



The Directors have the honour to present their Report of the transactions of the Company to the 31st of December, 1872, to the Shareholders of the Midland Railway of Canada.

The Revenue receipts of the closing year exhibit a satisfactory business increase, giving as a result gross receipts over the same length of line \$304,333.22, as against \$273,887.95 for the year preceding.

The operating expenses are \$173,292.47 as against \$129,709.23 for the preceding year, nearly 57 per cent on the gross receipts as against 47 and a fraction for the preceding year.

The number of Tons carried were 197,064¼, at an average rate per ton of \$1.18½, as against 190,677½, at an average per ton of \$1.13, for the preceding year.

The number of passengers carried were 85,237, producing \$65,363.53, as against 69,406 passengers, producing \$54,133.32 the preceding year.

The total cost per Engine mile run was \$12.90 as against \$11.62 of year preceding.

The total miles run 295,771 as against 262,795 for the preceding year.

It will be observed that the Operating expenses have increased nearly 10 per cent., this at first sight appears large, inasmuch as the cost of operating this Railway, has uniformly been considerably less.

There is, however, a satisfactory explanation. Operating expenses have been charged 5 per cent. upon the estimated value of Rolling Stock, in the sum of \$12,200 for wear and tear, which is the first time an item of this nature has been charged, the effect of which is to reduce Nett revenue, adding a fraction over 4 per cent to the Operating expenses.

Again, Labour expended upon the track amounts to \$34,033.74, as against \$17,137.28 of the preceding year, nearly 100 per cent increase. The judicious expenditure of this sum is manifest in the improved condition of the road bed, and fifteen miles additional Fencing have been constructed at a cost of \$4,671.72, as against \$960.61 for 1871. During the year the Rolling Stock was increased by three new Locomotives, from the Portland Works, by fifty-one new Platform Cars, and a Baggage, Mail, Express and Smoking Car, at an outlay of \$69,689.90.

After paying the Interest Coupons, and Preferential Liens, the balance of Nett Revenue carried to reserve is \$32,778.53, the Statements accompanying this Report set forth full details of the year's operations.

Your Directors have the honour to submit, as next in importance, the Engineer's Report upon the Georgian Bay Extension, which exhibits the details of expenditure thereon.

A contract was entered into for the construction of the line to Georgian Bay, but the works have been protracted and delayed, to the serious detriment of the Company, and disappointment of your Directors. At the date of this Report the line to Orillia is open for traffic, though not completed.

Your Directors now approach a point that has affected the interests of the Road, not anticipated at the commencement of the Extension, the aid proffered by the Government, under the Railway Aid Act, is subject to terms and conditions for running

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Your Directors now approach a point that has affected the interests of the Road, not anticipated at the commencement of the Extension, the aid proffered by the Government, under the Railway Aid Act, is subject to terms and conditions for running powers to other Companies, so prejudicial, your Directors were constrained to decline accepting aid on those terms, and shall, in consequence, suspend operations north of Orillia for the present.

Your Directors, however, feel the importance of completing the Extension to Georgian Bay at the earliest possible period, where a traffic can be obtained to make this one of the main connecting links between the Great West and the Atlantic Seaboard. The cash expenditure of the Company, upon the Extension, amounts to \$390,675.85, which represents 21 miles of Railway in operation to Orillia, and \$85,000 expended North of Orillia. The total mileage in traffic operation from date will be 109 miles.

Your Directors have great pleasure in acknowledging the hearty support and co-operation of the Officers and Employes in working the line, and in promoting the general prosperity of the Company.

D. E. BOULTON,  
President.

## CHIEF ENGINEER'S REPORT.

CHIEF ENGINEER'S OFFICE,  
Midland Railway of Canada,  
PORT HOPE, December 31, 1872. }

*D. E. Boulton, Esq., President:*

SIR,—I beg to report for your information the works of construction and repair on your Railway for the year 1872. Also, the works connected with the extension of the line beyond Beaverton towards the Georgian Bay.

Early last Spring I reorganized the track gangs, as it was found that some of the sections were short-handed, and others had a stronger force than was necessary. I, therefore, had the whole line measured out, the mileage marked permanently on the telegraph poles, and the sections reduced to four mile lengths, placing a foreman and three men on each section, thus giving a man to each mile of road; the benefits of this system can already be seen in the improved state of the track. 26,987 new ties have been placed in the track, and 181 tons of new iron during the year.

