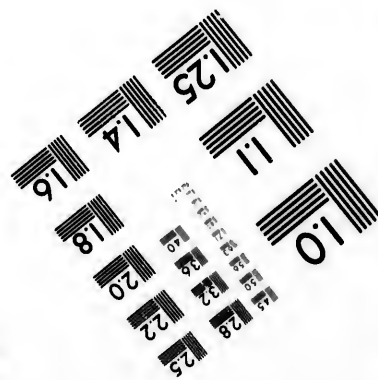
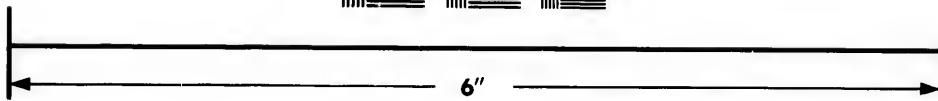
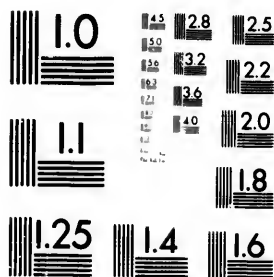


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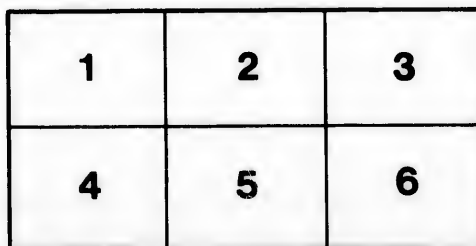
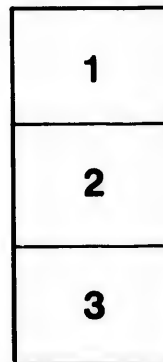
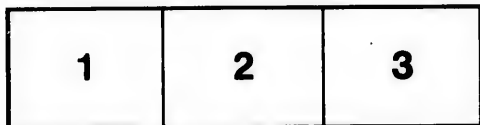
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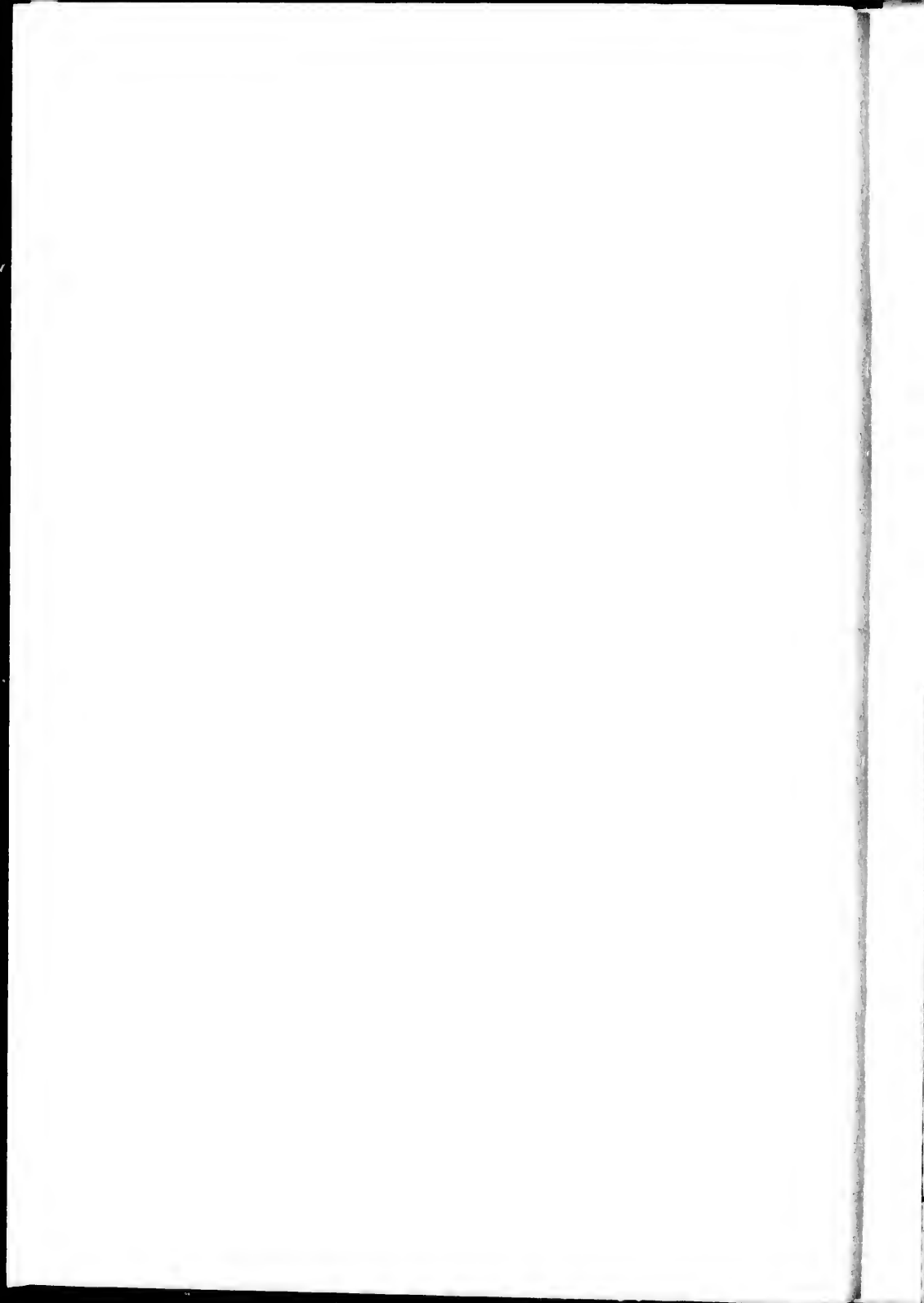
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REPORT
OF THE
PRESIDENT AND DIRECTORS
TO
THE STOCKHOLDERS
OF
The Midland Railway
OF CANADA,

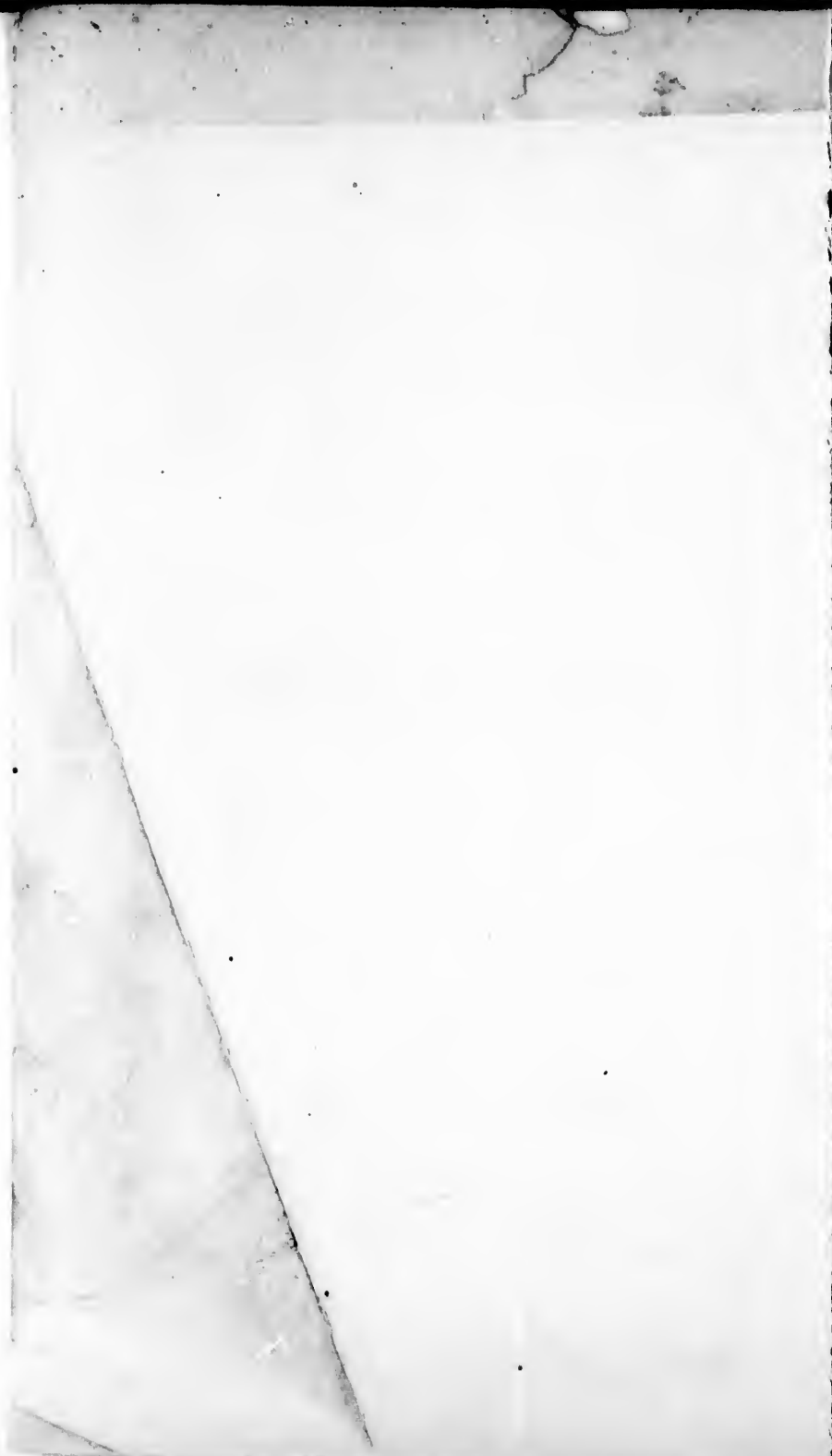
For the Fiscal Year Ending 31st of December, 1874.



PETERBOROUGH:

PRINTED FOR THE COMPANY AT REVIEW STEAM PRINTING OFFICE.

1875.



REPORT
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PRESIDENT AND DIRECTORS
TO
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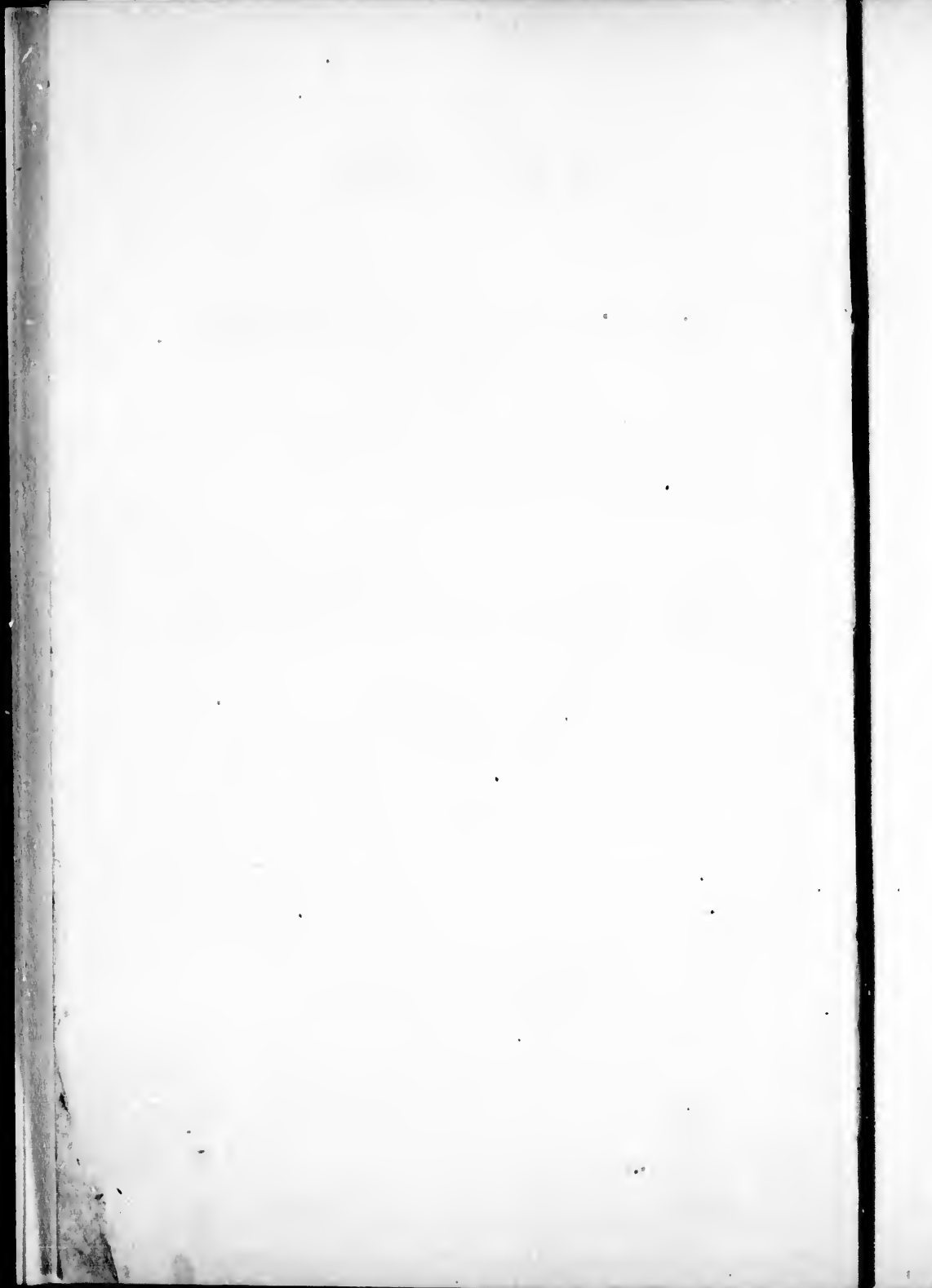
For the Fiscal Year Ending 31st of December, 1874.



PETERBOROUGH:

PRINTED FOR THE COMPANY AT REVIEW STEAM PRINTING OFFICE.

1875.



MIDLAND RAILWAY OF CANADA.

