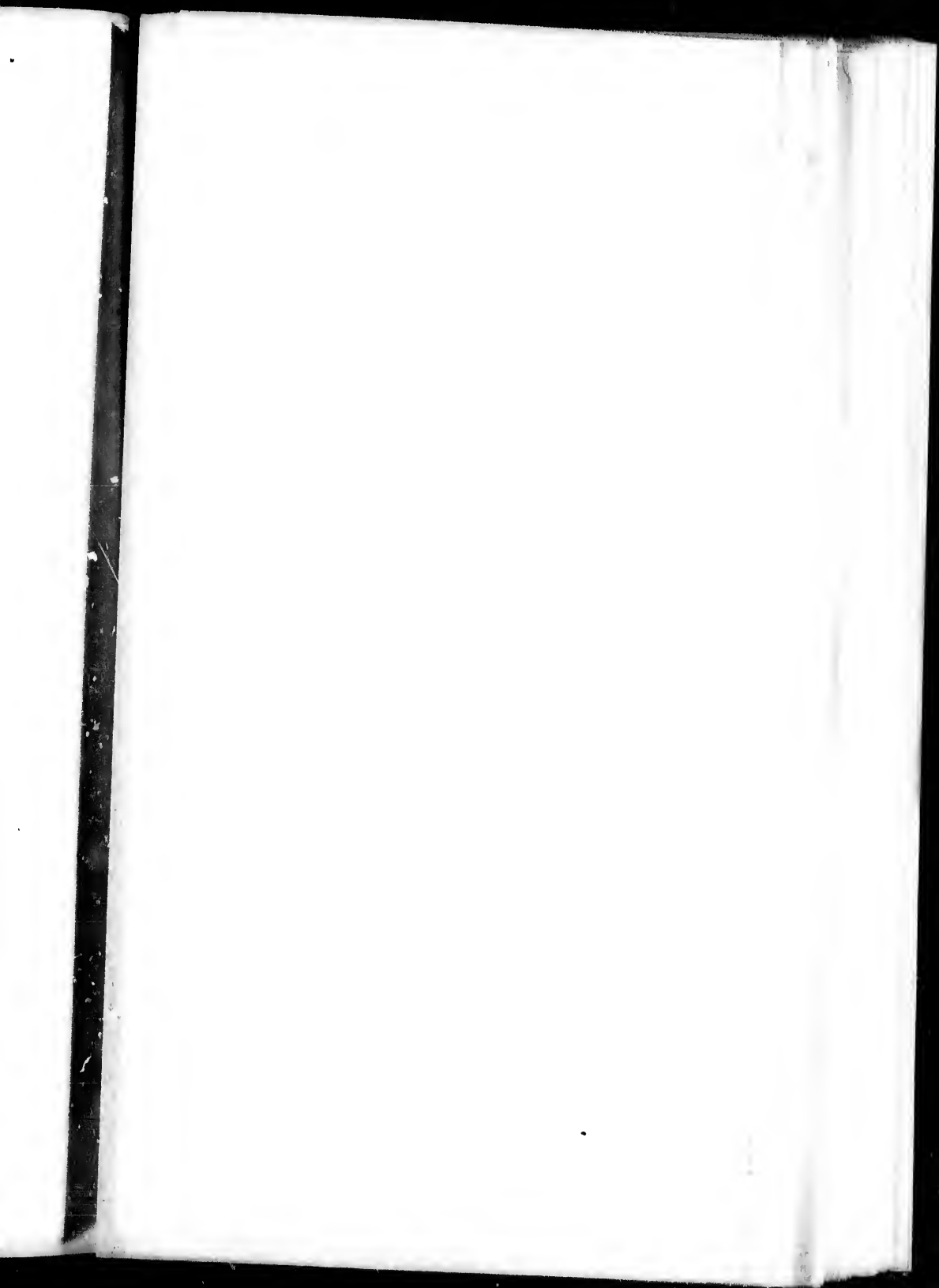
(Signed.)

W. C. STEPHENS,

Secretary, G. W. R. Co.







RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending Victoria, Chapter 12th, Section 14.

| DATE.    | Time of Day or night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of persons injured or killed. | Whether passenger or employee, or |
|----------|-----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------|---|-----------------------------------|
| 1859.    |                       |                               |                    |                    |                |                    |   |                                   |
| April 19 | 8.30, P.M.            | No. 3, Mixed                  | A. Rogers          | J. Pierpoint       |                | Canfield           | R. S. M. Bouhette                                 | Passenger                         |
| " 21     | 12.30, "              | No. 1, "                      | " "                | M. Christian       |                | Ridgway            | J. Spillon  | Neither passenger or employee     |
| " 25     |                       | Gravel Train                  | J. B. Anderson     | J. Hall            |                | Stratford          | Loudon  | Employee                          |
| May 18   |                       | Unknown                       | Unknown            | Unknown            |                | Dunnville          | Mary Glouson                                      |                                   |
| " 18     |                       | No. 1, Accommodation          | R. M. Frost        | J. Thompson        |                | Plattsville        | Berry   | Passenger                         |

I, J. B. Watts, Assistant Superintendent of the Buffalo and Lake Huron Railway, do solemnly declare that this return is just and true to the best of my knowledge and belief. 13th January, 1859. (Signed) JOHN B. WATTS.

RETURN of the Accidents and Casualties which have occurred on the OTTAWA AND PRESCOTT RAILWAY, during the half year ending 31st January, Chapter 12th, Sec. 14.

| DATE.    | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger or employee, or |
|----------|-----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------|--|-----------------------------------|
| 1859.    |                       |                               |                    |                    |                |                    |  |                                   |
| April 25 | 7. P.M.               | Accommodation Train           | S. Daniels         | W. Champlin        | "              | Prescott Junction  | Charles Duffy                                    | Brakesman.                        |

PROVINCE OF CANADA, CITY OF OTTAWA, I, JOHN RICHARD WHITE, of the City of Ottawa, in the County of Carlton, gentlemen, Secretary of the said Railway, do solemnly declare that the above is a true and correct return of all Accidents and Casualties which have occurred on the Railway of the said Company during the half year ending 31st January, 1859. Sworn before me at the City of Ottawa, in the County of Carlton this 18th day of January, A. D. 1859. W. M. KING, Justice of the Peace.

during the half year ending the 30th June, 1858, made in compliance with the provisions of the "Accidents on Railways Act." 20th

| Name or description of persons injured or killed. | Whether passenger, employee, or other | Nature of Accident to Person. | Damage done to Property.                   | Cause of Accident. Action taken by Company to prevent recurrence.<br>REMARKS.   |
|---|---------------------------------------|-------------------------------|--|---|
| M. Bouchette                                      | Passenger                             | Leg Broken                    |  | Jumping off Train while in motion.  |
| Phillon   | Neither passenger or employee         | Killed                        |  | On Track intoxicated. Jury exonerated Company.  |
| Don   |                                       | Killed                        |  | Falling between Engine and Train, and run over by Train. Jury exonerated Company.   |
| Glouson   | Employee                              | Found dead in cattle guard,   | 3 miles east of Dunville, supposed to have | been run over by mixed west. Verdict of Jury—"Found Dead."  |
|   | Passenger                             | Killed                        |  | Was on train without ticket—had secreted himself on some part of it, and being in a state of intoxication, had fallen off it, and been run over. Verdict of Jury, exonerated the Company. |

Signed and declared in the presence of the undersigned, at Fort Erie, this 13th January, 1859.

(Signed)

RICHARD GRAHAM, J. P., County of Welland.

the half year ending 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act." 20th Vic.

| Name or description of person injured or killed | Whether passenger, employee, or other | Nature of Accident to Persons. | Damage done to Property. | Cause of Accident. Action taken by Company to prevent recurrence.<br>REMARKS.   |
|---|---------------------------------------|--------------------------------|--------------------------|---|
| Duffy   | Brakesman                             | Head fractured                 |                          | Freight building too near the track, the track has since been removed a greater distance from the building. No inquest. |

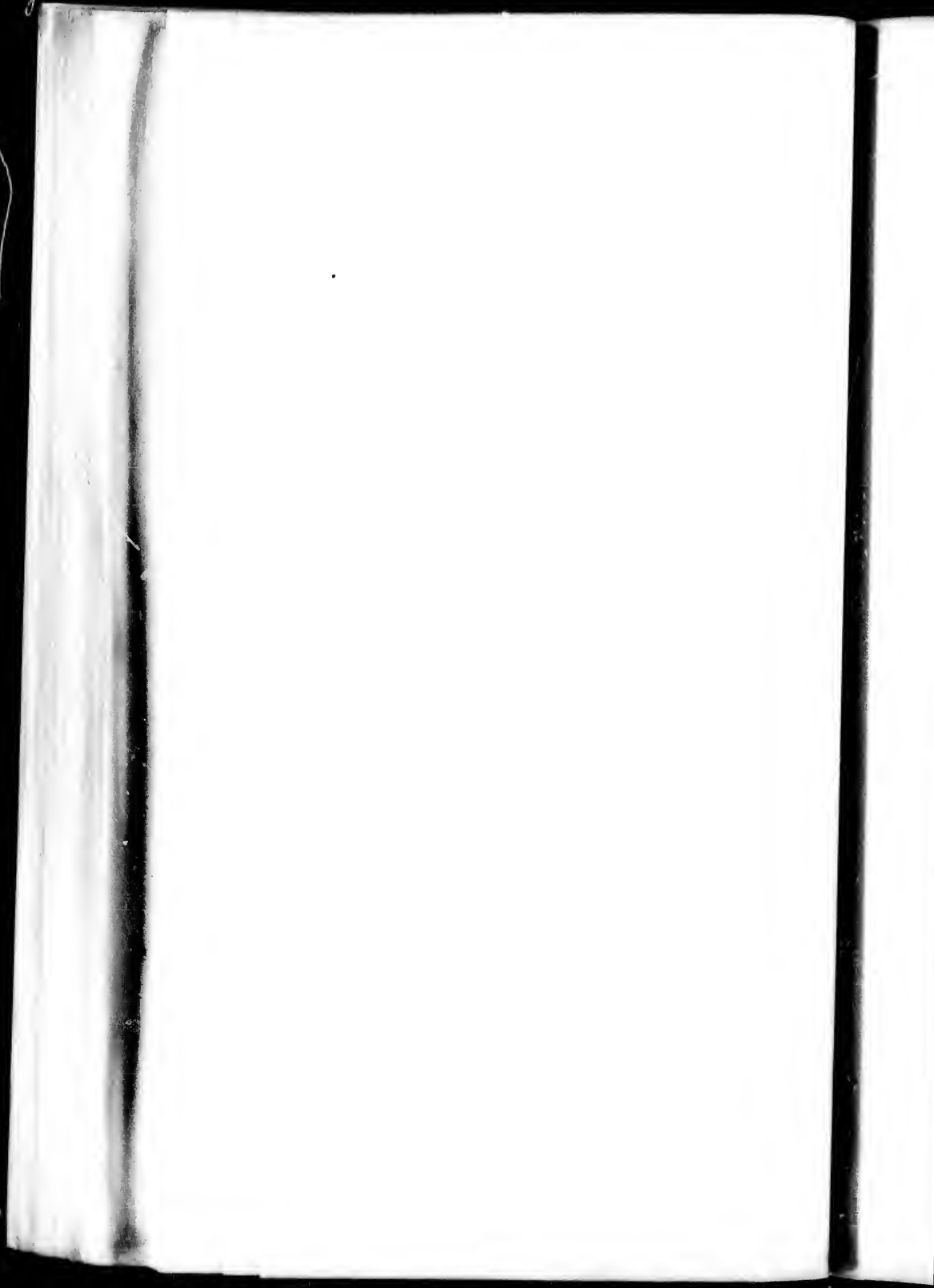
on, gentlemen, Secretary of the Ottawa and Prescott Railway Company, make oath and say, that the within return contains a true and particular return of said Company during the half year therein set forth and specified and mentioned.

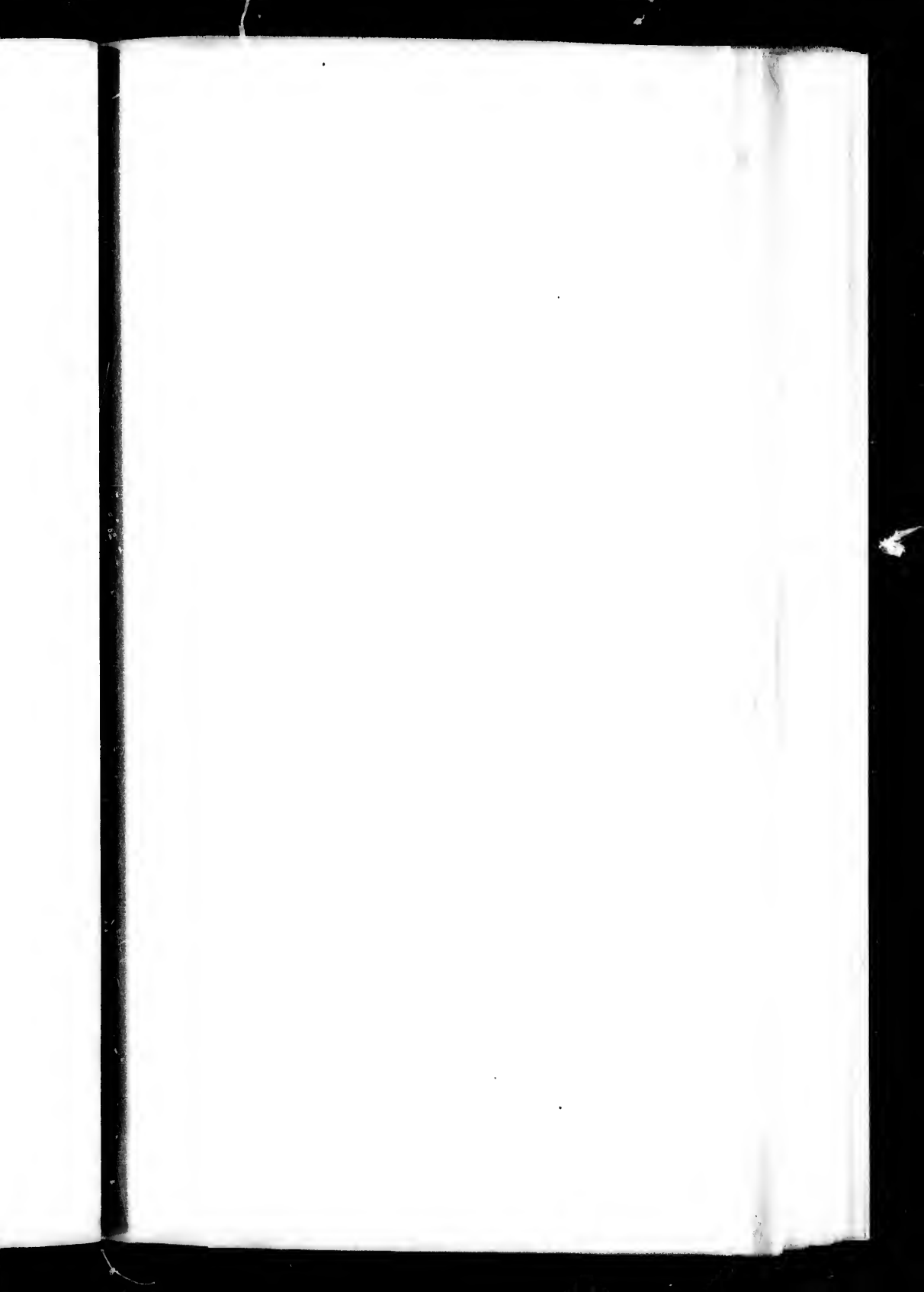
Wm. RING.

A Justice of the Peace, in, and for, the said City of Ottawa.

(Signed) JOHN R. WHITE.

Sec'y. P. & O. R'y. Co.





RETURN of the Accidents and Casualties which have occurred on the MONTREAL AND CHAMPLAIN Railway, *Eachine and Rouse's Point*  
 "Accidents on Railways Act," 20th Victoria, Chapter 12th, Section 14.

| DATE.     | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employee, or |
|-----------|-----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------|--|---------------------------------|
| 1858      |                       |                               |                    |                    |                |                    |  |                                 |
| October 7 | 11-40, A.M.           | Passenger                     | John Crosbie       | J. Moran           | James Ferris   | Montreal           | Pat Gallagher                                    | Stranger                        |
| Nov. 15   | 9                     | Passenger                     | Thomas McGuire     | George Phillips    | St. Lambert    | St. Lambert        | Edward Comette                                   | Brakeman                        |
| Dec. 31   | 10 P.M.               | Passenger                     | John Crosbie       | J. Moran           | New York       | Blue Bonnets       | Charles Conner                                   | Foreman of                      |

Sworn before me at Montreal, this 24th January, 1859.

(Signed)

Z. BOUTLIER, J. P.

RETURN of the Accidents and Casualties which have occurred on the NORTHERN RAILWAY, during the half year ending the 31st  
 Victoria, Chapter 12th, Section 14.

| DATE.        | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman. | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether Passenger, employee, or |
|--------------|-----------------------|-------------------------------|--------------------|--------------------|----------------|--------------------|--|---------------------------------|
| 1858         |                       |                               |                    |                    |                |                    |  |                                 |
| July 27      | Day                   | Freight                       | George Watson      | Henry Boynton      | 7              | Toronto            | John Vacy  | Oilman                          |
| August 21    | Day                   | Mail Train                    | William Macdonald  | Robert Pearson     | 2              | Bell Ewart         | Mr. Lord   | Passenger                       |
| September 30 | Day                   | Special Train                 | Henry Roberts      | George W. Rathrop  | 3              | Crystal Palace     | C. O'Donolly, School Teacher                     | Passenger                       |
| November 27  | Night                 | Mixed Train                   | Frederick Lawrence | William Robertson  |                | Toronto            | John Sheppard                                    | News Vendor                     |

Sworn before me at Toronto, this 15th day of January, 1859.

(Signed)

A. M. SMITH, Alderman.

*Machine and House's Point Sections, during the half year ending the 31st December, 1858, made in compliance with the provisions of the*

| Name or description of person injured or killed. | Whether passenger, employee, or other | Nature of Accident to Persons | Damage done to Property. | Cause of accident. Action taken by Company to prevent recurrence.<br>REMARKS.  |
|--|---------------------------------------|-------------------------------|--------------------------|--|
| Gallagher .....                                  | Stranger .....                        | Wounded on back .....         | .....                    | At street crossing ran in front of Engine as it approached and was struck, severely injured, died in Hospital next day.                  |
| Card Comette.....                                | Brakeman.....                         | Killed .....                  | .....                    | Found dead on track after train had stopped, had fallen off the train unseen by any one, cause unknown. Verdict "accidental death."      |
| Charles Conner.....                              | Foreman of track.....                 | Injured on head .....         | .....                    | Standing in front of Engine as train passed the turnpike road, the gate was blown open and struck him on the head, was sent to Hospital. |

*The above Return is correct and true, to the best of my knowledge and belief.*

(Signed) W. A. MERRY, Sec'y.

*half year ending the 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th*

| Name or description of person injured or killed. | Whether Passenger, employee, or other | Nature of Accident to Persons.                  | Damage done to Property. | Cause of Accident. Action taken by Company to prevent recurrence.<br>REMARKS.   |
|--|---------------------------------------|---|--------------------------|---|
| John Vaey.....                                   | Oilman .....                          | Arm Crushed.....                                | .....                    | Attempting to get on Train, in motion, fell, the wheels passed over his right arm, amputation followed, recovered, and is now Telegraph operator for the Company  |
| Lord.....  | Passenger .....                       | Killed .....                                    | .....                    | Mr. Lord arrived safely at Bell Ewart Wharf, and not feeling satisfied that his baggage was out of the car, got upon train as it was backing from wharf, and jumped off again as the train came near the Station platform, he was crushed between it and the cars, although warned not to attempt it by train men, who tried to restrain him by force; he was killed instantly; the track has been moved away from the platform, to give more room between it and the trains. |
| O'Donolly, School teacher .....                  | Passenger.....                        | Killed .....                                    | .....                    | Attempting to jump upon train when in motion fell between the cars, and was instantly killed. Verdict, "Accidental Death."  |
| John Sheppard .....                              | News Vendor.....                      | Wheels passed over his legs, crushing them..... | .....                    | In the act of getting off the Lumber portion of train, fell, and the train backing up on the instant, two wheels passed over his legs, one has been amputated, the other will be saved.   |

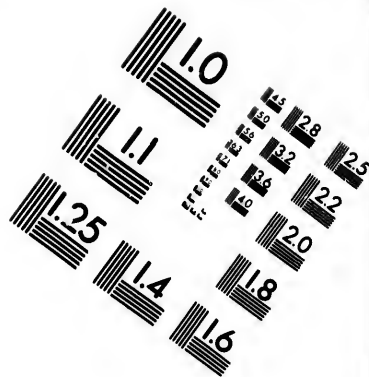
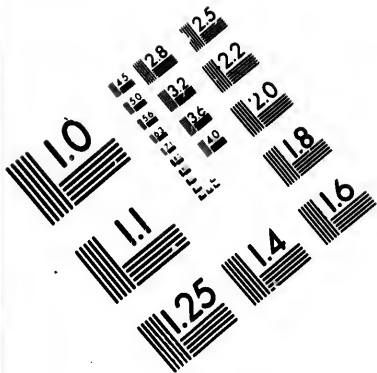
(Signed)

J. LEWIS GRANT, Superintendent.

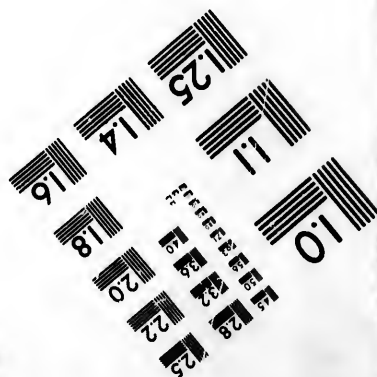
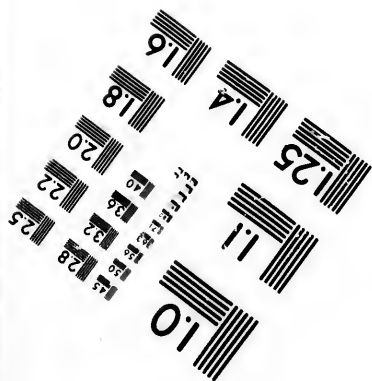
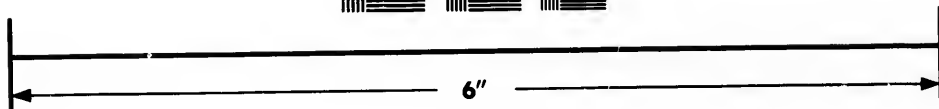
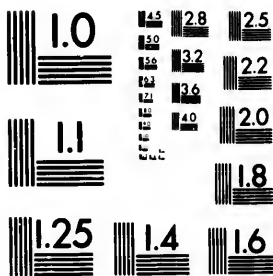
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**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

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WEBSTER, N.Y. 14580  
(716) 872-4503

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| er  | Nature of Accident<br>persons. |
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| ..  | " .....                        |
| ..  | Internal injury .....          |
| ..  | Killed .....                   |
| ..  | .....                          |
| ..  | Killed .....                   |
| ..  | " .....                        |
| ..  | Thigh fractured .....          |
| ..  | Much hurt and bruise .....     |
| ..  | .....                          |
| ..  | Killed .....                   |
| ..  | Bruised and head cut .....     |
| ..  | Found dead .....               |
| ..  | .....                          |
| ..  | Killed .....                   |
| ..  | " .....                        |
| ..  | " .....                        |
| ..  | " .....                        |
| ..  | Head and arm injured .....     |
| ..  | Killed .....                   |
| ..  | Injured internally .....       |

atement is correct at

## RETURN of the Accidents and Casualties which have occurred on the GRAND TRUNK RAILWAY, of Canada, during the half year ending 31st Dec

| DATE         | Time of Day or Night. | No. and description of Train. | Name of Conductor. | Name of Engineman.     | No. of Engine. | Place of Accident. | Name or description of person injured or killed. | Whether passenger, employee, or |
|--------------|-----------------------|-------------------------------|--------------------|------------------------|----------------|--------------------|--|---------------------------------|
| 1858         |                       |                               |                    |                        |                |                    |  |                                 |
| July 1       | 8.30, P.M.            | Mail                          | T. B. Harris       | G. Walker              | 69             | Lachine Bank       | Louis Gariessy                                   | Wayfarer                        |
| " 14         | 6, "                  | No. 3, Passenger Train        | M. Roberts         | N. French              | 55             | Durham             | Luke Forbes                                      | Passenger                       |
| " 15         | 6, "                  | Unknown                       | Unknown            | Unknown                | "              | Near Kingston      | { J. Duffy                                       | Strangers                       |
| " 16         | 6, "                  | "                             | "                  | "                      | "              | "                  | { Thompson                                       |                                 |
| August 13    | 5.30, "               | No. 4, Mail Train             | J. Keable          | W. Somerfield          | 191            | Toronto            | J. Curran  | Plate layer                     |
| " 29         | 10, A.M.              | Wood Train                    | W. Mark            | S. Sowell              | 193            | Near Colbourne     | F. Thompson                                      | Brakesman                       |
| September 22 | 2, P.M.               | Freight                       | N. Hill            | W. Schofield           | 72             | Cornwall           | W. Murphy  | "                               |
| " 27         | "                     | Ballast                       | J. Charlebois      | W. Golding             | "              | Tanneries          | T. Brogare                                       | Stranger                        |
| " 28         | 7, "                  | Express                       | J. Thompson        | W. Ogle                | 65             | Cornwall           | "  | "                               |
| October 5    | 9, "                  | Freight                       | J. Gaudy           | J. Stewart             | 156            | Toronto            | { F. Eagan                                       | Fisherman                       |
| " 7          | 9, "                  | "                             | "                  | "                      | "              | "                  | { W. Eagan                                       |                                 |
| " 7          | 11.43, A.M.           | Mail                          | A. M. Mose         | W. Haggart             | 42             | Danville           | { W. Haggart                                     |                                 |
| " 9          | 7.30, P.M.            | No. 3, Passenger              | C. Keary           | A. E. Smith            | 99             | Near St. Mary's    | { E. Murray                                      | Fireman                         |
| " 8          | 12, M                 | " 1, "                        | Choquet            | J. Ganefy              | 21             | Durham             | Granefy  | "                               |
| " 11         | 12.22 P.M.            | " 4, "                        | J. Way             | C. Brunel              | 100            | Near Thorndale     | Fleming  | Wayfarer                        |
| " 13         | "                     | Express                       | Clarke             | A. Bloomfield          | 197            | Near Whitby        | W. Pirie   | Laborer                         |
| " 20         | 10.00 A.M.            | No. 1, Express                | J. Kearney         | F. Robideau            | 41             | Richmond           | S. Noel  | Stranger                        |
| November 3   | 6, P.M.               | " 3, Passenger                | J. Way             | James Stewart          | 99             | Near Guelph        | Unknown  | Wayfarer                        |
| " 10         | 5.30, A.M.            | " 5, Freight                  | W. Cafferey        | George Randall         | 62             | Kingston           | "  | Labourer                        |
| December 6   | 7.55, "               | Engines and Plo'gh            | A. Cochiere        | J. Firm and J. Hibbert | 40 and 4       | Shorbrooke         | H. Hughes  | Road Master                     |
| " 8          | 10.15, "              | No. 3, Freight                | J. Letarte         | J. Courorie            | 46             | Etchemin           | J. Baldwin                                       | Brakesman                       |
| " 10         | 5.05, P.M.            | " 2, Express                  | W. Brown           | A. C. Smith            | 99             | George Town        | J. Joyues  | Wayfarer                        |
| " 17         | 6.00, "               | Ballast                       | J. Charlebois      | J. Filler              | 2 and 13       | Near Brockville    | W. Goulett                                       | Brakesman                       |

Sworn before me, this 15th day of January, 1859, at Montreal.