Additional siding was put in at Cambray for shipping lumber from that point. The sidings at several of the Stations were extended. A large amount of additional track was put in at the yard at Port Hope, and the track extended to the end of the wharf at Beaverton. Two miles of the old track north of

Port Hope was replaced with new rails.

The junction of the Peterborough track with the main line at Millbrook made that point of great importance in the busy season, and the accumulation of special trains there caused very great inconvenience and delay. It was therefore found necessary to make a deviation connecting the branch with the main line on the east side of the station, thereby improving the grade and rendering the working of the trains much more convenient.

The cost of this work is included in the statement below.

To meet the additional trade at the Port of Beaverton, it was found necessary to construct a break-water 130 feet long, and to build trestle-work beside the wharf to enable the track to be extended in order to load trains from the vessels. The cost of this work is also shewn in the statement below.

The bridges have all been carefully inspected and kept in repair, but many of them are very old and will require renewal to meet the heavy traffic expected next season.

I would strongly recommend replacing some of these bridges with embankments, as the cost of keeping them up is a serious item in the annual expenses.

The decayed state of the Lindsay wharf made it necessary to incur some expense in repairs, as the structure had become unsafe for rolling stock to pass over. A face-work of timber has been built, and the space between that and the shore filled in with earth, so that the trains now run on solid ground, and this portion of the work is now permanent. In course of time, if the trade of the Port warrants it, the remainder of the wharf will require similar treatment.

In accordance with arrangements with the Dominion Government in connection with the building of the Swing Bridge at Lindsay, you were obliged to dredge out portion of the channel, this expense had to be incurred this year. The item of \$623.75 covers that and the wharf repairs.

The fencing along the line had been very much neglected for years; much of it had not been repaired since first construction in 1856, the consequence was that large portions of it had become very dilapidated and much of it destroyed by fire. For this reason heavy damages were sometimes incurred for the destruction of cattle on the track, as well as the risk and destruction of life and property. It was therefore necessary that a large amount of repairs should at once be done. Good substantial board fences have been built on large portions of the line and the rail fences repaired. Next year an additional extent of fences will require to be constructed, a portion of the materials for which is on hand.

\* The new Engine House at Port Hope has been extended, giving accommodation for three additional engines. The whole building now contains nine stalls for engines, with watering and steam-heating apparatus complete.

Many of the Tank Houses were old and out of repair, some of them had to be nearly rebuilt. The tank house at Omeme was accidentally burned, and a new structure has been erected this year.

Additional accommodation at the head office, Port Hope, was necessary, the cost of which is included in the statement below.

GEORGIAN BAY EXTENSION.

\* During the Winter of '71-'72 gangs of men were kept at work on the Engine House at Port Hope has been extended, giving accommodation for three additional engines. The whole building now contains nine stalls for engines, with watering and steam-heating apparatus complete.

Many of the Tank Houses were old and out of repair, some of them had to be nearly rebuilt. The tank house at Omeme was accidentally burned, and a new structure has been erected this year.

Additional accommodation at the head office, Port Hope, was necessary, the cost of which is included in the statement below.

GEORGIAN BAY EXTENSION.

During the Winter of '71-'72 gangs of men were kept at work by Mr. Shanly, the contractor, chopping and such other work as the season would allow, and on the opening of the Spring the force was increased, and the grading and other works carried forward, during the Summer months, on the portion of the line between Beaverton and Waubaushene, the first point on the Georgian Bay where navigation is reached. It was hoped that the line would be completed and opened for traffic by July as far as Orillia, the first 20 miles, but from scarcity of labour and other causes, the work was not advanced as rapidly as anticipated, so that it was the end of the year before the train could enter Orillia. At several points there is still some work to be done in taking off the slopes, and bringing the road up to formation level. I estimate this work at 19,000 cubic yards.

The works at Orillia consists of the Esplanade in front of the Village, which is nearly completed; a new Engine House and Turn-table, nearly completed; also, a temporary building for offices, waiting rooms, &c., together with a building used for storage.

Beyond Orillia the work is progressing. Upwards of twelve miles are graded and ready for the ties and track. The additional eight miles to Waubaushene consists of hill cuttings and was reserved for Winter work. A force of 200 men are now at work, and hopes are entertained of the line being ready for traffic to Waubaushene by the 1st of June next. An Engine House, Turn-table, and second-class Station Building will be required at that point.

