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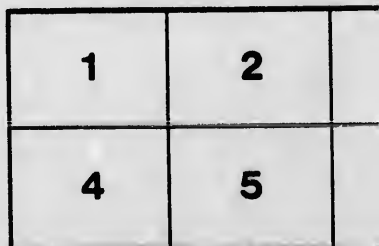
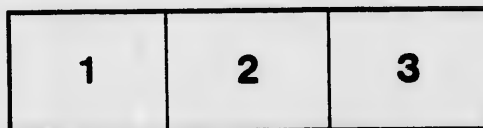
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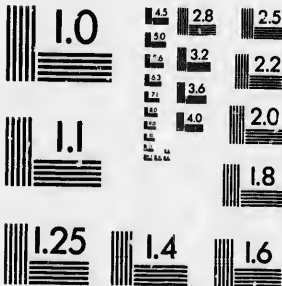
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PROSPECTUS.

Hamilton and North-Western
RAILWAY.

FROM THE

CITY OF HAMILTON

TO THE

CANADA PACIFIC RAILWAY

(NEAR LAKE NIPISSING),

Province of Ontario. Dominion of Canada.

MAY 1874.

HAMILTON, ONTARIO:

"TIMES" STEAM PRINTING COMPANY, 3 HUGHSON STREET,

1874.

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Hamilton and North-Western Railway Company.

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ANTHONY COPP,	do.	THOS. SAUNDERS,	do.
WM. HENDRIE,	do.	JOHN FIELD,	do.
MATHEW LEGGAT,	do.	P. W. DAYFOOT,	do.

ONE VACANCY.

THOMAS ATKINS, Warden, County of Simcoe, *ex officio*.

Officers :

JOHN STUART, M. P.,	-	-	PRESIDENT.
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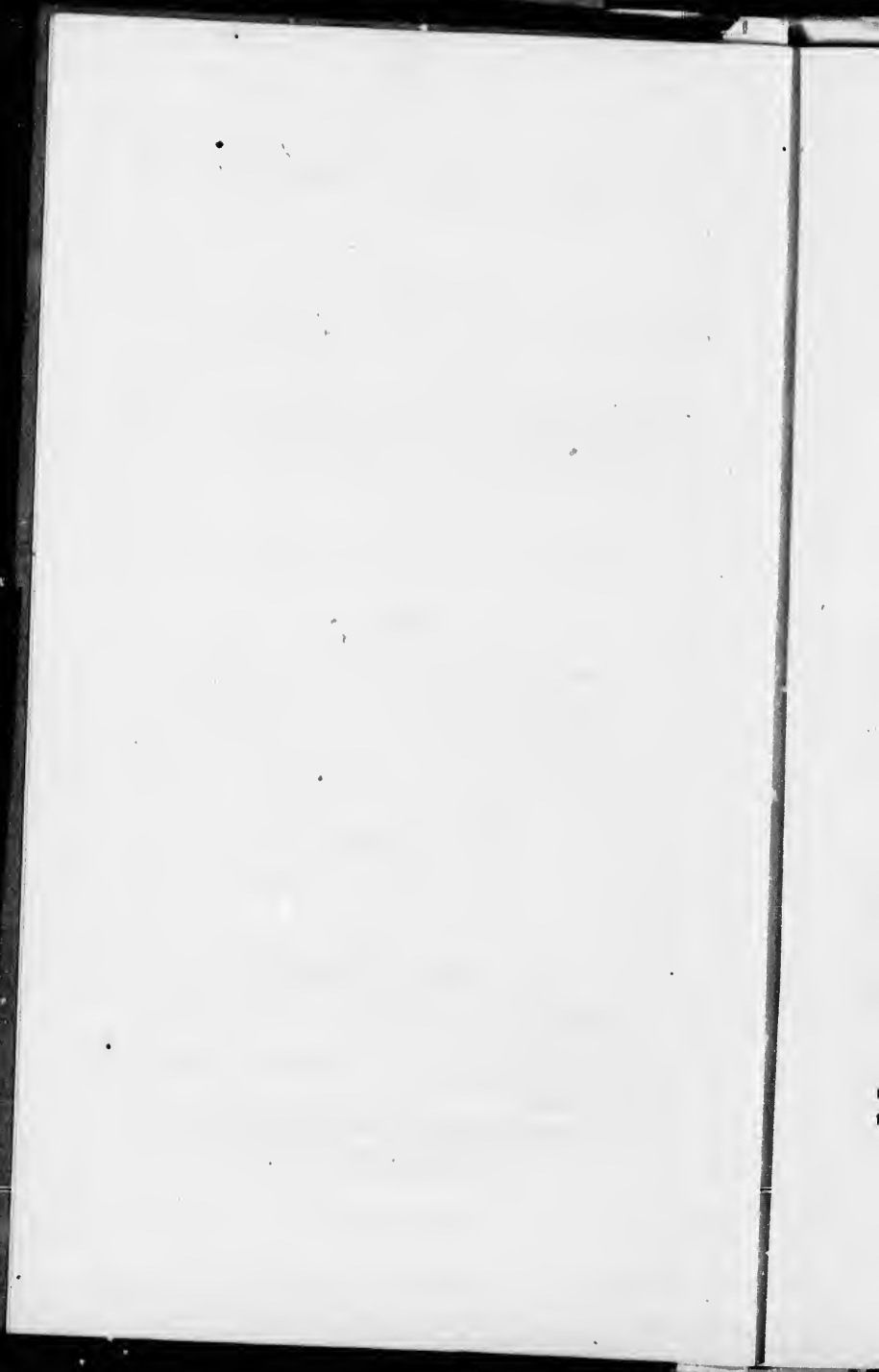
Board of Trustees for Municipal Debentures :