Directors :

ADOLPH HUGEL, ESQ., Port Hope, Ont., *President.*
WILLIAM FRASER, ESQ., Port Hope.
LEWIS ROSS, ESQ., M. P., Port Hope.
N. KIRCHHOFFER, ESQ., Port Hope.
T. C. WALLBRIDGE, ESQ., Belleville.

London Agents :

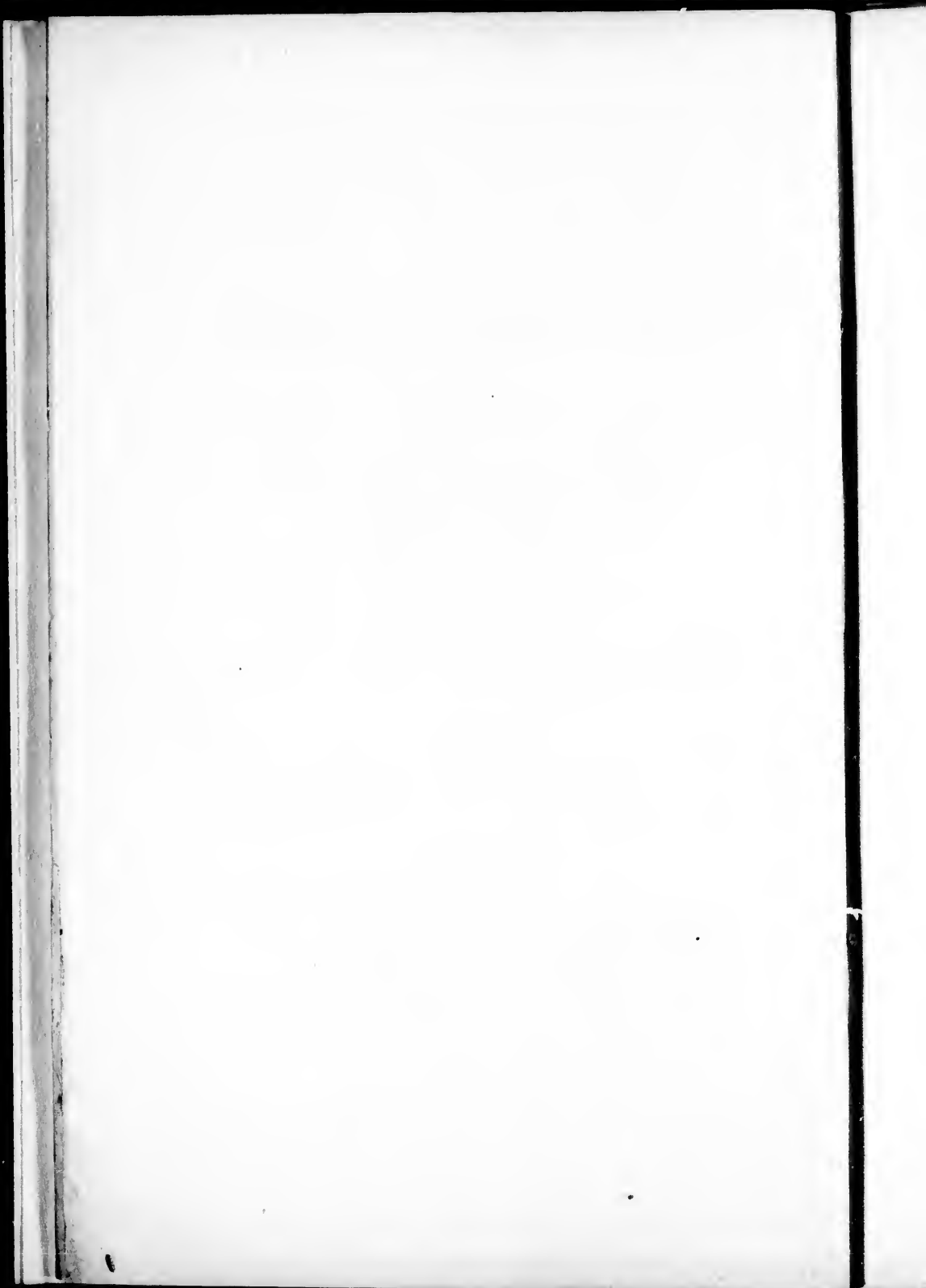
MESSRS. UTHOFF & COY, No. 147, Leadenhall Street, London, E.C.

Bankers :

In Canada: THE BANK OF MONTREAL.
In London: GLYN, MILLS, CURRIE & CO.

Officers :

ADOLPH HUGEL, *General Manager.*
FRED. WHITEHEAD, *Secretary-Treasurer.*
HARRISON G. TAYLOR, *Superintendent.*
GEO. A. STEWART, *Chief Engineer.*
WM. McKECHNIE, *General Freight and Ticket Agent.*
JOHN PATERSON, *Auditor.*



REPORT OF THE PRESIDENT & DIRECTORS

OF

The Midland Railway of Canada.

TO THE SHAREHOLDERS OF THE MIDLAND RAILWAY OF CANADA:—

In submitting their Report for the year ending 31st December, 1874, with the customary accounts attached thereto, the Directors have the honor to state that the expectations regarding the

REVENUE RECEIPTS

for the year have not been realized, and exhibit a decrease as against the previous year, the total receipts in 1874 having been \$303,602.56 (£62,384 1s. 9d. sterling). as against \$318,159.88, or £65,375 sterling, showing a decrease of \$14,557.32 (£2,991 4s. 8d. sterling) in 1874. The continued depression of trade in the United States which affected principally the main staple from which the revenue of this Railway is derived—lumber—has been felt even more severely this past year than it was the year previous, and whilst the Report of the General Freight Agent shews an additional decrease in lumber alone to the extent of 10,000,000 feet as carried over the Railway for 1874 in comparison with last year, the total diminution as compared with 1872 from this the principal source of revenue of the Midland Railway, reaches the unprecedented figures of 36,000,000 feet. A proportionate decrease has likewise taken place in the haulage of ties,

posts, and square timber—staples that were equally affected with lumber in the general depression appertaining to that trade. Whilst the Directors must regret that the expectations they entertained of seeing the lumber trade revive were not realized, some satisfaction may be derived in the general earnings of the road as regards the Passenger and General Goods traffic, which have shown no diminution, but on the contrary exhibit a very handsome increase in every item, especially grain, the latter demonstrating the gratifying fact of an increased acreage under cultivation along the districts tributary to this Railway.

EXPENDITURES.

The working expenditures of the line have been \$177,751.87 (£36,524 7s. 2d. sterling) against \$180,175.90 (£37,022 8s. 11d. sterling), in comparison with last year, shewing a rate equal to 58.55 per cent. on gross receipts as against 57.05 per cent. the previous year. The length of the road operated in full for the first time this year has increased the Traffic, Train, and Water Service Department, and in these two items more particularly, an increase in expenditure had to be incurred; whilst in the expenses for fuel, oil and waste, owing to the superior new locomotives employed, and their greater carrying power, a large saving was effected. A very great decrease in the expenses is likewise apparent from the Detailed Statement of Repairs to Rolling Stock, which, having been put in most thorough order consequent upon the change of gauge, has obviated the usual outlay.

In the General Management the officers have been particular to effect what saving could be done. In the item of Insurance a large increase became necessary, but their principal attention was more especially directed to the improvement and maintenance of the roadway, in which it became incumbent to increase the outlay to a considerable extent. These causes have diminished the net rate of revenue, and the Directors here feel that they can hold out no hopes

of reducing the expenditure, as far as the maintenance of the roadway is concerned, until a considerable number of new rails are laid, and the road is more heavily ballasted.

REVENUE ACCOUNT.

The unfinished extension has obliged the Directors to make a similar charge of interest on £40,000 sterling of 1st Mortgage Bonds, the proceeds of which were entirely devoted to the extension as has been stated in the Report of last year, and this item in itself is a very strong inducement for every effort to be made to complete the line to Waubaushene, and thus afford some return for this outlay on Capital Account.

ROLLING STOCK.

The Rolling Stock of the Company has undergone an entire alteration, necessitated by the change of gauge. A re-valuation of all the plant of the Company was made in September, since which there has been no alteration, and the Directors re-attach a copy of their Report as previously published, shewing a detail of the outlay, and of the actual value of the Company's Rolling Stock. The Railway became under contract this Spring, for the delivery to them of an additional one hundred platform cars, the completion of which is deferred to the coming year, and with it the consequent outlay beyond the material already purchased toward their construction. The addition of these cars to the rolling stock is necessary when the line is extended, as the Directors trust it will be the coming spring, to Waubaushene. A contract was made with the Portland Company for seven (7) new locomotives, the payment for which was agreed upon such terms as would meet the financial position of the Company.

Of the old locomotives, ten (10) have been altered to suit the new gauge, and have had such thorough repairs and improvements added to them as largely to enhance their value; all of which is set forth in detail in the statement annexed.

SPECIAL WORKS.

The economy imposed upon the Management by the diminished traffic, necessitated a curtailment in expenditure of such special works which otherwise it might have been very desirable to undertake. Among these latter the replacing of the wooden bridge across Campbell's Creek by a stone culvert and permanent embankment, which would have entailed an outlay of nearly \$30,000, had to be deferred, and in lieu thereof a new wooden bridge will take the place of the present structure. The completion of the Round-house and Tank-house, and other minor necessary works, are referred to in detail in the Report of the Chief Engineer. The expenditures for all these have been restricted to the smallest amount which it was possible to do.

In regard to such additional ballasting as part of the line requires, the same causes have obliged the Management to exercise economy, but it is hoped that the revival of trade, and the consequent increase of the means of the Company, will enable the necessary work to be done to a greater extent in the coming year than hitherto.

EXTENSION TO WAUBAUSHENE AND MIDLAND.

The hopes entertained of finishing this important link of the Railway during the past year, and thus creating into a source of revenue an outlay of unproductive capital account, that has exceeded \$800,000, have not yet been realized. The arrangements, however, that have been made with the bondholders, to which reference is made later in the Report, allow the expectation to be formed that this essential tributary to the line will see its completion in the coming summer. A further effort will be necessary to finish the work between Waubauskene and Midland, to avoid the expenditure in the construction of piers at Waubauskene for receiving lumber from the adjoining mills in the Bay, to which the Railway will lead direct when extended to Midland, and a repetition of a heavy outlay for

temporary use, similar to the one at Beaverton, to which allusion is made in the Chief Engineer's Report, would thereby be avoided.

GOVERNMENT AID FOR EXTENSION.

During the last session of Parliament the Ontario Government have subsidized this Company to the extent of \$2,250 per mile for the extension from Orillia. The Directors feel a disappointment in the smallness of this amount, and more especially as a railway passing through a similar country, and starting from the same point—Orillia—viz: the Northern, has and is receiving, a subsidy of \$4,000 and they entertain the hope that such due and just representations which they purpose to make to the Government, will induce a more equitable allowance for works which this Company is prosecuting, and which are of no less importance than those of the railway mentioned.

CHANGE OF GAUGE.

The change of gauge of this Railway from 5 ft. 6 in. to 4 ft. 8½ in.—the standard now being generally adopted in this country—was successfully accomplished in the month of June last. The expectations that have been entertained in having our system harmonized with that of the Grand Trunk, have been to a great extent, realized, and the benefits from it will be still more apparent when the line is completed to its terminus on Georgian Bay, and the Company may fairly venture upon seeking a through traffic from the west through the northern lakes in connection with the Grand Trunk. The detailed statements issued by the Directors in September are hereby added to the Report, shewing all items of cost and expenditure connected with the alteration of the gauge, the cost of which has fallen below the estimates originally made.

Whilst the Directors, as shadowed forth in their Report of last year, expected to meet the outlay on capital account expended on the extension and change of gauge, by the sale of the remaining Second Mortgage Bonds, they regret to state that in this they were disap-

pointed. Under these circumstances the President was called to England late in the Fall to make such financial arrangements as became necessary in view of the interest maturing on the bonds of the Company, and to find the means of completing the system of this Railway. It having been found impossible to place any new loan on the market owing to the incompleteness of the line and the general distrust to railway debentures in England, an agreement was arrived at with the Bondholders by which they deferred the payment of interest for three and four years, respectively. The details of this arrangement are about being carried out, and the Directors feel confident that with the facilities afforded them, they will be enabled to complete the line to Waubaushene the coming summer, and make such further provision towards the final works to Midland as may enable them to reach that point early the following spring.

In conclusion, the Directors beg to state that they have had much pleasure in the visit made by F. Murton, Esq., M. I. C. E., who was sent out by the Bondholders to make thorough examination of the Railway, and whose very able and exhaustive Report was duly published; and they believe that the knowledge obtained through Mr. Murton, and the visit of the President to Europe, in connection with the arrangements entered into, will greatly conduce to a better appreciation of the position of this Railway, its future prospects, and the value of its securities.

All of which is respectfully submitted.

(Signed),

A. HUGEL,
President.

Auditor's Report.

A. HUGEL, ESQ., PRESIDENT MIDLAND RAILWAY OF CANADA :

SIR,—In certifying the correctness of the accounts of this Company for the current year ending with the 31st December, 1874, I have much pleasure to state that the accounts of the Company have been kept with great accuracy, and that under the system introduced by you, and to which allusion is made in my report of last year, the strictest accountability is kept over every department by a monthly statement which all have to render, and this has been the means of establishing the accounts of the Company in the most correct and accurate manner.

I am, Sir, your obedient servant,

JOHN PATERSON,
Auditor.

Port Hope, February 15th, 1875.

Chief Engineer's Report:

CHIEF ENGINEER'S OFFICE,
Midland Railway of Canada,
PORT HOPE, December 31st, 1874. }

A. HUGEL, ESQ., PRESIDENT:

SIR,—I herewith submit for your information my report of the works of construction and repairs on the Midland Railway for the past year.

Owing to the depressed state of the trade of the country generally and to the injurious effect that depression had upon the traffic of your road, it was found necessary to curtail during the past year all works of construction and repairs to the greatest possible extent, consistent with the efficient operating of the road, and in effecting this reduction, I am pleased to say that I have been most ably assisted by all the men under me.