At Bush's Point, provision will require to be made for shipping timber. I am now preparing plans for these works, and will submit them for your sanction as soon as completed.

The total value of work done by Mr. Shanly, the contractor, up to the 31st December is \$174,919.29, of this \$81,890 has been done between Beaverton and Orillia, under schedule prices, and of rock excavation and additional work at the Narrows, \$8,061, making a total of \$89,951.

The contract price is at the rate of \$6,200 per mile, or a total of \$126,066 to complete the work to Orillia, the balance \$44,176 to complete this work at schedule prices, is as follows:

19,000 yards excavation, at 24 cents per yard.....	\$4,560 00
20½ miles track-laying (to complete) \$100.....	2,033 00
19 do ballasting, \$900.....	17,100 00
Station Buildings.....	8,418 00
8,636 Rods Fencing, \$1.00.....	8,636 00
Sign Posts.....	400 00
Gates.....	150 00
Balance of Mileage Rate.....	2,879 00
Total.....	\$44,176 00

GEORGE A. STEWART,  
Chief Engineer

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## MIDLAND RAILWAY OF CANADA.

ENGINEERS' DEPARTMENT.

### APPENDIX H.

Characteristics of Railway—1872.

	Miles.
Length of Track laid with T iron—Old Line.....	65.37
“ “ “ “ Lakefield Branch.....	22.71
“ “ “ “ Orillia Extension.....	20.62
Length of Sidings laid with T iron.....	5.68
<b>Total Miles of Track.....</b>	<b>114.38</b>
<b>Average Weight of Rail per yard.....</b>	<b>56 lbs.</b>
<b>Number of Regular Stations, including termini.....</b>	<b>10</b>
“ Flag Stations.....	7
“ Telegraph Stations.....	10
“ Engine Houses.....	5
“ Machine Shops—Port Hope.....	1
“ Blacksmith Shops.....	1
“ Carpenter Shops.....	1
“ Car Repair Shops.....	1
“ Tool Houses.....	4
“ Turn Tables.....	5
“ Flour Sheds.....	2
“ Tank Houses.....	8
“ Weigh Scales.....	1
“ Track and Store keepers' Scales.....	5
“ Station Houses and Dwellings attached.....	3
“ Houses for Employees.....	9
“ Freight Houses, 100 feet and over.....	3
“ Freight Houses, under 100 feet in length.....	7
<b>AVERAGE NUMBER OF EMPLOYEES.</b>	
General Officers.....	5
Engineers' Department.....	91
Locomotive and Car Department.....	48
Traffic Department.....	36
<b>Total.....</b>	<b>180</b>

GEO. A. STEWART,  
Chief Engineer.

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## SUPERINTENDENT'S REPORT.

*D. E. Boulton, Esq., President of the Midland Railway of Canada;*

SIR,—Please find below amount and condition of Rolling Stock of the Midland Railway, on December 31st, 1872.

Number and Name of Engines.	Remarks.
1. “Hope.”.....	Heavy Repairs.
2. “Lindsay.”.....	Light Repairs.
3. “Peterborough.”.....	Light Repairs.
4. “Omeme.”.....	Heavy Repairs.
5. “Queen.”.....	Light Repairs.
6.	
7.	

*of Canada;*

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4. “Omeme.”.....	Heavy Repairs.
5. “Queen.”.....	Light Repairs.
6.	
7.	
8. “Alma.”.....	Heavy Repairs.
9. “Beaverton.”.....	Heavy Repairs.
10. “Henry Covert.”.....	Good Order.
11. “Chemong.”.....	Light Repairs.
12. “Orillia.”.....	Good Order.
13. “Lakefield.”.....	Heavy Repairs.
14. “Simcoe.”.....	Light Repairs.
15. “Ontario.”.....	Light Repairs.
16. “Huron.”.....	Good Order.
17. “Midland.”.....	Good Order.
18. “Superior.”.....	Good Order.