(Signed)

T. DOUCET, J. P.

The above

Half year ending 31st December, 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20th Vic. Chap. 12, Sec. 14.

| Name or description of person injured or killed. | Whether passenger, employee, or other. | Nature of Accident to persons. | Damage done to Property.                    | Cause of Accident. Action taken by Company to prevent recurrence.                                     | REMARKS.  |
|--|--|--------------------------------|---|---|---|
| McGarrahy  | Wayfarer                               | Killed                         | Vehicle Broken                              | Run over at a road crossing.  | Verdict of Coroner's Jury, "Man-slaughter." Engine Driver was afterwards tried and acquitted. |
| Forbes   | Passenger                              | Stunned slightly               | None  | Jumped from train while in motion.  |   |
| Duffy  | Strangers                              | Killed                         | "   | Found dead on track by a stranger, supposed to have been drinking and asleep.                         | Verdict of Coroner's Jury, "Accidental Death."  |
| Thompson   |  |                                |   |   |   |
| Murray   | Plate layer                            | "                              | "   | Attempting to board a train in motion.  | Do do do  |
| Thompson   | Brakesman                              | "                              | "   | Rushed out of a Tavern on track as the train passed—Intoxicated.                                      | Verdict of Coroner's Jury, "Accidental Death."  |
| Murphy   | "                                      | Internal injury                | "   | Coupling cars—recovered.  |   |
| Broghara   | Stranger                               | Killed                         | "   | Walking on track, stepped off when warned by whistle, but got on again just before train reached him. |   |
|  |  |                                | Wagon Broken                                | Attempted to cross although warned not to do so.  |   |
| Eagan  | Fisherman                              | Killed                         | None  | Intoxicated—fell asleep on track near the Den Station.  | Verdict,  |
| Eagan  | "                                      | "                              | "   | " drunkenness and trespassing on track."  |   |
| Haggart  | Engine driver                          | Thigh fractured                | "   | Engine and 2 cars run off at a switch, the two men jumped from their Engine.                          |   |
| Murray   | Fireman                                | Much hurt and bruised          | Two horses killed and wagon broken          | Owner with others went into a Tavern, horses ran away and crossed the track.                          |   |
| Keefe  | "                                      | Killed                         | None  | Leaning over side of Engine, struck against bridge.   | Verdict, "Accidental Death."  |
| Keefe  | Wayfarer                               | Bruised and head cut           | "   | Intoxicated, and stumbled in front of train.  |   |
| Pirie  | Laborer                                | Found dead                     | "   | Supposed to have been run over.   | Verdict, "found dead under suspicious circumstances."   |
| Keefe  | Stranger                               | Killed                         | "   | Fell between engine and cars.   | Verdict, "Accidental Death."  |
| Keefe  | Wayfarer                               | "                              | "   | Found dead on Track, not identified.  | Do do do  |
| Keefe  | Labourer                               | "                              | "   | Found near Track, with skull fractured, not identified.   | No Inquest.   |
| Hughes   | Road Master                            | "                              | 1 span of bridge destroyed & engine damaged | Fell between engine and tender, and was run over.   | Special Verdict.  |
| Waldwin  | Brakesman                              | Head and arm injured           | None  | Was on top of cars—struck by a bridge.  |   |
| Keefe  | Wayfarer                               | Killed                         | Sleigh broken                               | Attempting to cross front of Train.   | Verdict "Accidental Death."   |
| Keefe  | Brakesman                              | Injured internally             | None  | Coupling cars.  |   |

The above statement is correct according to the best of my knowledge and belief.

(Signed)

W. SHANLY, General Manager, G. T. R.

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RETURN of the Accidents and Casualties which have occurred on the BUFFALO AND LAKE HURON RAILWAY, during the half year ending the 31st

| DATE.                        | Time of Day or Night. | No. and description of Train.   | Name of Conductor.  | Name of Engineman.  | No. of Engine. | Place of Accident.  | Name or description of person injured or killed. | Whether passenger, employee, or  |
|------------------------------|-----------------------|---------------------------------|---------------------|---------------------|----------------|---------------------|--|----------------------------------|
| 1859.<br>November 19 6 P. M. |                       | No. 4, mixed, west .....        | W. E. Tench .....   | Enoch Bowen .....   |                | Cook's Station..... | John Martin .....                                | Neither passenger<br>or employee |
| December 10 6 A.M.           |                       | No. 1, Light express, west .... | John Anderson ..... | James McPhail ..... |                | Caledonia .....     | Abraham Young ....                               | " "                              |
| " "                          | 11.30 A.M.            | Construction Train.....         | Joseph Bocarde..... | John Renwicks ..... |                | " .....             | John Dawson .....                                | Employee ..                      |

Declared and Signed before me, at Fort Erie, this 7th day of January, 1859.

(Signed)

RICHARD GRAHAM, J. P.

I, JOHN B. WATTS, Assista  
the best of my knowl

Half year ending the 31st December 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

| Name or description of person injured or killed. | Whether passenger, employee, or other. | Nature of accident to persons. | Damage done to Property. | Cause of Accident. Action taken by Company to prevent recurrence.<br>REMARKS.  |
|--|--|--------------------------------|--------------------------|--|
| Martin .....                                     | Neither passenger or employee....      | Killed.....                    | .....                    | Martin was lying on the track in a state of intoxication, and was run over by the train. Verdict of Coroner's Jury, exonerated Company from all blame. |
| Sam Young ....                                   | " "                                    | Slightly injured.....          | His wagon smashed.....   | He was driving across the line at the Plank Road, crossing Caledonia, and was run into by train.   |
| Dawson .....                                     | Employee .....                         | Killed.....                    | .....                    | Caught between cars, while in the act of coupling. Verdict of Jury, exonerated the Company.  |

I, JOHN B. WATTS, Assistant Superintendent of the Buffalo and L. H. R., do solemnly declare upon oath, that the above return is correct to the best of my knowledge and belief.

(Signed)

JOHN B. WATTS, *Assist't. Sup't. B. & L. H. R. R.*

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## RETURN of the Accidents and Casualties which have occurred on the GREAT WESTERN RAILWAY OF CANADA, during the half year ending the 31st

| DATE.    | Time of Day or night. | No. and description of Train. | Name of Conductor. | Name of Engineman.  | No. of Engine.         | Place of Accident.           | Name or description of person injured or killed. | Whose employe |
|----------|-----------------------|-------------------------------|--------------------|---------------------|------------------------|------------------------------|--|---------------|
| May 3    |                       | Gravel Train                  |                    |                     |                        | East of Flamboro'            | Contractor's workman                             |               |
| 1        |                       | Cattle, East                  | Howard             | Higgins & Fairhead  | Detroit & Leopard.     | 7½ miles west of Longwood    | An Indian  |               |
| 2        |                       | Morning Express, East         | Patching           | Fletcher            | Antelope               | Thamesville                  | Mitchell   | Farmer        |
| 7        |                       | Cattle, East                  | Thompson           | Love                | Styx                   | Beachville                   | George White                                     | Braken        |
| 8        |                       | Emigrant, West                | Thompson           | Pike and Fairhead   | Rhinoceros & Leopard.  | St. Catharines               | H. Bradcock                                      | "             |
| 20       |                       | Freight, West                 | Mulrany            | Pike and Love       | Tigress and Stromboli. | 1st bridge west of Woodstock | David Blunt                                      | "             |
| 21       |                       | Cattle, East                  | Thorpe             | Cox                 | Milo                   | Waubuno                      | McIntyre   |               |
| August 1 |                       | Day Express, East             | Jones              | Smith               | Greyhound              | Puce Sidng                   | John Baptiste Toulouse                           |               |
| Sept 20  |                       | Cattle, East                  | Thorpe             | Valley and Fielding | Castor and Tigress     | 2 miles east of Ontario      | John Perritte                                    |               |
| Nov 1    |                       | Day Express, East             | Patching           | G. Lomas            | Ruby                   | Harrisburg                   | Mrs. Harland                                     | Passenge      |
| 17       |                       | Express, West                 | Leonard            | Pridam              | Minerva                | Humber Crossing              | Whelan   | Watchm        |
| Dec 2    |                       | Freight, East                 | Colquhoun          | Miller              | Chatham                | Near Mimico                  | James Scobie                                     | Fireman       |
| 7        |                       | Gravel Train                  |                    |                     |                        | Currie Road, Sarnia Branch   | Ryan   | Contract      |
| 8        |                       | Day Express, East             | Patching           | Lomas               | Ruby                   | ¼ miles east of Thorold      | Perry Aylsworth                                  | Passenge      |

The foregoing is subscribed by William C. Stephens, Esquire, Secretary of the Great Western Railway Company, sworn to in my presence, as a true return, according to the best of his knowledge and belief, this 11th day of January, 1859.

(Signed)

ÆMILIUS IRVIN,

*A Commissioner for taking affidavits in the Queen's Bench.*

for the half year ending the 31st Dec'r. 1858, made in compliance with the provisions of the "Accidents on Railways Act," 20 Vic. Chap. 12, Sec. 14.

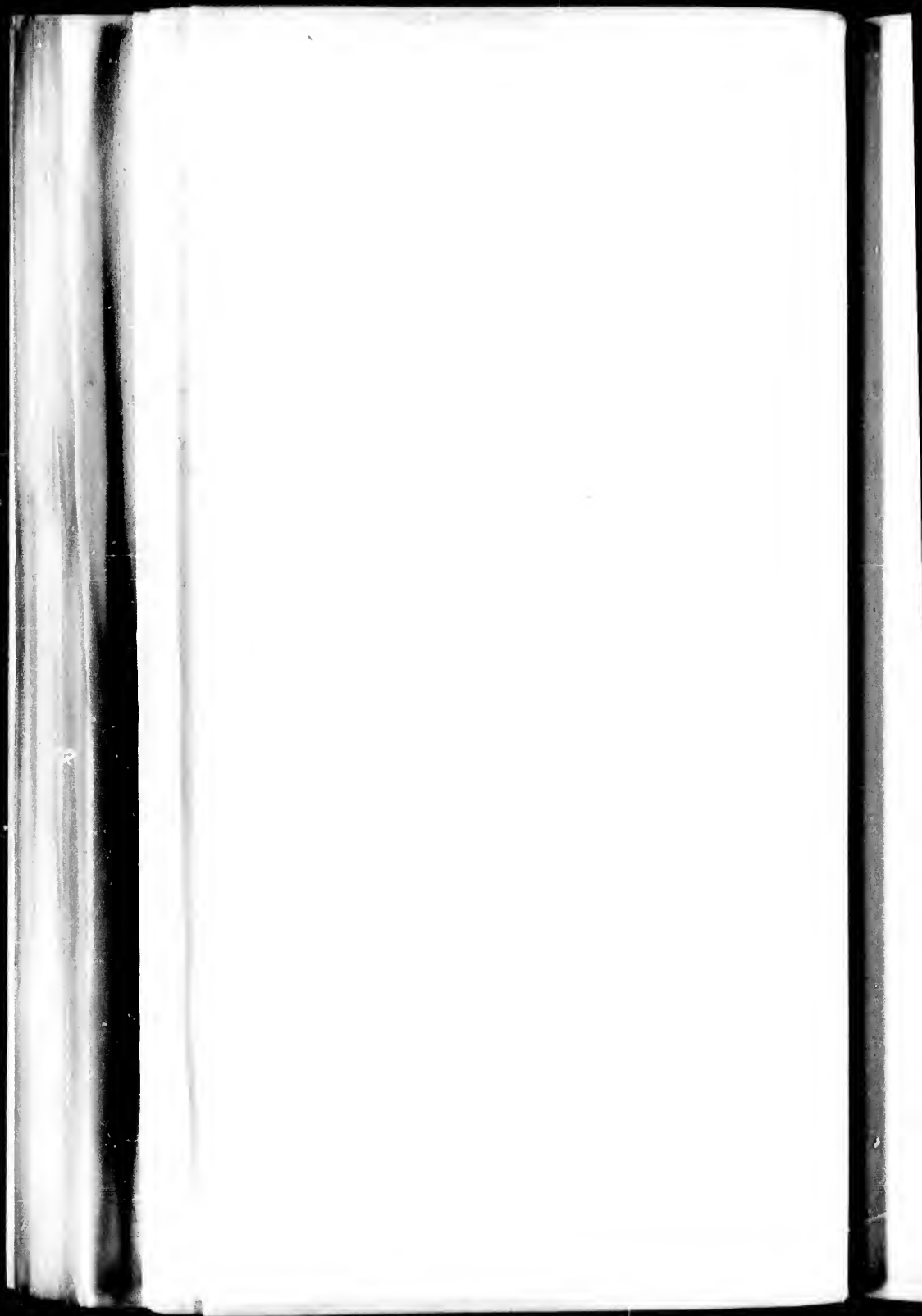
| Name or description of person injured or killed. | Whether passenger, employee, or other | Nature of Accident to Persons.    | Damage done to property. | Cause of Accident. Action taken by Company to prevent recurrence.   | REMARKS. |
|--|---------------------------------------|-----------------------------------|--------------------------|---|----------|
| Contractor's workman                             |                                       | Collar Bone injured               |                          | Fell off a car, and injured his collar bone.  |          |
| An Indian  |                                       | Killed                            |                          | Run over by train, name and age not known.  |          |
| Mitchell   | Farmer                                | Foot cut off & collar bone broken |                          | Standing on track, and did not hear driver whistle. (Recovered.)  |          |
| George White                                     | Brakesman                             | Foot cut off                      |                          | Fell off train, died. Verdict, "Accidental Death."  |          |
| H. Braddock                                      | "                                     | Killed                            |                          | Foot caught in Switch, and Engine passed over him before he could extricate himself.  |          |
| David Blunt                                      | "                                     | Not seriously hurt                |                          | Struck by a bridge—"Standing on top of car."  |          |
| McIntyre   |                                       | Killed                            |                          | Run over by train, supposed to have been sitting on platform asleep and fell on the track as train passed. Verdict of Coroner's Jury, "Accidental Death." |          |
| John Baptiste Toulouse                           |                                       | "                                 |                          | Knocked down and killed by train, supposed to have been lying on the track in a fit. Verdict of Coroner's Jury, "Accidental Death."                       |          |
| John Perritte                                    |                                       | Not seriously hurt                |                          | Struck by Engine as he was sitting on the track, supposed to be of unsound mind.  |          |
| Mrs. Harland                                     | Passenger                             | Crushed by car.                   |                          | Jumped off while the train was in motion, and fell under the last car. Died same p. m.  |          |
| Whelan   | Watchman                              | Crushed by Waggon                 |                          | Engine run over the waggon at the crossing, throwing it on the watchman.  |          |
| James Scobie                                     | Fireman                               | Crushed                           |                          | injured by being crushed between two cars, while endeavouring to uncouple them. Died next day.  |          |
| Ryan   | Contractor's man                      | Killed                            |                          | Killed in attempting to get on train when in motion.  |          |
| Perry Aylsworth                                  | Passenger                             | "                                 |                          | Supposed to have fallen from train. Verdict, "Accidental Death."  |          |

presence, as a true return.

h.

(Signed)

W. C. STEPHENS,  
Secretary, G. W. R. Co. ▼





**R E T U R N S**  
 OF THE  
**MILEAGE OF TRAINS AND NO. OF PASSENGERS,**  
 ON  
**THE RAILWAYS OF CANADA,**  
 DURING THE YEAR 1858.

---

GREAT WESTERN RAILWAY,  
 HAMILTON, C.W., 16th February, 1859.

J. G. VANSITTART, Esq.,  
*Secretary Board of Railway Commissioners,*  
 TORONTO.

SIR,—I have now the honor to reply to your letter of the 16th January, and to give you the following statistics, as requested:—

|                                     |         |
|-------------------------------------|---------|
| Miles run by Passenger Trains ..... | 572,551 |
| "    Freight    " .....             | 555,226 |
| "    Wood and Construction .....    | 233,123 |

No. of Passengers carried..... 577,415

Mileage of Passengers .....

|             |
|-------------|
| 47,018,196½ |
|-------------|

Average No. of miles travelled by each Passenger .. 81,43.

The above figures are for the year ending 31st December, 1858.

I have the honor to be, SIR,  
 Your Obed't Servant,

(Signed)                      W. C. STEPHENS,  
*Secretary*

THE GRAND TRUNK RAILWAY OF CANADA,

Secretary's Office,

MONTREAL, February 7th, 1859

SIR,—I have now the pleasure of supplying you with the information you sought in your letter of the 26th ultimo, in reference to the mileage of trains and number of passengers, during 1858,

And have the honor to be, SIR,  
Your Most Obed't. Servant,

(Signed) JOHN M. GRANT,

J. G. VANSITTART, ESQ.,

Secretary Board of Railway Commissioners,  
TORONTO.

Sec'y.

PASSENGER TRAFFIC—1858.

Total No. Passengers..... 583,182.  
Total No. of miles travelled by Passengers..... 30,924,580.  
Average No. of miles travelled by each Passenger..... 58.

ENGINE MILEAGE—1858.

| SECTIONS               | Passengers | Freight | Mixed   | Ploughing | Light Running | Shunting | Wood    | Enginering | Snow Ploughs | Total     |
|------------------------|------------|---------|---------|-----------|---------------|----------|---------|------------|--------------|-----------|
| Montreal & Island Pond | 146,583    | 121,508 | 61,686  | 9,456     | 11,207        | 31,813   | 57,415  | 33,466     | 315          | 453,428   |
| Quebec & Richmond      | 82,434     | 33,021  | 31,609  | 7,472     | 5,803         | 10,893   | 17,850  | 14,625     | 731          | 204,441   |
| Montreal & Toronto     | 381,544    | 308,741 | 49,000  | 28,049    | 16,897        | 78,876   | 45,357  | 182,456    | 668          | 1,061,612 |
| Toronto & Stratford    | 127,341    | 68,519  | .....   | 3,201     | 2,238         | 41,287   | 8,938   | 75,420     | .....        | 330,434   |
| Total.....             | 739,452    | 531,789 | 142,345 | 48,178    | 36,145        | 162,813  | 109,590 | 278,946    | 1,715        | 2,049,975 |

NORTHERN RAILWAY OF CANADA,  
*Superintendent's Office, January 28th, 1859.*

|  |                |
|--|----------------|
| Total Miles run by Passenger Trains..... | 120,440        |
| “ Freight “ .....                        | 115,490        |
| “ Wood and Construction Trains....       | 18,600         |
| Total number of miles run.....           | <u>254,530</u> |

|  |           |
|--|-----------|
| Total number of Passengers carried in Cars .....   | 86,029    |
| “ miles travelled by Passengers.....               | 3,637,227 |
| Average No. of miles travelled by each Passenger.. | 42½       |

(Signed) J. LEWIS GRANT,  
*Superintendent.*  
 Per S. SKELTON.

BUFFALO AND LAKE HURON RAILWAY,  
*Brantford, 16th February, 1859.*

*Return showing the number of Passengers carried, the total number of miles travelled, and the average distance travelled by each passenger on this Railway, from 1st January, to 31st December, 1858.*

|  |           |
|--|-----------|
| Total number of Passengers.....                    | 122,630   |
| “ of miles travelled by Passengers.....            | 4,168,436 |
| Average No. of miles travelled by each Passenger.. | 33.99     |

(Signed) W. MACLEAN,  
*Secretary.*

*Train Mileage, from Dec. 26th, 1857, to Dec. 25, 1858.*

|   |          |
|---|----------|
| Passenger Train Mileage.....            | 201,392½ |
| Freight “ .....                         | 55,828   |
| Construction “ .....                    | 143,566  |
| Wood “ .....                            | 21,705   |
| Mix Train, (Passenger and Freight)..... | 26,245   |

(Signed) HENRY YATES,  
*Mech. Supt.*

(Signed) W. MACLEAN,  
*Secretary.*

Y OF CANADA,

th, 1859  
 you with the  
 th ultimo, in  
 f passengers,

mt,  
 . GRANT,  
*Sec'y.*

|                     |         |         |         |        |         |         |         |         |           |
|---------------------|---------|---------|---------|--------|---------|---------|---------|---------|-----------|
| Montreal & Toronto  | 881,544 | 308,741 | 49,050  | 28,049 | 16,897  | 78,870  | 45,357  | 152,436 | 668,106½  |
| Toronto & Stratford | 127,841 | 68,519  | 3,201   | 2,238  | 41,237  | 8,938   | 75,420  | 330,494 |           |
| Total               | 738,452 | 431,789 | 142,345 | 48,178 | 361,145 | 162,813 | 109,590 | 278,946 | 1,049,975 |

## LONDON AND PORT STANLEY RAILWAY.

STATEMENT of Miles run by the various Trains on the London and Port Stanley Railway, together with the number of Passengers and the average number of miles for each Passenger, in the year ending December 31st, 1858.

|   |         |
|---|---------|
| Total No. of miles run by Mixed Trains.....           | 32,802  |
| “ “ “ by Wood & Construction Trains.....              | 4,279   |
| “ “ Passengers carried in Cars.....                   | 20,928  |
| “ “ miles travelled by Passengers.....                | 347,438 |
| Average No. of miles travelled by each Passenger..... | 17      |
| All of which is most respectfully submitted,          |         |

(Signed) Wm. BOWMAN,  
Superintendent.

SAMUEL KEEFER, Esq.,  
Inspector of Railways.

P.S.—All trains run on this road are mixed, except Wood and Construction Trains.

W. B.

## ERIE AND ONTARIO RAILWAY.

J. B. ROBERTSON, Esq., *Lessee*.

RETURN of Passengers carried, and Mileage of Trains, for 1858.

| PERIOD OF OPERATION | Passengertrains. | Freight Trains.                                   | Wood and Construction Trains. | Passengers Carried. | Miles travelled by Passengers | Average No. of miles travelled by each Passenger |
|---------------------|------------------|---|-------------------------------|---------------------|-------------------------------|--|
| 1858.               |                  |   |                               |                     |                               |  |
| May (13 days) ....  | 504              | Passenger r Trains were usually mixed trains..... |                               | 762                 | 8,144                         | 12   |
| June ....           | 1836             |   |                               | 1,208               | 14,496                        |  |
| July.....           | 2592             |   |                               | 3,682               | 44,184                        |  |
| August.....         | 3240             |   |                               | 4,770               | 57,240                        |  |
| September.....      | 2088             | None ...  | None ...                      | 2,428               | 29,136                        |  |
| October.....        | 1476             |   |                               | 1,056               | 12,672                        |  |
| November.....       | 864              |   |                               | 284                 | 3,408                         |  |
| Total.....          | 12600            |   |                               | 14,190              | 170,280                       | 12   |

(Signed) J. B. ROBERTSON,  
*Lessee*.

Office of the COBOURG AND PETERBORO' RAILWAY,  
 Cobourg, 27th January, 1859.

J. G. VANSITTART, Esq.,  
 Secretary Board of Railway Commissioners.

SIR,—I beg to acknowledge the receipt of your communication of the 26th instant, requesting return of Mileage, &c., as I have had charge of the Road but a short time, I cannot state positively the number of miles run by trains, I have, however, made an approximate estimate, which I trust will be sufficiently accurate.

|  |        |
|--|--------|
| Total miles run by Passenger Trains, 1858..... | 9,000  |
| "    "    Freight    "    .....                | 16,500 |
| "    "    Wood and Construction Trains, ....   | 10,000 |
| "    No. of Passengers carried in Cars.....    | 6,000  |
| "    "    miles travelled by Passengers.....   | 9,000  |
| Average No. travelled by each Passenger.....   | 15     |

I am Sir,

Your obedient Servant.

(Signed) J. H. DUMBLE,  
 Eng'r and Supt.

OTTAWA AND PRESCOTT RAILWAY Office,  
 Ottawa, 18th February, 1859.