The want of new iron for repairs of the track, and the consequent difficulties the trackmen had to contend with in keeping the road in repairs was severely felt, and old rails, from sidings not generally used, had to be taken for repairs. The cutting and fitting of these old rails, and the consequent additional number of ties required for these repairs had the effect of raising the track expenses over the previous years. The total amount charged to track expenses last year was \$47,247, and this year \$55,784, or an increase of \$8,537.

But the effects of this additional expense was clearly seen in the improved condition of the road at the close of the season, notwith-

standing the difficulties we had to contend with in the using of inferior quality of materials; and after the opening of the Spring this year there was no case of any of the trains leaving the track by reason of any defects in it.

As regards the special works on the line I am happy to say that there has been a very great saving in that account over former years. There were upwards of 4000 yards of ballasting put on the road, and the filling of the valley of the Indian Creek completed. The necessity of the latter work was referred to in my former reports, and it is satisfactory to know that one great source of danger to the traffic of the road has been removed, and a solid embankment now takes the place of a bridge that was no longer fit for the trains to pass over.

Campbell's Bridge still remains in an unsatisfactory state, but by carefully examining it the past Summer, it has been kept sufficiently secure for the purposes of the traffic, but another year cannot be allowed to pass without its being replaced by something more substantial than the present decayed timbers. I have therefore, under your directions, given orders for the necessary timbers for new bents over the stream, and the spaces on either side of the stream to be filled by solid embankment as soon as the frost leaves the ground in Spring, when I trust this other source of danger will be removed.

Among the items in the Special Works account the largest is that of the new Engine House at Port Hope. The work on this consisted of building the engine pits, brick culverts leading from the engine pits into the main culvert and that leading into the harbor, six pits were completed in a very substantial manner of solid masonry, the walls in some cases extending to a depth of 20 feet, and founded on the solid rock below. From the nature of the ground no saving could be effected here, the soil being of a porous alluvium not ever capable of preventing the water of the harbor percolating through it. This added very much to the expenses of the work from the constant

pumping necessary to keep the foundations dry while laying the masonry, but now that it is completed we may reasonably expect that it will last for ages.

The filling with earth of the spaces between the pits, the flooring and laying of the tracks from the Turn-table will be a moderate expenditure necessary in the spring when these six stalls will be ready to receive their engines.

The Tank House attached to the Engine House has been far advanced towards completion during the present year. The boiler of a locomotive formerly in use, has been put in and refitted for the purpose of pumping and heating by steam.

Four new tanks have been built capable of containing upwards of 30,000 gallons of water. The water is taken from the harbor by suction pipes after passing through a filter, and then forced into the tanks, from which it can be taken either to supply the engines outside the building or to be conducted round the interior of the entire building for washing the engines and other purposes. The pumps can also be used for fire purposes with great effect in case of accident from that cause, and when the water system is completed it ought to reduce the insurance risks very materially on all buildings within reach.

A new Turn-table has been built which it is intended to erect at Millbrook the coming summer, where the want of it has been felt in management of the traffic at that place.

The increasing trade at the village of Franklin called for some accommodation for passengers and goods, and in consequence a small Station building has been erected at a cost of \$262.42.

Owing to the inconvenient distance of the station at Omemee from the village the inhabitants thereof petitioned the Company to remove the old, or build a new one, to or at a point on the block nearest to the business part of the village, and offers in the event of the Company

building a new station there, to contribute the sum of \$2,000 to that purpose. Their proposition was accepted and a new building was commenced in the Autumn. But the negotiations were completed too late in the season to do more than get the walls built and roof put on before the winter set in. The ground, however, was filled up and the grading completed, ready for the track of the siding. The sum of \$1,645.29 has been expended on this work, and the amount \$2,000 voted by the Council of Omemece will be sufficient to complete it, so that although this item appears on the Special Works account it is provided for by the bonus of the Municipality.

The wharf at Lindsay was extended to encourage and relieve the shipping at that point, which was rendered all the more necessary as at that place the Whitby and Port Perry Railway and navigation comes into direct competition with the Midland Railway.

At Orillia the wharf purchased from Capt. May had to be repaired to accommodate the shipping of Lake Simcoe and Couchiching, and a sideway at the latter Lake was necessary for loading timber from the water to the trains.

After the extension of the road beyond Beaverton the shipping from Lake Simcoe at that point was transferred to Orillia and other points so that it became no longer necessary to sustain the Company's dock there, and from its exposed position and the damage it was receiving from the action of the water, it was thought advisable to remove a part of the top timbers. The materials therefrom were all used in portions of the road for the repairs of bridges, cattle-guards, &c., so that these materials that would have been otherwise lost, became serviceable in other respects.

New board fencing was constructed during this year to the extent of 680½ rods. This should be continued each year until the road is completely protected from cattle straying on the track, the cause of many disasters and damages to the traffic.

The other items of the Special Works account are small and sufficiently explained in the statement thereof annexed, the total amounting to the sum of \$20,033.06 against \$67,660.41, the expenditure last year.

CHANGE OF GAUGE.

Early in the season the change of gauge was determined on and preparations made for that purpose, so that early in June everything necessary for the operation was completed and the days fixed for Saturday the 13th and Monday the 15th. The whole was carried successfully on those days without accident, and the trains delayed only a few hours.

The total cost of changing the gauge, including altering bridges, culverts, cattle-guards, switches, tools and other things connected with the track in my own Department amounted to the sum of \$12,608.14.

GEORGIAN BAY EXTENSION.

During the winter and spring of the present year, the different contractors at work on the line between Orillia and Waubaushene continued their labors, but the expectations expressed in my last year's report of getting the road through to Waubaushene during the Summer have not been realized, owing entirely to the financial position of the Company, which was not in a condition to meet the balance of the outlay and purchase the rails for the purpose of finishing the line. The work had therefore to be discontinued.

The disappointment this has occasioned to the lumber interests along the Georgian Bay to reach this outlet for their productions which is so desirable, was very great, and I beg to urge that in view of the large outlay of capital already made every effort should be brought forward to reach, if not the terminus of the line at Midland, at least the waters of the Georgian Bay at Waubaushene.

The necessary outlay, independent of the requirement of rails to finish the road between Orillia and Waubaushene, is not very large, and my statement furnished to F. Murton, Esq., the Engineer who came to examine the line will form a basis of the expense to be incurred.

Your obedient servant,

GEO. A. STEWART,
Chief Engineer.

General Passenger & Freight Agent's REPORT.

TO ADOLPH HUGEL, ESQ., PRESIDENT MIDLAND RAILWAY:

SIR,—I beg to submit herewith a Classified Statement of Earnings for the year 1874. The continued and severe depression in all kinds of business in the United States, and which greatly reduced the demand for lumber, has again unfavorably affected the receipts of the road. (See appendix A.)

We have in consequence, to report a decrease in haulage of lumber of ten millions, and 574 cars of ties and posts.

Prices in the Quebec Timber Market ruling low, but little was cut in this section. We have therefore to report a decrease in timber hauled of 245,189 cubic feet.

Consequent upon an abundant harvest and the increased area of cultivated land, we are happy to be able to report an increase of sixty-eight per cent in the quantity of grain carried, viz: wheat, increase, 245,189 bushels; coarse grain, ditto, 114,967 bushels.

In all other descriptions of freight you will observe there is a gratifying increase.

The Passenger business retains its buoyancy, and exhibits an increase of six per cent. over the very large increase of the previous year.

Our faith in the Traffic resources of the road cannot but be strengthened, when upon comparing the business of 1872 with that

of 1874, although we find a decrease in Lumber of 24 millions, or 32 per cent, and in Timber 513,000 cubic feet, or 62 per cent., yet notwithstanding this enormous decline the receipts of the latter year are only \$730.66 less than of the former.

The population and general business of the country tributary to our road are rapidly and permanently increasing. We are also encouraged by the indications of renewal of activity in the lumber trade.

Business in the United States is gradually resuming its wonted vigor, and with the resumption of business will certainly cause the demand for Canadian lumber.

Along the route of our road since 1872 new saw mills have been erected, old ones enlarged and improved, so that when activity is restored we may confidently expect greatly to exceed any former year in the amount of receipts from this source.

The necessity of a large Elevator upon the dock at Port Hope is becoming every day more evident. If we had sufficient grain storage room in Port Hope we could be able during the winter when other business fails us, to empty all the farmer's bins and the Company's warehouses along the road, and thus have our Rolling Stock free for the Spring's business.

Grain buyers are now demanding for banking purposes warehouse receipts for grain stored in our warehouses along the line. We disapprove granting such at Way stations, but had we good and sufficient elevator storage room we could then grade the grain, charge storage, and give receipts.

WILLIAM McKECHNIE,
General Passenger and Freight Agent.

MIDLAND RAILWAY OF CANADA.

Account No. 2.—Part 1: Details of Capital Expenditure for the Year ending
December 31st, 1874.

SPECIAL WORK ON LINES AND WORKS OPEN FOR TRAFFIC.

SIDINGS.

Extension Scales Siding, Port Hope..	\$434 37	
Extension No. 4 Siding. " ..	23 86	
New Station Siding, " ..	233 15	
McBurney's Gravel-Pit Siding	641 85	
New Station Siding, Omemee.....	714 51	
		\$2,047 74

PORT HOPE.

Filling up Brick Station.....	694 18	
Transfer Passenger Shed, G. T. P'y..	40 84	
New Turn-table.....	87 45	
Extension Boiler House.....	1,322 72	
New Engine House.....	7,552 89	
		9,698 08

MILLBROOK.

New Turn-table.....	369 24	
---------------------	--------	--

FRANKLIN.

New Station.....	262 42	
------------------	--------	--

OMEMEE.

Alteration in Station.....	23 56	
New Brick Station	1,621 73	
		1,645 29

LINDSAY.

New Storehouse.....	130 80	
Extension of Wharf.....	131 70	
		262 50

BEAVERTON.

Wharf.....	597 00	
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COUCHICHING.

New Station.....	335 41	
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ORILLIA.

Semaphore House.....	3 44	
New Wharf.....	284 40	
New Skidway.....	175 00	
		462 84

SPECIAL WORK ON LINES AND WORKS OPEN FOR TRAFFIC.

(Continued.)

NEW BOARD FENCING.	
680½ Rods, at \$1.38	941 43
BALLASTING—Main Line.	
4037 Cubic Yards, at 48 cents	1,941 24
INDIAN CREEK—Filling.	
3703 Cubic Yards, at 21½ cents	799 87
NEW MACHINERY.	
Planer	670 00
CHANGE OF GAUGE.	
Details Appendix D	105,065 84
	<u>\$125,098 90</u> or, Sterling,
	£25,705 5 9

GEO. A. STEWART,
Chief Engineer.

MIDLAND RAILWAY OF CANADA.

**Account No. 2.—Part 2: Details of Capital Expenditure for the Year
ending December 31st, 1874, on Lines and Works in
course of Construction.**

GEORGIAN BAY EXTENSION.

Preliminaries	\$ 8,030 50	
Travel	5,247 52	
Printing	1,360 73	
Telegraphing Cables, etc.....	1,429 45	
Sundries.....	768 06	
Engineering.....	26,679 03	
Right of Way.....	19,427 49	
General Management.....	1,210 48	
Coupons on £60,000		
Bonds in 1873.....	\$17,520 00	
Coupons on £60,000		
Bonds in 1874.....	17,520 00	
	<u>35,040 00</u>	
Construction by Company.....	213,028 76	
Construction by Francis Shanly	174,919 29	
Iron Rails, Spikes and Chairs..	135,911 25	
Freight.....	3,118 60	
Interest.....	57,495 32	
Discount, Commission, Charge, etc., on Sale of Bonds amount- ing to £100,000 Sterling.....	121,666 66	
	<u>\$805,333 14</u>	
Less amount expended up to the 31st December, 1873....	710,968 64	
	<u>\$94,364 50</u>	£ s. d. 19,389 19 3

MIDLAND RAILWAY OF CANADA.

**No. 2.—Part 3 : Details of Capital Expenditure for the Year ending
December 31st, 1874.**

WORKING STOCK.

Balance from last Report	\$378,245 88
ADDITIONS,—	
1 Platform Car purchased	\$ 535 00
1 Mail and Express Car, built at Co.'s Works... ..	1,650 00
	2,185 00
	\$380,430 88
Deduct reduction in value consequent upon Change of Gauge, per Appendix D.....	
Two Locomotive Boilers, used in Special Works....	\$60,480 88 2,000 00
	62,480 88
	\$317,950 00
Total reduction in value, \$60,295 88 ; or £12,389 11s. 1d. Stg.	

No. 3.—Reserve Account.

		Dollars.	Dollars.	£	s.	d.
1873.						
Dec. 31	By balance per last account.....		758,948 58	155,948	6	9
1874.						
Dec. 31	“ Proceeds of \$16,000 Tay Debentures.....	13355 63				
	“ Bonus from Omemee..	2000 00				
	“ Net Revenue, Account No. 5, Balance trans- ferred	30598 68	45,954 31	9,442	13	4
			804,902 89	165,391	0	1

F. WHITEHEAD,
Secretary.

MIDLAND RAILWAY OF CANADA.

No. 5.—Net Revenue Account for the Year Ending December 31st, 1874.

1873. Sterling.	1874. Dollars.	1874. Sterling.	1874. Dollars.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
16,299 0 0	83,945 13 17	28,352 17 6	
1,817 3 2	8,771 50 3		
1,343 13 4	2,535 38		
3,082 3 10			
22,542 0 4	95,252 01 19	19,572 6 7	125,850 69 25
5,810 17 2	30,598 68	6,287 8 0	
28,352 17 6	125,850 69 25	25,859 14 7	125,850 69 25
			859 14 7

F. WHITEHEAD,
Secretary.

H. W. WALKER,
JOHN PATERSON.

Audited.

F. WHITEHEAD,
Secretary.

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H. W. WALKER,
JOHN PATERSON.

Audited.