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CARS.	Remarks.
PASSENGER CARS..... 2	In Good Order.
“ “..... 2	Light Repairs.
“ “..... 2	Heavy Repairs.
<b>Total..... 6</b>	
SMOKING CARS..... 1	In Good Order.
BAGGAGE, MAIL AND EXPRESS CARS..... 3	In Good Order.
do do do..... 4	Light Repairs.
<b>Total..... 7</b>	
CABOOSE CARS..... 3	In Good Order.
“ “..... 2	Light Repairs.
“ “..... 1	Heavy Repairs.
<b>Total..... 6</b>	
BOX CARS..... 35	In Good Order.
“ “..... 20	Light Repairs.
“ “..... 5	Heavy Repairs.
<b>Total..... 60</b>	
PLATFORM CARS..... 132	In Good Order.
“ “..... 74	Light Repairs.
“ “..... 29	Heavy Repairs.
<b>Total..... 235</b>	
AUXILIARY CARS..... 1	In Good Order.

H. G. TAYLOR,  
Superintendent of M. P. & T.

During the present year, 1872, there has been built at the Company's Shops:

2 Baggage Cars.....	\$2,531 96
1 Mail and Express Car.....	1,457 02
1 Smoking Car.....	1,803 73
1 Platform Car.....	550 00

Purchased from James Crossen, 50 Platform Cars. 26,878 44  
 Purchased from Portland Co'y, 3 Locomotives..... 36,468 75

Total Cost of Rolling Stock, 1872..... \$69,689 90

The Company will require in addition to the present Rolling Stock, by the first of June, 1873: 3 Locomotives, 1 Passenger Car, 2 Caboose Cars, and 100 Platform Cars. Also, Tools for Machine and Car Shops, viz: 1 Planer, 1 Bolt Cutter, 1 Axle Lathe, 1 Upright Drill, 1 Wheel Press, 1 Valve Planer, 1 Mortising and Tenoning Machine, and 1 Car Wheel Borer.

All of which is respectfully submitted.

Your Obedient Servant,

H. G. TAYLOR.

Superintendent's Office,  
 Port Hope, December 31st, 1872. }

### MIDLAND RAILWAY OF CANADA.

#### New Rolling Stock.

3 Locomotives.....	\$36,468 75	
51 Platform Cars.....	27,428 44	
1 Baggage Car.....	2,531 96	
1 Mail Express Car.....	1,457 02	
1 Smoking Car.....	1,803 73	
		\$69,689 90

#### Material Accounts.

Iron, Lumber, &c., in Shops.....	\$9,198 39	
Fuel, 3,469 cords.....	8,672 50	
Spikes on hand.....	4,284 00	
		\$22,154 89

#### Material Accounts.

Iron, Lumber, &c., in Shops.....	\$9,198 39	
Fuel, 3,469 cords.....	8,672 50	
Spikes on hand.....	4,284 00	
		\$22,154 89

#### Profit and Loss Account.

By Grand Trunk Railway paid balance on connection.....		\$4,529 88
Government Warrant.....		3 75
Nett Revenue, 1872.....		131,040 75
To Coupons paid.....	\$83,857 17	
Preferential Liens.....	8,915 50	
Sundries.....	10,023 18	
Reserve Account.....	32,778 53	
	\$135,574 38	\$135,574 38

### MIDLAND RAILWAY OF CANADA.

#### Construction Account.

1871.

Dec. 31	92.89 Miles of Road.....	\$2,390,476 55
	Outlay on Main Line.....	3,916 31
	“ “ Beaverton Extension....	6,001 63
	“ “ Lakefield Extension....	372 16
	“ “ New Engine House....	7,396 64
		\$2,408,163 29

#### Equipment Account.

1871.

Dec. 31	To Value on hand.....	\$244,400 00
1872		
Dec. 31	“ 5 per cent off for wear and tear	12,200 00
		\$232,200 00
	3 New Locomotives.....	36,468 75
	51 New Platform Cars.....	27,428 44
	1 New Baggage Car.....	2,531 96
	1 New Mail and Express Car.....	1,457 02
	1 New Smoking Car.....	1,803 73
		\$301,889 90

#### Preferential Lien Account.

Town of Peterboro', payment on Principal	\$1,200
“ “ (principal \$68,000).	4,080
	5,280 00
Township of Thorah, Annual Payment...	1,500 00
“ “ Hope, “ ...	1,542 00
“ “ Ops, “ ...	296 75
Town of Lindsay, “ ...	296 75
	\$8,915 50

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## MIDLAND RAILWAY OF CANADA.

1871.