SIR,—I have the honor to send you herewith a return of the Rolling Stock of this Railway, and the following information, requested in your letter of the 26th January, viz :

|   |                                    |
|---|------------------------------------|
| Total miles run by Passenger Trains.....          | 37,730                             |
| "    "    Freight    "    .....                   | 36,934                             |
| "    "    Material    "    .....                  | 14,558                             |
| "    No. of Passengers.....                       | 31,868                             |
| "    Miles travelled by Passengers.....           | 1,356,766                          |
| Average No. of miles travelled by each Passenger. | 42, <sup>57</sup> / <sub>100</sub> |

Will you please inform me if any further returns are necessary.

I have the honor to be, Sir,  
 Your obedient Servant.

(Signed) JOHN R. WHITE,  
 Secreta y.

J. G. VANSITTART, Esq.,  
 Secretary Board of Railway Commissioners,  
 TORONTO.

WAY.

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 number of  
 es for each  
 1858.

... 32,802  
 ... 4,279  
 ... 20,928  
 ... 347,438  
 er. 17

YMAN,  
 perintendent.

cept Wood  
 W. B.

Trains, for

| by Passengers | Average No. of miles travelled by each Passenger. |
|---------------|---|
| 144           | 12  |
| 396           |   |
| 184           |   |
| 240           |   |
| 136           |   |
| 672           |   |
| 408           |   |
| 280           | 12  |

TRISON,  
 L. S. S. C. L.

## MONTREAL AND CHAMPLAIN RAILWAY.

STATEMENT of miles run during the year ending 31st Dec'r.,  
1858.

## ROUSE'S POINT DIVISION.

|                           |               |
|---------------------------|---------------|
| Passenger Trains.....     | 42,120 miles. |
| Freight " .....           | 28,025 "      |
| Wood and Material " ..... | 27,303 "      |
|                           | <hr/>         |
|                           | 99,458 miles. |

## CAUGHNAWAGA DIVISION.

|                    |                |
|--------------------|----------------|
| Mixed Trains ..... | 68,767 "       |
|                    | <hr/>          |
|                    | 166,245 miles. |

## GRENVILLE AND CARILTON RAILWAY.

SHERBROOKE, *January 29, 1859*

SIR,— I have the honor to acknowledge the receipt of yours of 25th and 26th inst., in reply to which I beg to say that it is quite impossible to give a correct return of mileage as requested, which I should be most happy to do, and I therefore submit as near an approximation as possible under the circumstances.

|  |         |
|--|---------|
| Passenger Train, Mileage.....              | 9,500   |
| Wood and Construction Train, Mileage ..... | 1,550   |
| Number of Passengers .....                 | 10,000  |
| Mileage of each .....                      | 13      |
| Total mileage .....                        | 130,000 |

This line is but 13 miles long. The little freight traffic of the past season was almost entirely done upon passenger (or more properly) mixed trains.

Regretting my inability to be more exact in this statement,

I have the honor to be, Sir,

Your obedient Servant,

(Signed)

J. S. BARNARD,  
*Supt. C. & G. R'y.*

J. G. VANSITTART, Esq.,  
*Secretary of the Board of Railway Commissioners,*  
TORONTO.

LWAY.

/ 31st Dec'r.

42,120 miles.

28,035 "

27,303 "

99,458 miles.

68,767 "

66,245 miles

WAY.

/ 29, 1859

ceipt of yours  
to say that it  
of mileage as  
and I there-  
le under the

... 9,500

... 1,550

... 10,000

... 13

... 130,000

ght traffic of

passenger (or

s statement,

RNARD,

t. C. &amp; G. Ry.

## ST. LAWRENCE AND INDUSTRIE RAILWAY.

RAPPORT de la Compagnie du chemin à rails du St. Laurent  
et du village d'Industrie, du trente-un Decembre, mil huit cent  
cinquante-huit, pour l'information de l'Inspector General des  
chemins de fer du Canada, savoir :

Nombre de mille parcourus par les trains des passagers, 1556.  
" " " par les trains du frette, . . . . . 2350.  
" " " par les trains du bois . . . . . 2880.  
" " " " construction . . . . . 000.  
" des passagers passes dans les trains . . . . . 3992.  
" de mille parcourus par les passagers, . . . . . 95,808.  
Moyenne de mille parcourus par chaque do. . . . . 24.

Je certifie que l'etat ci-dessus est vrai et correct, au meilleur  
de ma connaissance et croyance.

(Signed) CHAS. M. PANNETON,

Sec. Treas.

Village d'Industrie, le 31 Dec., 1858.

## PORT HOPE, LINDSAY AND BEAVERTON RAILWAY

RETURN of Mileage of Trains and Passengers during the year 1858.

Total No. of miles run by combined Freight and Passenger  
Trains . . . . . 43,726.

Total No. of square timber trains . . . . . 5,400.

" wood and construction trains . . . . . 19,831.

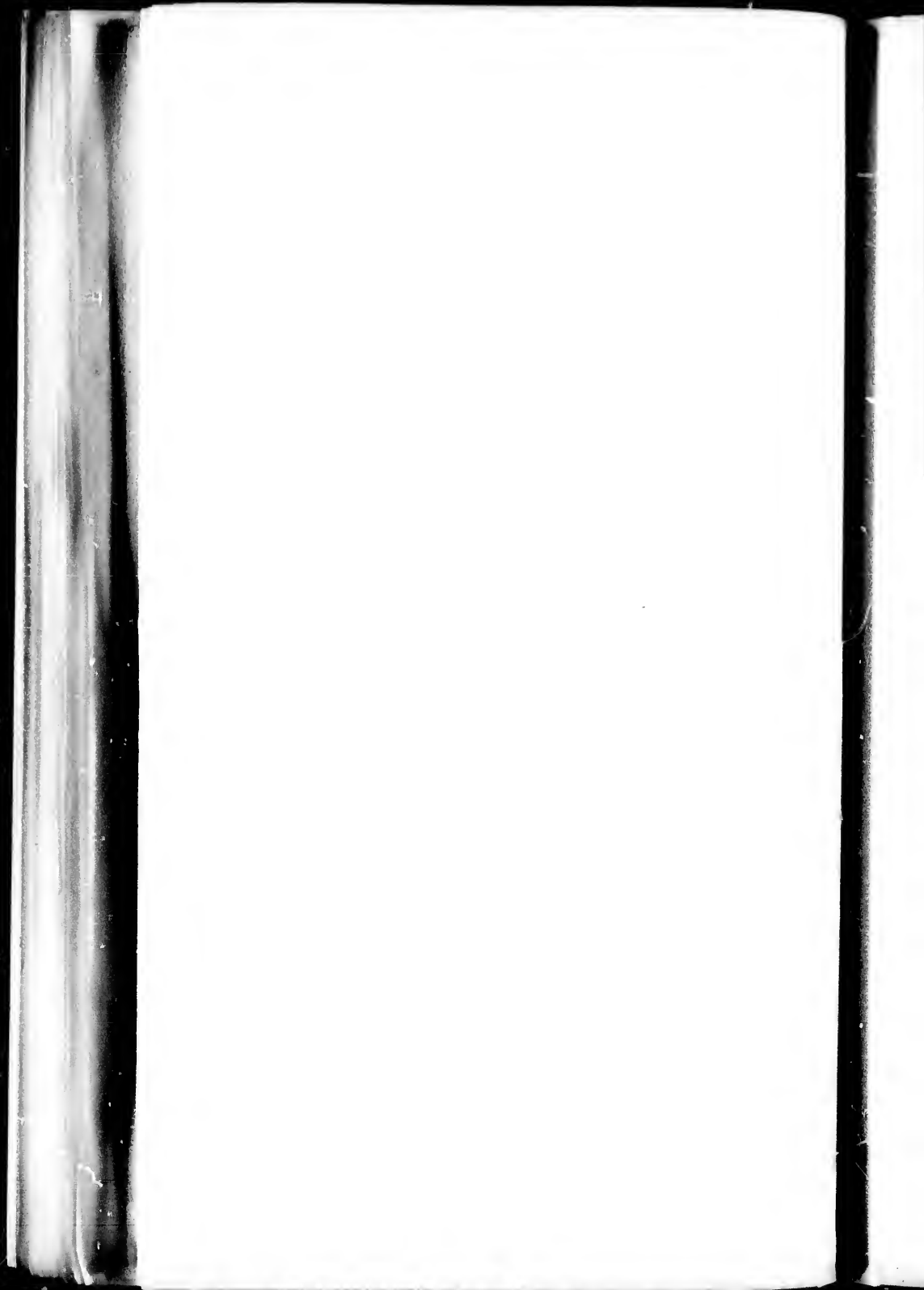
" of Passengers carried in cars, . . . . . 25,372.

" of miles travelled by Passengers . . . . . 554,468.

Average No. of miles travelled by each passenger, . . . 21<sup>2.2</sup><sub>1.000</sub>

(Signed) THOMAS RIDOUT,

Secretary.





# ROLLING STOCK,

R. 1858.

Number, of Canada, on the 31st December, 1858.

| E N G |        | When first put in use. | Miles run during the year 1858. | Total Miles run since first put on road. | GENERAL CONDITION AND REMARKS. |
|-------|--------|------------------------|---------------------------------|--|--------------------------------|
| No.   |        |                        |                                 |  |                                |
| 1     | Hercu  | July, '53              | 26214                           | 108115                                   | In good order.                 |
| 2     | Sams   | June                   | 26493                           | 99167                                    | do                             |
| 3     | Canad  | Feb. '54               | 24606                           | 96445                                    | do                             |
| 4     | Niaga  | June, '53              | 18666                           | 102223                                   | do                             |
| 5     | Hami   | Oct. '53               | 26443                           | 91612                                    | In shop repairing.             |
| 6     | Lond   | "                      | 21908                           | 64929                                    | do                             |
| 7     | Middl  | "                      | 23106                           | 87161                                    | In good order                  |
| 8     | Light  | "                      | 15688                           | 122187                                   | do                             |
| 9     | Detro  | "                      | 15064                           | 101817                                   | do                             |
| 10    | Linco  | "                      | 20136                           | 137272                                   | do                             |
| 11    | Wind   | "                      | 21168                           | 85301                                    | do                             |
| 12    | Chath  | "                      | 22817                           | 124341                                   | do                             |
| 10    | Paris  | Dec. '53               | 15156                           | 121618                                   | Under repairs.                 |
| 14    | Wood   | "                      | 22605                           | 111973                                   | do                             |
| 15    | Essex  | Jan'y '54              | 17398                           | 109135                                   | In good order.                 |
| 16    | Kent   | "                      | 27093                           | 97347                                    | Under repairs.                 |
| 17    | Elgin  | "                      | 19347                           | 89214                                    | Requiring repairs.             |
| 18    | Nort   | "                      | 16521                           | 86112                                    | Under repairs                  |
| 19    | Brant  | "                      | 13978                           | 63117                                    | In good order.                 |
| 20    | Went   | "                      | 19944                           | 105456                                   | Requiring repairs.             |
| 21    | Ontar  | Sept. '53              | 28812                           | 105081                                   | In good order.                 |
| 22    | Eric   | "                      | 28272                           | 126836                                   | Requiring repairs.             |
| 23    | St. Cl | Oct. '53               | 31749                           | 160641                                   | In good order                  |
| 24    | Huro   | "                      | 26302                           | 86234                                    | Requiring repairs.             |
| 25    | Super  | "                      | 31975                           | 111700                                   | In good order.                 |
| 26    | St. L  | Nov. '53               | 22592                           | 124221                                   | do                             |
| 27    | Reind  | Feb. '54               | 27646                           | 91144                                    | Under repairs.                 |
| 28    | Elk    | "                      | 11916                           | 121798                                   | In good order.                 |
| 29    | Gazel  | March, '54             | 9288                            | 78816                                    | do                             |
| 30    | Stag   | "                      | 21489                           | 124502                                   | do                             |
| 31    | Antel  | May, '54               | 24134                           | 118434                                   | do                             |
| 32    | Grey   | April, '54             | 27130                           | 112932                                   | do                             |
| 33    | Michi  | Feb. '54               | 76                              | 69019                                    | Sta'y eng. gra. elevat'r       |
| 34    | Sime   | "                      | 28378                           | 101759                                   | In good order.                 |



|    |                |         |   |   |    |    |     |       |   |
|----|----------------|---------|---|---|----|----|-----|-------|---|
| 35 | Venus          | do      | 4 | 5 | 15 | 92 | 150 | 11 94 | 1 |
| 36 | Vesta          | do      | " | " | "  | "  | "   | "     | " |
| 37 | Minerva        | do      | " | " | "  | "  | "   | "     | " |
| 38 | Jupiter        | do      | " | " | "  | "  | "   | "     | " |
| 39 | Mercury        | do      | " | " | "  | "  | "   | "     | " |
| 40 | Mars           | do      | " | " | "  | "  | "   | "     | " |
| 41 | Saturne        | Inside  | 4 | 6 | 16 | 21 | 174 | 11 34 | 1 |
| 42 | Firebrand      | do      | " | " | "  | "  | "   | "     | " |
| 43 | Fire King      | do      | " | " | "  | "  | "   | "     | " |
| 44 | Fire Fly       | do      | " | " | "  | "  | "   | "     | " |
| 45 | Ileete         | do      | " | " | "  | "  | "   | "     | " |
| 46 | Ileela         | do      | " | " | "  | "  | "   | "     | " |
| 47 | Atlas          | do      | 6 | 5 | 16 | 24 | 170 | 10 31 | 1 |
| 48 | Pluto          | do      | " | " | "  | "  | "   | "     | " |
| 49 | Mito           | do      | " | " | "  | "  | "   | "     | " |
| 50 | Elephant       | do      | " | " | "  | "  | "   | "     | " |
| 51 | Rhinoceros     | do      | " | " | "  | "  | "   | "     | " |
| 52 | Buffalo        | do      | " | " | "  | "  | "   | "     | " |
| 53 | Bison          | do      | " | " | "  | "  | "   | "     | " |
| 54 | Python         | do      | " | " | "  | "  | "   | "     | " |
| 55 | Weland         | do      | 4 | 5 | 14 | 22 | 139 | 11 1  | 1 |
| 56 | St. Catharines | do      | " | " | "  | "  | "   | "     | " |
| 57 | Lion           | do      | 6 | 5 | 16 | 21 | 170 | 10 31 | 1 |
| 58 | Lioness        | do      | " | " | "  | "  | "   | "     | " |
| 59 | Tiger          | do      | " | " | "  | "  | "   | "     | " |
| 60 | Tigress        | do      | " | " | "  | "  | "   | "     | " |
| 61 | Leopard        | do      | " | " | "  | "  | "   | "     | " |
| 62 | Panther        | do      | " | " | "  | "  | "   | "     | " |
| 63 | Vulcan         | do      | " | " | "  | "  | "   | "     | " |
| 64 | Enu            | do      | " | " | "  | "  | "   | "     | " |
| 65 | Stromboli      | do      | " | " | "  | "  | "   | "     | " |
| 66 | Styx           | do      | " | " | "  | "  | "   | "     | " |
| 67 | Gon            | do      | 4 | 6 | 16 | 21 | 170 | 10 31 | 1 |
| 68 | Ruby           | do      | " | " | "  | "  | "   | "     | " |
| 69 | Emerald        | do      | " | " | "  | "  | "   | "     | " |
| 70 | Sapphire       | do      | " | " | "  | "  | "   | "     | " |
| 71 | Marzappa       | Outside | 4 | 6 | 15 | 20 | 180 | 10 3  | 1 |
| 72 | Meden          | do      | " | " | "  | "  | "   | "     | " |
| 73 | Medusa         | do      | " | " | "  | "  | "   | "     | " |
| 74 | Ajax           | do      | 4 | 5 | 16 | 20 | 170 | 10 3  | 1 |
| 75 | Titan          | do      | " | " | "  | "  | "   | "     | " |
| 76 | Minos          | do      | " | " | "  | "  | "   | "     | " |
| 77 | Castor         | Inside  | 6 | 5 | 16 | 24 | 184 | 10 3  | 1 |
| 78 | Pollux         | do      | " | " | "  | "  | "   | "     | " |
| 79 | Trebus         | do      | 6 | 5 | 16 | 22 | 174 | 11 8  | 1 |
| 80 | Cyclops        | do      | " | " | "  | "  | "   | "     | " |
| 81 | Ixion          | do      | " | " | "  | "  | "   | "     | " |
| 82 | Arct           | do      | 4 | 6 | 16 | 22 | 164 | 11 3  | 1 |
| 83 | Oboron         | do      | " | " | "  | "  | "   | "     | " |
| 84 | Prospero       | do      | " | " | "  | "  | "   | "     | " |
| 85 | Diadem         | do      | 4 | 6 | 16 | 21 | 189 | 11 34 | 1 |
| 86 | Phaenon        | do      | " | " | "  | "  | "   | "     | " |
| 87 | Achilles       | do      | 4 | 5 | 16 | 22 | 174 | 11 1  | 1 |
| 88 | Paeonius       | do      | " | " | "  | "  | "   | "     | " |

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## GREAT WESTERN RAILWAY.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                            | Average weight in pounds. | In good repair. | Requiring Slight Repairs. | Requiring Heavy repairs. | TOTAL Number. |
|--|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars, with 12 wheels ..... | 37,000                    | 25              | .....                     | .....                    | 25            |
| Do. with 8 wheels .....                          | 30,000                    | 47              | 7                         | 3                        | 57            |
| Second Class Passenger Cars, }<br>8 wheels ..... | 20,000                    | 40              | 4                         | .....                    | 44            |
| Emigrant Cars, 8 wheels .... }                   |                           |                 |                           |                          |               |
| Baggage, Mail, & Exp. 8 wheels                   | 20,000                    | 10              | 1                         | 1                        | 12            |
| do 12 "  | 30,000                    | 6               | 1                         | 1                        | 8             |
| Box, Freight, and Cattle, 8 wheels               | 18,500                    | 810             | 40                        | 10                       | 860           |
| do 4 "   | 12,000                    | 90              | 8                         | 2                        | 100           |
| Platform Cars, 8 wheels .....                    | 18,000                    | 230             | 16                        | 4                        | 250           |
| Gravel Cars, 8 wheels .....                      | .....                     | .....           | .....                     | .....                    | none.         |
| do 4 "   | 10,000                    | 334             | 50                        | 25                       | 409           |
| Hand Cars .....                                  | 1,000                     | 50              | .....                     | .....                    | 50            |
| Snow Ploughs, large .....                        | .....                     | .....           | .....                     | .....                    | none.         |

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

*Suspension Bridge, (N. Falls); Hamilton; Paris; London; Galt; Guelph; Toronto; Windsor; and Sarnia.*

(Signed)

S. SHARP,

*Superintendent.*

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 Number of days and miles run by the same up to that date.

| No. | NAME.  | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION AND REMARKS. |
|-----|--------|------------------------|---------------------------------|--|--------------------------------|
| 1   | .....  | Nov. '48.              | 10269                           | 54291                                    |                                |
| 2   | .....  | May '50.               | 10003                           | 95217                                    |                                |
| 3   | .....  | Sept. '51.             | 16542                           | 72201                                    |                                |
| 4   | .....  | Aug. '51.              | 23604                           | 98732                                    |                                |
| 5   | .....  | Jan'y '55.             | 49530                           | 88867                                    |                                |
| 6   | .....  | " "                    | 936                             | 85072                                    |                                |
| 7   | Works. | July '52.              | 5101                            | 87522                                    |                                |
| 8   | .....  | " "                    | 19907                           | 114913                                   |                                |
| 9   | .....  | Dec. '51.              | 13030                           | 111662                                   |                                |
| 10  | .....  | July '54.              | 475                             | 46087                                    |                                |
| 11  | .....  | Nov. '52.              | 12022                           | 79866                                    |                                |
| 12  | .....  | " "                    | 4398                            | 68915                                    |                                |
| 13  | .....  | Dec. '52.              | 8108                            | 60564                                    |                                |
| 14  | .....  | Jan'y '58.             | 13587                           | 37081                                    |                                |
| 15  | .....  | Aug. '53.              | 8480                            | 87324                                    |                                |
| 16  | .....  | Sept. '53.             | 15464                           | 81501                                    |                                |
| 17  | .....  | " "                    | 19162                           | 59769                                    |                                |
| 18  | .....  | Oct. '53.              | 10485                           | 81889                                    |                                |
| 19  | .....  | " "                    | 10296                           | 71389                                    |                                |
| 20  | Works. | Nov. '53.              | 16931                           | 55371                                    |                                |
| 21  | .....  | Feb. '54.              | 18183                           | 107807                                   |                                |
| 22  | .....  | " "                    | 18035                           | 89043                                    |                                |
| 23  | Works. | Feb. '55.              | 10484                           | 57998                                    |                                |
| 24  | .....  | Feb. '54.              | 20550                           | 97187                                    |                                |
| 25  | .....  | Aug. '54.              | 9542                            | 57297                                    |                                |
| 26  | .....  | Jan'y '54.             | 6270                            | 66026                                    |                                |
| 27  | .....  | May '54.               | 10496                           | 37295                                    |                                |
| 28  | .....  | May '54.               | 12799                           | 58366                                    |                                |
| 29  | .....  | June '54.              | 18637                           | 49938                                    |                                |
| 30  | .....  | " "                    | 144                             | 5461                                     |                                |
| 31  | .....  | Feb. '54.              | 13994                           | 60584                                    |                                |
| 32  | .....  | May '54.               | 12606                           | 67681                                    |                                |
| 33  | .....  | " "                    | 9391                            | 85238                                    |                                |
| 34  | Works. | Sept. '54.             | 11902                           | 29336                                    |                                |
| 35  | .....  | " "                    | 7139                            | 54060                                    |                                |
| 36  | .....  | " "                    | 7850                            | 45805                                    |                                |
| 37  | .....  | " "                    | 17300                           | 71417                                    |                                |
| 38  | .....  | Oct. '54.              | 2836                            | 62091                                    |                                |
| 39  | .....  | Jan'y '55.             | 11597                           | 57697                                    |                                |
| 40  | .....  | " "                    | 10154                           | 64961                                    |                                |
| 41  | .....  | Nov. '54.              | 14093                           | 37991                                    |                                |
| 42  | .....  | Feb. '55.              | 18177                           | 75215                                    |                                |



# RETURN OF GRAND TRUNK RAILWAY OF CANADA.

owned by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Inches | Weight of Engine. |       | Water capacity of Tender. |       | Weight of Tender with Wood and Water. |       | Total weight of Engine and Tender with Wood and Water. |                          | WHERE BUILT<br>OR<br>BUILDER'S NAME. | When first put in use. | Miles run during the Year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|--------|-------------------|-------|---------------------------|-------|---------------------------------------|-------|--|--------------------------|--------------------------------------|------------------------|---------------------------------|--|--------------------------------------|
|        | Tons.             | Cwts. | Gallons.                  | Tons. | Cwts.                                 | Tons. | Cwts.  |                          |                                      |                        |                                 |  |                                      |
| 11 3/8 | 23                | 10    | 1438                      | 16    | 0                                     | 39    | 10   | Portland Co.             | Nov. '48.                            | 10269                  | 54291                           |  |                                      |
| 11 3/8 | 23                | 8     | 1500                      | 14    | 0                                     | 37    | 8  | do                       | May '50.                             | 10003                  | 95217                           |  |                                      |
| "      | 23                | 14    | 1438                      | 16    | 0                                     | 39    | 14   | do                       | Sept. '51.                           | 16342                  | 72201                           |  |                                      |
| "      | 23                | 5     | "                         | 14    | 3                                     | 37    | 8  | do                       | Aug. '51.                            | 23604                  | 98732                           |  |                                      |
| 11 1/8 | 25                | 5     | 1073                      | 13    | 7                                     | 38    | 12   | Peto & Co.               | Jan'y '55.                           | 49530                  | 88867                           |  |                                      |
| "      | "                 | "     | "                         | 13    | 7                                     | "     | "  | do                       | " "                                  | 936                    | 85072                           |  |                                      |
| 11 3/8 | 23                | 9     | 1567                      | 15    | 12                                    | 39    | 1  | Boston Locomotive Works. | July '52.                            | 5101                   | 87522                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | " "                                  | 19907                  | 114913                          |  |                                      |
| 11 3/8 | 24                | 2     | 1438                      | 16    | 10                                    | 40    | 12   | Portland Co.             | Dec. '51.                            | 13036                  | 111662                          |  |                                      |
| 11 3/8 | 22                | 6     | 1450                      | 15    | 12                                    | 37    | 18   | Kinmond Bro's.           | July '54.                            | 475                    | 46087                           |  |                                      |
| "      | 25                | 6     | 1521                      | "     | "                                     | 40    | 18   | Amoskeag Co.             | Nov. '52.                            | 12022                  | 79866                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | " "                                  | 4398                   | 68945                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | Dec. '52.                            | 8108                   | 60564                           |  |                                      |
| "      | 25                | 10    | 1598                      | 17    | 13                                    | 43    | 3  | Portland Co.             | Jan'y '58.                           | 13587                  | 37081                           |  |                                      |
| "      | "                 | "     | 1521                      | 15    | 12                                    | 41    | 2  | Amoskeag Co.             | Aug. '53.                            | 8480                   | 87324                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | 41    | 2  | do                       | Sept. '53.                           | 15164                  | 81501                           |  |                                      |
| "      | 26                | 2     | 1658                      | 19    | 13                                    | 45    | 15   | Kinmond Bro's.           | " "                                  | 19162                  | 59769                           |  |                                      |
| "      | 25                | 2     | 1521                      | 15    | 12                                    | 40    | 14   | Amoskeag Co.             | Oct. '53.                            | 10485                  | 81889                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | " "                                  | 10296                  | 71389                           |  |                                      |
| "      | 26                | 12    | 1658                      | 18    | 11                                    | 45    | 3  | Kinmond Bro's.           | Nov. '53.                            | 16931                  | 55371                           |  |                                      |
| "      | 24                | 16    | 1567                      | 18    | 4                                     | 43    | 0  | Boston Locomotive Works. | Feb. '54.                            | 18483                  | 107807                          |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | " "                                  | 18035                  | 89043                           |  |                                      |
| 11 1/8 | 23                | 12    | 1073                      | 13    | 7                                     | 36    | 19   | Peto & Co.               | Feb. '55.                            | 10484                  | 57998                           |  |                                      |
| 11 3/8 | 24                | 16    | 1567                      | 18    | 4                                     | 43    | 0  | Boston Locomotive Works. | Feb. '54.                            | 20550                  | 97187                           |  |                                      |
| "      | 28                | 2     | 1450                      | 16    | 9                                     | 44    | 11   | Kinmond Bro's.           | Aug. '54.                            | 9542                   | 57297                           |  |                                      |
| "      | 21                | 2     | 1438                      | 14    | 6                                     | 35    | 8  | Portland Co.             | Jan'y '54.                           | 6270                   | 66026                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | Amoskeag Co.             | May '54.                             | 10496                  | 57295                           |  |                                      |
| "      | 21                | 2     | 1438                      | 14    | 6                                     | "     | "  | do                       | May '54.                             | 12799                  | 58366                           |  |                                      |
| "      | 26                | 12    | 1658                      | 19    | 13                                    | 46    | 5  | Kinmond Bros.            | June '54.                            | 18637                  | 49938                           |  |                                      |
| "      | 26                | 2     | "                         | "     | "                                     | 45    | 15   | do                       | " "                                  | 144                    | 5491                            |  |                                      |
| "      | 26                | 12    | "                         | "     | "                                     | 46    | 5  | do                       | Feb. '54.                            | 13094                  | 60554                           |  |                                      |
| "      | 27                | 12    | 1521                      | 16    | 9                                     | 44    | 1  | Amoskeag Co.             | May '54.                             | 12606                  | 67681                           |  |                                      |
| "      | 27                | 12    | "                         | "     | "                                     | "     | "  | do                       | " "                                  | 9391                   | 85238                           |  |                                      |
| "      | 26                | 0     | 1583                      | 16    | 0                                     | 42    | 0  | Good, Toronto.           | Sept. '54.                           | 11992                  | 29336                           |  |                                      |
| 11 3/8 | 26                | 14    | 1757                      | 17    | 12                                    | 44    | 6  | New Jersey Loco. Works.  | " "                                  | 7139                   | 54060                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | " "                                  | 7850                   | 45895                           |  |                                      |
| 11 3/8 | 25                | 6     | 1521                      | 15    | 6                                     | 40    | 12   | Amoskeag.                | " "                                  | 17390                  | 71447                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | Oct. '54.                            | 2836                   | 62091                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | Jan'y '55.                           | 11597                  | 57697                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | " "                                  | 10154                  | 64961                           |  |                                      |
| 11 1/8 | 25                | 5     | 1073                      | 13    | 7                                     | 38    | 12   | Peto & Co.               | Nov. '54.                            | 14093                  | 37991                           |  |                                      |
| "      | "                 | "     | "                         | "     | "                                     | "     | "  | do                       | Feb. '55.                            | 18177                  | 75215                           |  |                                      |