EDWARD GURNEY, Hamilton, *appointed by Lieut. Governor in Council.*

J. M. WILLIAMS, M. P. P., Hamilton, *appointed by the Company.*

ONE TRUSTEE *appointed by each Municipality granting aid.*

EDWARD GURNEY, CHAIRMAN.



PROSPECTUS

OF THE

Hamilton & North-Western R'y COMPANY.

THIS Company is empowered to construct a railway from the City of Hamilton to one of the Bays bordering upon the Township of Tay, and thence to the Canada Pacific Railway; also to construct a branch line to Collingwood.

The ultimate object of the projectors of this railway was to connect the City of Hamilton with the North-Western Provinces of the Dominion—hence its name, The Hamilton and North-Western Railway.

The more immediate object was to connect the City of Hamilton with the rich agricultural counties of Halton, Peel and Simcoe, and the great lumber territory on the Georgian Bay and North Shore of Lake Huron; and, at the same time, provide a more direct and less costly route for the productions of these sections of the country to the principal markets of consumption and to the seaboard.

When completed it will form the shortest possible connecting link between the American railways converging at Suspension Bridge and Buffalo, and the Canada Pacific and Northern Pacific Railways.

It is, therefore, destined to be one of the principal highways of traffic between the Eastern States, as well as Western Ontario, and the North-West.

MUNICIPAL AND GOVERNMENT AID.

The importance of this railway to the country along its route,

as well as to the Province generally, has been fully recognised both by the Municipalities and the Provincial Government, in the liberal aid granted towards its construction.

At the time that application for aid was made, it was intended to make Barrie the temporary terminus of the main line until the construction of the Eastern section of the Canada Pacific was completed, and application was accordingly limited to the Municipalities south of Barrie.

Municipal aid has been obtained for the construction of the line from Hamilton to Barrie, and the branch line to Collingwood, as follows :

Township of Innisfil.....	\$ 20,000
Town of Collingwood	29,000
County of Simcoe	300,000
County of Peel	30,000
Village of Georgetown	10,000
County of Halton.....	65,000
City of Hamilton	100,000
Total Municipal aid.....	<u>\$554,000</u>

From the "Railway Fund" of the Province of Ontario, a grant has also been obtained of \$2,500 per mile, and \$500 per mile additional on 44 miles, making a total grant from this fund of of \$346,250.

The Municipal and Government grants in the aggregate are equivalent to \$6,925 per mile.