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MIDLAND RAILWAY

No. 1.—Receipts and Expenditure on Capital Account

	Amount Expended to Dec. 31, 1873.	Amount Expended during year, per acc't No. 2.	Total. 31st of December, 1874.				
	Dollars.	Dollars.	Dollars.	£	s.	d.	BY REC
To EXPENDITURE :							
On Lines and Works open for traffic.....	2,475,823 70	125,098 90	2,600,922 60	534,436	3	0	Fir
On Lines and Works in course of Construction....	710,968 64	94,364 50	805,333 14	165,479	8	3	Sec
Working Stock.....	378,245 88						Sha
do Reduced in value through Change Gauge.		Cr. 60,295 88	317,950 00	65,332	3	11	Res
Sinking Fund.....	32,606 69		32,606 69	6,700	0	0	r
Sinking Fund deferred.....		34,553 33	34,553 33	7,100	0	0	b
							N
							Sur
							Def
							Def
							Dep
							By
	3,597,644 91	193,720 85	3,791,365 76	779,047	15	2	

Audited.

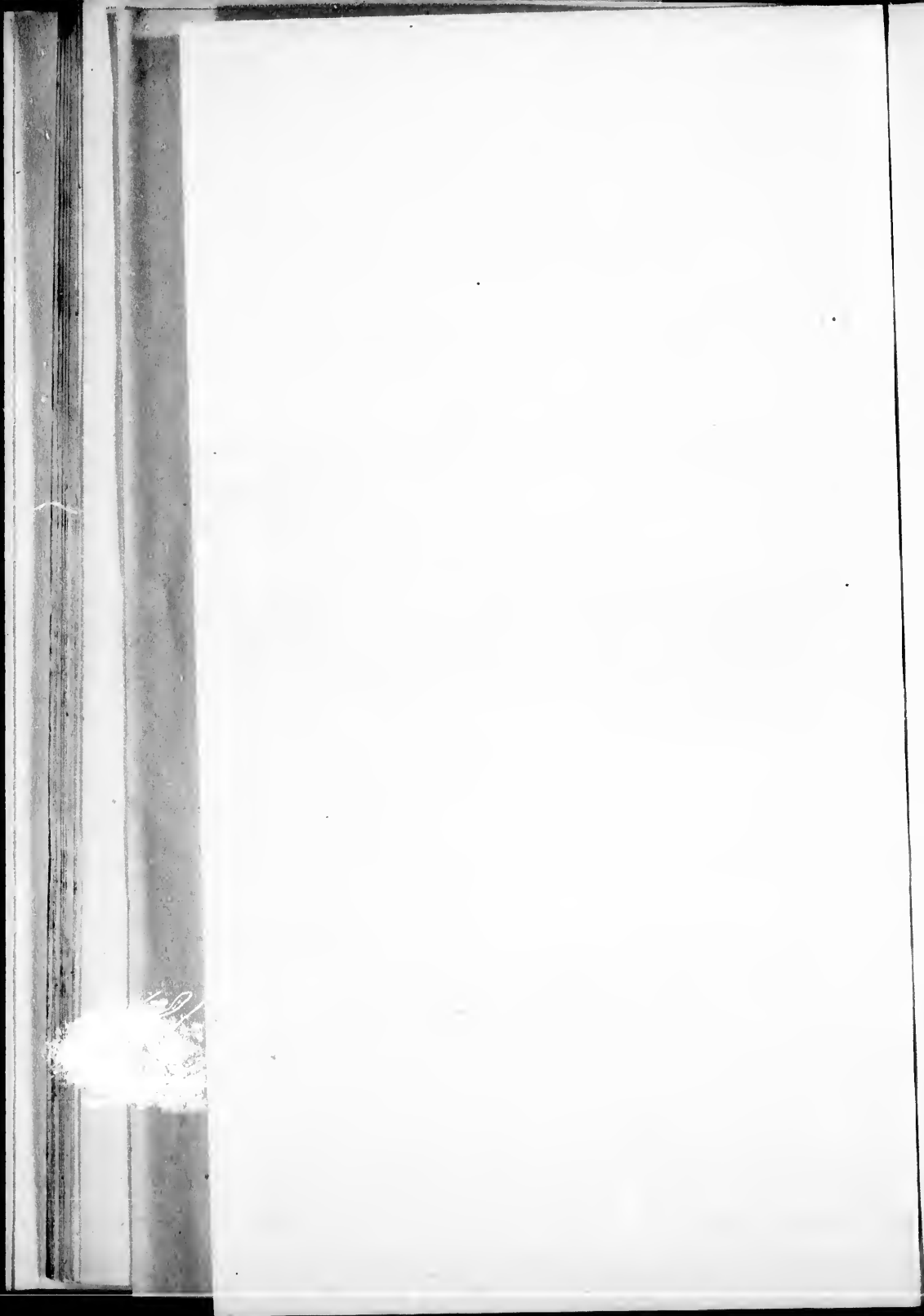
H. W. WALKER, Accountant G. T. R.
JNO. PATERSON, Auditor M. R'y Co.

RAILWAY OF CANADA.

Expenditure on Capital Account up to December 31st, 1874.

December, 1874.			Amount received to Dec. 31st, 1873.	Amount received during year.	Total 31st of December, 1874.			
£	s.	d.	Dollars.	Dollars.	Dollars.	£	s.	d.
BY RECEIPTS:								
34,436	3	0	1,630,333 32		1,630,333 32	335,000	0	0
5,479	8	3		204,400 00	204,400 00	42,000	0	0
			835,782 50	Dr. 1,667 51	834,114 99	171,393	9	10
5,332	3	11						
6,700	0	0	758,948 58	45,954 31	804,902 89	165,391	0	1
7,100	0	0	2,194 49	1,448 86	3,643 35	748	12	8
				47,931 80	4,7931 80	9,849	0	0
				34,553 33	34,553 33	7,100	0	0
			27,200 00	Dr. 27,200 00				
			3,254,458 89	305,420 79	3,559,879 68	731,482	2	7
			343,186 02		231,486 08	47,565	12	7
			3,597,644 91		3,791,365 76	779,047	15	2
9,047	15	2						

F. WHITEHEAD,
Secretary.





MIDLAND R.

No. 4.—Revenue Account

1873. Sterling.		EXPENDITURE.	Dollars.	1874. Dollars.	
£	s. d.				
		To GENERAL MANAGEMENT :			
		Officers' Salaries.....	8,320 81		
		Office Expenses and Stationery.....	1,134 90		
		Postage and Telegraph.....	513 60		
		Interest, Agency and Travel.....	1,909 40		
		Printing and Advertising.....	1,404 67		
2,904	18 8	.....		13,283 38	2,7
		To OPERATING ROAD :			
		Traffic Department.....	20,121 79		
		Train Service.....	29,855 97		
		Water Service.....	2,530 64		
		Station Supplies.....	510 83		
		Oil and Waste.....	2,464 43		
		Fuel.....	24,582 50		
15,880	11 2	.....		80,066 16	16,4
		To REPAIRS :			
		Rolling Stock.....	10,284 96		
		Machinery and Tools.....	2,046 34		
		Buildings and Works.....	8,367 08		
		Maintaining Roadway.....	55,784 66		
16,898	9 0	.....		76,483 04	15,7
		To MISCELLANEOUS EXPENSES :			
		Parliamentary Expenses.....	60 00		
		Legal Expenses.....	1,589 19		
		Insurance.....	2,660 00		
		Taxes and Rent.....	1,332 37		
		Loss, Damage, and Accident.....	2,277 73		
1,338	10 1	.....		7,919 29	1,0
		To Net Revenue Account, No. 5.....		177,751 87	36,8
28,352	17 6	.....		125,850 69	25,8
65,375	6 5			303,602 56	62,3

Audited.

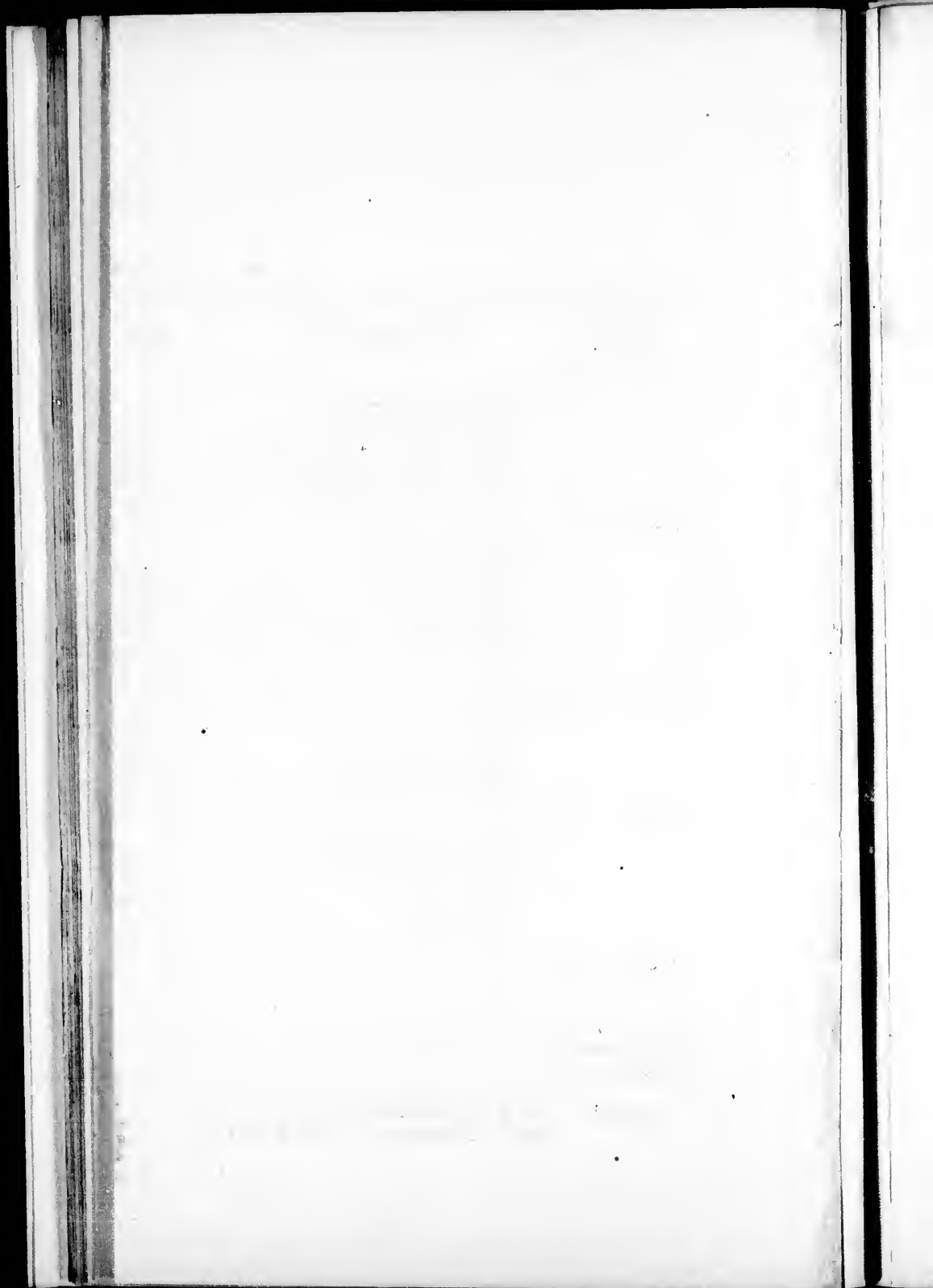
H. W. WALKER, Accountant G. T. R.
JNO. PATERSON, Auditor M. R. C.

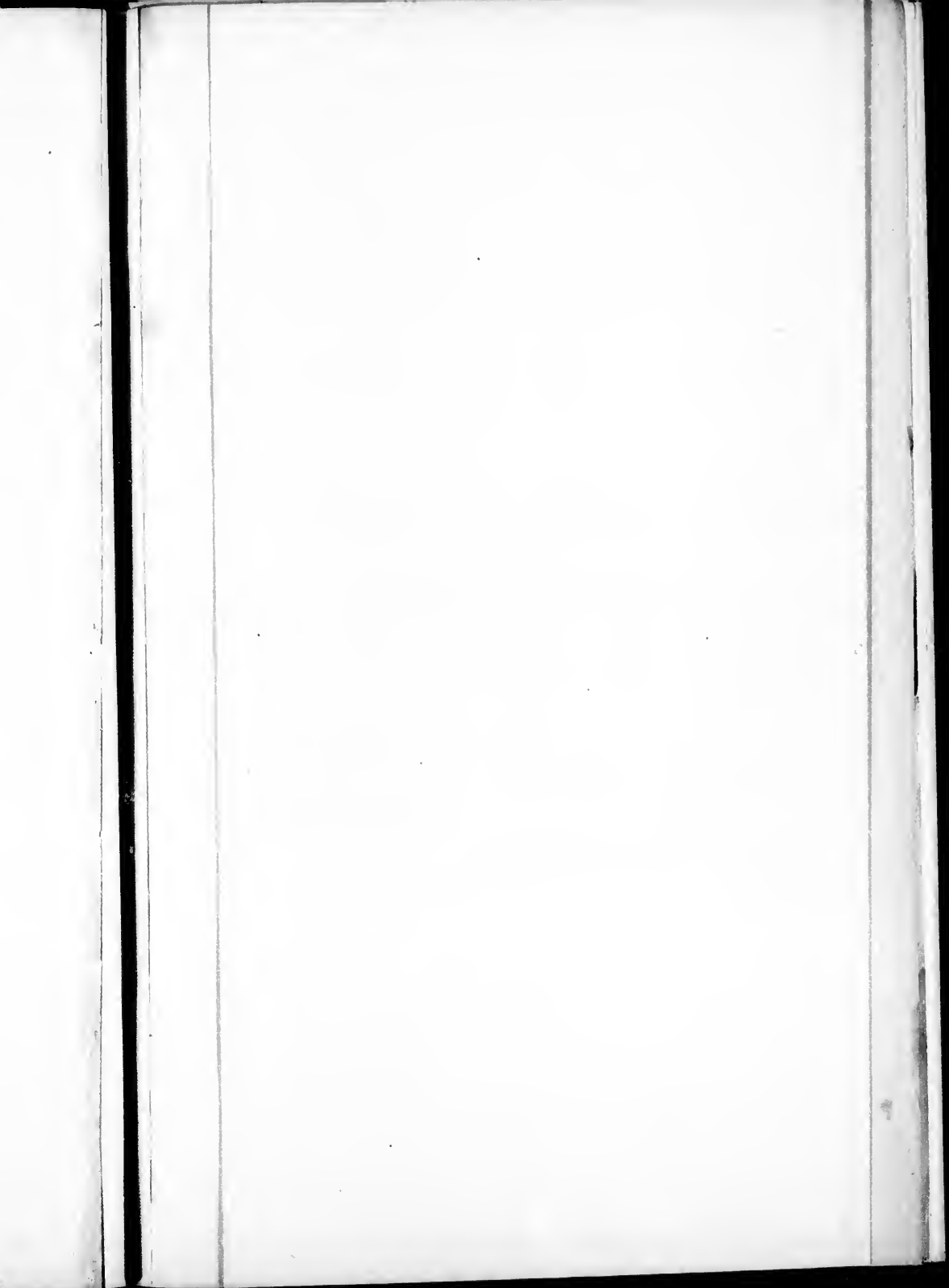
MIDLAND RAILWAY OF CANADA.