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**CANADA—[Continued.]**

December, 1858, and miles run by the same up to that date.

| WHERE BUILT,<br>OR<br>BUILDER'S NAME. | When first put in use.                 | Miles run during the year<br>1858. | Total miles run since first<br>put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|---------------------------------------|--|------------------------------------|---|--------------------------------------|
| o                                     | Mar. '55.                              | 19011                              | 66531                                       |                                      |
| o                                     | " "                                    | 6777                               | 32395                                       |                                      |
| o                                     | " "                                    | 14906                              | 31621                                       |                                      |
| o                                     | April '55.                             | 6076                               | 57255                                       |                                      |
| o                                     | May '55.                               | 18969                              | 52218                                       |                                      |
| o                                     | Dec. '55.                              | 18508                              | 48253                                       |                                      |
| o                                     | Jan. '56.                              | 3068                               | 28997                                       |                                      |
| o                                     | " "                                    | 24025                              | 47097                                       |                                      |
| o                                     | " "                                    | 16199                              | 44495                                       |                                      |
| o                                     | Dec. '56.                              | 8056                               | 27478                                       |                                      |
| o                                     | Locomotive Works,<br>and Co. Feb. '54. | 7892                               | 31300                                       |                                      |
| o                                     | Nov. '55.                              | 17598                              | 54246                                       |                                      |
| o                                     | Feb. '56.                              | 7922                               | 39800                                       |                                      |
| o                                     | May '56.                               | 14860                              | 56244                                       |                                      |
| o                                     | & Co. Nov. '55.                        | 20031                              | 38689                                       |                                      |
| o                                     | " "                                    | 9592                               | 36320                                       |                                      |
| o                                     | " "                                    | .....                              | 31098                                       |                                      |
| o                                     | " "                                    | 16765                              | 31341                                       |                                      |
| o                                     | " "                                    | 3294                               | 38420                                       |                                      |
| o                                     | Dec. '55.                              | 13968                              | 29902                                       |                                      |
| o                                     | " "                                    | 15349                              | 29862                                       |                                      |
| o                                     | Jan. '56.                              | 17292                              | 43812                                       |                                      |
| o                                     | Nov. '55.                              | 17507                              | 42162                                       |                                      |
| o                                     | Jan. '56.                              | 23240                              | 44646                                       |                                      |
| o                                     | Dec. '55.                              | 19828                              | 39692                                       |                                      |
| o                                     | and Co. May '56.                       | 14541                              | 50378                                       |                                      |
| o                                     | & Co. Nov. '55.                        | 20849                              | 21654                                       |                                      |
| o                                     | May '56.                               | 15019                              | 37928                                       |                                      |
| o                                     | and Bros. " "                          | 7437                               | 36358                                       |                                      |
| o                                     | and Co. July '56.                      | 24399                              | 61231                                       |                                      |
| o                                     | " "                                    | 15052                              | 58487                                       |                                      |
| o                                     | & Co " "                               | 11606                              | 30207                                       |                                      |
| o                                     | " "                                    | 5194                               | 25325                                       |                                      |
| o                                     | Sept. '56.                             | 8869                               | 82670                                       |                                      |
| o                                     | Oct. '56.                              | 15047                              | 34934                                       |                                      |
| o                                     | " "                                    | 2295                               | 24447                                       |                                      |
| o                                     | " "                                    | 5506                               | 35900                                       |                                      |
| o                                     | " "                                    | 7584                               | 35914                                       |                                      |
| o                                     | " "                                    | 19114                              | 45698                                       |                                      |
| o                                     | " "                                    | 10331                              | 36752                                       |                                      |
| o                                     | Nov. '56.                              | 3061                               | 30663                                       |                                      |
| o                                     | Oct. '56.                              | 20402                              | 42523                                       |                                      |



**GRAND TRUNK RAILWAY OF CANADA—(Continued.)**

and by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Weight of Engine. |          | Water capacity of Tender. |           | Weight of Tender with Wood and Water. |            | Total weight of Engine and Tender with Wood and Water. |       | WHERE BUILT,<br>OR<br>BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|-------------------|----------|---------------------------|-----------|---------------------------------------|------------|--|-------|---------------------------------------|------------------------|---------------------------------|--|--------------------------------------|
| Tons.Cwts         | Gallons. | Tons.Cwts                 | Tons.Cwts | Tons.Cwts                             |            |  |       |                                       |                        |                                 |  |                                      |
| 25 5              | 1073     | 13 7                      | 38 12     | Peto & Co.                            | Mar. '55.  | 19011  | 66531 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 6777   | 32395 |                                       |                        |                                 |  |                                      |
| 23 12             | "        | "                         | 36 19     | d.                                    | "          | 14906  | 31621 |                                       |                        |                                 |  |                                      |
| 25 12             | "        | "                         | 38 19     | d.                                    | April '55. | 6076   | 57255 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | May '55.   | 18969  | 52218 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Dec. '55.  | 18508  | 48253 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Jan. '56.  | 3068   | 28997 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 24025  | 47097 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 16199  | 44495 |                                       |                        |                                 |  |                                      |
| 25 5              | "        | "                         | 38 12     | d.                                    | Dec. '56.  | 8056   | 27478 |                                       |                        |                                 |  |                                      |
| 24 16             | 1567     | 18 4                      | 43 0      | Boston Locomotive Works.              | Feb. '54.  | 7892   | 31300 |                                       |                        |                                 |  |                                      |
| 23 16             | 1592     | 16 4                      | 40 0      | Portland Co.                          | Nov. '55.  | 17598  | 54240 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Feb. '56.  | 7922   | 39800 |                                       |                        |                                 |  |                                      |
| 24 16             | "        | 17 4                      | 42 0      | d.                                    | May '56.   | 11860  | 56244 |                                       |                        |                                 |  |                                      |
| 25 12             | 1576     | 18 7                      | 43 19     | Peto & Co.                            | Nov. '55.  | 20031  | 38689 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 9592   | 36320 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | .....  | 31098 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 16765  | 31341 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 3294   | 38420 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Dec. '55.  | 13968  | 29902 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 15349  | 29862 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Jan. '56.  | 17292  | 43812 |                                       |                        |                                 |  |                                      |
| 25 5              | 1073     | 13 7                      | 38 12     | d.                                    | Nov. '55.  | 17507  | 42162 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Jan. '56.  | 23240  | 44646 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Dec. '55.  | 19828  | 39692 |                                       |                        |                                 |  |                                      |
| 24 12             | 1598     | 16 1                      | 41 10     | Portland Co.                          | May '56.   | 11541  | 50378 |                                       |                        |                                 |  |                                      |
| 25 5              | 1073     | 13 7                      | 38 12     | Peto & Co.                            | Nov. '55.  | 20849  | 21654 |                                       |                        |                                 |  |                                      |
| 23 12             | "        | "                         | 36 19     | d.                                    | May '56.   | 15019  | 37928 |                                       |                        |                                 |  |                                      |
| 28 2              | 1473     | 16 9                      | 44 11     | Kimball Bros.                         | "          | 7437   | 36358 |                                       |                        |                                 |  |                                      |
| 24 16             | 1598     | 18 4                      | 43 0      | Portland Co.                          | July '56.  | 24399  | 61231 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 15052  | 58487 |                                       |                        |                                 |  |                                      |
| 25 12             | 1576     | 18 7                      | 43 19     | Peto & Co.                            | "          | 11606  | 30207 |                                       |                        |                                 |  |                                      |
| "                 | 1073     | "                         | "         | d.                                    | "          | 5104   | 25325 |                                       |                        |                                 |  |                                      |
| "                 | 1576     | "                         | "         | d.                                    | Sept. '56. | 8869   | 32670 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Oct. '56.  | 15047  | 34934 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 2295   | 24447 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 5506   | 35900 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 7584   | 35914 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 19114  | 45698 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | "          | 10531  | 36752 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Nov. '56.  | 3061   | 30663 |                                       |                        |                                 |  |                                      |
| "                 | "        | "                         | "         | d.                                    | Oct. '56.  | 20402  | 42523 |                                       |                        |                                 |  |                                      |

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-[Continued.]

No., 1858, and miles run by the same up to that date

| BUILT          | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. | GENERAL CONDITION | REMARKS |
|----------------|------------------------|---------------------------------|--|-------------------|---------|
| 8              | Nov. '56.              | 3455                            | 23987                                    |                   |         |
| 8              | Oct. '56.              | 6116                            | 30364                                    |                   |         |
| 8              | Nov. '56.              | 17572                           | 35115                                    |                   |         |
| 8 y.           | Oct. '56.              | 9470                            | 13554                                    |                   |         |
| 8              | "                      | 1000                            | 14805                                    |                   |         |
| 9              | "                      | 2582                            | 14878                                    |                   |         |
| 9              | "                      | 16379                           | 29140                                    |                   |         |
| 9              | Nov. '56.              | 12260                           | 24103                                    |                   |         |
| 9              | Feb. '57.              | 13936                           | 28100                                    |                   |         |
| 9 ks.          | Nov. '56.              | 15214                           | 38075                                    |                   |         |
| 9              | "                      | 22991                           | 49257                                    |                   |         |
| 9              | Dec. '56.              | 6348                            | 31051                                    |                   |         |
| 9              | "                      | 18590                           | 13510                                    |                   |         |
| 9              | Nov. '56.              | 20208                           | 32325                                    |                   |         |
| 9              | "                      | 34179                           | 61460                                    |                   |         |
| 10             | "                      | 31370                           | 55603                                    |                   |         |
| 10 ny.         | Sept. '48.             | 24148                           | 174879                                   |                   |         |
| 10             | Dec. '48.              | 20978                           | 147224                                   |                   |         |
| 10             | Feb. '49.              | 25976                           | 168344                                   |                   |         |
| 10             | May '49.               | 17274                           | 139539                                   |                   |         |
| 10             | Dec. '49.              | 15744                           | 149014                                   |                   |         |
| 10             | Feb. '50.              | 10348                           | 152949                                   |                   |         |
| 10             | Jan. '51.              | 15474                           | 110646                                   |                   |         |
| 10             | "                      | 4727                            | 145240                                   |                   |         |
| 10             | Dec. '51.              | 17689                           | 133101                                   |                   |         |
| 11             | Jan. '52.              | 17994                           | 130864                                   |                   |         |
| 11             | April '52.             | 17932                           | 91377                                    |                   |         |
| 11             | June '52.              | 14400                           | 93744                                    |                   |         |
| 11             | Nov. '52.              | 12570                           | 96453                                    |                   |         |
| 11             | Jan. '53.              | 20429                           | 100264                                   |                   |         |
| 11             | Jan. '53.              | 19760                           | 99753                                    |                   |         |
| 11             | April '53.             | 24029                           | 95536                                    |                   |         |
| 11             | "                      | 22714                           | 133327                                   |                   |         |
| 11             | May '53.               | 13147                           | 89008                                    |                   |         |
| 11             | June '53.              | 17874                           | 114640                                   |                   |         |
| 12             | "                      | 18240                           | 96148                                    |                   |         |
| 12             | Sept. '53.             | 19271                           | 126236                                   |                   |         |
| 12             | Nov. '53.              | 8080                            | 79009                                    |                   |         |
| 12             | "                      | 9133                            | 72208                                    |                   |         |
| 12 tive Works. | March '54              | 22632                           | 105042                                   |                   |         |
| 12             | "                      | 16483                           | 109705                                   |                   |         |
| 12 ny.         | Jan. '54.              | 22746                           | 76615                                    |                   |         |

LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY

Number, description and condition of Locomotive Engines owned by this Company, on the 31

| ENGINES. |       | Connections. | Driving Wheels. |           | Cylinders. |         | Flues.  |         |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with wood and Water. |
|----------|-------|--------------|-----------------|-----------|------------|---------|---------|---------|------------------|-------------------|---------------------------|---------------------------------------|--|
| No       | NAME. |              | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. | Inside Diameter. |                   |                           |                                       |  |
|          |       | Coupled      | ft. in.         | Inches    | Inches     | ft.     | in.     |         | Tons. Cwts       | Gallons.          | Tons. Cwts                | Tons. Cwts                            |  |
| 85       | ..... | do           | 4               | 5 0       | 16         | 20      | 178     | 10 1    | 13 1/2           | 25 12             | 1576                      | 18 7                                  | 43 19 Po   |
| 86       | ..... | do           | 4               | 5 6       | 15         | 21      | 160     | 10 10   | 13 1/2           | 28 2              | 1473                      | 16 9                                  | 44 11 Ki   |
| 87       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 88       | ..... | do           | 4               | "         | "          | 20      | 158     | "       | "                | 21 2              | 1292                      | 14 10                                 | 38 12 Or   |
| 89       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 90       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 91       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 92       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 93       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 94       | ..... | do           | 4               | 6 0       | "          | "       | 154     | 10 4    | "                | 25 6              | 1521                      | 15 0                                  | 40 6 Ma  |
| 95       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 96       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 97       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 98       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 99       | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 100      | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 101      | ..... | do           | 4               | 5 0       | "          | 22      | 145     | 10 6    | "                | 23 10             | 1619                      | 16 0                                  | 39 10 Por  |
| 102      | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                     | "  |
| 103      | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | 22 15             | 1554                      | "                                     | 38 15  |
| 104      | ..... | do           | 4               | 5 6       | "          | 20      | 127     | "       | 13 1/2           | 24 14             | 1649                      | 15 6                                  | 39 14  |
| 105      | ..... | do           | 4               | "         | "          | "       | 132     | "       | "                | 22 7              | 1581                      | 16 0                                  | 38 7   |
| 106      | ..... | do           | 4               | "         | "          | "       | "       | 10 11   | "                | 22 8              | 2025                      | "                                     | 38 8   |
| 107      | ..... | do           | 4               | 5 0       | "          | 22      | "       | 10 6    | "                | "                 | 1584                      | "                                     | "  |
| 108      | ..... | do           | 4               | "         | 17         | "       | 169     | "       | "                | 21 4              | 1702                      | 18 4                                  | 42 8   |
| 109      | ..... | do           | 4               | "         | 14         | 20      | 131     | 10 5    | "                | 22 7              | "                         | 16 0                                  | 38 7   |
| 110      | ..... | do           | 4               | 5 6       | 15         | "       | 132     | "       | "                | "                 | 1812                      | "                                     | "  |
| 111      | ..... | do           | 4               | 5 0       | 13         | "       | 117     | 11 0    | "                | 20 0              | 1321                      | 13 5                                  | 33 5   |
| 112      | ..... | do           | 4               | 4 8       | 14         | 22      | 129     | 10 6    | 11 1/2           | 22 12             | 1998                      | 15 0                                  | 37 12  |
| 113      | ..... | do           | 4               | 5 0       | 15         | 20      | 125     | "       | "                | 22 7              | 1606                      | 16 0                                  | 38 7   |
| 114      | ..... | do           | 4               | "         | 16         | 22      | 150     | 10 5    | "                | 21 4              | 1985                      | 18 4                                  | 42 8   |
| 115      | ..... | do           | 4               | 5 6       | 14         | "       | 114     | 10 6    | "                | 21 9              | 1602                      | 14 6                                  | 35 15  |
| 116      | ..... | do           | 4               | 5 0       | 15         | "       | 129     | 11 0    | "                | 23 10             | 1950                      | 16 0                                  | 39 10  |
| 117      | ..... | do           | 4               | "         | 16         | "       | 150     | 10 6    | "                | 21 4              | "                         | 18 4                                  | 42 8   |
| 118      | ..... | do           | 4               | "         | 15         | "       | 141     | "       | "                | 24 0              | 1841                      | 14 11                                 | 38 11  |
| 119      | ..... | do           | 4               | "         | "          | "       | "       | 10 7    | "                | "                 | "                         | "                                     | "  |
| 120      | ..... | do           | 4               | 5 6       | "          | "       | 149     | 10 6    | 13 1/2           | 23 8              | 1649                      | 14 3                                  | 37 11  |
| 121      | ..... | do           | 4               | 5 0       | 16         | "       | 150     | "       | 13 1/2           | 21 4              | 1775                      | 18 4                                  | 42 8   |
| 122      | ..... | do           | 4               | 6 0       | 14         | "       | 125     | 11 0    | "                | 22 0              | 1950                      | 14 6                                  | 36 6   |
| 123      | ..... | do           | 4               | "         | 15         | "       | 136     | "       | "                | 23 10             | "                         | 16 0                                  | 39 10  |
| 124      | ..... | do           | 4               | 5 0       | "          | 24      | 140     | "       | "                | 23 17             | 1772                      | "                                     | 39 17 Bo   |
| 125      | ..... | do           | 4               | "         | "          | "       | "       | "       | "                | "                 | 1870                      | "                                     | "  |
| 126      | ..... | do           | 4               | 5 6       | "          | 20      | 132     | 10 6    | 13 1/2           | 22 7              | "                         | "                                     | 38 7 Po  |

**ND TRUNK RAILWAY OF CANADA--(Continued.)**

this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with wood and Water. | WHERE BUILT              |            | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. | GENERAL CONDITION AND REMARKS. |
|---------------------------|---------------------------------------|--|--------------------------|------------|------------------------|---------------------------------|--|--------------------------------|
|                           |                                       |  | BUILDER'S NAME.          |            |                        |                                 |  |                                |
| Gallons.                  | Tons, Cwts                            | Tons, Cwts   |                          |            |                        |                                 |  |                                |
| 1576                      | 12 7                                  | 43 19  | Peto & Co.               | Nov. '56.  | 3455                   | 23987                           |  |                                |
| 1473                      | 16 9                                  | 44 11  | Kimmond Bros.            | Oct. '56.  | 6116                   | 30364                           |  |                                |
|                           |                                       |  | do                       | Nov. '56.  | 17572                  | 35115                           |  |                                |
| 1292                      | 14 10                                 | 38 12  | Ontario Foundry.         | Oct. '56.  | 9470                   | 13554                           |  |                                |
|                           |                                       |  | do                       | "          | 1000                   | 14805                           |  |                                |
|                           |                                       |  | do                       | "          | 2582                   | 14878                           |  |                                |
|                           |                                       |  | do                       | "          | 16379                  | 29140                           |  |                                |
|                           |                                       |  | do                       | Nov. '56.  | 12260                  | 24103                           |  |                                |
|                           |                                       |  | do                       | Feb. '57.  | 13936                  | 28100                           |  |                                |
| 1524                      | 15 0                                  | 40 6   | Manchester Works.        | Nov. '56.  | 15214                  | 38075                           |  |                                |
|                           |                                       |  | do                       | "          | 22991                  | 49257                           |  |                                |
|                           |                                       |  | do                       | Dec. '56.  | 6342                   | 31051                           |  |                                |
|                           |                                       |  | do                       | "          | 18590                  | 43510                           |  |                                |
|                           |                                       |  | do                       | Nov. '56.  | 20208                  | 32325                           |  |                                |
|                           |                                       |  | do                       | "          | 34179                  | 61460                           |  |                                |
|                           |                                       |  | do                       | "          | 31370                  | 55603                           |  |                                |
| 1649                      | 16 0                                  | 39 10  | Portland Company.        | Sept. '48. | 24118                  | 174879                          |  |                                |
|                           |                                       |  | do                       | Dec. '48.  | 20978                  | 147224                          |  |                                |
| 1554                      | "                                     | 38 15  | do                       | Feb. '49.  | 25976                  | 168344                          |  |                                |
| 1649                      | 15 6                                  | 39 14  | do                       | May '49.   | 17274                  | 139539                          |  |                                |
| 1581                      | 16 0                                  | 38 7   | do                       | Dec. '49.  | 15744                  | 149014                          |  |                                |
| 2025                      | "                                     | 38 8   | do                       | Feb. '50.  | 10348                  | 152949                          |  |                                |
| 1584                      | "                                     | "  | do                       | Jan. '51.  | 15474                  | 110646                          |  |                                |
| 1702                      | 18 4                                  | 42 8   | do                       | "          | 4727                   | 145240                          |  |                                |
|                           | 16 0                                  | 38 7   | do                       | Dec. '51.  | 17689                  | 133101                          |  |                                |
| 1812                      | "                                     | "  | do                       | Jan. '52.  | 17994                  | 130864                          |  |                                |
| 1321                      | 13 5                                  | 33 5   | do                       | April '52. | 17932                  | 94377                           |  |                                |
| 1998                      | 15 0                                  | 37 12  | do                       | June '52.  | 14460                  | 93744                           |  |                                |
| 1606                      | 16 0                                  | 36 7   | do                       | Nov. '52.  | 12570                  | 96453                           |  |                                |
| 1985                      | 18 4                                  | 42 8   | do                       | Jan. '53.  | 20429                  | 100264                          |  |                                |
| 1602                      | 14 6                                  | 35 15  | do                       | Jan. '53.  | 19760                  | 99753                           |  |                                |
| 1950                      | 16 0                                  | 39 10  | do                       | April '53. | 21029                  | 95536                           |  |                                |
|                           | 18 4                                  | 42 8   | do                       | "          | 22714                  | 133327                          |  |                                |
| 1841                      | 14 11                                 | 38 11  | do                       | May '53.   | 13147                  | 89008                           |  |                                |
|                           | "                                     | "  | do                       | June '53.  | 17874                  | 114640                          |  |                                |
| 1649                      | 14 3                                  | 37 11  | do                       | "          | 18240                  | 96148                           |  |                                |
| 1775                      | 18 4                                  | 42 8   | do                       | Sept. '53. | 19271                  | 126236                          |  |                                |
| 1950                      | 14 6                                  | 36 6   | do                       | Nov. '53.  | 8080                   | 79009                           |  |                                |
|                           | 16 0                                  | 39 10  | do                       | "          | 9133                   | 72208                           |  |                                |
| 1772                      | "                                     | 39 17  | Boston Locomotive Works. | March '54  | 22632                  | 105042                          |  |                                |
| 1870                      | "                                     | "  | do                       | "          | 16483                  | 109705                          |  |                                |
|                           | "                                     | 38 7   | Portland Company.        | Jan. '54.  | 22746                  | 76615                           |  |                                |



