REPORT

FOR YEAR 1863,-74

SUBMITTED BY THE

BOARD OF DIRECTORS

OF THE

Northern Railway of Canada,

AT THE

ANNUAL MEETING OF THE PROPRIETORS,

HELD AT THE COMPANY'S OFFICE, TORONTO,

WEDNESDAY, FEBRUARY 10, 1864.

TORONTO, C. W.:
PRINTED AT THE GLOBE STEAM JOB PRESS, 25 KING ST. WEST.
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DIRECTORS.

HON. JOHN BEVERLEY ROBINSON, *Toronto*, PRESIDENT.

HENRY WHEELER, ESQ., *Wandsworth Common, London*, VICE-PRESIDENT, *and Chairman of London Board.*

FRED.W. CUMBERLAND, ESQ., *Toronto*, MANAGING DIRECTOR.

LEWIS MOFFATT, ESQ., *Toronto.*

R. J. REEKIE, ESQ., *Montreal.*

JOHN A. CHOWNE, ESQ., *Westbourne Terrace, Hyde Park, London, England.*

H. M. JACKSON, ESQ., *New Square, Lincoln's Inn, London, England.*

MR. ALDERMAN J. E. SMITH, ESQ., *Ex-Officio for Corporation of Toronto.*

THOMAS R. FERGUSON, ESQ., M.P.P., *Ex-Officio, Warden County of Simcoe.*

OFFICERS.

FRED. W. CUMBERLAND, ESQ., GENERAL MANAGER.

THOMAS HAMILTON, ESQ., SECRETARY AND ACCOUNTANT.

T. GALT, ESQ., Q.C., *Standing Counsel.*

C. GAMBLE, ESQ., *Solicitor.*

SANDFORD FLEMMING, ESQ., *Consulting Engineer.*

M. J. DRUMMOND, ESQ.,
J. W. BRENT, ESQ., } AUDITORS.

LONDON AGENCY:

T. S. CUTBILL, ESQ., No. 13 GRESHAM-ST, LONDON, E. C.

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ANNUAL GENERAL MEETING.

The Annual General Meeting of the Shareholders of the Northern Railway Company was held yesterday afternoon in the Company's Offices, Brock Street. Present—Hon. J. B. Robinson, President; F. W. Cumberland, Esq., Managing Director; Hon. G. W. Allan, Hon. J. H. Boulton, Sheriff Smith, of Simcoe; W. Tyrrell, Esq., Warden of York and Peel; A. M. Smith, Esq., M.P.P.; T. R. Ferguson, Esq., M.P.P.; F. H. Medcalf, Esq., Mayor of Toronto; George Boomer, Esq., Police Magistrate; Messrs. John Fisken, W. Henderson, Lewis Moffatt, Angus Morrison, W.G. Storm, Thomas Galt, Q.C.; George Moberly, T. D. Harris, President of the Board of Trade; James Good, F. C. Capreol, Dr. Larratt Smith James Worthington, James Cotton, Thomas Hamilton, G. D'Arcy Boulton, D. Crawford, Robert Cassels, (Cashier of the Bank of Upper Canada,) G. P. Ridout, R. L. Denison, John Worthington, James Graham, (Manager of the City Bank, Montreal,) Dr. Berryman, John Carr, — Jones, J. E. Smith, Allan Maclean, J. H. Richey, G. L. Allen, John Duggan, Q.C., &c., &c., &c.

The call for the Meeting was read by the President, as follows

NORTHERN RAILWAY OF CANADA.

The Annual General Meeting of the Proprietors of the Company will be held at their Office, Toronto, on Wednesday, 10th February, at 12 o'clock noon, to choose Directors, and for other purposes.

By order,

THOMAS HAMILTON,

Secretary.

TORONTO, January 31st, 1864.

The Managing Director presented and read the Report of the Directors for the year 1863, together with the Auditors' Reports,r the usual Financial statements, and Traffic, Locomotive and othe Returns.

Upon the reading of the Report—

Moved by the President, seconded by James Good,—

"That the Report now presented be adopted, and circulated as usual, for the information of the Proprietors."—Carried.

Moved by Wm. Henderson, seconded by T. D. Harris,—

"That the continuous and progressive prosperity of the Company during the past four years, the highly favourable nature of the Report now presented, the excellent condition of the Line and its efficient operation, merit the approval of the Proprietors and the confidence of the commercial community, and that the cordial thanks of this Meeting be given to the President, the Managing Director, and the Canadian and London Boards, for their successful services, the Proprietors receiving the expression of their entire confidence in the management and in the extending resources of the Line."–Carried.

Moved by the Mayor of Toronto, seconded by T. R. Ferguson, M.P.P.,—

"That inasmuch as the City of Toronto and the County of Simcoe have very largely contributed to the share capital of the Company, and are deeply interested in the continued economical and efficient administration of the Company's affairs, the Managing Director be respectfully requested to afford such facilities to the Chamberlain of the City of Toronto, and the Treasurer of the County of Simcoe, as will enable those officers to report annually to their respective Corporations on the financial position of the Company, if those Corporations should so desire."—Carried.

Moved by the Warden of the City of York, seconded by D. Crawford,—

"That in the opinion of this Meeting, it will be as advantageous to the interest of this Company as conducive to the convenience and interest of its customers, to avail itself of the liberal and wise concessions made to it by the Corporation of Toronto, and that it be recommended to the Directors to promote such arrangements as will carry the traffic of the Line to the eastern portion of the city."—Carried.

Moved by the Hon. H. J. Boulton, seconded by the Hon. G. W. Allan,—

"That the thanks of this Meeting are justly due, and are hereby tendered to F. W. Cumberland, Esq., the Managing Director, for his continued and untiring devotion to the interests of the Company, to which may chiefly be attributed the increasing prosperity of the Road."—Carried.

Moved by J. E. Smith, seconded by Colonel R. H. Denison,—

"That the Auditors of the past year, Messrs. Drummond and Brent, be re-appointed as Auditors for the present year."—Carried.

Moved by Angus Morrison, seconded by John Fisken,—

"That the election of Directors be now proceeded with, that Messrs. Carr and F. C. Capreol be appointed Scrutineers, that a poll be now opened, to close at 5.30 o'clock, and the Meeting do now adjourn, to receive the report of the Scrutineers."—Carried.

ADJOURNED MEETING.

The adjourned Meeting was organized at 5.30 o'clock, the Hon. J. B. Robinson in the chair.

The Scrutineers, Messrs. Capreol and Carr, presented the report of the election, to the effect that the following gentlemen had been elected Directors for the ensuing year:—

HON. JOHN B. ROBINSON,
FRED. W. CUMBERLAND, } *Toronto.*
LEWIS MOFFATT,
R. J. REEKIE, *Montreal.*
HENRY WHEELER,
JOHN A. CHOWNE, } *London, England.*
H. M. JACKSON,

The thanks of the Meeting having been tendered to the President for his conduct in the chair, the Meeting adjourned.

JOHN B. ROBINSON,
President.
THOMAS HAMILTON,
Secretary.

At a Meeting of the Board of Directors, held at Toronto, Thursday, 11th February, 1864, the Hon. J. B. Robinson was re-elected President, and Henry Wheeler, Esq., was elected Vice-President, and Chairman of the London Board.

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REPORT OF THE DIRECTORS.

TORONTO, 10th February, 1864.

To the Proprietors of the Northern Railway of Canada:

The Directors beg leave to submit their Report of the transactions of the Company during the year ending 31st December, 1863, together with the usual Statements of Earnings and Expenditure, Capital and Revenue Accounts, Returns of the Traffic and Locomotive Departments, &c., &c.

1.—CAPITAL.

[*See Account No.* 1.]

The works having been completed, and the returns of payments duly received from London, this account, practically unaltered since the date of last report, may now be regarded as closed. It will be seen that the expenditure on all services under the Act 22 Vic., cap. 89, has amounted to $1,216,666 66, (£250,000 Stg.,) of which a detailed classification is given in the account referred to. The consolidation of original bonds and the issue to the Government of Canada represent a further sum of $1,381,646 68 (£283,900 Stg.,) or a total preferential capital, under the Act recited, of $2,598,313 34 (£533,900 Stg.,) which may be regarded as a final statement of this account.

2.—EARNINGS AND EXPENDITURE OF THE YEAR.

[*See Account No.* 2.]

The gross receipts from all sources have amounted to $406,606 55 (£83,549 5s. 9d. Stg.,) being $368 53 in excess (by account) of the aggregate earnings of 1862, and $4,333 36 decrease on the gross receipts of 1861. It is to be noted, however, that whilst the gross earnings of 1863 represent the Canadian Currency at par, those of

1862, although credited at par, were subject (on a very large sum) to discounts on the American Currency received in the Through Trade, fluctuating during the season from 22 to 58 per cent., and amounting in the aggregate to a practical reduction of about $22,000 from the earnings of that year. Thus there has been an actual (although not apparent) increase in the earnings of the past year to that extent, whilst of course the comparison of working expenses (in which the item of discounts is included) to revenue receipts in 1862 & '63 is favourably affected in the present returns to a like amount.

On examination of Appendix N, it will appear that although there has been but slight variation in the revenue earnings of the past three years, (1861, 62, and 63) yet there has beenn considerable change in the sources whence they have been derived; a change very favourable to the Local Traffic, always the most stable and remunerative of Railway operations.

Thus, 1863 shows an advance in Local Traffic Receipts, as compared with 1862, of $72,439 50 (£14,884 16s. 7d. stg.), or equivalent to 22¾ per cent., exclusive of the avoidance of discounts already mentioned, and therefore more than compensating by such increase for a diminution in the earnings from Through Trade to nearly a like amount.