No. 4.—Revenue Account for the Year Ending December 31st, 1874.

Pounds.	1874. Dollars.	1874. Sterling.			Comparative Percentage on Traffic Receipts.		1873. Sterling.			RECEIPTS.	1874. Dollars.	1874. Sterling.		
		£	s.	d.	1873.	1874.	£	s.	d.			£	s.	d.
20 81						16,538	19	1	By Passengers.....	84,957 16	17,456	19	1	
34 90						47,473	3	0	" Merchandize.....	211,866 28	43,534	3	4	
13 60						1,363	4	4	" Mails	6,779 12	1,392	19	5	
09 40														
04 67														
	13,283 38	2,729	9	3	4.44	4.37								
21 79														
55 97														
30 64														
10 83														
64 43														
82 50														
	80,066 16	16,451	19	0	24.29	26.38								
84 96														
46 34														
67 08														
84 66														
	76,483 04	15,715	13	11	25.85	25.19								
60 00														
89 19														
60 00														
32 37														
77 73														
	7,919 29	1,627	5	0	2.47	2.61								
	177,751 87	36,524	7	2	57.05	58.55								
.....	125,850 69	25,859	14	7	42.95	41.45								
	303,602 56	62,384	1	9	100.00	100.00	65,375	6	5		303,602 56	62,384	1	9

F. WHITEHEAD,
Secretary.





MIDLAND RAIL

No. 6.—General Balance Sheet

1873. Sterling.		1874. Dollars.	1874. Sterling.
17,000 11 1	To Sundry Outstanding Accounts owing by the Company.....	102,244 94	21,009 4
19,602 12 11	“ Bills Payable (Domestic)	124,698 30	25,622 18
	“ Bills Payable (Foreign)	53,533 33	11,000 0
45,770 1 4	“ Amount advanced by Foreign Bankers	31,200 69	6,411 2
<u>82,373 5 4</u>		<u>311,677 26</u>	<u>64,043 5</u>

Audited.

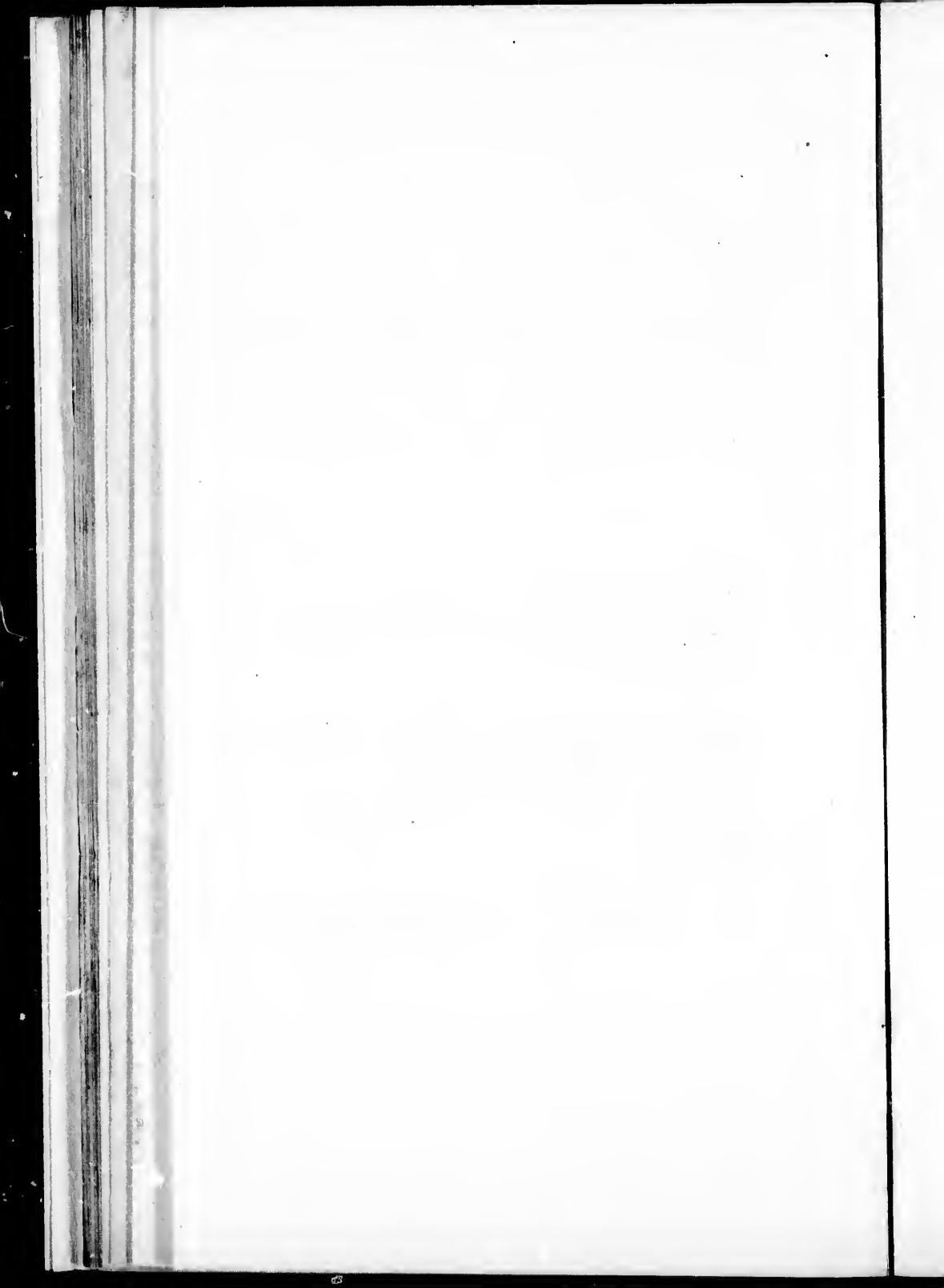
H. W. WALKER, Accountant G. T. R.
JOHN PATERSON, Auditor M. R. C.

ONTARIO RAILWAY OF CANADA.

No. 6.—General Balance Sheet, December 31st, 1874.

1874- Dollars.	1874. Sterling.	1873. Sterling.		1874. Dollars.	1874. Sterling.
102,244 94	21,009 4 8	70,517 13 6	By Capital Account, balance at debit thereof, per Account No. 1	231,486 08	47,565 12 7
124,698 30	25,622 18 9	7,292 5 5	“ General Stores, Fuel, &c	42,450 44	8,722 13 11
53,533 33	11,000 0 0	1,033 19 5	“ Cash and Traffic Accounts due the Company	4,428 29	909 18 5
31,200 69	6,411 2 0		“ Outlays on Works and Material, &c	13,628 90	2,800 9 2
		3,529 7 0	“ Sundry Outstanding Accounts due the Company	19,683 55	4,044 11 4
311,677 26	64,043 5 5	82,373 5 4		311,677 26	64,043 5 5

F. WHITEHEAD,
Secretary.



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MIDLAND RAILWAY

Statement of Assets and Liabilities for Year

ASSETS.	Dollars.	Sterling.			
		£	s.	d.	
<i>Construction Account.</i>					
Main Line, including sidings	2,600,922 60	534,436	3	0	Firs Seco
<i>Equipment Account.</i>					
Rolling Stock of Company	317,950 00	65,332	3	11	Shar Rese
<i>Georgian Bay Extension.</i>					
Amount Expended	805,333 14	165,479	8	3	Defe
<i>Sinking Fund.</i>					
Bonds Redeemed	£6,700 Sterling				Defe
Redemption Deferred	7,100 "				
	67,160 02	13,800	0	0	Ext
<i>General Stores.</i>					
Material, Wood, &c., on hand	42,450 44	8,722	13	11	For
<i>Outstanding Freight, and</i>					
Cash on hand	4,428 29	909	18	5	For
<i>Outlay on Works and Material</i>					
Special Wood Account.....	\$1114 04				
Passenger Car, Building	2,170 65				Bill
100 Platform Cars, Building.....	1,813 62				
New Locomotives	2,144 00				Pay
300 Tons Rails bought	1,318 66				
Midland Railway Extension	5,067 93				Mun
	13,628 90	2,800	9	2	Chan
<i>Sundry Accounts.</i>					
Due to the Company.....	19,683 55	4,044	11	4	Sun
	3,871,556 94	795,525	8	0	

Audited.

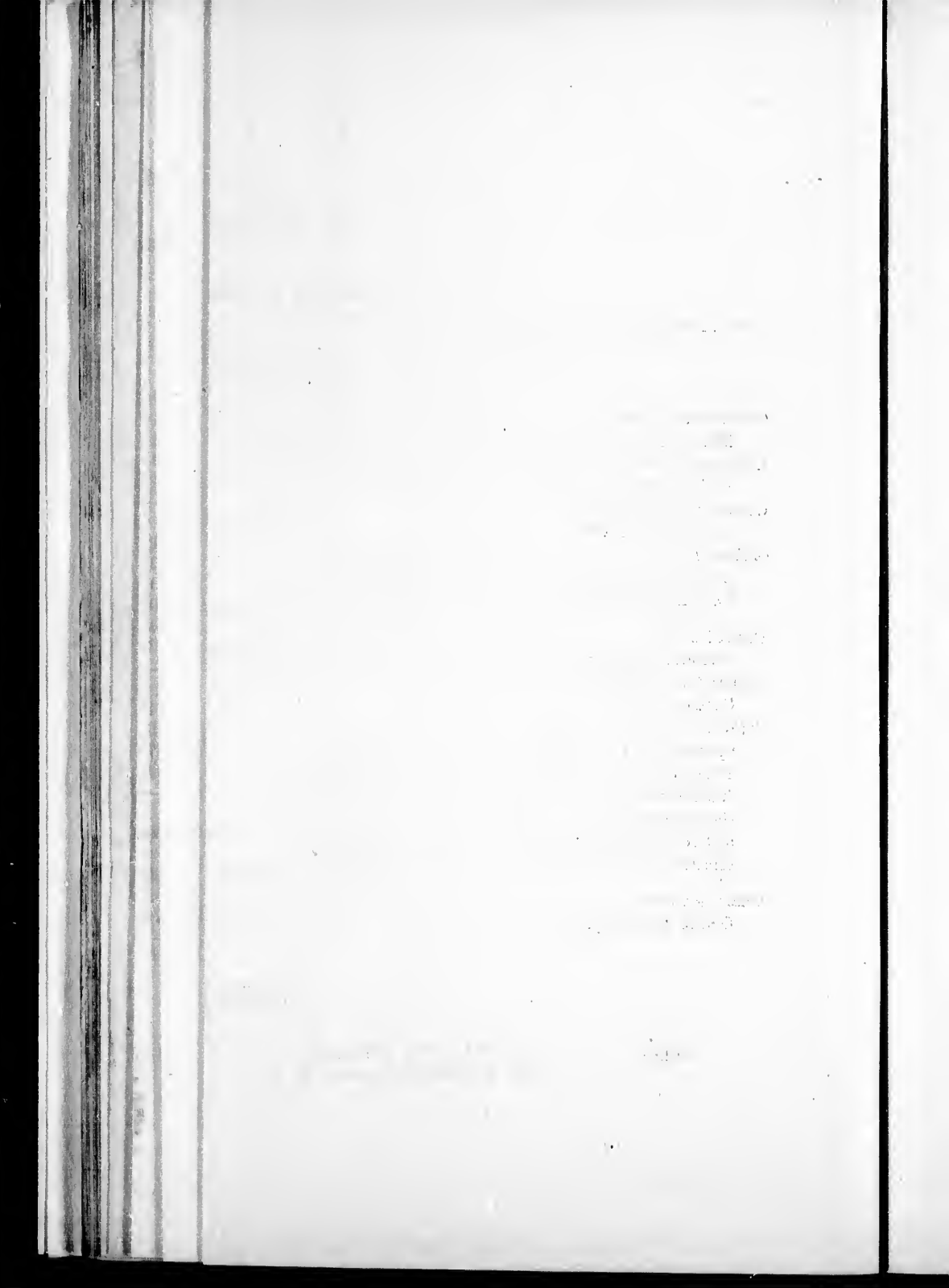
H. W. WALKER, Accountant G. T. R.
JOHN PATERSON, Auditor M. R. C.

RAILWAY OF CANADA.

and Liabilities for Year Ending 31st December, 1874.