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ned.)  
 Number, designation and miles run by the same up to that date

| ENGINE |       | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|--------|-------|------------------------|---------------------------------|--|--------------------------------------|
| No.    | NAME  |                        |                                 |  |                                      |
| 127    | ..... | Mar. '57.              | 26174                           | 73729                                    |                                      |
| 128    | ..... | Mar. '54.              | 13477                           | 112488                                   |                                      |
| 129    | ..... | " "                    | 22465                           | 96854                                    |                                      |
| 130    | ..... | Feb. '54.              | 1630                            | 46243                                    |                                      |
| 131    | ..... | Mar. '54.              | 8121                            | 63391                                    |                                      |
| 132    | ..... | June, '44.             | 11512                           | 75391                                    |                                      |
| 133    | ..... | rks. July '54.         | 10681                           | 103881                                   |                                      |
| 134    | ..... | " "                    | 19458                           | 97955                                    |                                      |
| 135    | ..... | Mar. '57.              | 17265                           | 46790                                    |                                      |
| 136    | ..... | Aug. '54.              | 12726                           | 68452                                    |                                      |
| 137    | ..... | April '52.             | 14138                           | 59238                                    |                                      |
| 138    | ..... | Sept. '54.             | 3841                            | 39174                                    |                                      |
| 139    | ..... | Dec. '51.              | 12844                           | 56700                                    |                                      |
| 140    | ..... | Aug. '52.              | 10853                           | 40821                                    |                                      |
| 141    | ..... | Nov. '56.              | 9528                            | 17914                                    |                                      |
| 142    | ..... | Mar. '58.              | 548                             | 548                                      |                                      |
| 143    | ..... | Jan. '57.              | 7113                            | 16643                                    |                                      |
| 144    | ..... |                        |                                 |  |                                      |
| 145    | ..... | Dec. '56.              |                                 | 22081                                    |                                      |
| 146    | ..... | " "                    | 11817                           | 31069                                    |                                      |
| 147    | ..... | Nov. '56.              | 20114                           | 38459                                    |                                      |
| 148    | ..... | Dec. '56.              | 11574                           | 26019                                    |                                      |
| 149    | ..... | Nov. '56.              | 19613                           | 37715                                    |                                      |
| 150    | ..... | Oct. '56.              | 21146                           | 32514                                    |                                      |
| 151    | ..... | Dec. '56.              | 16006                           | 29241                                    |                                      |
| 152    | ..... | " "                    | 13408                           | 26652                                    |                                      |
| 153    | ..... | Nov. '56.              | 13066                           | 24003                                    |                                      |
| 154    | ..... | Dec. '56.              | 15063                           | 33348                                    |                                      |
| 155    | ..... | Oct. '56.              | 17114                           | 34051                                    |                                      |
| 156    | ..... | Jan. '57.              | 11669                           | 28786                                    |                                      |
| 157    | ..... | Dec. '56.              | 16105                           | 32826                                    |                                      |
| 158    | ..... | " "                    | 17804                           | 34944                                    |                                      |
| 159    | ..... | Jan. '57.              | 9657                            | 26523                                    |                                      |
| 160    | ..... | Nov. '56.              | 22263                           | 40510                                    |                                      |
| 161    | ..... | " "                    | 12795                           | 34147                                    |                                      |
| 162    | ..... | " "                    | 11633                           | 41594                                    |                                      |
| 163    | ..... | Oct. '56.              | 12018                           | 28697                                    |                                      |
| 164    | ..... | " "                    | 9064                            | 36269                                    |                                      |
| 165    | ..... | Mar. '57.              | 16743                           | 34915                                    |                                      |
| 166    | ..... | May '57.               | 15577                           | 31221                                    |                                      |
| 167    | ..... | Mar. '58.              | 6098                            | 6098                                     |                                      |
| 168    | ..... | Vorks. April, '57.     | 26033                           | 41329                                    |                                      |

LOCOMOTIVE RETURN OF GRAND TRUNK RAILWAY OF

Number, description and condition of Locomotive Engines owned by this Company, on the 31st

| ENGINES. |       | Connections | Driving Wheels. |           | Cylinders. |         | Flues.    |             | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | B    |
|----------|-------|-------------|-----------------|-----------|------------|---------|-----------|-------------|-------------------|---------------------------|---------------------------------------|--|------|
| No.      | NAME. |             | Number.         | Diameter. | Diameter.  | Stroke. | Number.   | Length.     |                   |                           |                                       |  |      |
|          |       |             | ft. in.         | Inches    | Inches     | ft. in. | Inches    | Tons. Cwts. | Gallons.          | Tons. Cwts.               | Tons Cwts                             |  |      |
| 127      | ..... | Coupled     | 4               | 5 6       | 13         | 20      | 154 11 0  | 11 1/2      | 25 10             | 1870                      | 17 13                                 | 43 3   | Port |
| 128      | ..... | do          | 4               | "         | 15         | 22      | 141 10 6  | "           | 22 17             | 1950                      | 15 13                                 | 38 10  |      |
| 129      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 130      | ..... | do          | 4               | 6 0       | 14         | "       | 125 11 0  | "           | 21 19             | "                         | 14 6                                  | 36 5   |      |
| 131      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 132      | ..... | do          | 4               | 5 6       | "          | 20      | " 10 6    | "           | 21 0              | 1602                      | "                                     | 35 6   |      |
| 133      | ..... | do          | 4               | 5 0       | 17         | "       | 140 11 0  | "           | 24 16             | 1772                      | 18 4                                  | 43 0   | Bost |
| 134      | ..... | do          | 4               | 5 6       | 16         | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 135      | ..... | do          | 4               | "         | "          | "       | 154 "     | "           | 25 18             | 1870                      | 17 16                                 | 43 14  | Port |
| 136      | ..... | do          | 4               | "         | "          | "       | 160 11 6  | "           | 24 16             | "                         | 17                                    | 41 16  |      |
| 137      | ..... | do          | 4               | 5 0       | "          | 24      | " 11 0    | "           | 28 16             | 2045                      | 17 10                                 | 46 6   |      |
| 138      | ..... | do          | 4               | "         | "          | 20      | 150 10 10 | "           | 26 0              | 1583                      | 16 0                                  | 42 0   | Good |
| 139      | ..... | do          | 4               | "         | 15         | 22      | 145 10 7  | "           | 24 4              | 1959                      | 17 16                                 | "  | Port |
| 140      | ..... | do          | 4               | "         | 16         | "       | 150 "     | "           | "                 | 1931                      | "                                     | "  |      |
| 141      | ..... | do          | 4               | "         | "          | 20      | 152 10 9  | "           | 26 0              | 1583                      | 16 0                                  | 42 0   | Good |
| 142      | ..... | do          | 4               | 5 6       | 17         | "       | 156 11 0  | "           | 27 0              | "                         | "                                     | 43 0   |      |
| 143      | ..... | do          | 4               | 5 0       | 16         | "       | 152 10 9  | "           | 26 0              | "                         | "                                     | 42 0   |      |
| 144      | ..... |             |                 |           |            |         |           |             |                   |                           |                                       |  |      |
| 145      | ..... | do          | 4               | "         | "          | "       | 178 10 1  | 11 1/2      | 25 12             | 1576                      | 18 7                                  | 43 19  | Peto |
| 146      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 147      | ..... | do          | 4               | "         | "          | "       | 154 10 4  | 11 1/2      | 25 6              | 1521                      | 15 0                                  | 40 6   | Man  |
| 148      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 149      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 150      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  | And  |
| 151      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 152      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 153      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 154      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 155      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 156      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 157      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 158      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 159      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 160      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 161      | ..... | do          | 4               | 6 0       | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 162      | ..... | do          | 4               | 5 0       | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 163      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 164      | ..... | do          | 4               | "         | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 165      | ..... | do          | 4               | "         | "          | "       | " 11 0    | "           | 25 10             | 1870                      | 17 3                                  | 42 13  | Port |
| 166      | ..... | do          | 4               | 5 6       | "          | "       | "         | "           | "                 | "                         | "                                     | "  |      |
| 167      | ..... | do          | 4               | 5 0       | "          | 22      | "         | "           | 29 16             | 1473                      | 16 9                                  | 46 5   | Ha   |
| 168      | ..... | do          | 4               | 5 6       | 15         | 21      | 160       | "           | "                 | "                         | "                                     | "  |      |

**TRUNK RAILWAY OF CANADA—[Continued.]**

his Company, on the 31st December, 1858 and miles run by the same up to that date

| Water capacity of Tender. |           |           | WHERE BUILT.<br>or<br>BUILDER'S NAME. | When first put in use. | Miles run during the year<br>1858. | Total miles run since first<br>put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|---------------------------|-----------|-----------|---------------------------------------|------------------------|------------------------------------|---|--------------------------------------|
| Gallons.                  | Tons.Cwts | Tons.Cwts |                                       |                        |                                    |   |                                      |
| 1870                      | 17 13     | 43 3      | Portland Co. ....                     | Mar. '57.              | 26171                              | 73729                                       |                                      |
| 1950                      | 15 13     | 38 10     | do .....                              | Mar. '51.              | 13477                              | 12488                                       |                                      |
| "                         | "         | "         | do .....                              | " "                    | 22465                              | 96854                                       |                                      |
| "                         | 14 6      | 36 5      | do .....                              | Feb. '54.              | 1630                               | 46243                                       |                                      |
| "                         | "         | "         | do .....                              | Mar. '54.              | 8121                               | 63391                                       |                                      |
| 1602                      | "         | 35 6      | do .....                              | June, '44.             | 11512                              | 75391                                       |                                      |
| 1772                      | 18 4      | 43 0      | Boston Locomotive Works.              | July '54.              | 10681                              | 103881                                      |                                      |
| "                         | "         | "         | do .....                              | " "                    | 19458                              | 97955                                       |                                      |
| 1870                      | 17 16     | 43 14     | Portland Co. ....                     | Mar. '57.              | 17265                              | 46790                                       |                                      |
| "                         | 17        | 41 16     | do .....                              | Aug. '54.              | 12726                              | 68452                                       |                                      |
| 2045                      | 17 10     | 46 6      | do .....                              | April '52.             | 14138                              | 59238                                       |                                      |
| 1583                      | 16 0      | 42 0      | Good, Toronto .....                   | Sept. '54.             | 3841                               | 39174                                       |                                      |
| 1959                      | 17 16     | "         | Portland Co. ....                     | Dec. '51.              | 12844                              | 56700                                       |                                      |
| 1931                      | "         | "         | do .....                              | Aug. '52.              | 10853                              | 40821                                       |                                      |
| 1583                      | 16 0      | 42 0      | Good, Toronto .....                   | Nov. '56.              | 9528                               | 17914                                       |                                      |
| "                         | "         | 43 0      | do .....                              | Mar. '58               | 548                                | 548   |                                      |
| "                         | "         | 42 0      | do .....                              | Jan. '57.              | 7113                               | 16643                                       |                                      |
| 1576                      | 18 7      | 43 19     | Peto & Co. ....                       | Dec. '56.              |                                    | 22081                                       |                                      |
| "                         | "         | "         | do .....                              | " "                    | 11817                              | 31069                                       |                                      |
| 1521                      | 15 0      | 40 6      | Manchester Works. ....                | Nov. '56.              | 20114                              | 38459                                       |                                      |
| "                         | "         | "         | do .....                              | Dec. '56.              | 11574                              | 26019                                       |                                      |
| "                         | "         | "         | do .....                              | Nov. '56.              | 19613                              | 37715                                       |                                      |
| "                         | "         | "         | Amoskeag Works .....                  | Oct. '56.              | 21146                              | 32514                                       |                                      |
| "                         | "         | "         | do .....                              | Dec. '56.              | 16006                              | 29241                                       |                                      |
| "                         | "         | "         | do .....                              | " "                    | 13408                              | 26652                                       |                                      |
| "                         | "         | "         | do .....                              | Nov. '56.              | 13066                              | 24003                                       |                                      |
| "                         | "         | "         | do .....                              | Dec. '56.              | 15063                              | 33348                                       |                                      |
| "                         | "         | "         | do .....                              | Oct. '56.              | 17111                              | 34951                                       |                                      |
| "                         | "         | "         | do .....                              | Jan. '57.              | 11669                              | 28786                                       |                                      |
| "                         | "         | "         | do .....                              | Dec. '56.              | 16105                              | 32826                                       |                                      |
| "                         | "         | "         | do .....                              | " "                    | 17804                              | 34944                                       |                                      |
| "                         | "         | "         | do .....                              | Jan. '57.              | 9657                               | 26523                                       |                                      |
| "                         | "         | "         | do .....                              | Nov. '56.              | 22263                              | 40510                                       |                                      |
| "                         | "         | "         | do .....                              | " "                    | 12795                              | 34147                                       |                                      |
| "                         | "         | "         | do .....                              | " "                    | 11633                              | 41594                                       |                                      |
| "                         | "         | "         | do .....                              | Oct. '56               | 12018                              | 28697                                       |                                      |
| "                         | "         | "         | do .....                              | " "                    | 9064                               | 36269                                       |                                      |
| 1870                      | 17 3      | 42 13     | Portland Company .....                | Mar. '57.              | 16743                              | 34915                                       |                                      |
| "                         | "         | "         | do .....                              | May '57.               | 15577                              | 31221                                       |                                      |
| 1473                      | 16 9      | 46 5      | do .....                              | Mar. '58.              | 6098                               | 6098  |                                      |
| "                         | "         | "         | Hamilton Locomotive Works.            | April, '57.            | 26033                              | 41329                                       |                                      |

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Number, date and miles run by the same up to that date.

| No. | ENGINE |        | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION AND REMARKS. |
|-----|--------|--------|------------------------|---------------------------------|--|--------------------------------|
|     | No.    | Name.  |                        |                                 |  |                                |
| 169 | .....  | Works  | April '57.             | 16777                           | 32308                                    |                                |
| 170 | .....  |        | "                      | 18648                           | 30356                                    |                                |
| 171 | .....  | Works. | "                      | 14121                           | 27758                                    |                                |
| 172 | .....  |        | "                      | 12815                           | 25676                                    |                                |
| 173 | .....  |        | "                      | 10812                           | 23619                                    |                                |
| 174 | .....  |        | "                      | 15626                           | 24653                                    |                                |
| 175 | .....  |        | Dec'r. '57             | 13129                           | 14252                                    |                                |
| 176 | .....  |        | Feb. '58.              | 13148                           | 13148                                    |                                |
| 177 | .....  |        | April "                | 9270                            | 9270                                     |                                |
| 178 | .....  |        | June, "                | 2920                            | 2920                                     |                                |
| 179 | .....  |        | Aug't "                | 3329                            | 3329                                     |                                |
| 180 | .....  |        | "                      | 3582                            | 3582                                     |                                |
| 187 | .....  |        | Nov. '57.              | 15099                           | 17924                                    |                                |
| 188 | .....  |        | "                      | 22005                           | 24465                                    |                                |
| 189 | .....  |        | "                      | 18709                           | 19909                                    |                                |
| 190 | .....  |        | "                      | 16856                           | 18837                                    |                                |
| 191 | .....  |        | Dec. '57.              | 19644                           | 19644                                    |                                |
| 192 | .....  |        | "                      | 19765                           | 20184                                    |                                |
| 193 | .....  |        | "                      | 24695                           | 26459                                    |                                |
| 194 | .....  |        | "                      | 19710                           | 19710                                    |                                |
| 195 | .....  | Works  | Nov. '57.              | 13046                           | 16580                                    |                                |
| 196 | .....  |        | " "                    | 23850                           | 26457                                    |                                |
| 197 | .....  |        | March '58              | 17934                           | 17934                                    |                                |
| 198 | .....  |        | " "                    | 23685                           | 23685                                    |                                |
| 199 | .....  |        | May, '58.              | 12549                           | 12549                                    |                                |
| 200 | .....  |        | July '58.              | 8091                            | 8091                                     |                                |
| 201 | .....  |        | " "                    | 9075                            | 9075                                     |                                |
| 202 | .....  |        | Sept. '58.             | 3505                            | 3505                                     |                                |
| 203 | .....  |        | Dec. '57.              | 11782                           | 12984                                    |                                |
| 204 | .....  |        | March '58              | 17024                           | 17024                                    |                                |

T. W. TREVITHICK.

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**F GRAND TRUNK RAILWAY OF CANADA.**

this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Nos. | Water capacity of Tender. |            | Weight of Tender with Wood and Water. |            | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT<br>OR<br>BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|------|---------------------------|------------|---------------------------------------|------------|--|--------------------------------------|------------------------|---------------------------------|--|--------------------------------------|
|      | Galleas.                  | Tons, Cwts | Tons, Cwts                            | Pons, Cwts |  |                                      |                        |                                 |  |                                      |
| 16   | 1473                      | 16 9       | 46 5                                  |            | Hamilton Locomotive Works                              | April '57.                           | 16777                  | 32308                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 18648                  | 30356                           |  |                                      |
| 2    | 1292                      | 14 10      | 38 12                                 |            | Kingston Locomotive Works.                             | "                                    | 14121                  | 27758                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 12815                  | 25676                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 10812                  | 23619                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 15626                  | 24653                           |  |                                      |
| 7    | 1742                      | 19 8       | 47 15                                 |            | Amoskag Co.  | Dec'r. '57                           | 13120                  | 14252                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | Feb. '58.                            | 13148                  | 13148                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | April "                              | 9270                   | 9270                            |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | June, "                              | 2920                   | 2920                            |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | Aug't "                              | 3329                   | 3329                            |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 3582                   | 3582                            |  |                                      |
| 12   | 1576                      | 18 7       | 43 19                                 |            | Peto & Co.   | Nov. '57.                            | 15099                  | 17924                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 22005                  | 24465                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 18709                  | 19909                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 16856                  | 18837                           |  |                                      |
| 16   | "                         | "          | 45 3                                  |            | do   | Dec. '57                             | 19644                  | 19644                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 19765                  | 20184                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 24695                  | 26459                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 19710                  | 19710                           |  |                                      |
| 16   | 1473                      | 16 9       | 46 5                                  |            | Hamilton Locomotive Works                              | Nov. '57.                            | 13046                  | 16580                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 23850                  | 26457                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | March '58                            | 17934                  | 17934                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | "                                    | 23685                  | 23685                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | May, '58.                            | 12549                  | 12549                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | July '58.                            | 8091                   | 8091                            |  |                                      |
| "    | 1300                      | "          | "                                     | "          | do   | "                                    | 9075                   | 9075                            |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | Sept. '58.                           | 3505                   | 3505                            |  |                                      |
| 2    | "                         | 14 10      | 38 12                                 |            | Kingston Loco. Works.                                  | Dec. '57.                            | 11782                  | 12984                           |  |                                      |
| "    | "                         | "          | "                                     | "          | do   | March '58                            | 17024                  | 17024                           |  |                                      |

(Signed)

T. W. TREVITHICK.



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## GRAND TRUNK RAILWAY OF CANADA.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                           | Average Weight in pound. | In good Repair. | Requiring Slight Repairs. | Requiring Heavy Repairs. | TOTAL Number. |
|---|--------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars with 12 wheels ..... | none.                    |                 |                           |                          |               |
| Do. with 8 wheels .....                         | 27,000                   | 69              | 2                         | 8                        | 79            |
| Second Class Passenger Cars, 8 wheels.....      | 24,300                   | 43              | 3                         | 5                        | 51            |
| Emigrant Cars, 8 wheels,....                    |                          |                 |                           |                          |               |
| Baggage, 8 wheels.....                          | 26,600                   | 20              | 1                         | 1                        | 22            |
| Baggage & Post Office, 8 wheels                 | 26,600                   | 25              | 1                         | 4                        | 30            |
| Box, 8 wheels .....                             | 17,500                   | 1074            | 20                        | 26                       | 1120          |
| Cattle, 8 wheels .....                          | 16,800                   | 48              | 1                         | 2                        | 51            |
| Platform Cars, 8 wheels .....                   | 14,000                   | 984             | 63                        | 21                       | 1068          |
| Ballast, 8 wheels .....                         |                          | 76              | 31                        |                          | 107           |
| Do. 4 wheels .....                              |                          | 26              |                           |                          | 26            |
| Hand Cars .....                                 |                          |                 |                           |                          |               |
| Snow Ploughs, large.....                        |                          | 34              |                           |                          | 34            |

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :

|                    |                           |                     |
|--------------------|---------------------------|---------------------|
| <i>London.</i>     | <i>Brockville.</i>        | <i>Sherbrooke.</i>  |
| <i>Toronto.</i>    | <i>Corrwall.</i>          | <i>Island Pond.</i> |
| <i>Coboury.</i>    | <i>Point St. Charles.</i> | <i>Gorham.</i>      |
| <i>Belleville.</i> | <i>Lonqueuil.</i>         | <i>Portland.</i>    |
| <i>Kingston.</i>   | <i>Richmond.</i>          | <i>Guelph.</i>      |
|                    | <i>Point Levy.</i>        |                     |

(Signed)

T. H. TREVITHICK

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**CANADA.**

Number, 1858, and miles run by the same up to that date

| BUILT,<br>NAME. | When first put in use. | Miles run during the year 1858. | Total Miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS.                      |
|-----------------|------------------------|---------------------------------|--|---|
|                 | Septem'r.              |                                 |  |   |
| James Good.     | 1852                   | 9985                            | .. ..                                    | In good order.  |
| do.             | 1853                   | 14755                           | .. ..                                    | do  |
| do. by J. Brant | "                      | 13618                           | .. ..                                    | Wants flue sheet, otherwise in good order.                |
|                 | "                      | 21065                           | .. ..                                    | In good order.  |
|                 | "                      | 16074                           | .. ..                                    | Wants flue sheet & tender frame, otherwise in good order. |
| James Good.     | "                      | 6395                            | .. ..                                    | In good order.  |
| do. by J. Brant | 1854                   | 19925                           | .. ..                                    | Wants new tender frame, otherwise in good order.          |
|                 | "                      | 22631                           | .. ..                                    | Wants new tender frame, otherwise in good order.          |
| James Good.     | 1855                   | 3520                            | .. ..                                    | In good order.  |
|                 | "                      | 20440                           | .. ..                                    | Wants flue sheet & tender frame, otherwise in good order. |
|                 | "                      | 6120                            | .. ..                                    | In good order.  |
|                 | "                      | 23257                           | .. ..                                    | Wants new tender frame, otherwise in good order.          |
|                 | "                      | 5375                            | .. ..                                    | Wants new tender frame, otherwise in good order.          |
| N. J. by V.     | "                      | 23085                           | .. ..                                    | In good order.  |
|                 | "                      | 6910                            | .. ..                                    | Wants new crank-axle, otherwise in good order.            |
| James Good.     | "                      | 27730                           | .. ..                                    | In good order.  |
|                 | "                      | 13645                           | .. ..                                    | Wants new tyres and tender frame and slight repairs.      |

brass flues.

crank axle to replace the one broken on 29th or spring traffic.

J. TILLINGHAM, *Sup't. Power.*

## LOCOMOTIVE RETURN OF NORTHERN R.

Number, description and condition of Locomotive Engines owned by this Company, on t

| ENGINES. |                    | Connections. | Driving<br>Wheels. |                 | Cylinders |         | Flues.* |                  |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with<br>Wood and Water. | Total weight of Engine and<br>Tender, with Wood and<br>Water. |
|----------|--------------------|--------------|--------------------|-----------------|-----------|---------|---------|------------------|------------------|-------------------|---------------------------|--|---|
| No.      | NAME.              |              | Number.            | Diameter.       | Diameter. | Stroke. | Number. | Length.          | Inside Diameter. |                   |                           |  |   |
| 1        | Lady Elgin .....   | Inside.      | 4                  | 5               | 14        | 20      | 132     | 10 $\frac{1}{2}$ | 1 $\frac{1}{2}$  | 20 $\frac{1}{2}$  | 1846                      | 17 $\frac{1}{2}$                         | 42 $\frac{1}{2}$  |
| 2        | Toronto .....      | Outside.     | 4                  | 4 $\frac{1}{2}$ | 16        | 22      | 153     | 11               | 2                | 20 $\frac{1}{2}$  | 1582                      | 20 $\frac{3}{4}$                         | 50 $\frac{1}{2}$  |
| 3        | Josephine .....    | Inside.      | 4                  | 6               | 17        | 20      | 174     | 11               | 1 $\frac{1}{2}$  | 29 $\frac{1}{2}$  | 1625                      | 19                                       | 48 $\frac{3}{4}$  |
| 4        | Huron .....        | do           | 4                  | 5               | 17        | "       | 174     | 10 $\frac{1}{2}$ | "                | 28 $\frac{3}{4}$  | 1600                      | 19                                       | 47 $\frac{3}{4}$  |
| 5        | Ontario .....      | do           | 4                  | 5               | 17        | "       | 174     | 10 $\frac{1}{2}$ | "                | 28 $\frac{3}{4}$  | 1650                      | 19                                       | 47 $\frac{3}{4}$  |
| 6        | Simcoe .....       | Outside.     | 4                  | 5 $\frac{1}{2}$ | 16        | 22      | 148     | 12               | 2                | 32 $\frac{1}{2}$  | 1600                      | 18                                       | 50 $\frac{1}{2}$  |
| 7        | Collingwood .....  | Inside.      | 4                  | 5               | 17        | 20      | 191     | 11               | 1 $\frac{1}{2}$  | 28 $\frac{1}{2}$  | 1609                      | 19                                       | 47 $\frac{1}{2}$  |
| 8        | Seymour .....      | do           | 4                  | 5               | 17        | "       | 191     | 11               | "                | 28 $\frac{3}{4}$  | 1609                      | 19                                       | 47 $\frac{3}{4}$  |
| 9        | Heracles .....     | do           | 6                  | 4 $\frac{1}{2}$ | 18        | "       | 148     | 13 $\frac{3}{4}$ | 2                | 33 $\frac{1}{2}$  | 1585                      | 18 $\frac{1}{2}$                         | 51 $\frac{1}{2}$  |
| 10       | Samson .....       | do           | 6                  | 4 $\frac{1}{2}$ | 18        | "       | 150     | 13 $\frac{3}{4}$ | "                | 33 $\frac{1}{2}$  | 1900                      | 20 $\frac{1}{2}$                         | 53 $\frac{3}{4}$  |
| 11       | .....              | Outside.     | 4                  | 5               | 16        | "       | 163     | 10               | "                | 29 $\frac{3}{4}$  | 1778                      | 20                                       | 49 $\frac{3}{4}$  |
| 12       | .....              | Inside.      | 4                  | 5 $\frac{1}{2}$ | 17        | "       | 155     | 10 $\frac{1}{4}$ | "                | 31 $\frac{1}{2}$  | 2216                      | 22                                       | 53 $\frac{1}{2}$  |
| 13       | .....              | do           | 4                  | 4 $\frac{1}{2}$ | 18        | "       | 182     | 10 $\frac{3}{4}$ | "                | 29 $\frac{1}{2}$  | 2225                      | 22                                       | 51 $\frac{1}{2}$  |
| 14       | .....              | do           | 4                  | 5 $\frac{1}{2}$ | 17        | "       | 150     | 11               | "                | 30 $\frac{3}{4}$  | 1730                      | 21                                       | 51 $\frac{1}{2}$  |
| 15       | .....              | do           | 4                  | 5               | 17        | "       | 150     | 11               | "                | 29 $\frac{1}{2}$  | 1756                      | 20                                       | 49 $\frac{1}{2}$  |
| 16       | J. C. Morrison ... | do           | 4                  | 5 $\frac{1}{2}$ | 17        | "       | 155     | 11               | "                | 30 $\frac{3}{4}$  | 2220                      | 22                                       | 52 $\frac{3}{4}$  |
| 17       | .....              | do           | 4                  | 4 $\frac{1}{2}$ | 18        | "       | 176     | 10 $\frac{3}{4}$ | "                | 29 $\frac{3}{4}$  | 2225                      | 22 $\frac{1}{2}$                         | 52 $\frac{1}{2}$  |