The Local Passenger Traffic continues to increase steadily, the year 1863 showing an advance of $7,469 52 over 1862, and of $3,074 70 over 1861. The loss in 1863 of the Traffic arising out of the Provincial Exhibition, held in Toronto in 1862, has in some degree been compensated by an extended Excursion Traffic; but apart from these exceptional sources, it is very satisfactory to note a steady growth in the regular business travel.

In the Traffic Department the Returns (see Appendices 1 to 10) show the operations of the year, and comparison with 1862, as follows:—

Passenger Traffic.	1863.	1862.	Increase.	Decrease.
Local Passengers paying.....	103,962	95,403	8,559	
Free, and Company's Service..	3,870	4,551		681
Foreign	*nil.*	1,575		1,575
Total.....	107,832	101,529	6,303	

The Total quantities of Local Flour and Grain carried have been :—

	1863.	1862.	Increase.
Flour (in barrels.....	71,775	62,441	8,334
Grain (in bushels)	791,793	566,010	225,783

The Receipts at Toronto of the following articles have been :—

	1863.	1862.	Increase.	Decrease.
Flour (in barrels)....	71,090	62,307	8,783	
Wheat (in bushels ...	724,338	532,758	191,580	
Sawed Lumber (B. M.)	25,916,000	27,626,000		1,720,000
Square Timber "	21,164,100	17,988,000	3,176,100	
Rafting do. "	4,436,000	1,374,000	3,062,000	

The Tonnage transported (Local and Through) has been :—

	1863.	1862.	Increase.	Decrease.
Ordinary Freight : 1st., 2nd and 3rd class	$15,216^{1821}$	$13,414^{1060}$	$1,802^{761}$	
Flour.....	$7,751^{400}$	$6,743^{1311}$	$1,007^{1089}$	
Grain.....	$23,328^{1522}$	$16,832^{576}$	$6,496^{946}$	
Timber and Lumber	$99,697^{617}$	72,347	$27,350^{617}$	
Total Local Tonnage.	$145,994^{360}$	$109,337^{947}$	$36,656^{1413}$	
" Through " .	$11,313^{907}$	$65,007^{1259}$		$53,694^{352}$
Gross Tonnage of year	$157,307^{1267}$	$174,345^{206}$		$17,037^{939}$

Thus it will be seen that the past year has shown a general increase in the Local business of the road, due in part to the development of the territory which it serves, but also to the bountiful harvest and the buoyancy of the timber trade of the season. The lumber trade, although in the early part of the year embarrassed by the heavy discount on American currency, became active towards the fall, and in that as well as the timber trade there is the prospect of unusual activity during the current year.

The important increase in the business of the Collingwood Station (see Appendices Nos. 4 and 9) evinces the fact, heretofore not sufficiently appreciated, that this Line affords, as well for freight as psssengers, the best outlet that can be offered to the Counties of Grey, Huron and Bruce, a fact which the Directors in the early part of the year took the necessary steps to bring into prominent notice in those localities.

Although the Traffic has not been operated with the same absolute immunity from casualties that marked all previous years, it has

been worked with general safety, great punctuality and despatch The train service has been economically and efficiently administered, and although the mileage of Trains and Engines has increased in 1863 by 12,325 miles on a reduced tonnage of 17,037 tons of freight transported, the excess may be accounted for by the preponderance of Local to Through Freight, the latter always tending to the best averages in those items.

In their last Annual Report, the Directors, in referring to the extraordinary fluctuations in the value of American currency (which were not compensated for by an equivalent advance in rates), and to the consequent risks and losses to which all operations, under contract engagements, in that currency, had been subjected during the year 1862, announced the adoption of a policy by which the Through Traffic of the Line, during 1863, should be restrained within safer and more manageable limits.

That policy, arrived at after very mature and anxious deliberation, based as it was on the adoption of a profitable minimum of rates payable in Canadian currency, and the avoidance of Season Contracts, although it has resulted, as was expected, in a reduction of the gross earnings from that source, has fully justified itself as a measure of economy; for to it may partly be attributed the augmentation in net revenue which so favourably marks the transactions of the year; indeed, the wisdom of such a course becomes especially apparent on reference to the items of "Interests and Discounts" and "Damages" (see Appendix J); for whilst the former, chiefly consisting of exchange on American currency, amounted in 1862 to $22,596 92, in 1863 it was reduced to $2,005 72; and the latter, which, in 1862, was $8,496 58, fell in 1863 to $2,616 13, showing in these two incidental items of "Working Expenses" a saving in 1863 of $26,471 60 (£5,439 7s. 5d. stg.)

It is, perhaps, one of the most valuable characteristics of this Line that its geographical position and trade connections are such as to admit of the extension or restruction ofits operations in the Western Traffic, as the circumstances of that traffic, whether favourable or otherwise, may dictate. It remains, therefore, quite open to the Company to re-engage in the American Carrying Trade whenever its operations are of a less fluctuating and hazardous character.

In the meantime, the Directors, recognizing the value of the Export Trade of Collingwood with Chicago, rapidly growing to importance, will be glad to find that they can promote it by such limited and prudent transactions with the West as may be mutually profitable to the Company and that Town. The Directors, however, repeat, and would strongly enforce, their conviction, expressed last year, that nothing should be allowed to interfere with that punctual operation and continued development of the Local Trade, which has, during past years, been a ruling principle in the management of the Line.

The Earnings and Expenditure of the year may be thus stated :

Gross Earnings from all sources.....		$406,606 55	£83,549 5s. 9d. stg.
Working Expenses,	$218,538 62	£44,905 3s 10d	
Other Charges to Revenue.....	$8,340 12	£1,713 14s 6d	
Total Revenue Expenditure 1863,		$226,878 74	£46,618 18s. 4d. stg.
Net Revenue 1863...		$179,727 81	£36,930 7s. 5d. stg.

The Directors invite an examination of the Accounts and Appendices attached hereto, which afford the fullest details as well of the expenditure of the year itself, as in comparison with previous periods. In previous Annual Reports the Proprietors have always been invited to expect that so soon as the works had been completed and the advantages of the new Capital expenditure availed of, and that account closed, a permanent reduction in the working expenses, and an augmentation in net Revenue would naturally and surely result. It is with the greatest satisfaction that they are now enabled to report that these anticipations have been fulfilled. So long since as 1859, when the Company's Act 22 Victoria was under discussion, it was submitted on estimate that "*on a gross earnings of* $380,000 00 (£78,082 "*Sterling,*) *assuming the new Capital expenditure to have been* "*made, and the works established in efficiency, the Line could be* "*worked at an annual outlay of* $218,142 00 (£44,823 13s. 11d. "*Sterling,*) *and the Interest on the Capital be thus secured.*"

It is as creditable as it is gratifying to note that in 1863, *being the first year subsequent to the closing of the Capital account,* that estimate has been literally fulfilled: for whilst the "Working Expenses" have been reduced to $218,538 62 (£44,905 3s. 10d. Sterl-

ing) on a gross revenue of $406,606 55 (£83,549 5s. 9d. St'g), full Interest has been paid on the Company's Bonds, and a balance of $27,680 47 (being nearly the difference between the actual and the estimated gross earnings), has been secured for other appropriations.

In reviewing the Expenditure of the past year it will be found that great economies have been effected. These have resulted to a considerable extent, as already premised, from the excellent condition to which the Road, works, and rolling stock had been brought during the years 1861 and '62, yet it is certain that in each of these branches of the service, whilst the charges in 1863 have been diminished, their repair and efficiency has been still further improved. The maintenance of Permanent Way, (see Appendix A,) which the Directors have established as a Company's, as in distinction to a Contract Service, has been reduced to $271 75 per mile per annum, exclusive only of Iron and Chairs; and the reduction in the whole cost in 1863 as compared with 1862, has amounted to $13,427.58.

The main items of this service have comprised the following:—

412 tons Re-rolled Iron.
1072 " Repaired Iron.
4943 Cast-Iron Chairs.
12474 Cross Ties.

It will be the object of the management to maintain all the works and appliances of the line in their present high state of efficiency, and with this view the Directors have already made liberal provision in Iron, Ties, &c., for repairs, especially of the Northern Division, during the current year.

In the Locomotive Department, although by an improved and more stringent classification of accounts, the comparison with previous years are not upon the face of them so favourable to 1863 as the facts would warrant; the expenditure in that branch (see Appendices C. 11, 12, 13, 14,) has been marked by special economies, and more particularly in the important items of consumption of fuel, and of oil and waste.

The average cost of working and repairing engines (see Appendix 13,) has been 17– cents per engine-mile run; whilst the average cost of running and repairing all classes of car stock (see Appendix 14,) has been $8\frac{24}{}$ cents per train-mile run.

In fuel, (see Appendix H,) although the engine mileage has been increased by 12,325 miles, the consumption of fuel wood has been diminished by 3,520 cords, representing a saving of $8,006 06. This saving although in part due to an improved system in the purchase and issue, is largely attributable to a new Locomotive Fire-grate, invented by Mr. Lister the Company's Locomotive Superintendent, and which, although not yet applied to all the engines, has enabled that officer to report an average cost for wood of 04·72 cents per engine-mile run, being the equivalent of 46 miles to each cord (of 128 cubic feet) of wood consumed.

In oil and waste the economy of the past year has been still more apparent, the reduction amounting to $5,000 50, in the face of a rising market on the latter article. The introduction of mixed and crude earth oils, more careful use, and reduced issues, have contributed to this favourable result.