The Company have recently selected Victoria Harbour, about 29 miles north of Barrie, in the Township of Tay, as the temporary terminus of the main line, and for this section they expect to obtain Municipal and Government aid on an equally liberal scale. The further extension of the line to connect with the Canada Pacific Railway will be aided by the Dominion as well as the Ontario Government; the 14th section of the Canadian Pacific Railway Act of 1874 providing for "such grants to any company or companies already incorporated or to be hereafter incorporated, not exceeding \$12,000 per mile, as will secure the construction of the branch lines extending from its Eastern terminus to connect with existing or proposed lines of railway."

THE GAUGE.

The gauge of the road will be 4 ft. 8½ in., the same as that of the principal connecting lines, thus admitting of interchange of traffic in full car loads without transhipment.

SURVEYS.

The line has been located between Hamilton and Barrie and Collingwood, and the accompanying Report of the Chief Engineer, Mr. C. F. Dutton, contains the requisite details as to alignment and gradients, and the estimated cost of construction. It is expected that the surveys between Barrie and Victoria Harbour will be sufficiently advanced to admit of the details being embodied in his Report.

ROUTE.

Commencing at the City of Hamilton, the line takes an easterly course through part of the County of Wentworth, then turning northward, it passes over Burlington Beach, and enters the County of Halton near the Village of Burlington; it thence takes as nearly as possible a straight course northward across the Counties of Halton and Peel to the Village of Clarksville in the County of Simcoe. The branch line here diverges in a north-westerly direction to Collingwood, the main line taking a north-easterly direction *via* Barrie, the County Town, to Victoria Harbour, in the Township of Tay. An examination of the map will show how central this route is through these Counties, especially the County of Simcoe.

CONNECTIONS OF THE ROAD.

The Railway will make the following connections :

AT HAMILTON :

Lake Ontario.—Hamilton to all places on the Lakes and River St. Lawrence.

† **Great Western Railway.**—Buffalo and Susp. Bridge to Detroit and Sarnia.

Hamilton & Lake Erie Railway.—Hamilton to Port Dover (now open to Jaryis).

† **Grand Trunk Railway.**—Buffalo to Goderich, Sarnia and Detroit.

† **Canada Southern Railway.**—Buffalo to Amherstburgh and Mooretown.

† **Great Western Loop Line.**—Buffalo to Glencoe.

† Also the American Railways connecting with these Lines.

AT BURLINGTON (*9 miles from Hamilton*): *
Great Western Railway, Toronto Branch.—Hamilton to Toronto.

AT MILTON (*22 miles from Hamilton*): *
Credit Valley Railway (now building).—Toronto to St. Thomas.

AT GEORGETOWN (*32 miles from Hamilton*): *
† Grand Trunk Railway.—Detroit and Goderich to Portland.

AT SLIGO (*44 miles from Hamilton*): *
Credit Valley Railway, North-Western Branch (now building).—Streetsville to Elora.

AT CALEDON EAST (*48 miles from Hamilton*): *
Toronto, Grey & Bruce Railway.—Toronto to Teeswater and Owen Sound.

AT COLLINGWOOD (*103 miles from Hamilton*): *
Lake Huron.—Collingwood to all places on Lakes Huron, Michigan and Superior.
Northern Railway.—Toronto to Meaford.

AT BARRIE (*91 miles from Hamilton*): *
Northern Railway Extension.—Barrie to Gravenhurst.

AT VICTORIA HARBOUR (*120 miles from Hamilton*): *
Georgian Bay.
Midland Railway.—Port Hope to Midland.

NEAR LAKE NIPISSING (*About 205 miles from Hamilton*): *
Canada Pacific Railway.

SOUTHERN TERMINUS.

The City of Hamilton the Southern Terminus of the Road, is situated on Burlington Bay, at the head of Lake Ontario.

* NOTE.—Distance from Burlington Bay (the Port of Hamilton) may be reckoned six miles less than from Hamilton City.

This Bay covers an area of 7,500 acres, and forms one of the safest and most capacious harbours on the inland waters.