\* Nos. 1, 3, 4, 5, 7, 8, 14 and 15, have copper flues. Nos. 2, 6, 9, 10, 11, 12, 13, 14

+ Three of our engines want new flue sheets, and seven of them new tender frames  
December, instant—all of which repairs are approaching to completion, by t

**RN OF NORTHERN RAILWAY OF CANADA.**

and miles run by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Weight of Engine. |        | Water capacity of Tender. |        | Weight of Tender with Wood and Water. |           | Total weight of Engine and Tender, with Wood and Water. |       | WHERE BUILT,<br>OR<br>BUILDERS' NAME.                     |                | When first put in use. | Miles run during the year 1858. | Total Miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|-------------------|--------|---------------------------|--------|---------------------------------------|-----------|---|-------|---|----------------|------------------------|---------------------------------|--|--------------------------------------|
| Tons.             | Galls. | Tons.                     | Tons.  | Tons.                                 | Tons.     |   |       |   |                |                        |                                 |  |                                      |
| 22 1/2            | 1846   | 17 1/2                    | 42 1/2 | At Portland, M.                       | Septem'r. | 1852  | 9955  | .. ..   | In good order. |                        |                                 |  |                                      |
| 20 1/2            | 1582   | 20 1/2                    | 50 1/2 | Toronto by James Good.                | 1853      | 14755   | .. .. | do  |                |                        |                                 |  |                                      |
| 29 1/2            | 1625   | 19                        | 48 1/2 | At Patterson, N.J. by J. Brant        | "         | 13618   | .. .. | Wants flue sheet, otherwise in good order.                |                |                        |                                 |  |                                      |
| 28 1/2            | 1600   | 19                        | 47 1/2 | do                                    | "         | 21065   | .. .. | In good order.  |                |                        |                                 |  |                                      |
| 28 1/2            | 1650   | 19                        | 47 1/2 | do                                    | "         | 16074   | .. .. | Wants flue sheet & tender frame, otherwise in good order. |                |                        |                                 |  |                                      |
| 32 1/2            | 1600   | 18                        | 50 1/2 | At Toronto, by James Good.            | "         | 6395  | .. .. | In good order.  |                |                        |                                 |  |                                      |
| 28 1/2            | 1609   | 19                        | 47 1/2 | At Patterson, N.J. by J. Brant        | 1854      | 19925   | .. .. | Wants new tender frame, otherwise in good order.          |                |                        |                                 |  |                                      |
| 28 1/2            | 1609   | 19                        | 47 1/2 | do                                    | "         | 22631   | .. .. | Wants new tender frame, otherwise in good order.          |                |                        |                                 |  |                                      |
| 33 1/2            | 1585   | 18 1/2                    | 51 1/2 | At Toronto by James Good.             | 1855      | 3520  | .. .. | In good order.  |                |                        |                                 |  |                                      |
| 33 1/2            | 1900   | 20 1/2                    | 53 1/2 | do                                    | "         | 20440   | .. .. | Wants flue sheet & tender frame, otherwise in good order. |                |                        |                                 |  |                                      |
| 29 1/2            | 1778   | 20                        | 49 1/2 | do                                    | "         | 6120  | .. .. | In good order.  |                |                        |                                 |  |                                      |
| 31 1/2            | 2216   | 22                        | 53 1/2 | do                                    | "         | 23257   | .. .. | Wants new tender frame, otherwise in good order.          |                |                        |                                 |  |                                      |
| 29 1/2            | 2225   | 22                        | 51 1/2 | do                                    | "         | 5375  | .. .. | Wants new tender frame, otherwise in good order.          |                |                        |                                 |  |                                      |
| 30 1/2            | 1730   | 21                        | 51 1/2 | At Patterson, N. J. by V. Blackburn.  | "         | 23085   | .. .. | In good order.  |                |                        |                                 |  |                                      |
| 29 1/2            | 1756   | 20                        | 49 1/2 | do                                    | "         | 6910  | .. .. | Wants new crank-axle, otherwise in good order.            |                |                        |                                 |  |                                      |
| 30 1/2            | 2220   | 22                        | 52 1/2 | At Toronto by James Good.             | "         | 27730   | .. .. | In good order.  |                |                        |                                 |  |                                      |
| 29 1/2            | 2225   | 22 1/2                    | 52 1/2 | do                                    | "         | 13645   | .. .. | Wants new tyres and tender frame and slight repairs.      |                |                        |                                 |  |                                      |

2, 6, 9, 10, 11, 12, 13, 16 and 17, have brass flues. them new tender frames; also one new crank axle to replace the one broken on 29th coming to completion, by the opening of our spring traffic.

(Signed) J. TILLINGHAM, *Sup't. Power.*

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## NORTHERN RAILWAY OF CANADA.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                            | Average weight in pounds. | In good repair. | Requiring Slight Repairs. | Requiring Heavy Repairs.* | TOTAL Number. |
|--|---------------------------|-----------------|---------------------------|---------------------------|---------------|
| First Class Passenger Cars, with 12 wheels ..... |                           |                 |                           |                           |               |
| Do. with 8 wheels .....                          | 27,350                    | 8               | 4                         | 1                         | 13            |
| Second Class Passenger Cars, 8 wheels .....      | 23,000                    | 7               |                           |                           | 7             |
| Emigrant Cars, 8 wheels .....                    |                           |                 |                           |                           |               |
| Baggage, Mail, & Exp. 8 wheels                   | 23,950                    | 2               | 2                         | 2                         | 6             |
| Box, Freight, and Cattle, 8 wheels               | 16,500                    | 58              | 32                        | 28*                       | 118           |
| Platform Cars, 8 wheels .....                    | 14,300                    | 100             | 35                        | 25*                       | 160           |
| Gravel Cars, 8 wheels .....                      |                           |                 |                           |                           |               |
| do 4 " .....                                     |                           |                 |                           | 23*                       | 23            |
| Hand Cars .....                                  |                           |                 | 3                         |                           | 3             |
| Snow Ploughs, large .....                        |                           |                 |                           |                           | 3             |
| Spar Trucks, 4 wheels .....                      | 4,700                     | 24              |                           |                           | 24            |

\* In the shape of new wheels principally.

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

*Toronto and Collingwood*, by car repairers, and at all Stations by the train men.

(Signed)

J. TILLINGHART,  
Sup't. Mo. Power.  
F\*†



Num

No.

- 1
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- 28
- 29

Number, description of engines run by the same up to that date.

| ENGINES. |                   | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS.         |
|----------|-------------------|---------------------------------|--|--|
| No.      | NAME.             |                                 |  |  |
| 1        | Goderich ..... 3  | 31666                           | 64025                                    | In good condition.                           |
| 2        | Waterloo .....    | 31277                           | 73620                                    | Firebox and boiler require repairing.        |
| 3        | Caledonia .....   | 25445                           | 65729                                    | Firebox requires a numb'r of new stays       |
| 4        | Cayuga .....      | 24446                           | 67645                                    | Tender and truck under repair.               |
| 5        | Victoria .....    | "                               | 28061                                    | Being rebuilt, nearly completed.             |
| 6        |                   | 6737                            | 28876                                    | Requires slight rep.                         |
| 7        | Dunville ..... 7  | 14721                           | 14721                                    | Under heavy rep'rs                           |
|          | Stratford ..... 3 | "                               | 14564                                    | Requires a new tube sheet.                   |
| 8        | Welland ..... 7   | "                               | "  | Burnt in conflagration, requires rebuilding. |
| 9        | Huron .....       | 14951                           | 44921                                    | In good condition.                           |
| 10       | Superior ..... 3  | "                               | 39427                                    | Under thoro' repair                          |
| 11       | Erie .....        | 26024                           | 58255                                    | In good condition.                           |
| 12       | Heseltine .....   | 11638                           | 53897                                    | do   |
| 13       | Fowell .....      | 26193                           | 59247                                    | do   |
| 14       | Brant .....       | 27577                           | 62728                                    | Requires thoro' rep.                         |
| 15       | Buffalo ..... 7   | 27849                           | 57010                                    | In good condition.                           |
| 16       | Michigan .....    | 30087                           | 51020                                    | do   |
| 17       | Chigago .....     | 31790                           | 60065                                    | do   |
| 18       | Minnesota .....   | 26106                           | 50307                                    | do   |
| 19       | Milwaukee .....   | 18649                           | 43521                                    | do   |
| 20       | Illinois .....    | 20061                           | 50850                                    | do   |
| 21       | Wisconsin .....   | 29031                           | 49335                                    | do   |
| 22       | Iowa .....        | 31636                           | 47447                                    | do   |
| 23       | Saginaw .....     | 20206                           | 28756                                    | do   |
| 24       | Paris .....       | 26128                           | 37503                                    | do   |
| 25       | Oxford .....      | 4117                            | 2317                                     | do   |
| 26       | Perth ..... 9     | "                               | "  | do   |
| 27       | Haldimand ..... 7 | 19708                           | 21247                                    | Tender under rep'rs                          |
| 28       | Boxer .....       | 21989                           | 22189                                    | In good condition.                           |
| 29       | Growler .....     |                                 |  |  |

## LOCOMOTIVE RETURN OF BUFFALO AND LAKE HU

Number, description and condition of Locomotive Engines owned by this Company, on t

| ENGINES. |                 | Connections. | Driving Wheels. |           | Cylinders. |         | Flues.  |         |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender, with Wood and Water. | Total weight of Engine and Tender with Wood and Water. |
|----------|-----------------|--------------|-----------------|-----------|------------|---------|---------|---------|------------------|-------------------|---------------------------|--|--|
| No.      | NAME.           |              | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. | Inside Diameter. |                   |                           |  |  |
|          |                 |              | Feet            | Inch.     | Inch.      |         | ft. in. | Inch.   | Tons, Cwt.       | Gall.             | Tons, Cwt.                | Tons, Cwt.                             |  |
| 1        | Goderich .....  | Outside.     | 4               | 5½        | 16         | 22      | 170     | 11 2    | 1¾               | 24 10             | 1475 17                   | 60 43                                  | 46   |
| 2        | Waterloo .....  | do           | "               | 6         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 3        | Caledonia ..... | do           | "               | 5½        | 15         | "       | 145     | 11 2    | 1¾               | 24 44             | "                         | "                                      | 43 80  |
| 4        | Cayuga .....    | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 5        | Victoria .....  | do           | "               | "         | "          | "       | 117     | 10 11   | 1¾               | 19 51             | 1300 16                   | 00 37                                  | 87   |
| 6        |                 |              |                 |           |            |         |         |         |                  |                   |                           |  |  |
| 7        | Dunville .....  | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
|          | Stratford ..... | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 8        | Welland .....   | do           | "               | "         | 15½        | "       | 130     | 11 4½   | "                | 23 60             | 1375 16                   | 50 42                                  | 40   |
| 9        | Huron .....     | do           | "               | 5½        | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 10       | Superior .....  | do           | "               | 6         | 16         | "       | 145     | 11 5½   | 1¾               | 24 86             | 1475 16                   | 00 44                                  | 86   |
| 11       | Erie .....      | do           | "               | 5         | "          | "       | "       | "       | "                | "                 | 1300                      | "                                      | 42 78  |
| 12       | Heseltine ..... | Inside.      | "               | 5½        | "          | "       | 156     | 11 2    | 1¾               | 25 00             | 1475 17                   | 00 44                                  | 36   |
| 13       | Powell .....    | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 14       | Brant .....     | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 15       | Buffalo .....   | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 16       | Michigan .....  | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 17       | Chicago .....   | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 18       | Minnesota ..... | do           | "               | 5         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 19       | Milwaukie ..... | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 20       | Illinois .....  | do           | "               | 5½        | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 21       | Wisconsin ..... | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 22       | Iowa .....      | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 23       | Saginaw .....   | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 24       | Paris .....     | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 25       | Oxford .....    | do           | "               | 5         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 26       | Perth .....     | do           | "               | "         | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 27       | Haldimand ..... | do           | "               | 5½        | "          | "       | "       | "       | "                | "                 | "                         | "                                      | "  |
| 28       | Boxer .....     | do           | "               | 4½        | 15         | 20      | 105     | 10 5½   | "                | 18 00             | 1160 13                   | 00 32                                  | 70   |
| 29       | Growler .....   | do           | "               | "         | "          | 20      | 105     | "       | "                | "                 | "                         | "                                      | "  |

**BUFFALO AND LAKE HURON RAILWAY OF CANADA.**

ed by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Weight of Engine. | Water capacity of Tender. | Weight of Tender, with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT,<br>OR<br>BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS.          |
|-------------------|---------------------------|--|--|---------------------------------------|------------------------|---------------------------------|--|---|
| 4                 | 101475                    | 17 60                                  | 43 46  | Schenectady, U. S.                    | 1856                   | 31666                           | 64028                                    | In good condition.                            |
| "                 | "                         | "                                      | "  | do                                    | "                      | 31277                           | 73620                                    | Firebox and boiler require repairing.         |
| 4                 | 44                        | "                                      | 43 80  | do                                    | "                      | 25445                           | 65729                                    | Firebox requires a numb'r of new stays        |
| "                 | "                         | "                                      | "  | do                                    | "                      | 24446                           | 67645                                    | Tender and truck under repair.                |
| 9                 | 511300                    | 16 00                                  | 37 87  | Springfield, U. S.                    | "                      | "                               | 28061                                    | Being rebuilt, nearly completed.              |
| "                 | "                         | "                                      | "  | do                                    | 185                    | 6737                            | 28876                                    | Requires slight rep.                          |
| "                 | "                         | "                                      | "  | do                                    | 185                    | 14721                           | 14721                                    | Under heavy rep'r's                           |
| 3                 | 601375                    | 16 50                                  | 42 40  | Toronto, C. W.                        | "                      | "                               | 14564                                    | Requires a new tube sheet.                    |
| "                 | "                         | "                                      | "  | do                                    | "                      | "                               | "  | Burnt in conflagration, requires re-building. |
| "                 | 861475                    | 16 00                                  | 44 86  | Springfield, U. S.                    | 1856                   | 14951                           | 44921                                    | In good condition.                            |
| "                 | 1300                      | "                                      | 42 78  | do                                    | "                      | "                               | 39427                                    | Under thoro' repair                           |
| 5                 | 001475                    | 17 00                                  | 44 36  | Schenectady, U. S.                    | "                      | 26024                           | 58255                                    | In good condition.                            |
| "                 | "                         | "                                      | "  | do                                    | "                      | 11638                           | 53897                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 26193                           | 59247                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 27577                           | 62728                                    | Requires thoro' rep.                          |
| "                 | "                         | "                                      | "  | do                                    | 185                    | 27349                           | 57010                                    | In good condition.                            |
| "                 | "                         | "                                      | "  | do                                    | "                      | 30987                           | 51020                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 31790                           | 60065                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 26108                           | 50367                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 18649                           | 43521                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 0061                            | 50850                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 29031                           | 49335                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 31636                           | 47447                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 20206                           | 28756                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | 26128                           | 37503                                    | do  |
| "                 | "                         | "                                      | "  | do                                    | 1858                   | 4117                            | 2317                                     | do  |
| "                 | "                         | "                                      | "  | do                                    | "                      | "                               | "  | do  |
| 00                | 1160                      | 13 00                                  | 32 70  | Boston, U. S.                         | 1857                   | 19708                           | 21247                                    | Tender under rep'r's                          |
| "                 | "                         | "                                      | "  | do                                    | "                      | 21989                           | 22189                                    | In good condition.                            |

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## BUFFALO AND LAKE HURON RAILWAY.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                             | Average Weight<br>in pound. | In good Repair. | Requiring Slight<br>Repairs. | Requiring Heavy<br>Repairs. | TOTAL<br>Number. |
|---|-----------------------------|-----------------|------------------------------|-----------------------------|------------------|
| First Class Passenger Cars . . . . .              | 21,000                      | 11              | 5                            | 2                           | 18               |
| with 12 wheels . . . . .                          | none.                       |                 |                              |                             |                  |
| Do. with 8 wheels . . . . .                       | 21,000                      |                 |                              |                             |                  |
| Second Class Passenger Cars.                      |                             |                 |                              |                             |                  |
| 8 wheels . . . . .                                | 19,000                      | 5               |                              | 1                           | 6                |
| Emigrant Cars, 8 wheels, . . . . .                | none.                       |                 |                              |                             |                  |
| Baggage, Mail, and Express, 8<br>wheels . . . . . | 18,500                      | 12              | 2                            |                             | 14               |
| Box Freight and Cattle, 8 wheels                  | 16,000                      | 134             |                              |                             | 134              |
| Platform Cars, 8 wheels . . . . .                 | 14,500                      | 42              | 54                           |                             | 96               |
| Gravel Cars, 8 wheels . . . . .                   | 12,000                      | 19              |                              | 14                          | 24               |
| Do. 4 wheels . . . . .                            | 6,000                       | 30              |                              | 44                          | 74               |
| Hand Cars . . . . .                               | 600                         | 8               |                              | 4                           | 12               |
| Snow Ploughs, large . . . . .                     | 2,300                       | 1               |                              |                             | 1                |

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:

*Fort Erie, Brantford, and Godrich.*

(Signed)

HENRY YATES,  
*Mechanical Sup't.*

BRANTFORD, January 31st, 1859.

Number

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No.

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## LOCOMOTIVE RETURN OF LONDON

Number, description and condition of Locomotive Engines owned by this.

| ENGINES. |                  | Connections. | Driving<br>Wheels. |                | Cylinders. |         | Flues.  |         |                  | Weight of Engine. |
|----------|------------------|--------------|--------------------|----------------|------------|---------|---------|---------|------------------|-------------------|
| No.      | NAME.            |              | Number.            | Diameter.      | Diameter.  | Stroke. | Number. | Length. | Inside Diameter. |                   |
| 1        | J. Lawrason..... | Outside.     | 4                  | ft. in. Inches | Inches     |         | ft. in. |         | Tons. Cwt. Gr.   |                   |
| 2        | M. Anderson..... | do           | 4                  | " 15           | 22         |         | " 11 0  | 17      | .....            |                   |



## LOCOMOTIVE RETURN OF LONDON AND PORT STANLEY

Number, description and condition of Locomotive Engines owned by this Company, on the 31st Dec 1880

| ENGINES. |                  | Connections. | Driving Wheels. |           | Cylinders. |         | Flues.  |         |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. |
|----------|------------------|--------------|-----------------|-----------|------------|---------|---------|---------|------------------|-------------------|---------------------------|---------------------------------------|--|
| No.      | NAME.            |              | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. | Inside Diameter. |                   |                           |                                       |  |
| 1        | L. Lawrason..... | Outside.     | 4               | 5 6 15    | 22         | 150     | 11 0    | 17      | .....            | 2,000             | 21                        | 59                                    |  |
| 2        | M. Anderson..... | do           | 4               | " 15      | 22         | "       | 11 0    | 17      | .....            | "                 | 21                        | 59                                    |  |

**ADON AND PORT STANLEY RAILWAY OF CANADA.**

by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Weight of Engine. | Water capacity of Tender. |          | Weight of Tender with Wood and Water. |                        | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT<br>OR<br>BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|-------------------|---------------------------|----------|---------------------------------------|------------------------|--|--------------------------------------|------------------------|---------------------------------|--|--------------------------------------|
|                   | U.S. Cwt.                 | Gallons. | Tons. Cwts.                           | Tons. Cwts.            |  |                                      |                        |                                 |  |                                      |
| .....             | 2000                      | 21       | 59                                    | Schenectady, N.Y. .... | 1853   | 9080                                 | 27080                  | Good.                           |  |                                      |
| .....             | "                         | 21       | 59                                    | do. ....               | 1853   | 28000                                | 59000                  | Good.                           |  |                                      |

(Signed)

W. BOWMAN, *Sup't.*

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## LONDON AND PORT STANLEY RAILWAY.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                           | Average weight in pounds. | In good repair. | Requiring Slight Repairs. | Requiring Heavy repairs. | TOTAL Number. |
|---|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars.....                 |                           |                 |                           |                          |               |
| First Class Passenger Cars, with 12 wheels..... |                           |                 |                           |                          |               |
| Do. with 8 wheels.....                          | 28,000                    | 2               |                           |                          | 2             |
| Second Class Passenger Cars, 8 wheels.....      |                           |                 |                           |                          |               |
| Emigrant Cars, 8 wheels.....                    |                           |                 |                           |                          |               |
| Baggage, Mail, & Exp. 8 wheels                  | 19,500                    | 2               |                           |                          | 2             |
| Box, Freight, and Cattle, 8 wheels              | 18,500                    | 22              | 4                         | 2                        | 28            |
| Platform Cars, 8 wheels.....                    | 14,000                    | 15              | 5                         |                          | 20            |
| Gravel Cars, 8 wheels.....                      |                           |                 |                           |                          |               |
| do 4 ".....                                     |                           |                 |                           |                          |               |
| Hand Cars.....                                  |                           | 2               |                           |                          | 2             |
| Snow Ploughs, large.....                        |                           |                 |                           |                          |               |

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations:—

*London and Port Stanley Railway.*

(Signed)

W. BOWMAN,  
*Sup't. Mo. Power.*

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**ANADA.**

No. 1858, and miles run by the same up to that date.

| No. | BUILT,<br>NAME.                                       | When first put in use. | Miles run during the year<br>1858. | Total miles run since first<br>put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|-----|---|------------------------|------------------------------------|---|--------------------------------------|
| 1   | Massachusetts, pur-<br>chased Buffalo and<br>in 1854. | 1855                   | 4200<br>8400                       |   |                                      |

TSON, *Lessee and Manager.*

## LOCOMOTIVE RETURN OF ERIE AND ONTARIO RAILWAY

Number, description and condition of Locomotive Engines owned by this Company, on the 31st D

| ENGINES. |          | Driving<br>Wheels. |           | Cylinders. |         | Flues.  |         |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with<br>Wood and Water. | Total weight of Engine<br>and Tender with Wood<br>and Water. | W<br>BU                             |
|----------|----------|--------------------|-----------|------------|---------|---------|---------|------------------|-------------------|---------------------------|--|--|-------------------------------------|
| No.      | NAME.    | Number.            | Diameter. | Diameter.  | Stroke. | Number. | Length. | Inside Diameter. |                   |                           |  |  |                                     |
|          |          | Connections.       | ft. in.   | Inches     | Inches  | ft. in. | Inches  | Tons. Cwts.      | Gallons.          | Tons. Cwts.               | Tons. Cwts.                              |  |                                     |
|          | Erie.    | Outside.           | 4 5½      | 15         | 22      | 124     | 10      | 13¼              | 15                | 500                       | 12                                       | 27   | Spring<br>chase<br>Branch<br>Manche |
|          | Niagara. | Inside.            | 4 5       | 16         | 26      | 155     | 15      | 13¼              | 18                | 500                       | 12                                       | 30   |                                     |

(Signed)

J. P.

**AND ONTARIO RAILWAY OF CANADA.**

Company, on the 31st December, 1858, and miles run by the same up to that date.

| Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT.<br>OR<br>BUILDERS' NAME.   | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|---------------------------|---------------------------------------|--|---|------------------------|---------------------------------|--|--------------------------------------|
| 500                       | 12                                    | 27   | Springfield, Massachusetts, purchased from Buffalo and Brantford R. R. in 1854. |                        | 4200                            |  |                                      |
| 500                       | 12                                    | 30   | Manchester, N.H.  | 1855                   | 8400                            |  |                                      |

(Signed)

J. B. ROBETSON, *Lessee and Manager.*

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## ERIE AND ONTARIO RAILWAY.

## ROLLING STOCK.

Number and Condition of Passenger, Freight, and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                      | Average Weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | TOTAL Number. |
|--|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars . . . . .       |                           |                 |                           |                          |               |
| Do. with 12 wheels . . . . .               |                           |                 |                           |                          |               |
| Do. with 8 wheels . . . . .                | 24,000                    |                 |                           | 4                        | 4             |
| Second Class Pass.Cars, 8 wheels . . . . . |                           |                 |                           |                          |               |
| Emigrant Cars, 8 wheels . . . . .          |                           |                 |                           |                          |               |
| Baggage, Mail and Exp. 8 wheels . . . . .  | 22,000                    |                 |                           | 1                        | 1             |
| Box Freight and Cattle, 8 wheels . . . . . | 17,000                    |                 |                           | 1                        | 1             |
| Platform Cars, 8 wheels . . . . .          | 15,000                    |                 |                           | 8                        | 8             |
| Gravel Cars, 8 wheels . . . . .            |                           |                 |                           |                          |               |
| Do. 4 wheels . . . . .                     | 6,000                     |                 |                           | 20                       | 20            |
| Hand Cars . . . . .                        | 700                       | 3               |                           |                          | 3             |
| Snow Ploughs, large . . . . .              |                           |                 |                           |                          |               |

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :—

*Niagara.*

(Signed)

J. B. ROBERTSON,  
*Lessee and Manager.*

Num

No.