In the repair serviee of Locomotives and Rolling Stock the Directors anticipate further reductions during the current year consequent on the improved condition of the stock. The working of this department under the superintendence of Mr. Lister, has merited the approval of the Directors as safe, efficient, and economical.

The Directors availed of the closing of the capital account, and of the completion of all contract works, at the commencement of the present year, to re-organize the Company's staff; and by a redistribution of its duties, and a revision of the charges connected with them to effect very considerable reductions. Thus, the fusion of the offices of Secretary and Accountant, the abolition of the Engineering and Through Freight Departments, the closing of the New York, Boston, and Travelling agencies, and other minor changes, represent an annual reduction, in these general items of working expenses of upwards of $12,000.

Due to the economies thus promoted throughout all the Departments, the working expenses have been reduced to 53¾ per cent., being very considerably lower than was reached during any previous years (see Appendix P) whilst the Contract Works were still in progress, and the restoration of the Line still imperfect; yet—as has already been shown—not lower than the permanent estimate upon which the recent operations of the Company have been based.

NET REVENUE.

(See Accounts Nos. 3 and 4.)

The net Revenue of the year has amounted to $179,727 81 (£36,930 7s. 5d.,) the appropriation of which is detailed in the accounts referred to. Full Interest has been paid upon the Preferential Capital. An appropriation of $19,340 35 (£3,974 0s. 10d. stg.) has been made to the reduction of charges on Special Works not included in the restoration contract, and the balance at credit of Revenue (Reserve Fund) has been increased to the amount of $36,367 77 (£7,472 16s. 7d. stg.)

The Special Works above referred to, executed in previous years on Revenue account, have now been entirely provided for excepting a small balance of $3,440 83 (£707 0s. 4d.,) chargeable against 1864 in final liquidation of the account. See Appendix M.

The Directors have much pleasure in presenting the very satisfactory Reports of the Auditors, and in doing so, to express their confidence in, and approval of, the manner in which the duties of the Secretary and Accountants' Department are fulfilled.

GENERAL.

In every particular therefore the Directors feel entitled to claim that the results of the year have been favorable;—the Receipts of the Line have increased (and very largely in their local and most profitable sources),—the working expenses have been sensibly diminished—the net revenue greatly augmented—and after payment of full Dividends a considerable addition has been made to the Reserve Fund to the credit of Revenue. Such results are the more gratifying because the Directors had confidently led the Proprietary to expect them; and although the profits of the year must always be in some degree subject to circumstances affecting traffic (as the yield of the harvest, the condition of the timber and lumber trade, &c.,) yet it cannot be said, in the face of the many interests injuriously affected by the American War, that 1863 has been free from burthens, whilst it is certain that the active development of the Agricultural Districts tributary to this Railway affords a very secure basis upon which to rely for the continued and progressive augmentation of its resources and prosperity.

Already, during the current year, the traffic shows an increase upon that of 1863, and the Directors feeling that the carrying capacity of the Line is about to be tested by further advances, have recently authorized additions to the Rolling Stock to meet the demands of the Local business.

During the last year, measures have been promoted by a large section of the inhabitants of Toronto with a view to the extension of the Company's Line to the eastern portion of the City. It will be in the recollection of the Proprietors that in 1850 the Corporation of Toronto extended certain financial aid towards the construction of this Railway, conditional upon such an extension of its Line as would equally secure to the whole City any advantages accruing from its operations; and although from various causes this condition has never heretofore been enforced or fulfilled, yet as the trade of the road continues to develop itself, such an extension becomes more necessary and desirable alike to the City and this Company, in order to overcome the heavy additional cost and delays to the traffic arising from the situation of the present terminus. Acting in the interest, and under the urgent demand of the commercial community, the Corporation has by agreement conceded to the Company a free right of way in perpetuity from its present Depot throughout the water frontage of the City; and although such concession has been somewhat complicated by the manner of the agreement, the Directors recognize in it a grant of mutual value, and they trust that no difficulty will arise to prevent or postpone the traffic facilities it contemplates.

In referring once more, and they trust for the last time, to the long disputed question of the Barrie Branch, the Directors have to state that under the provisions of the act passed by consent last year, every obstacle to a friendly arrangement of it seems to have been removed. The Corporation of Barrie is now engaged in securing the right of way for the line, (a trifle more than one mile in length) which, under the original agreement and the act referred to, is to be conveyed to the Company free of all costs and charges. So soon as that shall have been done the construction of the line will be proceeded with, at an estimated cost of $6,793.00 (£1,395 16s. 4d. Stg.); and as the works are of an extremely simple character, they

will be completed during the summer months, and the provisions of the law be thus finally and amicably fulfilled.

The Directors in closing their Report would bear testimony to the general efficiency and fidelity of their Officers and Employees. The same vigilance of control and close economy which has marked and secured the progressive prosperity of the Company will continue to be exercised, and the Directors mindful alike of their responsibility to the Public and the Proprietary will require, as heretofore from all their subordinates, a willing observance of internal discipline, of devotion to duty, and of courteous consideration towards the patrons of the Road.

All respectfully submitted.

FRED. CUMBERLAND,

Managing Director.

JOHN BEVERLEY ROBINSON,

President.

NORTHERN RAILWAY OF CANADA.

[ANNUAL REPORT 1863.]

AUDITORS' REPORTS.

TORONTO, January 28th, 1864.

To the President and Directors Northern Railway of Canada.

GENTLEMEN,—We have the honour to report, that we have completed our audit of the Books of the Company for the year ending the 31st December, 1863, and that we find them correct.

Agreeably to instructions from the Managing Director, dated 31st December, 1863, we examined the Cash Account, and beg to certify that the amount in the Secretary and Accountant's hands, corresponded with the balance in Cash Book, as previously audited by us.

We have the honour to be,

&c., &c., &c.,

M. DRUMMOND, J. W. BRENT, } *Auditors.*

TORONTO, January 28th, 1864.

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

SIR,—We have the honour to enclose Final Balance Sheet for the year ending 31st December, 1863, together with Statement of Earnings and Expenditure for six months ending 31st December, 1863; and also statement of Earnings and Expenditure for the year ending 31st December, 1863, which upon a careful examination, we have found correct.

We have the honour to be,

&c., &c., &c.,

M. DRUMMOND, J. W. BRENT, } *Auditors.*

TORONTO, 2nd February, 1864.

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

SIR,—I have this day completed the Audit of all Stations on the line, and find them to be correct, as per statements sent to this office.

I am,

Yours Respectfully,

N. ROLPH,
Audit Clerk.

Cr.

	Currency.		Sterling.		
	$	c.	£	s.	d.
nder authority of Act 22 Vic.,					
.....	1,216,666	66	250,000	0	0
o., do.	1,381,646	68	283,900	0	0

NORTHERN RAILWAY OF CANADA.
(ANNUAL REPORT, 1863.)
ACCOUNT No. 1.

Active Capital Account.

Dr.

	Currency.	Total Currency.	Total Sterling.
	$ c.	$ c.	£ s. d.
Permanent Way—New and Re-rolled Rails, Chairs, Crosties, Ballast, &c	280,611 23		
Bridges and New Works—Stone and Iron Girder Bridges, Embankments, &c	280,455 00		
Road Crossings and Fencing—Over Bridges, Level Crossings, Land Damages and Fencing	67,734 33		
Restoration of Rolling Stock—Rebuilding old Freight and Passenger Cars	72,398 90		
Station Accommodation—Earth Filling and other works in improving the Depot, Toronto	19,001 46		
Local Freight House, at Depot, Toronto	8,864 37		
New Blacksmith Shop, " "	1,611 73		
" Passenger House, " "	4,873 40		
" Construction of Breastwork at Depot, Toronto	13,834 26		
Superintendence and Engineering	23,152 00		
Supplementary Works—General Offices in Toronto	9,474 69		
Extension of Wharf, New Freight Shed, Elevator Tower and Machinery at Collingwood	18,917 07		
Wheat House, Elevator Tower, Conveyors, Steam Engine, and other Machinery at Toronto	15,325 90		
179 tons of Re-rolled and No. 1 Iron for maintenance of Track	7,993 45		
Miscellaneous Services—Purchases of Iron and Plant for maintenance of Ways, Shops, and Tools; for Repairs of Iron, Extension of Bell Ewart Wharf; Purchase of Land for Hog Back Road Division; Compensation to Township of Innisfil for closing Road through Barrie Station, and Law costs thereon	10,392 55		
		832,640 34	
Parliamentary Expenses	.....	19,466 67	
Repaid Advances, by Provincial Government	.....	121,226 32	
		973,333 33	200,000 0 0
Redemption of Floating Debt:			
City Bank of Montreal	47,206 66		
Bank of Upper Canada	111,933 34		
Hutchinson & Co	7,300 00		
J. F. Brown	4,866 67		
Charles March	10,220 00		
Clarke Gamble	3,893 33		
Ocean Insurance Company	973 33		
Toronto Gas Company	1,460 00		
Sundry Local Accounts	55,480 00		
		243,333 33	50,000 0 0
This amount of Original and Mortgage Bonds redeemed and consolidated by issue of 2nd Preference	.....	1,138,313 35	233,900 0 0
This amount of 2nd Preference Bonds issued to Provincial Government under Order of Council, 11th May, 1859	.....	243,333 33	50,000 0 0
		$2,598,313 34	£ 533,900 0 0

Cr.