### Reserve Account.

Dec. 30	By Balance.....	\$618,233 37
	Government allowance, \$2,000 per mile.....	40,800 00
	Orillia and Matchedash.....	6,000 00
	Town of Orillia.....	12,500 00
	Profit and Loss.....	32,778 53
		\$710,311 90

### Special Works.

Port Hope Office.....	\$235 03	
Millbrook Deviation.....	2,545 73	
"    Water Privilege.....	300 00	
Lindsay Wharf.....	623 75	
"    Deviation.....	211 80	
Beaverton Extension.....	6,001 63	
Lakefield ".....	372 16	
New Engine House.....	7,396 64	
		\$17,686 64

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## MIDLAND RAILWAY

### Receipts and Expenditures of the Midland Railway

#### RECEIPTS.

Freight.....	\$232,862 75	
Passenger.....	65,363 53	
Mail Service.....	5,913 48	
Storage.....	28 59	
Extra Baggage.....	104 87	
		304,333 22

#### RECEIPTS.

Freight.....	\$232,862 75	
Passenger.....	65,363 53	
Mail Service.....	5,913 48	
Storage.....	28 59	
Extra Baggage.....	104 87	
		304,333 22

\$304,333 22

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OF CANADA.

of Canada, for the Year ending 31st December, 1872.

#### EXPENDITURES.

<i>General Management.</i>		
Officers' Salaries.....(A)	\$8,377 11	
Office Expenses and Stationery.....	1,583 54	
Postage and Telegraph.....	590 96	
Interest, Agency and Travel.....	3,807 86	
Printing and Advertising.....	2,385 18	
		16,744 65
<i>Operating Road.</i>		
Traffic Department.....(B)	16,171 54	
Train Service.....	22,274 81	
Water ".....	1,632 36	
Oil and Waste.....	2,534 24	
Fuel, 8,069½ cords.....	22,191 12	
		64,804 07
<i>Repairs.</i>		
Rolling Stock.....(C)	21,538 08	
Machinery and Tools.....	2,055 06	
Station Buildings and Bridges.....	6,712 93	
Maintaining Roadway.....	57,632 90	
		87,938 97
<i>Miscellaneous.</i>		
Parliamentary Expenses.....(D)	160 25	
Legal Expenses.....	527 77	
Insurance.....	1,147 14	
Taxes.....	757 64	
Loss and Damage.....	1,211 98	
		3,804 78
Total Working Expenses.....	\$173,292 47	
Balance carried to Profit and Loss.....	131,040 75	

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## MIDLAND RAILWAY

General Balance Sheet for the

Dr.

RESOURCES.

<i>Construction Account.</i>	
92.89 Miles of Road, including Sidings.....	\$2,408,163 29
<i>Equipment Account.</i>	
Rolling Stock.....	301,889 90
<i>Material Account.</i>	
Material, Lumber, Iron and Fuel on hand.....	22,154 89
<i>New Iron Rails.</i>	
Shipment from England for Extension.....	92,003 93
<i>Georgian Bay Extension.</i>	
Amount Expended.....	\$390,675 85
Discount on sale of £100,000 Stg. Bonds 121,666 66	512,342 51
<i>Cash Account.</i>	
Outstanding Freight, and Cash on hand.....	4,652 27
<i>General Accounts.</i>	
Sundry Accounts due to Company.....	6,683 02

\$3,347,888 81

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## OF CANADA.

Year ending 31st December, 1872.

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LIABILITIES.

<i>Bonded Debt.</i>	
£335,000 Stg., First Mortgage Bonds.....	\$1,630,333 32
<i>Share Account.</i>	
Shares.....	835,782 50
<i>Reserve Account.</i>	
Applicable to Shares.....	710,311 90
<i>Nett Revenue Account.</i>	
Pay Roll, Salaries for December.....	6,603 93
<i>Extra Station Lands.</i>	
Realized from Sales of Land not required.....	3,203 55
<i>Fesser, Uthoff &amp; Co.</i>	
Balance, December 1872.....	140 79
<i>Bills Payable.</i>	
Bills issued.....	75,266 11
<i>General Accounts.</i>	
Sundry Accounts due by Company.....	11,115 04
F Shanly, Contractor.....	15,443 88
C. H. Schepeler.....	9,687 79
Balzer & Tuaks.....	50,000 00