Sterling.		LIABILITIES.	Dollars.	Sterling.	
£	s. d.			£	s. d.
534,436	3 0	First Mortgage Bonds.....	1,630,333 32	335,000	0 0
		Second Mortgage Bonds, £60 000 at 70.....	204,400 00	42,000	0 0
65,332	3 11	Share Capital	834,114 99	171,393	9 10
		<i>Reserve Account.</i>			
		Applicable to Shares.....	804,902 89	165,391	0 1
165,479	8 3	<i>Deferred Bond Interest Account.</i>			
		November, 1874, Interest.....	47,931 80	9,849	0 0
		<i>Deferred Drawn Bond Account.</i>			
13,800	0 0	Drawing of March, 1874, unpaid	34 553 33	7,100	0 0
		<i>Extra Station Lands.</i>			
8,722	13 11	Realized from sales of land not required.....	3,643 35	748	12 8
		<i>Foreign Bankers.</i>			
909	18 5	Advanced by them	31,200 69	6,411	2 0
		<i>Foreign Bills Payable.</i>			
		Notes given for May, 1874, Interest.....	53,533 33	11,000	0 0
		<i>Bills Payable.</i>			
		Bills Issued	124,698 30	25,622	18 9
		<i>Pay Rolls.</i>			
		Wages due.....	27,080 72	5,564	10 7
		<i>Municipalities.</i>			
2,800	9 2	Due them.....	14,186 50	2,915	0 8
		<i>Change of Gauge.</i>			
4,044	11 4	Unfinished Work	26,876 24	5,522	10 3
		<i>Sundry Accounts</i>			
		Due by Company.....	34,101 48	7,007	3 2
795,525	8 0		3,871,556 94	795,525	8 0

F. WHITEHEAD,
Secretary.



Certificate.

MIDLAND RAILWAY COMPANY,
Port Hope, March 31st, 1875.

A. HUGEL, Esq., President.

DEAR SIR,—Having audited the accounts of the Midland Railway Company for the year ending 31st December, 1874, I am enabled to state that the Books have been well kept; and the various statements submitted to me, properly deduced therefrom.

The inventories of Material on hand in the various departments, agree with the amounts shown in the accounts.

The details of capital outlay for the year have also been carefully examined, and the receipts from the net earnings, bonuses, &c., found to have been properly applied thereto.

(Signed) H. W. WALKER,
Accountant, G. T. R'y.

MIDLAND RAILWAY OF CANADA.

Appendix A.—Classified Statement of Earnings for Year ending December
31st, 1874. Gross Earnings, \$303,602.56.

FREIGHT EARNINGS.

Description of Freight.	Quantity.	Tons.	\$	c.	Rate per Ton.
Lumber, M. Feet.....	55,334,450	69,168	81,779	20	1 18 2-10
Timber, M. Cubic Feet.....	314,006	6,978	12,104	26	1 73 5-10
Shingles.....	35,248,000	5,035	6,415	62	1 27 4-10
Posts and Ties, Cars.....	362	3,620	3,630	47	1 00 3-10
Coal, Tons.....	2,375	2,375	2,730	68	1 15
Wheat, Bushels.....	452,324	13,569	22,047	81	1 62 4-10
Grain, Bushels.....	254,332	7,121	10,253	44	1 44
Flour, Barrels.....	76,535	7,653	12,480	90	1 63 1-10
Pork, Tons.....	495	495	869	44	1 75 6-10
Butter and Cheese, Tons....	151	151	385	09	2 55
Live Stock, Cars.....	100	1,000	1,494	24	1 49 4-10
Salt, Tons.....	1,294	1,294	1,568	56	1 21 2-10
Brick and Plaster, Tons....	927	927	1,123	21	1 21
Iron, Tons.....	1,241	1,241	2,281	87	1 83 9-10
Liquor, Gallons.....	162,659	732	2,041	51	2 78 9-10
Merchandise, Tons.....	15,017	15,017	50,659	98	3 37 3-10
Total.....		136,376	211,866	28	1 55 3-10

PASSENGER EARNINGS.

	Aggregate Mileage.	Each Pas- senger Mileage.	No. of Passengers.	Amount.
Passengers.....	2,843,215	24 8-10	114,591	\$84,957.16
Mail Service for the year.....				\$6,779 12
Total Earnings.....				\$303,602 56
Decrease for the year.....				14,557 32
Rate per Ton per Mile.....				3-88 Cents

WILLIAM McKECHNIE,
General Passenger and Freight Agent.

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MIDLAND RAILWAY

Approximate Statement of Expenditure and Receipts for Year

Year.	EXPENDITURE.	\$	c.	\$	c.	Year.
1875.	Extension to Waubaushene.....	120,000	00			1875.
	Less Bonuses.....	54,000	00	66,000	00	
	On account of Engines.....			35,000	00	
	REDUCTION OF FLOATING DEBT—					
	Current Accounts	20,000	00			
	Domestic Bills Payable.....	25,000	00			
	Foreign Bills Payable.....	53,000	00	98,000	00	
1876.	On Account of Engines.....	40,000	00	199,000	00	1876.
	On Account of Cars.....	20,000	00			
	REDUCTION OF FLOATING DEBT—					
	Current accounts	20,000	00			1877.
	Bills Payable (Domestic).....	25,000	00	105,000	00	
1877.	On Account of Engines.....	40,000	00			
	On Account of Cars.....	40,000	00			
	Payment to Foreign Bankers.....	31,000	00	111,000	00	
	Balance			415,000	00	
				247,000	00	
				662,000	00	

RAILWAY OF CANADA.

and Receipts for Years 1875-6-7. Furnished by H. W. Walker, Esq.

\$	c.	Year.	RECEIPTS.	\$	c.	\$	c.
6,000	00	1875.	Net Earnings, estimated by Mr. Murton at	\$276,000	00		
5,000	00		Deduct for six months Waubaushe Earnings.....	76,000	00	200,000	00
3,000	00		Less Net Revenue charges, including \$19,400 interest on Interest Bonds.....			30,000	00
9,000	00	1876.	Net Earnings as per above estimates.....	276,000	00	246,000	00
			Less Net Revenue charges.....		30,000	00	
5,000	00	1877.	Net Earnings, (with no estimate for increase).	276,000	00	246,000	00
			Less Net Revenue charges.....		30,000	00	
1,000	00						
5,000	00						
7,000	00						
2,000	00					662,000	00

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MIDLAND RAILWAY OF CANADA.

Appendix B.—Statement showing Material on hand December 31st, 1874.

Engineer's Material	\$16,975 60
Superintendent's Material.....	9,609 15
Wood Account.....	15,865 69
	\$42450 44

MIDLAND RAILWAY OF CANADA.

Appendix C.—Rolling Stock.

STATEMENT showing Number of Locomotives and Cars owned by the
Midland Railway Company on December 31st, 1874; also showing
the number of Locomotives and Cars added during the year.

	On hand per last Report.	Added during the year.	On hand Dec. 31st. 1874.
Locomotives	22		
do altered narrow Gauge.			6
do not altered yet			14
do leased		7	7
Tenders* Locomotive			2
Passenger Cars	7	1	8
Baggage, Mail and Express Cars.	8		8
Caboose Cars	9		9
Box Cars	59		58
Stock Cars.....	6		6
Platform Cars	250	2	252
Auxilliary Cars	1		1

Two Locomotive boilers used for Special Works, one put in new Engine House and one in Boiler House, Port Hope.

MIDLAND RAILWAY OF CANADA.

Appendix D.

OFFICE OF THE MANAGER,
Midland Railway of Canada.)
PORT HOPE, 1st September, 1874.)

GENTLEMEN,—I have the honor to submit to you herewith detailed statements of all expenses connected with the Change of Gauge of the line from 5ft. 6in. to 4ft. 8½in., which has been successfully accomplished on the 13th of June. The alteration of all Rolling Stock of the Railway having since been completed, I am enabled to present this report to you, showing all expenses connected with the alteration of the Track, Cars, and re-estimate of the Company's Rolling Stock, which comprises the Loss on Locomotives rendered useless, and a reduction in the value of the Cars acquired during the last two years.

The expense of altering the Coaches, Cars, includes not alone the mere alteration and substitution of trucks for the new gauge, but each Car received a general overhauling; and every part, in the slightest degree defective, was removed and new material substituted, thus making all Cars very nearly as good as new.

In accordance with the system of this Railway, I have had all Cars reduced in value, the items in detail appearing in the within statement, and a similar account is hereby attached regarding the Loss on the Locomotives rendered useless, from which has been deducted the Credit to the Depreciation account—a proceeding that the re-valuation rendered necessary.

It affords me great pleasure to state that whilst the entire work has been successfully accomplished, and has greatly enhanced the efficiency of the road, the cost of accomplishing it has fallen below the estimates I had the honor to submit regarding the same.

Your obed't servant,

A. HUGEL, *President.*

MIDLAND RAILWAY OF CANADA.

Change of Gauge.—No. 1: Expense of Altering Track and Cars.

TRACK—

New Tools, Altering Tools and Plant, Lorries, Hand Cars, changing Culverts, Cattle-guards, Bridges, Turn-tables, Engine House Pits, Locomotive Skids, Flooring of Pits of Round House, Switch-work, Diamond Crossings and Frogs	\$4,969 72
New Material: Fish Plates, Bolts, Chairs and Spikes	3,209 76
Labor in altering and preparing all Material and moving Track	4,428 56
Total	\$12,606 14

ALTERING CARS—

248 Platform Cars altered by contract	\$11,479 51
Altered at Company's Shops—8 Passenger Coaches: 8 Baggage, Mail and Express Cars; 9 Caboose Cars, 58 Box Cars, 6 Cattle Cars, 4 Platform Cars, 1 Auxiliary Car	8,991 19
Total	\$20,470 70
	\$33,078 84

MIDLAND RAILWAY OF CANADA.

No. 2.—Detail of Rolling Stock, Showing Cost of Altering Gauge and Depreciation in Value.

On hand in	LOCOMOTIVES.	Cost.	Cost of Re-building.	Repairs and Freight.	Loss on Valuation.	Present Value.	REMARKS.
1871	Hope	\$8,000 00	\$6,000	.....	.....	\$8,000	Reconstruction not yet effected.
	Lindsay	8,000 00	6,000	.....	.....	8,000	"
	Peterborough	7,000 00	.....	.....	5,500 00	1,500	Boiler \$1,000, material \$500.
	Omamee	8,000 00	.....	.....	6,500 00	1,500	"
	Queen	8,000 00	.....	.....	6,800 00	1,200	Sold for old material.
	Alma	4,000 00	Ch'n G'ge	.....	2,800 00	1,200	"
	Beaverton	9,000 00	3,200	\$300 00	.....	9,000	Not yet altered, repairs estimated.
	Covert	9,000 00	3,200	1,910 54	.....	9,000	Altered and thoroughly repaired.
	Chemong	9,500 00	3,200	300 00	.....	9,500	Not yet altered, repairs estimated.
	Orillia	9,000 00	3,200	945 58	.....	9,000	Altered and repaired.
	Lakefield	4,000 00	.....	.....	2,800 00	1,200	Sold for old material.
	Simcoe	12,000 00	3,200	300 00	.....	12,000	Not yet altered, repairs estimated.
	Ontario	12,000 00	3,200	300 00	.....	12,000	"
	Huron	12,156 25	525	337 50	156 25	12,000	Altered and repaired.
1872	Midland	12,156 25	525	337 50	156 25	12,000	"
	Superior	12,156 25	525	337 50	156 25	12,000	"
	Campbells	4,523 00	.....	.....	3,323 00	1,200	Sold for old material.
	Cambay	4,523 00	.....	.....	3,323 00	1,200	"
	Bethany	4,523 00	.....	.....	3,323 00	1,200	"
	Millbrook	4,523 00	.....	.....	3,323 00	1,200	"
	Stevenson	4,523 63	.....	.....	2,023 63	2,500	On hand, estimated value.
	Col. Williams	12,665 26	525	337 50	665 26	12,000	Altered and repaired.
		\$179,249 64	\$33,300	\$5,406 12	\$40,849 64	\$138,400	

MIDLAND RAILWAY OF CANADA.

No. 3.—Rolling Stock,—Continued.

Cars.	Cost.	Loss.	Present Value.
PASSENGER CARS.			
1871. 6 @ \$2,000 each.....	\$12,000 00		\$12,000
1872. 1 Smoking Car.....	1,803 73		2,000
1873. 1 New Coach	5,462 24		5,000
	\$19,265 97	\$265 97	\$19,000
BAGGAGE CARS.			
1871. 4 @ \$900 each.....	3,600 00		3,600
1872. 2 Baggage Cars	2,531 96		2,000
1 Mail and Express.....	1,457 02		1,400
1874. 1 Mail and Express.....	1,650 00		1,650
	\$9,238 98	588 98	\$8,650
CABOOSE CARS.			
1871. 6 @ \$700 each.....	4,200 00	} 9 Cars at \$800 each.	
1873. 4 @ \$845 "	3,380 00		
Less 1 Car, material used up ...	\$7,580 00	380 00	\$7,200
BOX CARS.			
1871. 60 { 58 Box and }	36,000 00		64 Cars at \$800 each.
1873. 4 { 6 Stock Cars, }	2,467 30		
	\$38,467 20	67 20	\$38,400
PLATFORM CARS.			
1871. 188 @ \$425 each.....	79,900 00		252 Cars at \$425 each.
1872. 51	27,428 44		
1873. 30	17,565 65		
1874. 1	535 00		
Less 18 Cars, material used up...	\$125,429 09	18,329 09	\$107,100
AUXILLIARIES.			
1871. 1	1,200 00		1,200
	\$201,181 24	\$19,631 24	\$181,550

MIDLAND RAILWAY OF CANADA.

Appendix E.—Characteristics of Railway, 1874—Engineers' Department.

	<i>Miles.</i>
Length of Track laid with T. Iron—Old Line.....	65.95
“ “ “ Branch.....	22.71
“ “ “ Extension to Orillia.....	20.62
“ “ “ Sidings.....	12.57
Total Miles of Track.....	121.85
Gauge of Railway.....	4 ft. 8½ in.
Average weight of Rail per yard.....	56 lbs.
Number of Telegraph Stations.....	12
Flag Stations.....	10
“ Engine Houses.....	6
“ Machine Shops.....	1
“ Blacksmith Shops.....	1
“ Carpenter Shops.....	2
“ Car Repair Shops.....	1
“ Tool Houses.....	18
“ Turntables.....	7
“ Grain Houses.....	2
“ Tank Houses.....	13
“ Weigh Scales.....	1
“ Track and Storekeepers' Scales.....	5
“ Stations and Dwellings attached.....	3
“ Houses for Employees.....	9
“ Freight Houses 100 feet and over.....	4
“ Freight Houses under 100 feet in length.....	8
“ Round Houses.....	1
“ Wharves belonging to Company.....	4
AVERAGE NUMBER OF EMPLOYEES.	
General Officers.....	6
Engineers' Department.....	140
Superintendent's Department.....	104
Traffic Department.....	41
	291

GEO. A. STEWART,
Chief Engineer.