	Currency.	Sterling.
	$ c.	£ s. d.
First Preference Bonds issued under authority of Act 22 Vic., Cap. 89	1,216,666 66	250,000 0 0
Second Preference Bonds. do., do.	1,381,646 68	283,900 0 0
	$2,598,313 34	£ 533,900 0 0

NORTHERN RAILWAY COMPANY OF CANADA.
(ANNUAL REPORT, 1863.)
ACCOUNT No. 2.

Statement of Receipts and Expenditure on Revenue Account for the year ending 31st December, 1863.

Year 1862.	RECEIPTS.	1st half 1863.	2nd half 1863.	Total. 1863. Currency.	Total. 1863. Sterling.	Year 1862.
$ c.		$ c.	$ c.	$ c.	£ s. d.	$ c.
	To Local Traffic:					
96,678 14	Passengers	45,527 58	56,620 08	102,147 66	20,989 4 11	
209,065 69	Freight	159,396 16	116,066 03	275,462 19	56,601 16 5	
3,453 44	Mail Service	1,716 40	1,737 04	3,453 44	709 12 3	
1,023 93	Wharfage	268 60	1,040 26	1,308 86	268 18 10	
2,112 28	Storage	2,710 09	1,484 07	4,194 16	861 16 3	
	Boomage	815 45	179 05	994 50	204 7 0	
1,211 84	Other Sources	370 00	470 00	840 00	172 12 0	
	To Through Traffic:					
2,415 99	Passengers					
0,276 71	Freight	9,131 10	9,074 64	18,205 74	3,740 18 1	
		$219,935 38	186,671 17			308,653 06
						97,584 96
02				$406,606 55	£83,549 5 9	406,238 02

EXPENDITURE.	1st half 1863.	2nd half 1863.	Total. 1863. Currency.	Total. 1863. Sterling.
	$ c.	$ c.	$ c.	£ s. d.
By maintaining Roadway per.....Appendix A	23,123 38	12,751 53	35,874 91	7,371 11 2
" Repairs of Works and Buildings.. " B	5,581 74	5,409 26	10,991 00	2,258 8 6
" " Locomotives and Stationary Engines, Rolling Stock and fixed machinery per ....Appendix C	29,066 58	21,939 58	51,006 16	10,480 14 4
" Train Service per " D	14,003 44	14,450 40	28,453 84	5,846 13 7
" Way Station Service per " E	6,262 10	5,932 53	12,194 63	2,505 14 11
" Terminal Station " (Local) per. " F	6,496 43	5,861 42	12,357 85	2,539 5 8
" " " " (Through) " " G	3,642 83	3,380 86	7,023 69	1,443 4 6
" General Supplies per " H	14,682 58	13,003 33	27,685 91	5,688 17 8
" Miscellaneous Expenses per " I	8,023 29	6,123 12	14,146 41	2,906 15 11
" General charges per " K	10,363 08	8,441 14	18,804 22	3,863 17 7
Total Working Expenses	$121,245 45	97,293 17	218,538 62	£44,905 3 10
" Items not belonging to ordinary working expenses as per.....Appendix L			8,340 12	1,713 14 6
Total Revenue Expenditure			$226,878 74	46,618 18 4
Balance carried to Net Revenue Account No. 3			179,727 81	36,930 7 5
			$406,606 55	£83,549 5 9

NORTHERN RAILWAY OF CANADA.—(ANNUAL REPORT, 1863.)

ACCOUNT No. 3.

DR.

ACCOUNT No. 3.

Net Revenue Account for year ending 31st December, 1863.

Dr.

	$ c.	Currency. $ c.	Sterling. £ s. d.
To Interest Dividends paid as follows:			
On First Preferance Bonds. 6 per cent.			
Dividend No. 7 30th June, 1863 3 per cent	36,500 00		
" No. 8—31st Dec., " 3 per cent	36,500 00		
On Second Preference Bonds. 6 per cent.		73,000 00	15,000 0 0
Dividend No. 5—30th June, 1863. 3 per cent	41,376 40		
" No. 6—31st Dec., " 3 per cent	41,449 40		
		82,825 80	17,019 0 0
To appropriation on Account of Works and claims as per Appendix M.		19,340 35	3,974 0 10
To Exchange and Commissions on remittances to London and payments of Dividends.		4,395 51	903 3 9
To Balsnce carried down to credit of Revenue Account. (Reserve Fund)		36,367 77	7,472 16 7
		$215,929 43	£44,369 1 2

Cr.

	Currency. $ c	Sterling. £ s. d.
By Balance of Net Revenue (Reserve Fund) from last Report (30th June, 1863,) see "Progressive Revenue Account No.4"	23,327 98	4,793 8 5
" Balance from Net Revenue Account No. 2 for year ending 31st Dec., 1863	179,727 81	36,930 7 5
" Interest on Bonds in London to credit of Revenue Account	3,431 48	705 1 11
" Repayment of Interest accrued on Bonds issued in payment of Contract for restoration	9,442 16	1,940 3 5
	$215,929 43	£44,369 1 2
By Balance brought down to credit of Revenue Account (Res've. Fund)	$36,367 77	£7,472 16 7

ACCOUNT No. 4.—(*Progressive Revenue Account.*)*

Dr.

	Currency.	Sterling.
	$ c	£ s. d.
1860—To 1st Dividend. 1st Preference Bonds....	10,716 40	2,202 0 0
" 2nd " 1st " "	14,585 40	2,997 0 0
" 1st " 2nd " "	38,111 80	7,831 3 10
1861— " 2nd " 2nd " "	40,011 13	8,221 9 4
" 3rd " 1st " "	19,418 00	3,990 0 0
" 4th " 1st " "	28,630 60	5,883 0 0
" 3rd " 2nd " "	40,558 80	8,334 0 0
" Interest on unexchanged Bonds.....	90 00	18 9 10
" Discounts, Stamps, &c.....	74 99	15 8 2
" Profit and Loss.....	1,474 13	302 18 1
1862— " 5th Dividend. 1st Preference Bonds....	30,046 80	6,174 0 0
" 6th " 1st " "	34,480 33	7,085 0 0
" 4th " 2nd " "	40,807 00	8,385 0 0
" Discounts, Stamps, &c.....	600 33	123 7 1
" Balance.....	23,327 98	4,793 8 5
$	322,933 69	66,356 4 9
1863—To 7th Dividend. 1st Preference Bonds ..	36,500 00	7,500 0 0
" 5th " 2nd " "	41,376 40	8,502 0 0
" 8th " 1st " " ..	36,500 00	7,500 0 0
" 6th " 2nd " "	41,449 40	8,517 0 0
" Appropriation to Special Works (Account 3 and Appendix M.).....	19,340 35	3,974 0 10
" Exchange, Commissions, &c. on Dividend payments.....	4,395 51	903 3 9
" Balance.....	36,367 77	7,472 16 7
$	215.929 43	£44,369 1 2

Cr.

	Currency.	Sterling.
	$ c.	£ s. d.
1859—By net Earnings, 5 months,* 1st August to 31st December, 1859.....	15,330 27	3,150 1 1
1860— " " " year ending 31st Dec'r, 1860..	72,500 45	14,897 7 1
1861— " " " " " 31st Dec'r, 1861..	131,971 11	27,117 7 0
" — " Interest on Deposits, &c.....	1,387 38	285 1 7
1862— " net Earnings year ending 31st December, 1862.....	97,584 96	20,051 14 1
" — " Interest on Deposits, &c.....	4,159 52	854 13 11
	322,933 69	£66,356 4 9
By Balance.....	23,327 98	4,793 8 5
" Net Earnings year ending 31st Dec., 1863	179,727 81	36,930 7 5
" Interest on Bonds to credit of Revenue Account.....	3,431 48	705 1 11
" Re-payment of accrued Interest on Bonds issued under Restoration Contract..... $10,101 50 Less charges 659 34	9,442 16	1,940 3 5
$	215,929 43	44,369 1 2
By balance brought down to Credit of Revenue Account, (Reserve Fund)..... .$	36,367 77	£ 7,472 16 7

* Date of Act, 22 Vic., Cap, 89, 1st August, 1859.

NORTHERN RAILWAY OF CANADA.

(ANNUAL REPORT, 1863.)

ACCOUNT No. 5.

Balance Sheet, 31st December, 1863.

	$ c.		$ c.
London and Westminster Bank	49,131 54	Balance from Capital account	36,262 19
Bank of Upper Canada	6,696 33	Revenue Account	34,652 03
Cash on hand	739 23	Interest 1 Pref. Bonds	37,530 88
Board of Directors, London	52,662 20	" 2 " "	51,854 39
Station Master's Local	5,581 57	Bills payable	15,958 28
Do. Through	1,522 35	All other accounts	22,479 98
Wharfinger	40 30		
Bills receivable	556 94		
Stores on hand	29,906 62		
Fuel " "	15,607 38		
Elevators, Toronto	2,440 83		
All other accounts	33,852 46		
	$198,737 75		$198,737 75

By balance brought down to Credit of Revenue Account, (Reserve Fund) ..... $ 36,367 77 | £7,472 16 7

* Date of Act, 22 Vic., Cap, 89, 1st August, 1859.

APPENDIX A.

Maintaining Roadway.

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
		$ c.	$ c.	$ c.
	Track Labor, including Road Masters' Salaries.....	10,939 08	10,777 23	21,716 31
	Track Iron, Rails, Chairs, &c.	9,563 04	766 88	10,329 92
	" Ties.....	1,815 37	180 43	1,995 80
	Ballast	54 40	585 12	639 52
	Fences, Gates and Crossings.	751 49	441 87	1,193 36
$49,302 49	Total Cost of maintaining Roadway	$23,123 38	12,751 53	35,874 91

	1862.	1863.
Total Cost of all Services exclusive of Iron, Chairs, &c., per mile of road	$463 53	$271 75
Do do do inclusive do do do	523 43	371 00

APPENDIX B.