Cobor

**OF CANADA.**

Number, 1858, and miles run by the same up to that date.

| No. | ENGINE BUILT OR ENGINEER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION AND REMARKS. |
|-----|----------------------------------|------------------------|---------------------------------|--|--------------------------------|
| Cob | .....                            | 1854                   | 22500                           | Not known.                               | Undergoing thorough repairs.   |
| Alr | .....                            | 1855                   | 6000                            |  |                                |
| Pet | .....                            | 1855                   | 4000                            |  |                                |

*Superintendent, 22nd January, 1859.*

Cobourg t

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## LOCOMOTIVE RETURN OF COBOURG AND PETERBORO

Number, description and condition of Locomotive Engines owned by this Company, on the

| ENGINES. |                  | Connections. | Driving Wheels. |           | Cylinders. |         | Flues.  |         |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood |
|----------|------------------|--------------|-----------------|-----------|------------|---------|---------|---------|------------------|-------------------|---------------------------|---------------------------------------|---|
| No.      | NAME.            |              | Number.         | Diameter. | Diameter.  | Stroke. | Number. | Length. | Inside Diameter. |                   |                           |                                       |   |
|          |                  |              | ft. in.         | Inches    | Inches     |         | ft. in. | Inches  | Tons. Cwts.      | Gallons.          | Tons. Cwts.               | Tons. Cwts.                           |   |
|          | Cobourg .....    | Inside.      | 4               | 5         | 16         | 20      | 151     | 13      | 13               | 24                | 2000                      | 1                                     | 25  |
|          | Alma .....       | Outside.     | 4               | 4 6       | 16½        | 20      | 160     | 12      | 13 4             | 23½               | 1500                      | 3½                                    | 27  |
|          | Peterboro' ..... | Inside.      | 4               | 5         | 16         | 20      | 141     | 14      | 13               | 23                | 2000                      | 1                                     | 27  |

(Signed)

J. H. DUMBLETON

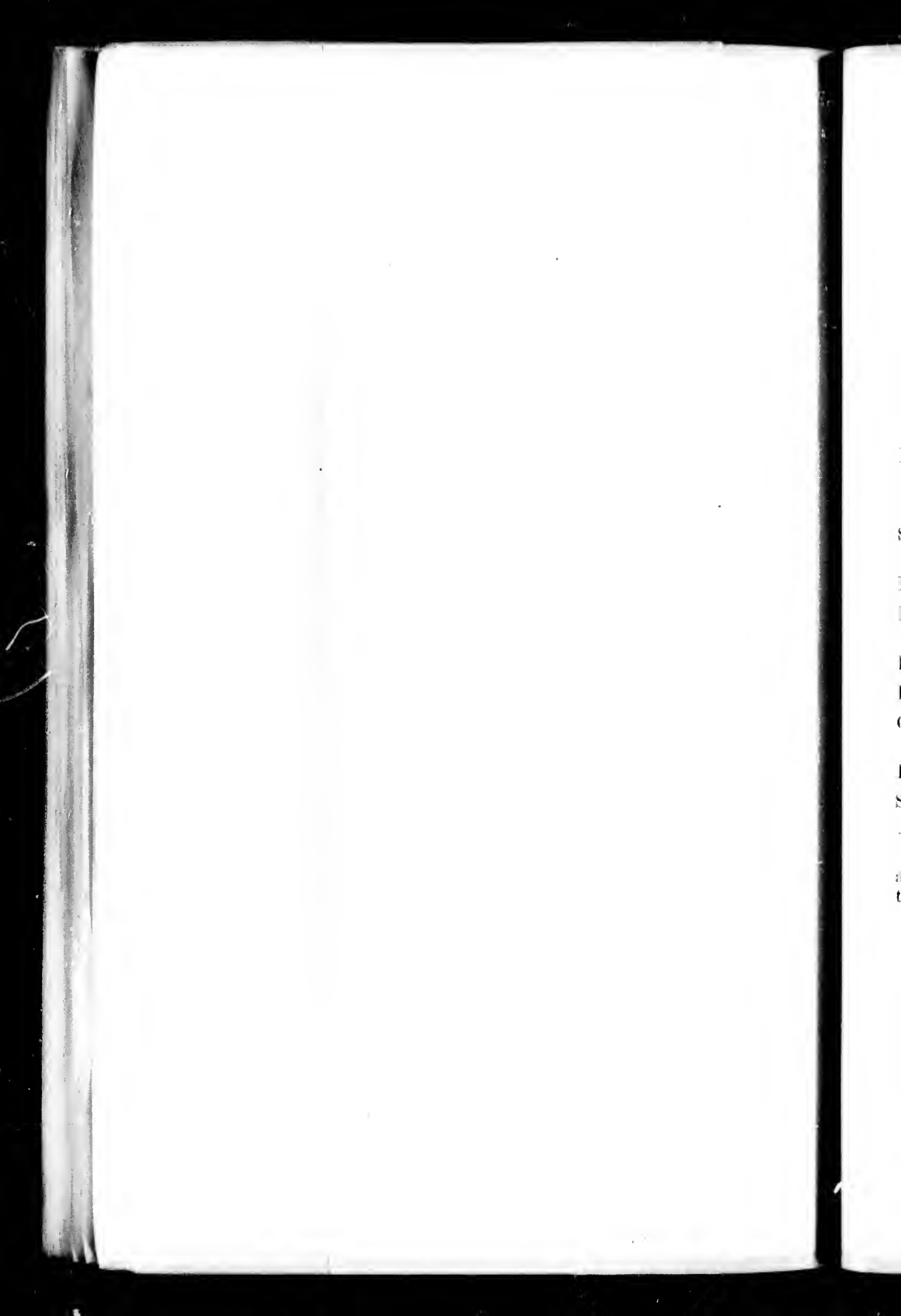
Cobourg and Peterboro' Railway opened for Traffic, May, 1854.

**BOURBON AND PETERBORO' RAILWAY OF CANADA.**

by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT<br>OR<br>BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|-------------------|---------------------------|---------------------------------------|--|--------------------------------------|------------------------|---------------------------------|--|--------------------------------------|
| tons. Cwts.       | Gallons.                  | tons. Cwts.                           | tons. Cwts.  |                                      |                        |                                 |  |                                      |
| 24                | 2000                      | 4                                     | 22   | Good, Toronto.....                   | 1854                   | 22500                           |  | Undergoing thorough repairs.         |
| 23 1/2            | 1500                      | 3 1/2                                 | 27   | do .....                             | 1855                   | 6000                            |  |                                      |
| 23                | 2000                      | 4                                     | 27   | do .....                             | 1855                   | 4000                            | Not known.                               |                                      |

d) J. H. GUMBLE, *Engineer and Superintendent*, 22nd January, 1859.



## COBOURG AND PETERBORO' RAILWAY.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1885.

| DESCRIPTION OF STOCK.                              | Average Weight<br>in pound. | In good Repair. | Requiring Slight<br>Repairs. | Requiring Heavy<br>Repairs. | TOTAL<br>Number. |
|--|-----------------------------|-----------------|------------------------------|-----------------------------|------------------|
| First Class Passenger Cars, . . . . .              |                             |                 |                              |                             |                  |
| with 12 wheels . . . . .                           |                             |                 |                              |                             |                  |
| Do with 8 wheels . . . . .                         |                             | 2               |                              |                             | 2                |
| Second Class Passenger Cars,<br>8 wheels . . . . . |                             |                 |                              |                             |                  |
| Emigrant Cars, 8 wheels . . . . .                  |                             |                 |                              |                             |                  |
| Baggage, Mail and Express, 8<br>wheels . . . . .   |                             | 1               |                              |                             | 1                |
| Box, Freight and Cattle, 8 wheels . . . . .        |                             |                 | 10                           |                             | 10               |
| Platform Cars, 8 wheels . . . . .                  |                             |                 | 55                           |                             | 55               |
| Gravel Cars, 8 wheels . . . . .                    |                             |                 |                              |                             |                  |
| Do 4 wheels . . . . .                              |                             | 17              |                              |                             | 17               |
| Hand Cars . . . . .                                |                             | 4               |                              |                             | 4                |
| Snow Ploughs, large . . . . .                      |                             | 1               |                              |                             | 1                |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations :

*Cobourg, Harwood and Peterboro'.*

(Signed)

J. H. DUMBLE,

*Engineer & Sup't.*

R\*†





Number, descriptions run by the same up to that date.

| ENGINES. |                    | Miles run during the year<br>1868. | Total Miles run since first<br>put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|----------|--------------------|------------------------------------|---|--------------------------------------|
| No.      | NAME.              |                                    |   |                                      |
| 1        | Oxford.....y       | 466                                | 55614                                       |                                      |
| 2        | St. Lawrence...y   | 11306                              | 90577                                       |                                      |
| 3        | Ottawa.....        | 18776                              | 100392                                      |                                      |
| 4        | Colonel By.....er. | 29652                              | 115048                                      |                                      |
| 5        | Prescott.....57.   | 28732                              | 30528                                       |                                      |

R. WHITE, Sec'y, O. & P. R. R. Co.

## LOCOMOTIVE RETURN OF OTTAWA AND PRES

Number, description and condition of Locomotive Engines owned by this Company, on the 31

| ENGINES. |                    | Connections. | Driving Wheels. |           | Cylinders |         | Flues.  |          |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender, with Wood and Water. | V<br>B |
|----------|--------------------|--------------|-----------------|-----------|-----------|---------|---------|----------|------------------|-------------------|---------------------------|---------------------------------------|---|--------|
| No.      | NAME.              |              | Number.         | Diameter. | Diameter. | Stroke. | Number. | Length.  | Inside Diameter. |                   |                           |                                       |   |        |
| 1        | Oxford .....       | Outside.     | 4               | Feet. 4   | Inch. 11½ | 20      | 82      | Feet. 9½ | Inch. 17½        | Tons. 12          | Galls. 1000               | Tons. 6                               | 18  | Bosto  |
| 2        | St. Lawrence ..... | do           | 4               | 4½        | 14        | 22      | 111     | 10½      | 17               | 12                | 1500                      | 12                                    | 30  |        |
| 3        | Ottawa .....       | do           | 4               | 4½        | 14        | 22      | 111     | 10½      | 17               | 12                | 1500                      | 12                                    | 30  |        |
| 4        | Colonel By .....   | Inside.      | 4               | 5½        | 14        | 20      | 112     | 10½      | 17               | 18                | 1500                      | 12                                    | 30  |        |
| 5        | Prescott .....     | do           | 4               | 5         | 14        | 20      | 92      | 10       | 17               | 16                | 1400                      | 10                                    | 26  |        |

**OF OTTAWA AND PRESCOTT RAILWAY.**

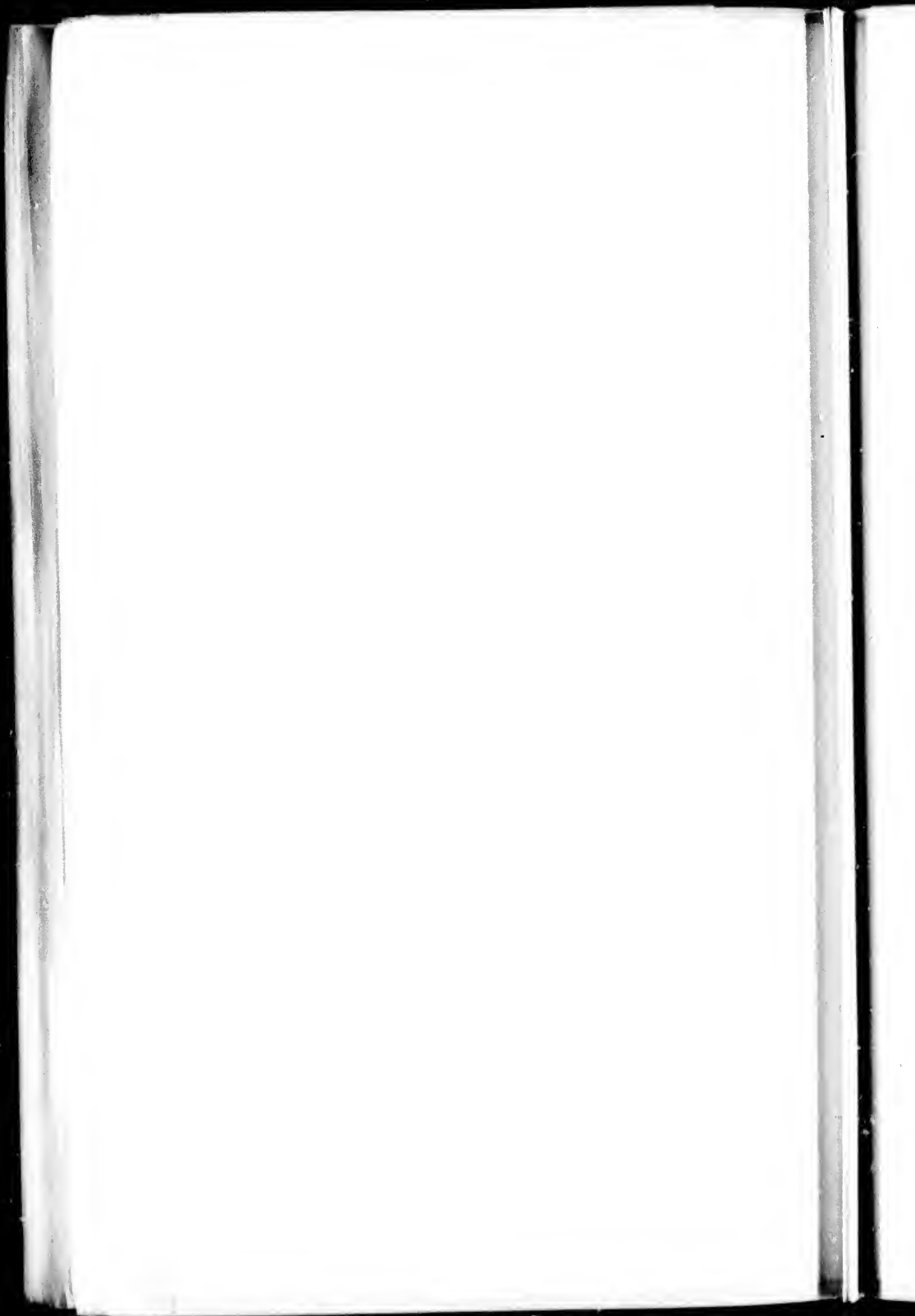
by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Water capacity of Tender. |       |       | WHERE BUILT,<br>OR<br>BUILDER'S NAME. | When first run in use. | Miles run during the year<br>1858. | Total Miles run since first<br>put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|---------------------------|-------|-------|---------------------------------------|------------------------|------------------------------------|---|--------------------------------------|
| Galls.                    | Tons. | Tons. |                                       |                        |                                    |   |                                      |
| 1000                      | 6     | 18    | Boston Locomotive Works.              | 1854<br>May            | 466                                | 55614                                       |                                      |
| 1500                      | 12    | 30    | do                                    | July                   | 11306                              | 90577                                       |                                      |
| 1500                      | 12    | 30    | do                                    | "                      | 18776                              | 100392                                      |                                      |
| 1500                      | 12    | 30    | do                                    | October.               | 29652                              | 115048                                      |                                      |
| 1400                      | 10    | 26    | do                                    | Nov. '57.              | 28732                              | 30528                                       |                                      |

(Signed)

JOHN R. WHITE, *Sec'y. O. & P. R. R. Co.*

L\*



## OTTAWA AND PRESCOTT RAILWAY.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.             | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | TOTAL Number. |
|-----------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars.....   |                           |                 |                           |                          |               |
| Do. with 12 wheels.....           |                           |                 |                           |                          |               |
| Do. with 8 wheels.....            | 16,000                    | 3               | 3                         |                          | 6             |
| Second Class Pass. Cars, 8 wheels | 16,000                    | 1               |                           |                          | 1             |
| Emigrant Cars, 8 wheels.....      | 16,000                    | 1               |                           |                          | 1             |
| Baggage, Mail and Exp. 8 wheels   | 14,000                    | 2               |                           |                          | 2             |
| Box Freight and Cattle, 8 wheels  | 12,000                    | 40              |                           |                          | 40            |
| Platform Cars, 8 wheels.....      | 11,000                    | 30              |                           |                          | 30            |
| Gravel Cars, 8 wheels.....        | none.                     |                 |                           |                          |               |
| Do. 4 wheels.....                 | 1,000                     | 40              |                           |                          | 40            |
| Hand Cars.....                    | 500                       | 3               |                           | 3                        | 6             |
| Snow Ploughs, large.....          |                           |                 |                           |                          |               |

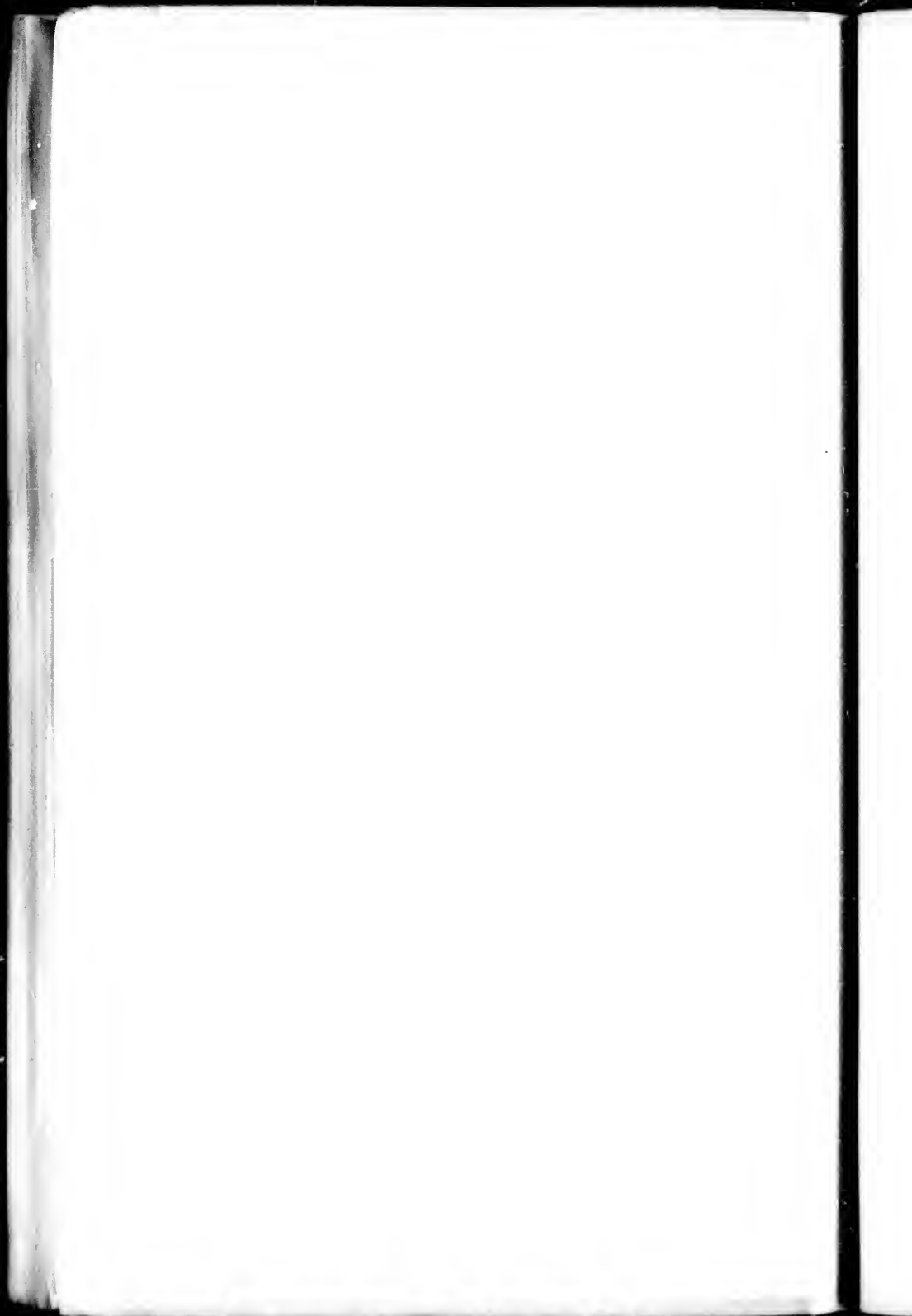
The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Station:—

*Prescott.*

(Signed)

JOHN R. WHITE,  
Sec'y. O. & P. R. R. Co.

L\*†



ANADA.

Number, description and miles run by the same up to that date.

| ENGINES |                         | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION AND REMARKS. |
|---------|-------------------------|------------------------|---------------------------------|--|--------------------------------|
| No.     | NAME.                   |                        |                                 |  |                                |
|         | Laprairie . . .         | 1852                   | 10505                           | 72017                                    | In use on freight.             |
|         | Dorchester . . .        | 1852                   | 11615                           | 93364                                    | In shop for repairs.           |
|         | St. Lambert . . .       | 1851                   | 21195                           | 125837                                   | On passenger train.            |
|         | St. Helen . . .         | 1852                   | 21110                           | 122314                                   | do                             |
|         | St. Lawrence . . .      | 1851                   | 3509                            | 70180                                    | On Farnham road, passenger.    |
|         | Canada . . . . .        | 1851                   | 13757                           | 74183                                    | Ready for use.                 |
|         | Champlain . . . . .     | 1847                   | 2181                            | 33676                                    | do                             |
|         | Montreal . . . . .      | 1847                   | .....                           | 27066                                    | Not in use.                    |
|         | John Molson . . . . .   | 1849                   | 6060                            | 53917                                    | Ready for use.                 |
|         | Hemmingford . . . . .   | 1853                   | 10367                           | .....                                    | In use, frt. and pass.         |
|         | Souhegan . . . . .      | .....                  | 3400                            | .....                                    | Ready for use.                 |
|         | New York . . . . .      | 1853                   | 7830                            | .....                                    | In use, pass. train.           |
|         | St. Renie . . . . .     | .....                  | 17883                           | .....                                    | Wood train.                    |
|         | Montreal . . . . .      | .....                  | 10785                           | .....                                    | In shop, for new tyres.        |
|         | James Ferrier . . . . . | .....                  | 11841                           | .....                                    | Ready for use.                 |
|         | Caughnawaga . . . . .   | 1853                   | 14311                           | .....                                    | In shop, new tire box          |

WORTH, *Superintendent Motive Power.*

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## LOCOMOTIVE RETURN OF MONTREAL AND CHAM

Number, description and condition of Locomotive Engines owned by this Company, on t

| ENGINES. |                     | Connections. | Driving Wheels. |           | Cylinders. |           | Flues.  |         |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. |
|----------|---------------------|--------------|-----------------|-----------|------------|-----------|---------|---------|------------------|-------------------|---------------------------|---------------------------------------|--|
| No.      | NAME.               |              | Number.         | Diameter. | Diameter.  | Stroke.   | Number. | Length. | Inside Diameter. |                   |                           |                                       |  |
|          | Laprairie .....     | Inside.      | 4               | feet, 5½  | Inches 16  | Inches 20 | 146     | ft. 11  | Inches 13½       | Tons. 1800        | Galls. ....               | .....                                 |  |
|          | Dorchester .....    | "            | 4               | 5         | 16         | 20        | 146     | " 13    | 1800             | .....             | .....                     | .....                                 |  |
|          | St. Lambert .....   | "            | 4               | 5½        | 14         | 20        | 128     | " 13    | 1600             | .....             | .....                     | .....                                 |  |
|          | St. Helen .....     | "            | 4               | 5½        | 14         | 20        | 128     | " 13    | 1600             | .....             | .....                     | .....                                 |  |
|          | St. Lawrence .....  | Outside.     | 4               | 5         | 13½        | 20        | 121     | 11½     | 1600             | .....             | .....                     | .....                                 |  |
|          | Canada .....        | "            | 4               | 5         | 13         | 26        | 98      | 11      | 13               | 1600              | .....                     | .....                                 |  |
|          | Champlain .....     | "            | 4               | 5         | 15         | 22        | 139     | 11½     | 13               | 2000              | .....                     | .....                                 |  |
|          | Montreal .....      | Inside.      | 4               | 4½        | 11         | 16        | 94      | 8½      | 12               | 1200              | .....                     | .....                                 |  |
|          | John Molson .....   | Outside.     | 2               | 5½        | 14         | 20        | 109     | 10½     | 13               | 1600              | .....                     | .....                                 |  |
|          | Hemmingford .....   | "            | 4               | 4½        | 13         | 24        | 113     | 11      | 13               | 1600              | .....                     | .....                                 |  |
|          | Souhegan .....      | "            | 2               | 4½        | 10         | 16        | 81      | 8       | 8                | 800               | .....                     | .....                                 |  |
|          | New York .....      | Inside.      | 4               | 5½        | 14         | 20        | 140     | 11      | 13               | 1600              | .....                     | .....                                 |  |
|          | St. Renie .....     | Outside.     | 4               | 4½        | 13         | 24        | 113     | 11      | 13               | 1600              | .....                     | .....                                 |  |
|          | Montreal .....      | "            | 2               | 5½        | 14         | 20        | 109     | 10½     | 13               | 1200              | .....                     | .....                                 |  |
|          | James Ferrier ..... | "            | 2               | "         | 14         | 20        | 109     | 10½     | 13               | 1200              | .....                     | .....                                 |  |
|          | Caughnawaga .....   | Inside.      | 4               | "         | 14         | 20        | 140     | 11      | 13               | 1600              | .....                     | .....                                 |  |