The population of Hamilton in 1836 was only 2,846, it is now upwards of 32,000, and steadily increasing; the assessed value of property is upwards of \$14,000,000.

It is the first city in the Province of Ontario in manufactures, and the second in commerce.

The year 1873 dates a new era of its progress, as the opening of the Hamilton and Lake Erie Railway in that year secured to the city a connection with the Grand Trunk Railway, the Canada Southern Railway and the Great Western Loop Line.

The great thoroughfares between Western Ontario and the markets of the continent and the seaboard are—

- 1st. The Lake and River St. Lawrence.
- 2nd. The Lake and Erie Canal.
- 3rd. The Grand Trunk Railway.
- 4th. The Great Western Railway.
- 5th. The Buffalo and Lake Huron Branch of Grand Trunk R. R.
- 6th. The Canada Southern Railway.
- 7th. The Great Western Loop Line.

*All these converge at Hamilton and at no other place in the Province—*which gives it pre-eminent advantages as a trade centre.

NORTHERN TERMINI.

Collingwood, one of the Northern Termini, was, in 1853, little better than a wilderness. It was in that year selected as the Northern Terminus of the Huron, Simcoe and Ontario Railway, now known as the Northern Railway of Canada, and has since risen to a place of considerable importance.

Its present population approximates 4000, and is steadily increasing.

Via Collingwood is the shortest route from Ports on Lake Michigan and Superior, to Ports on Lake Ontario and the River St. Lawrence, and it has consequently become the transshipping port of a large and valuable traffic.

Four first-class Steamers of over 400 tons each form a semi-weekly line between Collingwood and Lake Superior, calling at Owen Sound, Killarney, Little Current, Spanish River, Bruce Mines, and Sault St. Marie on Lake Huron, and at Neepigon, Silver Islet, Prince Arthur's Landing, and Duluth on Lake Superior, connecting at Thunder Bay with Dawson's Transportation Line for Fort Garry and at Duluth with the Northern Pacific Railway for Moorehead and Kittson's Red River Line.

Two Steamers form a Weekly Line between Collingwood and Sault St. Marie, calling at Owen Sound, Collin's Inlet, Killarney, Manitowaning, Little Current, Spanish River, Algoma Mills, Thessalon River, Wellington Mines, Garden River, and Gore Bay.

In 1872 the Collingwood and Lake Superior Steamers carried 7,747 passengers, being an average of about 300 per week, this season they have accommodation for 500 passengers weekly.

In the appendix will be found particulars as to the nature of the Lake Superior Trade, and its rapid extension since 1855.

A large amount of capital has been invested in the lumber trade at Collingwood. Six steam tugs and barges besides transient sailing vessels are engaged in towing logs and carrying lumber from the North Shore of Lake Huron. The quantity of lumber thus brought to Collingwood, in addition to what is cut by local mills, exceeds the carrying capacity of the Northern Railway.

Victoria Harbour, the temporary terminus of the main line, is important, chiefly in connection with the lumber trade.

A number of Bays and Harbours are within short distance of Victoria Harbour, namely, Penetanguishene, Midland, Sturgeon, Matchedash, Severn River, and Parry Sound. At each of these a large amount of capital has been invested in the erection of Saw Mills by wealthy firms owning large tracts of timbered lands in these localities and throughout the country lying north of the Georgian Bay.

THE COUNTRY BETWEEN THE TERMINAL STATIONS.

The following are the Municipalities in the Counties of Halton, Peel and Simcoe, through which the line will run, or closely bordering upon it; containing a population according to the census of 1871 of 98,488, and property of the assessed value of \$18,665,331.