Repairs of Works and Buildings.

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
$ c.		$ c.	$ c.	$ c
80 50	Bridges, Culverts and Cattle Guards	139 00	579 66	718 66
4,342 28	Buildings, new and repairs..	3,097 47	4,422 72	7,520 19
1,095 71	Wharves.....	2,222 80	403 90	2,626 70
	Turntables..... ..	122 47	2 98	125 45
		$5,581 74	5,409 26	10,991 00

APPENDIX C.

Repairs of Locomotive Engines, Rolling Stock, and Fixed Machinery.

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
$ c.		$ c.	$ c.	$ c.
19,998 89	Repairs. Locomotive Engines and Tenders	13,402 12	12,299 73	25,701 85
	" Stationary Engines.	698 43	1,260 29	1,958 72
1,453 89	" Tools and Shop Machinery.....	1,284 18	1,244 36	2,528 54
191 88	" Elevator Machinery	647 84	79 05	726 89
	" Water Service do .	188 02	253 57	441 5
8,197 40	" Passenger and Baggage Cars.....	2,192 07	1,943 21	4,135 28
16,363 46	" Freight and all other Cars.....	10,653 92	4,859 37	15,513 29
		$29,066 58	21,939 58	51,006 16

APPENDIX D.

Train Service.

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
$ c.		$ c.	$ c.	$ c.
15,080 82	Engine Drivers, Firemen and Cleaners.....	8,106 45	8,090 44	16,196 89
7,336 78	Conductors, Baggage and Brakesmen.....	3,984 99	3,790 38	7,775 37
	Train Labour, Extra	1,405 76	2,269 39	3,675 15
	" Supplies	506 24	300 19	806 43
		$14,003 44	14,450 40	28,453 84

APPENDIX E.

Way Station Service (Stations.)

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
		$ c.	$ c.	$ c.
	Station Masters' Salaries ...	2,607 00	2,649 32	5,256 32
	" Labor	2,151 20	2.487 58	4,638 78
	" Supplies	1,018 95	304 85	1,323 80
	" Telegraph Service ..	484 95	490 78	975 73
		$6,262 10	5,932 53	12,194 63

APPENDIX F.

"Local" Terminal Station Service (Toronto and Collingwood.)

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
		$ c.	$ c.	$ c.
	Station Agents, Freight Agents and Clerks.....	1,815 00	1,771 00	3,586 00
	Warehousemen and Tallymen.....	638 84	480 00	1,118 84
	Switchmen, Watchmen and Porters	2,327 87	2,448 42	4,776 29
	Freight Labor.....	1,559 72	1,042 00	2,601 72
	Telegraph Service	155 00	120 00	275 00
		$6,496 43	$5,861 42	12,357 85

APPENDIX G.

"Through" Terminal Station Service (Toronto and Collingwood.)

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
		$ c.	$ c.	$ c.
	Through Freight and Station Agents, Clerks, &c.....	1,187 89	1,124 61	2,312 50
	Warehousemen and Tallymen.....	467 25	758 50	1,225 75
	Switchmen, Watchmen and Porters.....	402 84	468 50	871 34
	Freight Labor.....	1,584 85	1,029 25	2,614 10
		$3,642 83	3,380 86	7,023 69

APPENDIX H.

General Supplies.

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
$ c.		$ c.	$ c.	$ c.
8,093 35	Oil and Waste.....	1,639 45	1,453 40	3,092 85
	*Fuel consumed :			
28,418 00	By Engines, 7,842 crds. " Station Build'gs, Tanks, &c..... 2,263 "	10,800 58	9,612 36	15,841 40
				4,571 54
	Gas. Water and Fuel for Offices.....	203 35	379 12	582 47
2,276 40	Stationery, Printing, &c.....	1,527 37	1,050 09	2,577 46
	Furniture, Fittings, &c.....	67 83	30 62	98 45
	Storekeeper's Department...	444 00	477 74	921 74
		$14,682 58	13,003 33	27,685 91

*Total consumption of Fuel, 1862, 13,625¾ cords, at $2 08 per cord.
Do do do 1863, 10,105 do $2 02¼ do.

APPENDIX J.

Miscellaneous Expenses.

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
$ c.		$ c.	$ c.	$ c.
4,229 50	Taxes on Real Estate.....	81 18	4,157 10	4,238 28
984 64	Insurance.....	805 68		805 68
1,166 62	Legal Expenses.....	1,661 33	82 82	1,744 15
22,596 92	Interest and Discounts.....	1,711 39	294 38	2,005 77
3,233 33	Agencies and Commissions..	779 99	491 26	1,271 25
	Real Estate	399 27	10 00	409 27
8,496 58	Damages.....	1,934 96	681 17	2,616 13
	Postages and Telegraphs....	395 65	406 39	802 04
	Contingencies	253 84		253 84
		$8,023 29	$6,123 12	$14,146 41

APPENDIX K.

General Charges.

Year 1862.	DETAIL OF SERVICE.	1st half 1863.	2nd half 1863.	Total 1863.
		$ c.	$ c.	$ c.
	Toronto Direction and Management	3,176 68	3,176 68	6,353 36
	London do. and Agency....	1,354 86	851 68	2,206 54
	Secretary and Accountant, Audit and Pay Clerks, Messenger, &c.....	3,244 00	2,377 33	5,621 33
	Superintendent and Clerk...	1,360 00	1,360 00	2,720 00
	Auditors.....	340 00	300 00	640 00
	Travelling Expenses.....	887 54	375 45	1,262 99
		$10,363 08	$8,441 14	$18,804 22

APPENDIX L.

Items charged to Revenue, exclusive of "Working Expenses."

DETAIL OF SERVICE.	AMOUNT.
	$ c.
Government "Railway Inspection Fund".....	175 00
Purchase of New Locomotive Engine.....	2,387 05
Construction of New Rolling Stock, No. 7 Platform Cars, at $460.00 each.....	3,220 00
Purchase of New Fire Engine and Appurtenances.....	1,016 07
Do. of New Standing Shop Machinery, Hydraulic Press, Column Drill, &c.....	642 00
Total.....	$8,340 12

APPENDIX M.

Appropriation from net Revenue, (see Account 3,) on account of New Works executed in 1861-'62, and of claims of Retiring Officers, and of Foreign Agencies closed, on reduction of Staff; shewing the Balance chargeable to 1864, in final Liquidation.

DETAIL OF SERVICE.	Balance 31 Dec., 1862.	Paid in 1863.	Balance in final Liquidation.
	$ c.	$ c.	$ c.
SPECIAL WORKS:			
New Elevator, Toronto.....	7,472 24	5,016 75	2,455 49
" Offices, "	3,205 23	2,136 40	1,068 83
" Lumber Staging, Toronto	1,184 50	1,184 50	
" Flour Shed, "	332 14	332 14	
" Turntables, "	1,284 04	1,284 04	
" Elevator, Collingwood..	6,076 09	4,022 68	2,053 41
" Wharves, " ..	2,792 15	1,111 05	1,681 10
" Hotel Extension " ..	518 55	518 55	
" Water Service, " ..	112 65	112 65	
	$22,977 59	$15,718 76	$7,258 83
Less transferred to Restoration (new Capital account).....			4,818 00
			$2,440 83
ADVANCE SALARIES TO OFFICERS ON RETIREMENT:			
Late Superintendent.....		1,000 00	
" Secretary and Treasurer.....		700 00	800 00
" Engineer		271 59	
" Master Mechanic.....		1,000 00	200 00
" Boston Agent.....		650 00	
Paid from Revenue, 1863, (see account No. 3)...		$19,340 35	
Balance chargeable in 1864, in final liquidation..			3,440 83
			£707 0 4 Stg.

APPENDIX N.

Classified Abstract of Earnings. Years 1859 to 1863 inclusive.

SOURCE OF EARNINGS.	1859.	1860.	1861.	1862.	1863.
	$ c.	$ c.	$ c.	$ c.	$ c.
Passenger Traffic.	69,625 83	88,741 49	94,072 96	99,094 13	102,147 66
Local Freight....	127,558 97	186,085 80	260,434 98	209,065 69	275,462 99
Through do ...	34,397 71	50,367 62	48,432 41	90,276 71	18,205 74
Mail Service	2,820 00	3,564 14	3,454 22	3,453 44	3,453 44
Storage & Wharf.	3,511 70	3,634 92	3,765 34	3,136 11	5,503 02
Other sources ...	2,130 65	573 04	780 00	1,211 84	1,834 50
Gross earnings.$	240,044 86	332,967 01	410,939 91	406,238 02	406,606 55

APPENDIX O.

Abstract of Earnings, Working Expenses, and Net Revenue—1859 to 1863.

	1859.	1860.	1861.	1862.	1863,
	$ c.	$ c.	$ c.	$ c.	$ c.
Gross Earnings..	240,044 86	332,967 01	410,939 91	406,238 02	406,606 55
Working Exp'ses..	197,199 91	260,466 56	278,968 80	308,653 06	226,878 74
Net Revenue.	$42,844 95	72,500 45	131,971 11	97,584 96	179,727 81

APPENDIX P.

Abstract of Per Centage of Working Expenses, &c., 1859 to 1863.

	1859.	1860.	1861.	1862.	1863.
PER CENTAGE OF WORKING EXPENSES:					
To Gross Earnings.....	82 p. ct.	78¼ p. ct.	68 p. ct.	76 p. ct.	53¾ p. ct.
Mileage Earnings per Week	$49 10	$68 11	$84 07	$83 10	$83 18
" Expenditure "	40 34	53 18	57 06	63 13	46 40

APPENDIX Q.