MIDLAND RAILWAY OF CANADA.

Appendix F.—Statement shewing the Total Mileage of Sidings in the Year ending December 31st, 1874.

Total number of feet and mileage of Sidings in 1873	68,843 feet or 13.03 miles.		
ADDITIONAL SIDING in 1874 as follows:—			
Port Hope Number 4 Siding	80 feet.		
“ Scales	146 feet.		
“ Station	390 “		
McBurney's Gravel Pit “	1086 “		
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Total number of feet and mileage of Sidings in 1874</td> <td style="width: 40%; text-align: right;">70,545 feet or 13.35 miles.</td> </tr> </table>		Total number of feet and mileage of Sidings in 1874	70,545 feet or 13.35 miles.
Total number of feet and mileage of Sidings in 1874	70,545 feet or 13.35 miles.		
 SIDINGS TAKEN UP in 1874.			
Millbrook—Old Branch	1410 feet.		
Cambray Gravel Pit Siding	881 “		
Near Atherly, Sand Pit “	715 “		
Orillia—Tait's “	1153 “		
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Total number of feet and mileage of Sidings in 1874</td> <td style="width: 40%; text-align: right;">66,386 feet or 12.57 miles.</td> </tr> </table>		Total number of feet and mileage of Sidings in 1874	66,386 feet or 12.57 miles.
Total number of feet and mileage of Sidings in 1874	66,386 feet or 12.57 miles.		

GEO. A. STEWART,
Chief Engineer.

MIDLAND RAIL

Appendix G.—Statement, shewing the Numbers, Mileage and Particulars

Distance from Port Hope.	Numbers.	Name of Stream or Crossing.	Number of Spans.	Length of Bridge.	Style of Structure.	Rebuilt or Replaced.	Description of Bridges.	Cost of Repairs, including Watchmens Salaries.
MAIN LINE.								
$\frac{1}{4}$	1	Smith's Creek.....	1	100	Howe.	.....	.....	\$2 17
1	2	Smith's Creek.....	1	100	"	.....	.....	21 07
$2\frac{1}{4}$	3	Smith's Creek.....	1	70	"	.....	.....	54 99
$4\frac{1}{2}$	4	Ford's Crossing.....		60	Trestle	.....	Underpass	57 69
5	5	Ford's Creek.....		93	"	.....	"
$7\frac{1}{2}$	6	Boyle's Crossing.....		75	"	.....	"	2 00
9	7	Campbell's Creek.....		275	"	.....	.....	224 00
$11\frac{1}{2}$	8	Indian Creek.....		280	"	Filled in	Embankment	184 80
$12\frac{1}{2}$	9	Byer's Crossing.....		60	"	.....	Underpass	12 40
$19\frac{1}{2}$	10	Hunter's Crossing....		93	"	.....	"	64 52
$19\frac{3}{4}$	11	Williamson's Crossing.		75	"	.....	Overhead	3 17
$20\frac{1}{4}$	12	Argue's Crossing.....		75	"	.....	"	26 18
$21\frac{1}{2}$	13	Kelly's Crossing.....		60	"	.....	Underpass	15 58
$22\frac{1}{2}$	14	Road Crossing.....		40	"	.....	"	3 18
23	15	Manvers Creek.....		700	"	.....	.....	139 54
23	16	Scott's Crossing.....		123	"	.....	"	14 00
25	17	Fell's Creek.....		40	"	.....	.....	3 18
27	18	Creek.....		60	"	.....	.....	3 18
$28\frac{1}{2}$	19	Road Crossing.....		75	"	.....	Overhead	3 18
$29\frac{1}{4}$	20	Creek.....		50	"	.....	.....	15 43
$31\frac{1}{2}$	21	Tool's Creek.....		50	"	.....	.....	60 51
$32\frac{1}{2}$	22	Cottingham's Creek...		100	"	.....	.....	97 68
37	23	Kelly's Creek.....		60	"	.....	.....	4 58
38	24	Wray's Crossing.....		54	"	.....	Underpass	94 75
$40\frac{1}{2}$	25	Creek.....		50	"	.....	.....	97 84

Total Cost of Repairs of Bridges, including Watchmens'

LAND RAILWAY OF CANADA.

Mileage and Particulars of all Bridges, and Cost of Repairs, for the Year ending December 31st, 1874.

Description of Bridges.	Cost of Repairs, including Watchmen's Salaries.	Distance from Port Hope.	Numbers.	Name of Stream or Crossing.	Number of Spans.	Length of Bridges.	Style of Structure.	Rebuilt or Replaced.	Description of Bridges.	Cost of Repairs, including Watchmen's Salaries.
MAIN LINE.										
.....	\$2 17	42 $\frac{1}{2}$	26	Seugog River.....	8	{ 600	Trestle	.....	.....	} 522 91
.....	21 07					240	Truss	.....	
.....	54 99	44 $\frac{3}{4}$	27	Hopkins' Creek.....		167	Swing	.....	
nderpass	57 69	45 $\frac{1}{2}$	28	Willoxe's Crossing....		20	Trestle	.....	
"	2 00	46	29	Barclay's Crossing....		80	"	.....	Underpass	
.....	224 00	46 $\frac{1}{4}$	30	Barclay's Crossing....		80	"	.....	Overhead	7 00
bankment	184 80	46 $\frac{3}{4}$	31	Conces'n-line Crossing		80	"	.....	"	2 00
nderpass	12 40	46 $\frac{3}{4}$	32	Bryson's Crossing.....		60	"	.....	Underpass	2 00
"	64 52	47 $\frac{1}{2}$	33	Hodgson's Creek.....		40	"	.....	Underpass	2 00
Overhead	3 17	48 $\frac{1}{2}$	34	Road Crossing.....		40	"	.....	Underpass	2 00
"	26 18	58	35	Currey's Creek.....		40	"	.....	
nderpass	15 58	65 $\frac{1}{4}$	36	White's Creek.....		405	"	.....		170 30
"	3 18	66	37	Cameron's Creek.....		105	"	.....		10 18
.....	139 54	66 $\frac{1}{4}$	38	Cameron's Creek.....		315	"	.....		12 18
"	14 00	67 $\frac{1}{2}$	39	Talbot River.....		122	"	.....		6 18
.....	3 18	82 $\frac{3}{4}$	40	The Narrows.....		{ 846	"	.....	
Overhead	3 18					137	Swing	.....		355 30
BRANCH.										
.....	15 43	19 $\frac{3}{4}$	A	Road Crossing.....		30	Trestle	.....	Underpass	498 52
.....	60 51	25	B	Moffatt's Creek.....	1	50	"	.....		28 08
.....	97 68	31	C	Dickson's Creek.....	3	150	Pier	.....		13 50
.....	4 58	32 $\frac{1}{2}$	D	Otonabee River.....	1	40	Truss	.....	
nderpass	94 75	32 $\frac{1}{2}$	D	Otonabee River.....	3	325	Howe	.....		89 90
.....	97 84	38 $\frac{3}{4}$	E	Sawer's Creek.....		45	Trestle	.....		2 75

Including Watchmen's Salaries, for the Year 1874.....\$2,930.42.

Date	Particulars	Debit	Credit
1880	To Balance	100	
1881	By Cash		50
1882	To Cash	25	
1883	By Cash		75
1884	To Cash	100	

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MIDLAND RAILWAY

Appendix H.—Performance of Locomotive Engines and Cost per M

1874.	MILEAGE.					REPAIRS OF ENGINES.			STORES CONSUMED.				
	MONTHS.	Passenger.	Freight.	Wood.	Construc- tion.	Switching.	Total.	Labor.	Materials.	Total.	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.	Quarts Lamp Oil.
January.....	14,050	450	500	250	.....	15,250	\$181 46	\$81 97	\$263 43	378	233	169½	24
February....	12,925	460	840	.....	305	14,530	312 65	169 83	482 48	426	220	169½	29
March.....	13,450	3,100	900	500	200	18,150	219 35	47 77	267 12	540	300½	223	35
April.....	13,947	6,635	2,420	400	2,400	25,802	309 66	25 86	335 52	606	387	273	14
May.....	15,230	10,890	1,950	200	2,550	30,820	142 21	16 18	158 39	730	438½	269½	7
June.....	14,657	12,227	1,175	.....	3,320	31,379	246 14	102 86	349 00	962	519½	284¼	13
July.....	16,610	10,800	.....	1,775	2,800	31,985	245 70	71 73	317 43	1058	456½	314¼	26
August.....	16,720	5,580	50	2,400	2,670	27,420	147 17	40 14	187 31	726	384	263	19
September...	15,890	4,100	.....	1,500	2,700	24,190	151 37	137 12	288 49	540	345	178	19
October.....	16,350	5,310	.....	2,750	2,650	27,060	140 96	45 08	186 04	644	378	183¾	23
November...	14,777	3,100	2,540	800	2,500	23,717	278 89	67 26	346 15	615	309	230¾	28
December...	14,080	.....	2,170	.....	.....	16,250	188 28	140 92	321 20	416	220½	142¼	23
Total.....	178,686	62,652	12,545	10,575	22,095	286,553	\$2555 84	\$946 72	\$3502 56	7641	4191½	2700¾	262

Recapitulation.

Total Miles Run on Passenger Trains	178,686
Total Miles Run on Freight Trains.....	62,652
Total Miles Run on Wood Trains	12,545
Total Miles Run on Construction Trains.....	10,575
Total Miles Run on Switching	22,095
Total.....	286,553

Number of Miles Run to One Pint of Oil and One
Number of Miles Run to One Cord of Wood.....
Total Pints of Engine Oil used
Total Pounds of Tallow used.....
Total Pounds of Waste used
Total Quarts of Lamp Oil used
Total Cords of Wood used

RAILWAY OF CANADA.

Engines and Cost per Mile Run for the Year ending December 31st, 1874.

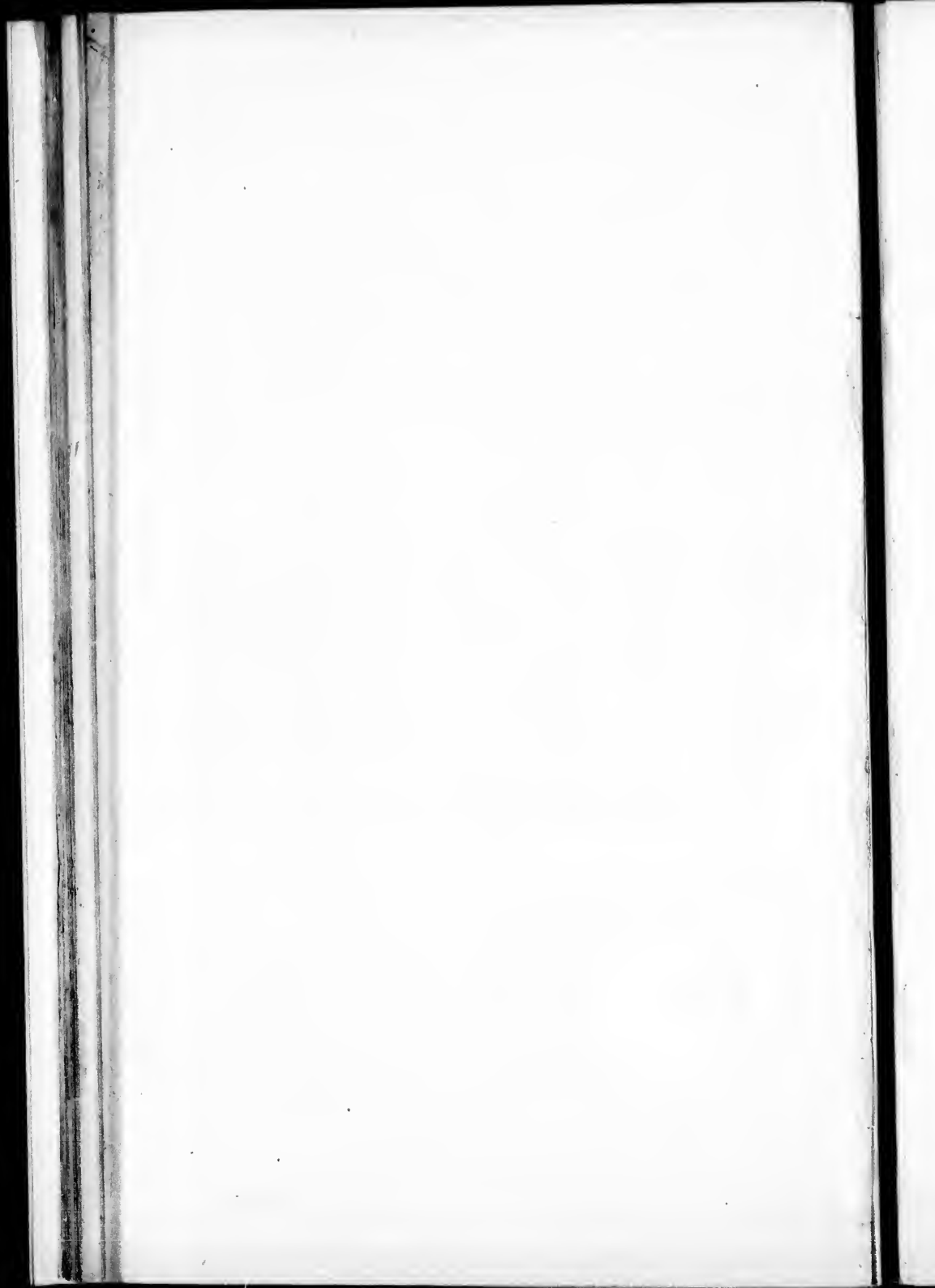
STORES CONSUMED.				FUEL CONSUMED.		Wages of Engineer, Fireman, and Wiper.	Total Cost of Engines.	No. Miles Run to one Cord of Wood.	No. Miles Run to one pint of Oil and one lb. of Tallow.	COST PER MILE IN CENTS.				
Pounds of Tallow.	Pounds of Waste.	Quarts of Lamp Oil.	Total Cost of Fuel.	Cords of Wood.	Total Cost of Fuel.					Repairs.	Stores.	Fuel.	Cost per Mile for Engineer, Fireman, and Wiper.	Total Cost per Mile Run.
233	169½	24	\$64 87	467	\$1,401 00	\$652 50	\$2,381 80	32½	25	1.73	0.43	9.18	4.27	15.61
220	169½	29½	62 81	460½	1,381 50	590 10	2,516 89	31½	22½	3.32	0.43	9.51	4.06	17.32
300½	223	35	82 19	573½	1,720 50	708 80	2,778 61	31½	21½	1.49	0.46	9.49	3.92	15.36
387	273	14	128 77	693½	2,080 50	1,008 00	3,552 79	37	28	1.30	0.49	8.06	3.91	13.76
438½	269½	7	114 59	818	2,454 00	1,271 42	3,998 40	37½	26	0.51	0.37	7.96	4.13	12.97
519½	284½	13½	154 75	775	2,325 00	1,286 05	4,114 80	40½	21	1.11	0.49	7.41	4.10	13.11
456½	314¼	26½	145 53	745	2,235 00	1,324 75	4,022 71	43	21	0.99	0.45	6.99	4.14	12.57
384	263	19	121 94	597	1,791 00	1,006 73	3,106 98	46	24½	0.68	0.45	6.53	3.67	11.32
345	178	19	116 15	526½	1,579 50	909 50	2,893 64	45¾	27½	1.19	0.48	6.53	3.76	11.96
378	183¾	23	120 23	628	1,884 00	1,030 10	3,220 37	43	26½	0.69	0.44	6.96	3.81	11.90
309	230¾	28½	112 59	491½	1,474 50	886 10	2,819 34	48	25½	1.46	0.47	6.22	3.73	11.88
220½	142¼	23	76 92	364½	1,093 50	740 60	2,232 22	44½	25½	1.97	0.47	6.72	4.56	13.72
4191½	2700¾	262	\$1301 34	7140	\$21,420 00	\$11,414 65	\$37,638 55	40	24 1-5	1.23	0.45	7.47	3.98	13.13