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**MONTREAL AND CHAMPLAIN RAILWAYS OF CANADA.**

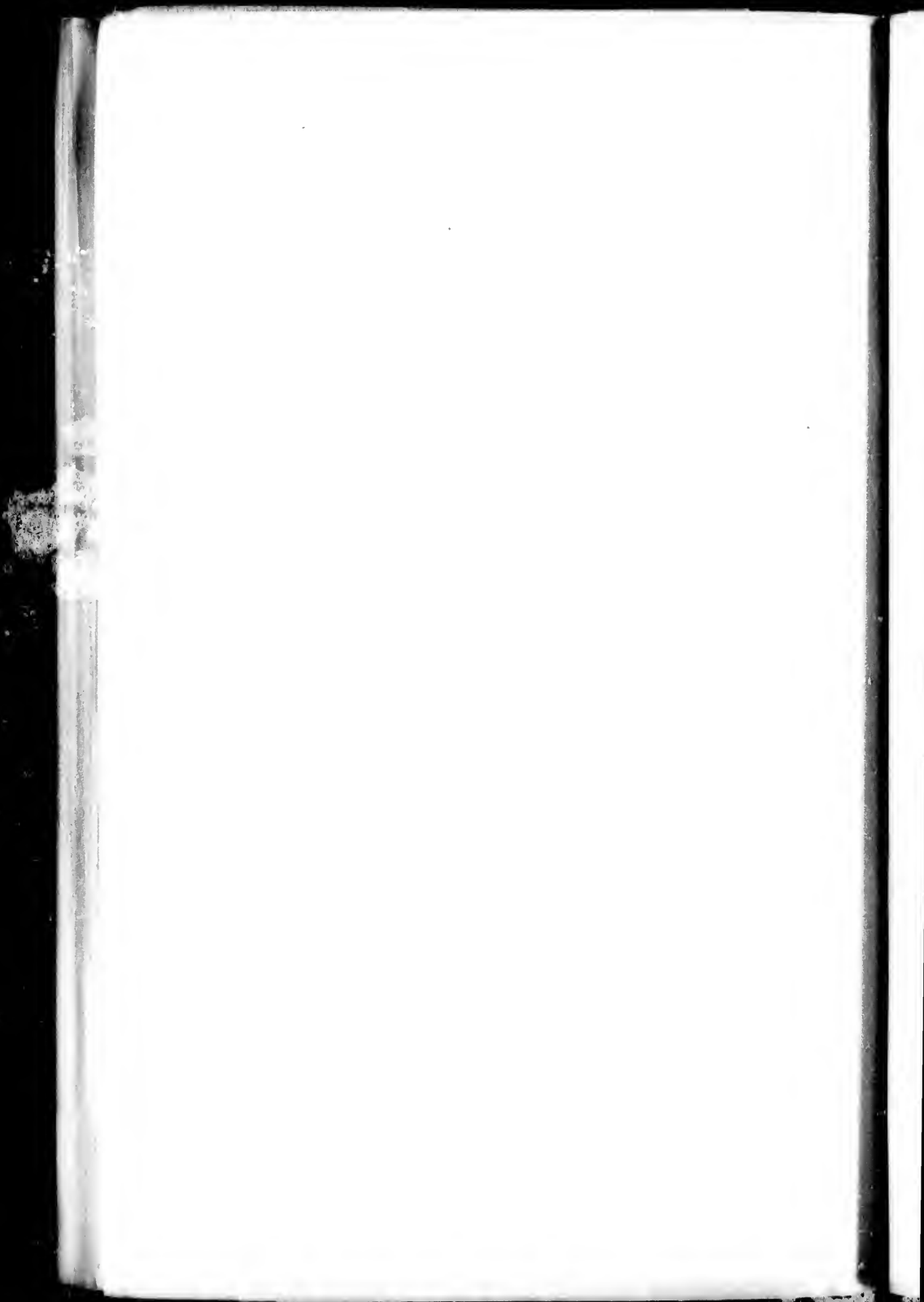
and miles run by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Weight of Engine. |        | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT<br>OR<br>BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|-------------------|--------|---------------------------|---------------------------------------|--|--------------------------------------|------------------------|---------------------------------|--|--------------------------------------|
| Tons.             | Galls. |                           |                                       |  |                                      |                        |                                 |  |                                      |
| 1800              |        |                           |                                       |  | Taunton Manufacturing Co             | 1852                   | 10505                           | 72017                                    | In use on freight.                   |
| 1800              |        |                           |                                       |  | do                                   | 1852                   | 11615                           | 93364                                    | In shop for repairs.                 |
| 1600              |        |                           |                                       |  | do                                   | 1851                   | 21195                           | 125837                                   | On passenger train.                  |
| 1600              |        |                           |                                       |  | do                                   | 1852                   | 21110                           | 122314                                   | do                                   |
| 1600              |        |                           |                                       |  | M. W. Baldwin, Philadelphia.         | 1851                   | 3509                            | 70180                                    | On Faruham road, passenger.          |
| 1600              |        |                           |                                       |  | William Norris, do                   | 1851                   | 13757                           | 74183                                    | Ready for use.                       |
| 2000              |        |                           |                                       |  | do do                                | 1847                   | 2181                            | 33676                                    | do                                   |
| 1200              |        |                           |                                       |  | M. W. Baldwin, do                    | 1847                   |                                 | 27066                                    | Not in use.                          |
| 1600              |        |                           |                                       |  | Kinmond & Co., Dundee                | 1849                   | 6060                            | 53917                                    | Ready for use.                       |
| 1600              |        |                           |                                       |  | Amoskeag Co., Manchester             | 1853                   | 10367                           |  | In use, frt. and pass.               |
| 800               |        |                           |                                       |  | Hinckley & Co., Boston.              |                        | 3400                            |  | Ready for use.                       |
| 1600              |        |                           |                                       |  | Amoskeag Co., Manchester.            | 1853                   | 7830                            |  | In use, pass. train.                 |
| 1600              |        |                           |                                       |  | do do                                |                        | 17883                           |  | Wood train.                          |
| 1200              |        |                           |                                       |  | Kinmond & Co., Dundee.               |                        | 10785                           |  | In shop, for new tyres.              |
| 1200              |        |                           |                                       |  | do do                                |                        | 11841                           |  | Ready for use.                       |
| 1600              |        |                           |                                       |  | Amoskeag Co., Manchester.            | 1853                   | 14311                           |  | In shop, new fire box                |

(Signed)

JOHN DODSWORTH, *Superintendent Motive Power.*

M\*



## MONTREAL AND CHAMPLAIN RAILWAYS.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                       | Average weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | TOTAL Number. |
|---|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars . . . . .        |                           |                 |                           |                          |               |
| Do. with 12 wheels . . . . .                |                           |                 |                           |                          |               |
| Do. with 8 wheels . . . . .                 |                           | 7               | 3                         | 1                        | 11            |
| Second Class Pass. Cars, 8 wheels . . . . . |                           | 4               |                           |                          | 4             |
| Emigrant Cars, 8 wheels . . . . .           |                           |                 |                           |                          |               |
| Baggage, Mail and Exp. 8 wheels . . . . .   |                           | 7               |                           |                          | 7             |
| Box Freight and Cattle, 8 wheels . . . . .  |                           |                 |                           |                          | 66            |
| Platform Cars, 8 wheels . . . . .           |                           |                 |                           |                          | 100           |
| Gravel Cars, 8 wheels . . . . .             |                           |                 |                           |                          |               |
| Do. 4 wheels . . . . .                      |                           |                 |                           |                          | 30            |
| Hand Cars . . . . .                         |                           |                 |                           |                          | 10            |
| Snow Ploughs, large . . . . .               | Out of use . . . . .      |                 |                           |                          | 1             |

The Cars in every train on this Railway have their wheels and running gear examined every trip, at the following Stations:—

*St. Lambert, Rous's Point, Montreal, Caughnawaga,*

(Signed)

JOHN DODSWORTH,  
*Sup't. Motive Power.*

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**THE RAILWAY.**

December, 1858, and miles run by the same up to that date.

| WHERE BUILT,<br>OR<br>OWNER'S NAME.         | When first put in use. | Miles run during the year<br>1858. | Total Miles run since first<br>put on road. | GENERAL CONDITION<br>AND<br>REMARKS.  |
|---|------------------------|------------------------------------|---|---|
| Brothers, Montreal<br>and Hamilton. . . . . | 1854<br>Aug. '58.      | Unknown ..<br>about 5000. . .      | ..<br>..                                    | Undergoing thoro'<br>repairs.<br>Wants new Springs<br>otherwise in good<br>order. |

quite impossible to judge of the Engines milenge, and no record

(Signed)

J. F. BERNARD, *Superintendent.*

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## LOCOMOTIVE RETURN OF CARILLON AND GE

Number, description and condition of Locomotive Engines owned by this Company, on the

| ENGINES. |                | Connections. | Driving Wheels. |               | Cylinders.  |             | Flues.  |            |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender, with Wood and Water. |
|----------|----------------|--------------|-----------------|---------------|-------------|-------------|---------|------------|------------------|-------------------|---------------------------|---------------------------------------|---|
| No.      | NAME.          |              | Number.         | Diameter.     | Diameter.   | Stroke.     | Number. | Length.    | Inside Diameter. |                   |                           |                                       |   |
| 1        | Ottawa.....    | Inside.      | 4               | Ft. in<br>5 6 | Inch.<br>14 | Inch.<br>22 | 125     | Feet<br>10 | Inch.<br>13 1/4  | Tons.<br>Unknown. | Galls<br>1500             | Tons.<br>Unknown.                     | Tons.<br>Unknown.                                       |
| 2        | Grenville..... | do           | 4               | 4 9           | 12          | 18          | 85 0    | 7 1/2      | 13 1/4           | Unknown.          | 1200                      | Unknown.                              | Unknown.  |

This Line has been run very irregularly, and in winter, and sometimes at other intervals not at all has been kept. The Line is closed from about the 25th of Nov. to about May 1st, each year.

**OF CARILLON AND GRENVILLE RAILWAY.**

l by this Company, on the 31st December, 1858, and miles run by the same up to that date.

| Weight of Engines | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender, with Wood and Water. | WHERE BUILT,<br>OR<br>BUILDERS' NAME.                        | When first put in use. | Miles run during the year 1858. | Total Miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS.                                    |
|-------------------|---------------------------|---------------------------------------|---|--|------------------------|---------------------------------|--|---|
| Unknown.          | Galls<br>1500<br><br>1200 | Tons.<br><br>Unknown.                 | Tons.<br><br>Unknown.                                   | Kinmond Brothers, Montreal<br>D. C. Gunn, Hamilton . . . . . | 1854<br>Aug. '58.      | Unknown . .<br>about 5000 . .   |  | Undergoing thoro' repairs.<br>Wants new Spring otherwise in good order. |

at other intervals not at all, so it is quite impossible to judge of the Engines mileage, and no record  
y, to about May 1st, each year.

(Signed)

J. F. BERNARD, *Superintendent.*

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## CARILLON AND GRENVILLE RAILWAY.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.             | Average Weight in pounds. | In good repair. | Requiring slight repairs. | Requiring heavy repairs. | TOTAL Number. |
|-----------------------------------|---------------------------|-----------------|---------------------------|--------------------------|---------------|
| First Class Passenger Cars.....   |                           |                 |                           |                          |               |
| Do. with 12 wheels.....           |                           |                 |                           |                          |               |
| Do. with 8 wheels.....            | 2                         |                 |                           |                          | 2             |
| Second Class Pass. Cars, 8 wheels | 4                         |                 |                           |                          | 4             |
| Emigrant Cars, 8 wheels.....      |                           |                 |                           |                          |               |
| Baggage, Mail and Exp. 8 wheels   | 2                         |                 |                           |                          | 2             |
| Box Freight and Cattle, 8 wheels  |                           |                 |                           |                          |               |
| Platform Cars, 8 wheels.....      | 4                         |                 |                           |                          | 4             |
| Gravel Cars, 8 wheels.....        |                           |                 |                           |                          |               |
| Do. 4 wheels.....                 |                           |                 |                           |                          |               |
| Hand Cars.....                    | 1                         |                 |                           |                          | 1             |
| Snow Ploughs, large.....          |                           |                 |                           |                          |               |

The Cars in every train on this Railway have their wheels and running-gear examined every trip, at the following Stations :—

*Carillon and Grenville.*

(Signed)

J. F. BERNARD,

*Superintendent.*

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ANNET

**Y OF CANADA.**

s, and miles run by the same up to that date.

| PLAT<br>NAME. | When first put in use. | Miles run during the year<br>1858. | Total miles run since first<br>put on Road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|---------------|------------------------|------------------------------------|---|--------------------------------------|
| n, Eng.       | 1836                   | 4368                               | 39312                                       |                                      |
| lphia...      | 1838                   | 4368                               | 30576                                       |                                      |

me Decembre, 1858.

ANNETON, *Secrétaire et Trésorier.*

o\*

**LOCOMOTIVE RETURN OF ST. LAWRENCE AND INDUSTRY VII**  
 Number, description and condition of Locomotive Engines owned by this Company, on the 31st

| ENGINES. |                    | Connections. | Driving Wheels. |                 | Cylinders.       |         | Flues.  |         |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. |           |   |    |     |
|----------|--------------------|--------------|-----------------|-----------------|------------------|---------|---------|---------|------------------|-------------------|---------------------------|---------------------------------------|--|-----------|---|----|-----|
| No.      | NAME.              |              | Number.         | Diameter.       | Diameter.        | Stroke. | Number. | Length. | Inside Diameter. |                   |                           |                                       |  |           |   |    |     |
| 1        | Dorchester .....   | Inside.      | 1 pair          | 4               | 10               | 15      | 64      | 6       | 10               | 1 $\frac{1}{2}$   | Tons. Cwt                 | 8                                     | 350  | Tons. Cwt | 2 | 10 | Joh |
| 2        | J. C. Pierce ..... | Outside.     | 2 pairs         | 3 $\frac{1}{2}$ | 10 $\frac{3}{4}$ | 20      | 94      | 7       | 6                | 1 $\frac{1}{2}$   | Tons. Cwt                 | 12                                    | 500  | Tons. Cwt | 3 | 15 | Wm  |

Je certifie que l'état ci-dessus est vrai et correct, au meilleur de ma connoissance et croyance. Ville  
 (Signé)



**ICE AND INDUSTRY VILLAGE RAILWAY OF CANADA.**

is Company, on the 31st December, 1858, and miles run by the same up to that date.

| Water capacity of Tender. |           | Weight of Tender with Wood and Water. |           | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT<br>OR<br>BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on Road. | GENERAL CONDITION<br>AND<br>REMARKS. |
|---------------------------|-----------|---------------------------------------|-----------|--|--------------------------------------|------------------------|---------------------------------|--|--------------------------------------|
| Gallons.                  | Tons.Cwts | Tons.Cwts                             | Tons.Cwts | Tons.Cwts  |                                      |                        |                                 |  |                                      |
| 350                       | 2         | 10                                    |           |  | John Stevenson & Son, Eng.           | 1836                   | 4368                            | 39312                                    |                                      |
| 500                       | 3         | 15                                    |           |  | Wm. Morris, Philadelphia..           | 1838                   | 4368                            | 30576                                    |                                      |

noissance et croyance.  
(Signé)

Village d'Industrie, 31me Decembre, 1858.

CHAS. A. PANNETON, *Secrétaire et Trésorier.*

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ST. LAWRENCE AND INDUSTRY VILLAGE  
RAILWAY.

ROLLING STOCK.

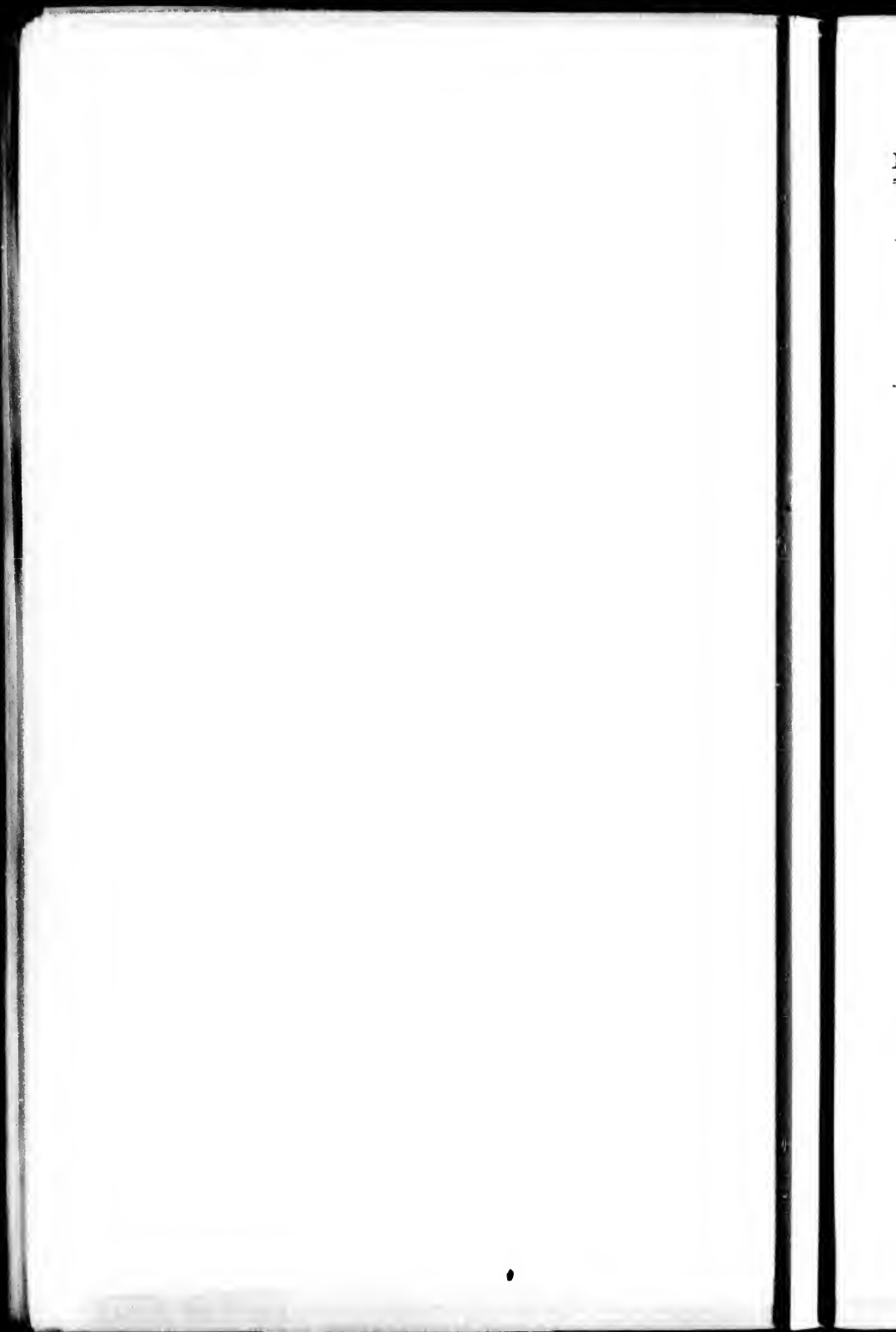
Number and Condition of Passenger, Freight and other Cars  
owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                                  | Average Weight<br>in pound. | In good Repair. | Requiring Slight<br>Repairs. | Requiring Heavy<br>Repairs. | TOTAL<br>Number. |
|--|-----------------------------|-----------------|------------------------------|-----------------------------|------------------|
| First Class Passenger Cars, with<br>4 wheels . . . . . | 3000                        |                 | Slight<br>Rep's.             |                             | 1                |
| Do with 8 wheels . . . . .                             |                             |                 |                              |                             |                  |
| Second Class Passenger Cars,<br>4 wheels . . . . .     | 12000                       |                 | Do                           |                             | 4                |
| Emigrant Cars, 8 wheels . . . . .                      |                             |                 |                              |                             |                  |
| Baggage, Mail and Express, 4<br>wheels . . . . .       | 6000                        |                 |                              |                             | 2                |
| Box, Freight and Cattle, 8 wheels . . . . .            |                             |                 |                              |                             |                  |
| Platform Cars, 8 wheels . . . . .                      | 12000                       |                 |                              |                             | 2                |
| Gravel Cars, 4 wheels . . . . .                        | 30000                       |                 |                              |                             | 10               |
| Hand Cars . . . . .                                    |                             |                 |                              |                             | 2                |
| Snow Ploughs, large . . . . .                          |                             |                 |                              |                             |                  |

The Cars in every train on this Railway have their wheels  
and running gear examined every trip, at the following Sta-  
tions :

(Signed)

CHAS. A. PANNETON,  
*Secretary & Treasurer.*



LOY OF CANADA.

Number, description run by the same up to that date.

| ENGINES |                | Miles run during the year<br>1868. | Total miles run since first<br>put on road. | GENERAL CONDITION<br>AND<br>REMARKS.       |
|---------|----------------|------------------------------------|---|--|
| No.     | NAME.          |                                    |   |  |
| 1       | Hope .....     | 17376                              | 34752                                       | In working condition                       |
| 2       | Lindsay .....  | 19820                              | 33000                                       | In first rate "                            |
| 3       | Clifton .....  | 17375                              | 17375                                       | In working "                               |
| 4       | Havelock ..... | 13041                              | 13041                                       | In first rate condi-<br>tion for one year. |

T

WILLIAMS, Superintendent.

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**LOCOMOTIVE RETURN OF PORT HOPE, LINDSAY AND BEAVERTON AND PETERBORO**  
 Number, description and condition of Locomotive Engines owned by this Company, on the 31st Decer

| ENGINES. |                | Connections. | Driving Wheels. |                 | Cylinders. |         | Flues.  |                  |                  | Weight of Engine. | Water capacity of Tender. | Weight of Tender with Wood and Water. | Total weight of Engine and Tender with Wood and Water. | WHERE OR BUILDER'S |
|----------|----------------|--------------|-----------------|-----------------|------------|---------|---------|------------------|------------------|-------------------|---------------------------|---------------------------------------|--|--------------------|
| No.      | NAME.          |              | Number.         | Diameter.       | Diameter.  | Stroke. | Number. | Length.          | Inside Diameter. |                   |                           |                                       |  |                    |
|          |                |              | ft. in.         | Inches          | Inches     |         | ft. in. | Inches           | Tons.            | Galls.            | Tons. Cwts                | Tons. Cwts                            |  |                    |
| 1        | Hope .....     | Outside.     | 6               | 4 $\frac{1}{2}$ | 16         | 22      | 143     | 12 $\frac{3}{4}$ | 1 $\frac{1}{2}$  | 25                | 1500                      | 15                                    | 43   | Amoskeng man       |
| 2        | Lindsay .....  | do           | 6               | 4 $\frac{3}{4}$ | 16         | 22      | 143     | 12 $\frac{3}{4}$ | 1 $\frac{3}{4}$  | 28                | 1500                      | 15                                    | 43   | do                 |
| 3        | Clifton .....  | Inside.      | 4               | 5               | 15         | 20      | 151     | 10 $\frac{1}{2}$ | 1 $\frac{1}{2}$  | 22                | 1400                      | 12                                    | 36   | Manchester, N.     |
| 4        | Havelock ..... | do           | 4               | 5               | 16         | 22      | 158     | 11               | 1 $\frac{1}{2}$  | 26 $\frac{1}{2}$  | 1600                      | 16                                    | 42 $\frac{1}{2}$                                       | Kingston Locom     |

The above statement is correct.

I am, very respectfully, your o

(Signed

**BERTON AND PETERBORO' SECTION RAILWAY OF CANADA.**

Company, on the 31st December, 1858, and miles run by the same up to that date.

| Wood and Water. |           | Total weight of Engine and Tender with Wood and Water. | WHERE BUILT,<br>on<br>BUILDER'S NAME. | When first put in use. | Miles run during the year 1858. | Total miles run since first put on road. | GENERAL CONDITION<br>AND<br>REMARKS.  |
|-----------------|-----------|--|---------------------------------------|------------------------|---------------------------------|--|---------------------------------------|
| Cwts            | Tons Cwts |  |                                       |                        |                                 |  |                                       |
| 5               | 43        | Amoskeag manuf'g. Co., N.H.                            | -----                                 | -----                  | 17376                           | 34752                                    | In working condition                  |
| 5               | 43        | do do  | -----                                 | -----                  | 19820                           | 33000                                    | In first rate "                       |
| 2               | 36        | Manchester, N.H.                                       | -----                                 | April '58              | 17375                           | 17375                                    | In working "                          |
| 5               | 42½       | Kingston Locomotive Works.                             | -----                                 | June, '58.             | 13041                           | 13041                                    | In first rate condition for one year. |

I am, very respectfully, your obedient servant,

(Signed)

A. T. WILLIAMS, *Superintendent.*

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## P. H. L. AND BEAVERTON RAILWAY.

## ROLLING STOCK.

Number and Condition of Passenger, Freight and other Cars,  
owned by this Company, on the 31st December, 1858.

| DESCRIPTION OF STOCK.                                   | Average weight<br>in pounds. | In good repair. | Requiring Slight<br>Repairs. | Requiring Heavy<br>repairs. | TOTAL<br>Number. |
|---|------------------------------|-----------------|------------------------------|-----------------------------|------------------|
| First Class Passenger Cars . . . . .                    |                              |                 |                              |                             |                  |
| First Class Passenger Cars, with<br>12 wheels . . . . . |                              |                 |                              |                             |                  |
| Do. with 8 wheels . . . . .                             |                              | 3               |                              |                             | 3                |
| Second Class Passenger Cars, 8<br>wheels . . . . .      |                              |                 |                              |                             |                  |
| Emigrant Cars, 8 wheels . . . . .                       |                              |                 |                              |                             |                  |
| Baggage, Mail, & Exp. 8 wheels . . . . .                |                              | 2               |                              |                             | 2                |
| Box, Freight, and Cattle, 8 wheels . . . . .            |                              | 15              |                              |                             | 15               |
| Platform Cars, 8 wheels . . . . .                       |                              | 43              |                              | 5                           | 48               |
| Gravel Cars, 8 wheels . . . . .                         |                              |                 |                              |                             |                  |
| do 4 " . . . . .  |                              | 15              | 10                           |                             | 25               |
| Hand Cars . . . . .                                     |                              | 11              |                              |                             | 11               |
| Snow Ploughs, large . . . . .                           |                              |                 |                              |                             |                  |

The Cars in every train on this Railway have their wheels  
and running-gear examined every trip, at the following  
Stations:—

*Port Hope, Lindsay and Peterboro'.*

I cannot give weight of cars as we have no Scales.

I am, Gentlemen,  
Your obed't Servant,

(Signed) A. T. WILLIAMS,  
*Superintendent, P. H. L. & B. R'y.*

P\*†