ACTIVE AND DEFERRED CAPITAL ACCOUNT.

Order of Priority of Active and Deferred Capital, as Provided by Act 22 Victoria, Cap. 89.

ACTIVE CAPITAL.

		£	S.	D.	£	S.	D.	£	S.	D.
1.	First Preference Bonds .	.....			250,000	0	0			
2.	Second " "	.....			283,900	0	0			
								533,900	0	0

DEFERRED CAPITAL.

		£	S.	D.	£	S.	D.	£	S.	D.
3.	Railway Guarantee Fund, Government of Canada..	.....			475,000	0	0			
4.	Interest Bonds:									
	Government of Canada..	68,239	14	11						
	Other Holders.....	41,631	16	7						
					109,871	11	6			
5.	Deferred Mortgage Bonds, not entitled to Priority..	.....			9,901	17	10			
6.	Stock Subscriptions in Canada.....	.....			167,506	16	11			
								762,280	6	3
					Sterling..£			1,296,180	6	3

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TRAFFIC RETURNS—Appendix No. 1.

CHARACTERISTICS OF RAILWAY.

Length of	Main Track,	94. 5	Miles.
Do.	Bell Ewart Branch,	1. 5	do.
Do.	Side Track Rail, including Depot Ground.	11.25	do.

Weight of Rail on Main Line,	58	lbs.
Minimum Radius of Curvature,	1,432	feet.
Maximum Grade going North, per mile	60	feet.
Do. do. South, do.	52.80	feet.

Number of	Stations, including Termini,	16
Do.	Flag Stations,	9
Do.	Telegraph Stations,	13
Do.	Engine Houses,	3
Do.	Stalls for Engines,	16
Do.	Machine Shops,	1
Do.	Turn Tables,	4
Do.	Track Scales, Toronto,	1
Do.	Station Houses with Dwellings attached,	3
Do.	Hotel and Out Buildings at Collingwood,	1
Do.	Dwellings, all classes, others than those above,	20
Do.	Water Stations, including Termini,	15
	Do. Fed by Springs,	3
	Do. Supplied by Pumps,	12

TRAFFIC RETURNS.—Appendix No. 2.

STATEMENT of Weekly Traffic Receipts, showing Average per Mile per Week for year ending 31st December, 1863.

1863.					1863.				
Week ending	Miles.	Amount.		Average per Mile per Week.	Week ending	Miles.	Amount.		Average per Mile per Week.
		$	c.	$ c.			$	c.	$ c.
January 3	94.5	1,929	78	20 52	Brought for.		215,519	54	
" 10		3,294	58	35 04	July 4	94.5	10,275	00	109 30
" 17		3,766	89	40 07	" 11		8,728	19	92 85
" 24		6.214	36	66 11	" 18		10,350	36	110 11
" 31		9,371	50	99 69	" 25		8,053	84	85 67
February 7		8,132	23	86 51	August 1		5.423	31	57 69
" 14		9,473	32	100 78	" 8		5,552	36	59 06
" 21		8.661	89	92 14	" 15		5,294	55	56 32
" 28		9,535	14	100 43	" 22		5,071	14	53 94
March 7		9,854	98	104 84	" 29		7,545	75	80 27
" 14		9,140	22	97 23	Sept. 5		6,141	48	65 31
" 21		6,275	85	66 76	" 12		6,807	73	72 42
" 28		7,604	49	80 89	" 19		6,571	79	69 91
April 4		8,014	17	85 25	" 26		8,743	60	93 01
" 11		10,276	23	109 32	October 3		8,461	61	90 01
" 18		8,964	50	95 36	" 10		8,996	56	95 70
" 25		6,270	70	66 70	" 17		7,879	70	83 82
May 2		10,454	80	111 22	" 24		7,546	61	80 28
" 9		7,941	53	84 48	" 31		10,340	24	110 00
" 16		8,909	58	94 78	Nov, 7		7,655	61	81 44
" 23		10,955	72	116 56	" 14		6,742	46	71 72
" 30		9,504	08	101 10	" 21		7,233	78	76 95
June 6		8,965	58	95 37	" 28		6,014	17	63 98
" 13		12,348	07	131 36	Dec. 5		5,294	64	56 32
" 20		10,277	64	109 33	" 12		5,887	03	62 62
" 27		9,381	71	99 80	" 19		4,517	08	48 05
					" 26		5,147	08	54 75
Carried For'd	$	215,519	54		" 31		4,811	34	52 90
					Total	$	406,606	55	

Average earnings per mile per week..... $83 18
" expenses per mile per week 43 93
equal to $52\frac{9}{10}$ per cent. of gross earnings.

TRAFFIC RETURNS.—Appendix No. 3.

Shipments from all Stations Monthly.

MONTH.	Flour.	Wheat.	Sawed Lumber.	Square Timber.	Rafting Timber.
January	8,033	109,478	206,000	204,552	
February	9,087	165,289	960,000	3,189,564	462,000
March	7,303	69,035	558,000	3,713,904	468,000
April	7,732	18,639	2,316,000	3,432,108	1,692,000
May	7,987	66,128	2,946,000	3,074,352	396,000
June	5,870	62,517	2,706,000	4,128,996	678,000
July	2,097	11,603	2,928,000	3,353,424	696,000
August	1,328	2,900	2,736,000	55,200	12,000
September	3,294	40,575	4,356,000	.....	12,000
October	7,305	103,307	4,032,000	.....	12,000
November	6,596	50,852	1,698,000	.....	
December	6,143	24,015	474,000	.....	8,000
Total	71,775	724,338	25,916,000	21,164,100	4,436,000

From what Station Shipped.—Appendix 4.

STATIONS.	Flour.	Wheat.	Sawed Lnmber.	Square Timber.	Rafting Timber.
Thornhill	4,245	....	.....	.....	....
Richmondhill		....	74,000	213,012	....
King	1,905	2,464	990,000	892,200	18,000
Aurora	2,247	13,329	936,000	.....	....
Newmarket	20,083	103,930	618,000	.....	1,068,000
Holland Landing	8,734	6,573	1,446,000	1,138,068	456,000
Bradford	4,222	315,628	1,008,000	2,468,496	480,000
Gilford	403	4,975	606,000	84,000	1,176,000
Fefroy	368	88,668	2,508,000	.....	....
Bell Ewart	475	3,216	9,618,000	.....	24,000
Barrie	7,558	4,354	1,710,000	3,594,000	342,000
Angus	1,735	15,782	3,378,000	2,374,056	582,000
Sunnidale	897	190	942,000	2,001,168	12,000
Stayner	706	31,665	2,016,000	1,370,976	30,000
Collingwood	18,196	133,564	66,000	7,022,124	248,000
Total	71,775	724,338	25,916,000	21,164,100	4,436,000

TRAFFIC RETURNS.

APPENDIX No. 5.

NUMBER OF BARRELS OF FLOUR OF 216 LBS. CARRIED IN 1863.

Barrels of Flour carried North—Local	685
" " " South—Local	71,090
" " " Through	8,045
	79,820

BUSHELS OF WHEAT AND OTHER GRAIN.

Bushels Wheat and other Grain carried North—Local	2,708
" " " " " " South—Local	789,085
" " " " " " Through	310,899
	1,102,692

NUMBER OF TONS LUMBER.

Carried North	1,200
" South	$98,497\frac{617}{2000}$
	$99,697\frac{617}{2000}$

TRAFFIC RETURNS—Appendix No. 6.

LOCAL FREIGHT TRAFFIC.

Classification of Freight in Tons of 2,000 pounds for 1863.

Description of Freight Transported North.	Tons.	Lbs.	Description of Freight Transported South.	Tons.	Lbs.
Of the Product of the Forest	1,200		Of the Products of the Forest	98,497	617
Animal	90	793	Animal	569	1,858
Vegetable Food	62	1,581	Vegetable Food	75	1,528
Agriculture—Flour 685 barrels	73	1,960	Agriculture—Flour 71,090 barrels	7,677	440
Wheat 1,038 bushels	31	280	Wheat 723,310 $\frac{49}{60}$ bushels	21,699	1,000
Barley 1,447 "	34	1,456	Barley 24,767 "	594	816
Corn 140 "	3	840	Corn 24,275 $\frac{20}{}$ "	679	1,420
Oats 83 "	1	822	Oats 16,732 "	284	888
Manufacture	586	1,754	Manufasture	720	965
Merchandise	8 593	1,918	Merchandise	549	157
Other Articles	2,895	65	Other Articles	1,072	1,202
	13,573	1,469		132,420	891
			Total number of Tons 145,994 $\frac{360}{}$		

TRAFFIC RETURNS.

APPENDIX No. 7.

STATEMENT of Principal Articles of Through Freight transported over the Northern Railway, Season of 1863, from Lake Michigan Ports, and the Route by which Shipped from Toronto.

ARTICLES.	Oswego.	Ogdensburg.	Kingston.	Montreal.	Toronto.	Total.
Corn	.....	....	....	....	196,604	196,604
Wheat	.....	....	....	50,135	.....	50,135
Rye	.....	....	....	....	64,159	64,159
Flour	2,305	2,898	....	2,842	.....	8,045
Beef and Pork, bbls	5,677	709	334	1,397	66	8,183
Lard, lbs	264,520	27,237	....	....	.....	291,757
Hams, "	78,698	....	....	66,308	51,865	185,006
Broom Corn, "	.....	....	....	....	6,623	6,623
Hides, "	7,798	2,870	....	....	.....	10,668
Provisions, "	249,927	....	....	....	.....	249,927

TRAFFIC RETURNS.—APPENDIX No, 8.