	Acres. Resident.	Acres. Non- Resident.	Assessed Value.	Popu- lation.
Township of Nelson.....	46,873		1,329,801	4,619
Trafalgar.....	66,716		1,671,230	5,027
Esquesing.....	67,137		1,435,024	6,139
Nassagaweya.....	44,791		602,087	2,964
Town of Milton.....			175,805	891
Georgetown.....			189,115	1,282
Township of Chinguacousy.....	79,890		2,322,441	6,129
Caledon.....	68,802	1,799	965,680	4,785
Albion.....	56,923		894,817	4,857
Mono.....	66,377	2,845	670,366	3,980
Adjala.....	43,993	1,388	321,255	2,878
Tecumseth.....	63,970	3,403	910,975	4,728
West Gwillimbury.....	42,904	1,680	736,640	3,036
Mulmur.....	58,691	11,227	308,167	3,505
Tossorontio.....	31,930	13,388	291,105	1,570
Essa.....	57,160	9,840	710,998	4,221
Innisfil.....	65,920	5,672	975,480	5,486
Nottawasaga.....	78,122	11,573	1,205,070	6,704
Sunnidale.....	38,119	15,976	246,128	1,991
Vespra.....	38,405	21,395	240,020	2,077
Oro.....	68,222	4,857	321,264	4,364
Flos.....	43,054	18,836	200,669	1,756
Medonte.....	47,719	17,901	283,382	2,541
Tiny.....	47,741	27,123	244,014	3,214
Tay.....	27,998	18,724	181,280	1,629
Orillia & Matchedash.....	42,830	32,190	203,440	1,894
Town of Barrie.....			601,817	3,398
Collingwood.....			427,261	2,829
	1,294,197	219,817	\$18,665,331	98,488

Besides these, several other townships more remote, will undoubtedly be tributary to the traffic of the line, such as Erin and East Garafraxa, in the County of Wellington; the Township of King, in the County of York; and the Townships of Melancthon, Osprey and Collingwood, in the County of Grey, most of which will be embraced in an area of 12 miles on either side of the line.

The wealth and productiveness of the Counties of Halton, Peel and Simcoe, will be seen by the annexed statistical table of agricultural productions :

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STATISTICS shewing progress of the Counties of Halton, Peel and Simcoe, in Agricultural productions, from Censuses Returns of 1851-52, 1861-62, and estimated from Municipal Returns and other sources for 1873, the full Census Returns of last decennial period not being yet published.

DESCRIPTION.	COUNTY OF HALTON.			COUNTY OF PEEL.			COUNTY OF SIMCOE.		
	1851-52.	1861-62.	1872-73.	1851-52.	1861-62.	1872-73.	1851-52.	1861-62.	1873.
Total number of acres in County	225,517	225,517	225,517	291,373	291,373	291,373	1,172,792	1,172,792	1,172,792
Acres under cultivation, crop and pasture.....	109,496	131,209	175,000	126,681	171,037	205,237	109,192	202,312	404,624
Grain crops of all kinds, Bushels	852,417	1,246,868	2,450,000	1,249,752	1,886,273	2,872,800	999,619	2,379,131	6,234,840
Root crops " " Bushels	121,346	591,431	885,000	308,302	512,663	844,400	415,193	1,568,487	3,136,000
Hay..... Tons	23,333	17,384	30,000	14,625	17,577	45,000	16,084	18,747	70,000
Wool..... Lbs	78,071	85,396	85,000	89,969	96,506	124,380	67,387	89,365	104,964
Butter and Cheese..... Lbs	483,606	567,975	617,580	531,139	774,108	809,200	402,708	772,161	1,242,625
Number of Cattle owned..Head	17,214	18,881	20,586	19,664	20,547	23,120	22,732	31,222	49,705
" Horses " "	4,881	6,814	7,723	6,396	9,124	11,560	5,013	11,060	17,064
" Sheep " "	20,722	23,580	22,911	29,007	28,337	32,680	26,364	30,418	52,988
" Hogs " "	10,535	11,653	12,945	13,901	19,876	20,230	26,369	37,747	46,006

Since the foregoing table was completed, a communication has been received from the County Clerk of the County of Simcoe regarding the agricultural produce of the Southern Townships of that County, viz : Adjala, Essa, West Gwillimbury, Innisfil, Tecumseth, Tossorontio, Mono, Mulmur, together with Nottawasaga, one of the Northern Townships. The product of wheat, oats, peas and barley, for the year 1873, is put down at 6,436,000 bushels. He says—"Not having received any information from the Northern Townships, they are not noticed in the Schedule ; however, I may say that the Township of Oro is about equal in every respect to the Township of Essa, (viz., 620,000 bushels.) The Townships of Sunnidale, Flos, Vespra, Medonte, Tiny, Tay, Orillia and Matchedash, are comparatively new Townships, although fast approaching the older ones in population and wealth. They have an incalculable amount of white pine and oak timber."