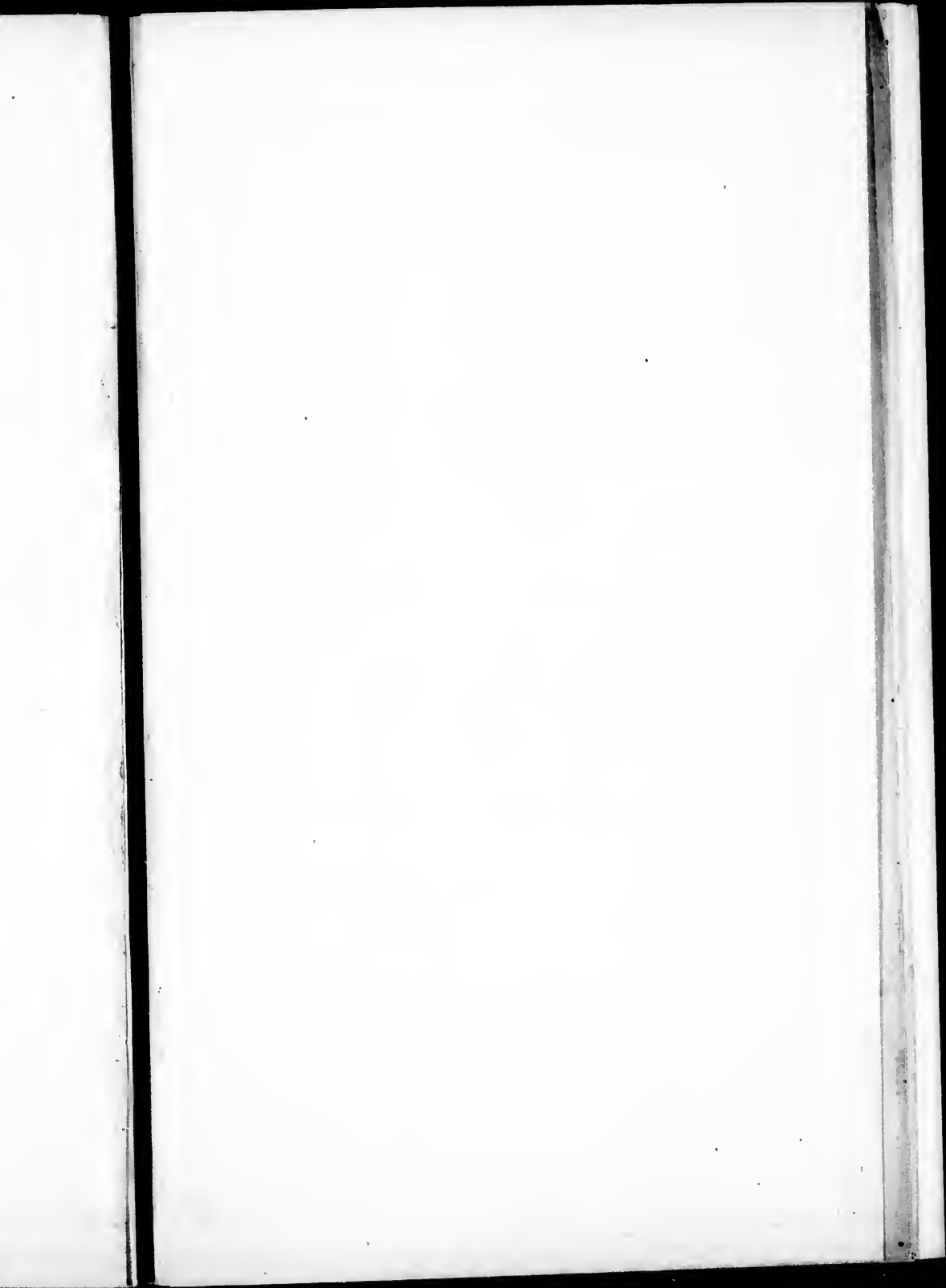
Recapitulation.

One Pint of Oil and One Pound of Tallow.....	24 1-5	Cost per Mile Run for Repairs	1.23
One Cord of Wood.....	40	Cost per Mile Run for Stores	0.45
Used	7641	Cost per Mile Run for Fuel.....	7.47
.....	4191½	Cost per Mile Run for Engineer, Fireman and Wiper	3.98
.....	2700¾		
Used	262		
.....	7140	Total Cost per Mile Run	13.13

[Certified.]

H. G. TAYLOR,
Superintendent.





MIDLAND RAILWAY

Appendix I.—Statement showing the Number of Miles Run, Cost of Repairs, &c.

1874.	MILEAGE.							
MONTHS.	Passenger.	Baggage.	Box.	Flat.	Service.	Total.	Passenger.	Baggage.
January.....	13,280	15,179	23,144	11,387	4,403	67,393	\$50 13	\$31 2
February	12,004	13,642	31,894	23,380	4,530	85,450	44 65	13 5
March	13,173	15,098	26,326	43,582	5,090	103,269	45 25	28 9
April	12,877	14,797	27,015	85,205	9,418	149,312	279 39	139 8
May	12,868	16,598	31,519	119,808	10,739	191,532	207 09	124 6
June	14,386	13,113	25,230	141,927	9,788	204,444	230 85	267 0
July	20,708	16,656	19,832	148,303	11,074	216,573	613 68	115 5
August.....	19,287	15,748	17,710	104,543	7,494	164,782	26 19	81 6
September	17,240	16,600	22,263	61,878	4,726	122,707	68 61	17 6
October	17,696	20,276	34,359	78,537	4,862	155,730	233 04	78 6
November.....	16,685	19,072	31,950	36,858	3,852	108,417	146 95	57 9
December	13,436	15,553	18,589	15,750	4,403	67,731	174 92	37 3
Total	183,640	192,332	309,831	871,158	80,379	1,637,340	\$2120 75	994 0

AND RAILWAY OF CANADA.

Miles Run, Cost of Repairs, and Cost per Mile Run of Cars for the Year Ending December, 1874.

REPAIRS OF CARS.						COST PER MILE RUN IN CENTS.					
Passenger.	Baggage.	Box.	Flat.	Service.	Total.	Passenger.	Baggage.	Box.	Flat.	Service.	Total.
						Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
\$50 13	\$31 27	\$241 74	\$446 89	\$80 94	\$851 97						
44 65	13 55	410 94	645 90	4 27	1119 31						
45 25	28 90	100 22	409 93	47 63	631 93						
279 39	139 87	152 69	267 15	94 71	933 81						
207 09	124 66	75 12	240 94	25 00	672 81						
230 85	267 08	396 82	642 31	67 06	1604 12						
613 68	115 54	432 96	458 50	66 49	1687 17						
26 19	81 66	263 73	274 26	123 91	769 75						
68 61	17 62	146 83	326 66	65 88	625 60						
233 04	78 60	302 31	265 22	17 81	896 98						
146 95	57 98	236 90	145 83	3 11	590 77						
174 92	37 35	308 95	232 72	.....	753 94						
\$2120 75	994 08	\$3069 21	\$4356 31	\$597 81	\$11138 16	1.15	0.52	0.99	0.50	0.74	0.68

(Certified)

H. G. TAYLOR,
Superintendent.

MIDLAND RAILWAY OF CANADA.

Appendix J.—Statement, shewing the Description and Lengths of all Sidings,
and also the Extension and Cost of same, for the Year
Ending December 31st, 1874.

Stations.	Lengths.	Extension.	Reductions.	Descriptions.	Cost.
PORT HOPE.					
Car Factory, South.....	240	.....	.....	Blind.	.....
Car Factory, North.....	227	.....	.....	"	.....
Main Siding.....	2820	.....	.....	"	.....
No. 3 "	1321	.....	.....	"	.....
No. 4 "	1030	80	.....	"	23 86
No. 5 "	456	.....	.....	"	.....
East Road	1653	.....	.....	"	.....
New "	788	.....	.....	"	.....
West "	1782	.....	.....	"	.....
Dead "	660	.....	.....	Through	.....
Turntable Siding.....	725	.....	.....	Blind.	.....
Tracks to Old Engine House	1061	.....	.....	"	.....
" Round House.....	1386	.....	.....	"	.....
" Carpenter Shop....	1000	.....	.....	"	.....
Shanty Siding	2644	.....	.....	"	.....
Elevator Siding	756	.....	.....	"	.....
Scales Siding	816	146	.....	Through	434 37
Station Siding.....	390	390	.....	Blind.	233 15
McBurney's Gravel Pit Siding	1086	1086	.....	"	641 85
GARDEN HILL.	866	.....	.....	Through	.....
SUMMIT.	932	.....	.....	"	.....
MILLBROOK.					
Main Siding.....	972	.....	.....	"	.....
Back Siding.....	456	.....	.....	Blind.	.....
Old Branch.....	.....	.....	1410	.....	.....
Gardiner's Siding.....	816	.....	.....	Through	.....
BETHANY	1512	.....	.....	"	.....
FRANKLIN.					
Gravel Pit Siding	700	.....	.....	Blind.	.....
Station Siding.....	1100	.....	.....	Through	.....
OMEMEE.					
Station Siding.....	944	.....	.....	"	.....
New Station Siding.....	.....	.....	.....	.....	714 51

Appendix J.—Continued.

Stations.	Lengths.	Exten- sions.	Reduc- tions.	Descrip- tions.	Cost.
LINDSAY.					
Junction Siding.....	790			Blind.	
Grain Siding.....	1280			Through	
Freight Siding.....	724			Blind.	
Engine House Siding.....	700			"	
Atkinson & Co's Siding.....	1470			"	
Centre Siding.....	912			"	
River Siding.....	2034			"	
CAMBRAY.					
Gravel Pit Siding.....	667		881		
WOODVILLE.					
Main Siding.....	1057			Through	
Grain Siding.....	495			Blind.	
BEAVERTON.					
Drake's Siding.....	278			"	
Freight Siding.....	1035			Through	
Wharf Siding.....	721			Blind.	
Engine House Siding.....	746			"	
Gravel Pit Siding.....	935			"	
Hogan's Siding.....	658			"	
Sand Pit Siding.....			715	"	
Atherly Siding.....	690			"	
ORILLIA.					
Tait's Siding.....			1153	"	
Station Siding.....	1254			"	
Turntable Siding.....	374			"	
Engine House Siding.....	319			"	
FRASERVILLE.					
PETERBOROUGH.					
Station Siding.....	800			"	
East Turntable Siding.....	855			Blind.	
West " ".....	363			"	
Freight Siding.....	650			"	
Coal ".....	500			"	
Hilliard's ".....	700			"	
NASSAU.					
Main Siding.....	1914			Through	
Centre ".....	2334			Blind.	
Mill ".....	2297			"	

Appendix J.—Continued.

Stations.	Lengths.	Extension.	Reductions.	Descriptions.	Cost.
LAKEFIELD.					
Boyd & Smith, No. 1.....	2729	.....	.....	Blind.	.....
" " No. 2.....	605	.....	.....	"	.....
" " No. 3.....	1465	.....	.....	"	.....
Turntable Siding.....	490	.....	.....	"	.....
Station Siding.....	664	.....	.....	"	.....
Engine House Siding.....	520	.....	.....	"	.....
Strickland, No. 1.....	1112	.....	.....	"	.....
" No. 2.....	1222	.....	.....	"	.....
Totals in Feet.....	66,386	1702	4159		
Totals in Miles.....	12.57	0.32	0.78		<u>\$2047 74</u>

Total Cost of Sidings for the Year ending December 31, 1874...**\$2047 74**

GEO. A. STEWART,
Chief Engineer.