NUMBER OF TONS (2,000 LBS.) OF FREIGHT CARRIED IN 1863.

Moving.		1st Class.	2nd Class.	3rd Class.	Flour.	Wheat.	Corn.	Barley.	Oats.	Beef and Pork.	Various.	Total.	
												Tons.	lbs.
North	Local....	$1,133\frac{1808}{}$	$6,461\frac{332}{}$	$4,633\frac{1971}{}$	$73\frac{1960}{}$	$31\frac{280}{}$	$3\frac{840}{}$	$34\frac{1456}{}$	$1\frac{822}{}$	.....	1,200	13,573	1,469
	Through.	.....	....	.....	....	.....	.....	.....	....	.....	.....	....	...
South	Local....	$1,063\frac{1363}{}$	$539\frac{977}{}$	$1,384\frac{1370}{}$	$7,677\frac{440}{}$	$21,699\frac{1000}{}$	$679\frac{1420}{}$	$594\frac{816}{}$	$284\frac{888}{}$	.....	$98,497\frac{617}{}$	132,420	891
	Through.	.....	....	.....	$836\frac{907}{}$	$1,504\frac{0007}{}$	$7,301\frac{0000}{}$	.....	....	$1,672\frac{0000}{}$	.....	11,313	907

Total Tons of Local..... $145,994\frac{360}{2000}$
" " Through..... $11,313\frac{907}{}$

Total Tons..... $157,307\frac{1267}{2000}$

TRAFFIC RETURNS.—Appendix No. 9.

Statement showing the number of Passengers and tons of Freight, Inwards and Outwards, at each Station, for year ending 31st December, 1863.

STATIONS.	No. of Passengers.		No. of Miles.	Tons Inwards. General Freight.		Tons Outwards. General Freight.	
	Inwards.	Outwards.		Tons.	lbs.	Tons.	lbs.
Toronto	26,865	33,794	964,802	120,329	1,669	11,433	184
*Davenport	701	980	4,900	.....	.....	.....	.....
*Weston	740	490	4,083	.....	.....	.....	.....
*York	185	490	5,717	.....	.....	.....	.....
Thornhill	1,334	1,851	42,125	1,445	1,729	1,815	1,950
Richmondhill	2,370	2,855	68,873	477	1,149	1,446	1,994
King	2,697	3,656	87,489	298	1,686	5,393	187
Aurora	4,815	5,738	150,181	656	756	2,619	46
Newmarket	7,339	8,597	230,067	1,721	625	5,948	1,422
Holland Landing	2,570	3,188	78,499	6,887	421	6,346	83
Bradford	7,096	8,466	232,713	1,789	622	15,530	317
*Scanlon's	566	490	27,017	.....	.....	.....	.....
*Gilford	911	1,248	29,568	121	24	1,946	123
Bell Ewart	566	2,471	86,599	942	1,800	16,441	355
Lefroy	4,684	3,193	85,927	361	1,451	13,195	286
*Craigvale	944	490	28,583	.....	.....	.....	.....
Barrie	9,037	12,491	410,604	2,472	1,589	15,066	1,198
*Harrison's	417	245	17,150	.....	.....	.....	.....
*Essa	307	245	17,395	.....	.....	.....	.....
Angus	2,139	2,361	56,564	508	189	13,188	148
*Wilmot	566	490	26,417	.....	.....	.....	.....
*New Lowell	536	245	14,500	.....	.....	.....	.....
Sunnidale	2,204	1,920	51,073	392	1,887	6,035	1,338
*Warrington	283	490	30,245	.....	.....	.....	.....
Stayner	3,942	4,105	124,917	1,027	1,538	7,133	1,243

*New Lowell	556	245	14,500	.....	.....	.....	.....
Sunnidale	2,204	1,920	51,073	392	1,887	6,035	1,338
*Warrington	283	490	30,245	.....	.....	.....	.....
Stayner	3,942	4 105	124,917	1,027	1,538	7,133	1,243
*Batteaux	283	735	36,419	.....	.....	.....	.....
Collingwood	5,871	6,508	335,453	6,560	1,225	22,454	1,486
Total	89,998	107,832		$145,994\frac{360}{2000}$			$145,994\frac{360}{2000}$

No. of Passengers Ticketed at Stations	92,628
" " Paying on the Train	11,334
" " free and for Employees	3,870
Total No. of Passengers carried	107,832
No. of Miles travelled by Passengers	4,170,940
Average of Miles travelled by each Passenger	$38\frac{2}{3}$
Average amount of Fare paid by each Passenger, exclusive of those carried free	98c.

NOTE.—From Stations marked thus * Tickets are only issued on the Trains by Conductors.

TRAFFIC RETURNS.—Appendix No. 10.

STATEMENT relative to the Movement of Trains in 1863.

DESCRIPTION OF TRAINS.	Through Trains between Toronto and Collingwood.	Way Trains.	Total No. of Trains run in 1863.	Total No. of cars drawn to and from Toronto.	Total No. of Miles run by all Trains.	Average No. of Cars to each Class of Trains.
Mail Trains	626	.....	626	2,817		4.50
Express and Accomodation Trains	626	.....	626	2,684	127,360	4.30
Special and Extra Passenger Trains	12	14	26	260		10.00
Freight Trains	496	1,275	1,771	21,252	143,810	12.00
Wood Trains	20	260	280	3,640	20,600	13,00
Engineering Trains	12	160	172	1,548	13,560	9.00
Shunting, Piloting, Light Running, and Loading Timber Trains					54,244	
Totals	1,792	1,709	3,501	32,201	359,574	9.20
1862	2,655	1,000	3,655	40,747	347,249	11.17
Increase in 1863	.....	709	.....	.....	12,325	.....
Decrease in do	863	.....	154	8,546	.....	1.97

Average rate of speed adopted for Passenger Trains (per hour) including stoppages ..... 20 Miles.
Rate of speed of same when in motion ..... 25 "
Average rate of speed adopted for Freight Trains (per hour) including stoppages ..... 12 "
Rate of speed of same when in motion ..... 15 "

LOCOMOTIVE DEPARTMENT. APPENDIX No. 11.

STATEMENTS

Showing the number and condition of Rolling Stock for the year ending 31st December, 1863.

Numbers.	Names of Builders.	Size of Cylinder.	Size of Drivers.	No. of Drivers.	No. of Track Wheels.	Style of Connections.	Remarks.
			Feet.				
1	Portland Co.....	14 x 20	5	4	4	Inside ..	13 in good order. 3 Requiring Slight Repairs. 2 " Heavy "
2	J. Good.....	16 x 22	4½	4	4	Outside .	
3	Brant.....	17 x 20	6	4	4	Inside ..	
4	Brant.....	17 x 20	5	4	4	Inside ..	
5	Brant.....	17 x 20	5	4	4	Inside ..	
6	J. Good.....	16 x 22	4½	4	4	Outside .	
7	Brant	17 x 20	5	4	4	Inside ..	
8	Brant	17 x 20	5	4	4	Inside ..	
9	J. Good.....	18 x 20	5	4	4	Inside ..	
10	J. Good.....	18 x 20	4½	4	4	Inside ..	
11	J. Good.....	16 x 20	5	4	4	Outside .	
12	J. Good.....	17 x 20	5	4	4	Inside ..	
13	J. Good.....	18 x 20	5½	4	4	Inside ..	
14	Brant.....	17 x 20	5½	4	4	Inside ..	
15	Brant.....	17 x 20	5	4	4	Inside ..	
16	J. Good.....	17 x 20	5½	4	4	Inside ..	
17	J. Good	18 x 20	5½	4	4	Inside ..	
18	Manchester.....	16 x 22	5	4	4	Inside ..	

Number.	Description.	Average Weight	In good order.	Requiring slight Repairs.	Requiring Heavy Repairs.	Remarks.
18	Locomotive Engines	59,800	13	3	2	
18	First Class Passenger Cars, 8 wheels....	28,750	18			10 require painting.
1	Director's Car.....	30,250	1			
3	Mail & Baggage Cars	24,800	3			
2	Baggage Cars.....	23,500	1		1	
3	Second Class Cars..	23,000	2	1		
5	Freight Conductor's Cars.....	25,000	3	1	1	
117	Box Freight Cars...	16,975	117	.....	.....	
181	Long Platform Cars	14,950	181	.....	.....	7 built, 1863.
4	Short " "	14,800			4	
4	Spar Trucks, 4 wheels	4,700				
4	Hand or Rubble Cars, 4 wheels	.... .	4			
3	Fire Engines	.....	3			
2	Woodsawing Engines	.....	2			
2	Caloric Engines	.....		1	1	
2	Grain Elevator Engines	.....	2			
1	Small Steam Engine, not in use	.....	1			
2	Hose Cart and Reel for Fire purposes.	.....	2			

APPENDIX No. 12.

NORTHERN RAILWAY OF CANADA.

LOCOMOTIVE DEPARTMENT.

STATEMENT of Miles run by each Engine during twelve months ending 31st December, 1863.

No. of Engine.	Jan'y. Miles Run.	Feb'y. Miles run.	March. Miles run.	April. Miles run.	May. Miles run.	June. Miles run.	July. Miles run	Aug't. Miles run.	Sept'r Miles run.	Oct'r. Miles run.	Nov'r. Miles run.	Dec'r. Miles run.	Total Miles.	Description of Train run.
1	72	.....	428	447	.....	2166	1944	1536	2408	2370	1894	858	14123	Shunting, &c.
2	1444	2629	2424	2195	1606	640	.....	.....	.....	.....	.....	.....	10938	Freight, &c.
3	578	719	.....	.....	2002	3184	4180	3290	2428	3379	2998	2374	25132	Passenger.
4	1868	2210	2370	2523	2957	2644	2922	2679	1402	2916	2396	2640	29533	Freight and Mixed.
5	2068	2660	.....	.....	1061	2649	.....	.....	.....	2358	2466	2598	15860	" "
6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(*Nil.*)
7	.....	.....	266	3084	3352	3338	3320	2248	2057	2152	2776	1868	24461	Freight and Mixed.
8	.....	.....	.....	.....	.....	.....	.....	950	2550	2972	379	1932	8783	" "
9	280	1878	1786	2260	2382	2260	2319	364	.....	1072	2188	2800	19595	" "
10	1352	2526	2462	1981	2879	1367	.....	656	2056	1301	192	448	17220	"
11	1498	1863	2267	2185	2524	2477	2411	104	1601	160	.....	.....	17090	" and Mixed.
12	.....	128	2586	3179	2865	2489	2518	2638	2508	2881	2302	1964	26058	" "
13	2007	2344	2280	1638	2364	2624	3217	2546	2280	1982	1552	490	25330	" "
14	1732	2234	1833	1964	2422	2734	2180	2451	672	.....	.....	.....	18222	" "
15	1522	2489	1910	2425	862	3041	2853	1889	1570	494	1759	2490	23304	" "
16	570	2526	2329	2600	3150	3093	2931	3508	2426	1822	.....	.....	24955	Passenger.
17	1835	2435	1746	1525	3340	3416	4136	2950	2094	3189	2774	376	29816	"
18	1946	1792	2830	2378	2868	3566	4020	2220	2018	908	2208	2400	29154	Shunting, &c.
	18772	28433	27517	30384	36634	41688	38951	30029	2[illegible]970	29956	25884	23256	359574	

Total Miles run in 1863 359,574
" " " 1862 347,249

Increase in 1863 12,325

Toronto, January 13, 1864.

APPENDIX No. 13.

NORTHERN RAILWAY OF CANADA.

APPENDIX No. 13.

NORTHERN RAILWAY OF CANADA.

LOCOMOTIVE AND CAR DEPARTMENT.

COST of Working and Repairing Engines (per mile in Cents, &c., &c.) during twelve months ending 31st December, 1863.

Month.	Engine Miles.	Wood.		Oil and Tallow.		Cost of small Stores.	Proportion of Attendance.	Enginemen, Firemen, and Cleaner's Wages.	Total Cost of Working.	Cost of Wages repairing.	Cost of Stores repairing.	Total Cost of repairing.	Total Cost of Working and Repairing.	Remarks.
		Cubic Feet.	Cost.	Lbs. ℔ 100 miles run.	Cost.									
Jan'y....	18772	3.22	05.28	3.71	00.39	00.93	01.55	05.57	13.72	03.85	04.77	08.62	22.34	During six months ending 30th June, wood was charged at $2 10 per cord, and $2 20 during the six months ending 31st December, 1863. †Or 46 miles to each cord of 128 Cubic feet. *Or 31¼ miles to each pint or lb. of Oil and Tallow.
Feb'y...	28433	3.54	05.81	3.39	00.24	00.02	01.02	04.19	11.28	03·91	02,37	06.28	17.56	
March.	27517	3.30	05.42	3.20	00.21	00.34	01.05	04.82	11-84	05.14	05.62	10.76	22.60	
April....	30384	2.81	04.61	3.28	00.18	00.12	00.76	04.58	10.25	04.68	00.41	05.09	15.34	
May	36634	2.70	04.43	3.44	00.20	00.18	00.63	03.38	09-32	03.53	03.95	07.48	16.80	
June....	41688	2.63	04.31	3.85	00.23	00.33	00.55	03.74	09.16	03.50	02.88	06.38	15.54	
July....	38951	2.56	01.40	3.08	00.16	00.23	00.60	04.05	09.44	04,34	02.05	06.39	15.83	
Aug't...	30029	2.54	04.37	3.34	00.22	00.18	00.76	04.56	10.09	04,94	01.01	05.95	16.04	
Sept'r...	28070	2.51	04.31	2.86	00.27	00.22	00.84	04.85	10.49	05.53	04.34	09.87	20.36	
Oct'r...	29956	2.69	04.62	2.88	00.23	00.19	00.77	04.28	10.09	04.26	03.28	07.54	17.63	
Nov'r...	25884	2.55	04.38	2.71	00.20	00.23	00.89	04.38	10.08	04.10	02.54	06.64	16.72	
Dec'r...	23256	2.73	04.69	3.24	00.28	00.29	00.99	04.97	11.22	04.55	00.63	05.18	16.40	
Totals...	359574	33.78	56.63	38.98	02.81	03.26	10.41	53.37	126.98	52.33	33.85	86.18	213.16	
Average for 12 Months..	29964½	†2.81	04.72	* 3.25	00.23	00.27	00.87	04.45	10.58	04.36	02.82	07.18	17.76	

Toronto, 13th January, 1864.

APPENDIX No. 14.

CAR DEPARTMENT.

STATEMENT showing the Total Cost (per Mile in Cents) for "Running" and "Repairing" Cars during 12 months, ending 31st December, 1863.

Date 1863.	Train Miles.	Cost of Wages. Repairing.	Cost of Stores Running and Repairing.	Total Cost Working and Repairing.	Description and Cost of Extra Repairs done to Cars during the above 12 months.
January ..	15772	06 29	04 98	11 27	During 4 months, ending 30th April, 117 "Box Cars" were fitted up as "Grain Cars, at an average cost of $9 50 each. Total $1111 50.
February .	22581	05 18	07 92	13 10	
March	21627	05 42	05 97	11 39	
April.....	23896	05 33	01 45	06 78	
May.....	31602	03 78	02 23	06 01	
June	31812	03 72	03 47	07 19	
July.. ...	29708	03 43	02 88	06 31	During 6 months, ending 30th June, 24 pairs "Old Iron Trucks" were replaced by "New Timber Trucks" at an average cost of $59 19 each, amounting to $1324 56.
August ...	23901	03 66	See credit per store-keeper	03 66	
September.	21140	04 34	01 50	05 84	
October...	25474	04 17	04 06	08 23	
November.	21948	04 12	06 52	10 64	
December .	20306	04 62	03 86	08 50	
Total for 12 months .	289767	54 06	44 84	98 92	
Aver'ge for 12 months	24147¼	04 50	03 74	08 24	

Toronto, 13th Jan., 1864.

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NORTHERN RAILWAY OF CANADA.

As all Transactions of the Company in England are in Sterling Money, the following Tables are appended to facilitate calculations of Exchange.

CURRENCY INTO STERLING.

Decim'l Cy.	Stg.	Decim'l Cy.	Stg.	Decimal Cy.	Stg.
$ c.	£ s. d. 100 p.	$ c.	£ s. d. 100 p.	$ c.	£ s. d. 100 p.
1	0 0 0½	7 00	1 8 9 21	500 00	102 14 9 54
2	0 0 1	8 00	1 12 10 52	600 00	123 5 9 04
3	0 0 1½	9 00	1 16 11 84	700 00	143 16 8 55
4	0 0 2	10 00	2 1 1 15	800 00	164 7 8 05
5	0 0 2½	20 00	4 2 2 30	900 00	184 18 7 56
6	0 0 3	30 00	6 3 3 45	1000 00	205 9 7 06
7	0 0 3½	40 00	8 4 4 60	2000 00	410 19 2 14
8	0 0 4	50 00	10 5 5 75	3000 00	616 8 9 20
9	0 0 4½	60 00	12 6 6 90	4000 00	821 18 4 27
10	0 0 5	70 00	14 7 8 05	5000 00	1027 7 11 33
1 00	0 4 1 32	80 00	16 8 9 21	6000 00	1232 17 6 41
2 00	0 8 2 63	90 00	18 9 10 36	7000 00	1438 7 1 47
3 00	0 12 3 95	100 00	20 10 11 51	8000 00	1643 16 8 54
4 00	0 16 5 26	200 00	41 1 11 01	9000 00	1849 6 3 60
5 00	1 0 6 58	300 00	61 12 10 52	10000 00	2054 15 10 68
6 00	1 4 7 89	400 00	82 3 10 03		

STERLING INTO CURRENCY.

Stg.	Decimal Cy.	Stg.	Decimal Cy.	Stg.	Decimal Cy.
d.	$ c.	s.	$ c.	£	$ c.
½	0 01	9	2 19	20	97 33
1	0 02	10	2 43	30	146 00
2	0 04	11	2 68	40	194 67
3	0 06	12	2 92	50	243 33
4	0 08	13	3 16	60	292 00
5	0 10	14	3 41	70	340 67
6	0 12	15	3 65	80	389 33
7	0 14	16	3 89	90	438 00
8	0 16	17	4 14	100	486 67
9	0 18	18	4 38	200	973 34
10	0 20	19	4 62	300	1460 00
11	0 22	£1	4 87	400	1946 67
s.		2	9 73	500	2433 33
1	0 24	3	14 60	600	2920 00
2	0 49	4	19 47	700	3406 67
3	0 73	5	24 33	800	3893 33
4	0 97	6	29 20	900	4380 00
5	1 22	7	34 07	1000	4866 67
6	1 46	8	38 93	5000	24333 35
7	1 70	9	43 80	10000	48666 70
8	1 95	10	48 67		