"The amount of wealth, including the incorporated Towns and Villages of the County, is equalized at nearly \$14,000,000 ; but you are aware this is only the assessed value, and I would say "not near half the true value."

These Counties shew the following increase of population :

	1851.	1871.
Halton,	18,322	22,606
Peel,	24,816	26,000
Simcoe,	27,165	57,389

These figures indicate astonishing progress in the development of these Counties, more particularly in the County of Simcoe. Future increase of production in the Counties of Halton and Peel will arise chiefly from improved methods of cultivation, the percentage of lands not under cultivation being small as compared with that in the County of Simcoe. In the County of Simcoe, it will be observed, that there is only about one-fourth of the lands under cultivation, leaving nearly 800,000 acres still to be cleared and rendered productive. The future traffic in the item of agricultural produce may readily be estimated when it is considered that every additional 100,000 acres brought under cultivation means an annual increase of at least 1,750,000 bushels of grain, and a proportionate increase of every other product.

In the southern Townships of Simcoe and the Township of

STATISTICS

showing progress of the Counties of Halton, Peel and Simcoe, in Agricultural productions, from Census Returns of 1851-52, 1861-62, and estimated from Municipal Returns and other sources for 1873, the full Census Returns of last decennial period not being yet published.

DESCRIPTION.

COUNTY OF HALTON.

COUNTY OF PEEL.

COUNTY OF SIMCOE.

Nottawasaga, there are no less than 69 saw mills, and many more to be erected, convenient to the track of this Road.

Those between Clarksville and Collingwood already in operation are of sufficient capacity to turn out annually—

40,000,000 feet of lumber ;

30,000,000 laths ;

12,000,000 shingles.

In the Townships of Tossorontio and Mulmur there are about 60,000 acres of timbered lands, and excellent water powers on Pine River and other branches of the Nottawasaga River ; a large milling business will be developed there by this road, which runs from corner to corner of Tossoronto, and with Stations on the leading roads from the adjoining Township of Mulmur.

In the appendix will be found a list of mills, with their annual capacity, which would be tributary to the traffic of the Road between Barrie and Victoria Harbour, including the mills on the adjacent Bays. The total quantity of lumber which these are capable of turning out annually, is no less than 155,800,000 feet.

These figures appear large, but their correctness is corroborated by the following extract from the commercial article of the *Toronto Globe*, of 11th March, 1874, in reference to the lumber trade of this season :

"In lumber there is a considerable falling off, owing to the depression in the market last year. Very few mill owners have got their full supply of logs cut. *And the amount to be manufactured will show at least a falling off of one-half the stock.* It is evident, however, to those interested that the 'Zero' of the lumber market has been reached, and although perhaps no immediate advance is looked for, still the price of all descriptions of lumber is expected to take an upward turn after the opening of navigation. In square timber the amount marketed, owing to want of snow in the woods, will not exceed one-half the quantity of last winter, notwithstanding the large increase in rock elm timber. *On the Georgian Bay ports, the estimated stock of sawn lumber on hand is about 40,000,000. The stock of old and new logs likely to be got to the mills is estimated at 75,000,000 for manufacturing, being a great decrease over last year's production.*"

THE COUNTRY BEYOND THE NORTHERN TERMINI.

The country beyond Collingwood and Victoria Harbour, on the North Shores of Lake Huron and Lake Superior, will be tributary to the traffic at these points; and through a portion of it the line will ultimately run, on its extension to make junction with the Canada Pacific Railway.

This vast region of country is divided into Districts as follows :

	Area—Acres.	Population. 1871.
The Muskoka District.....	1,208,307	5,400
The Nipissing District—North	6,993,500	848
“ “ “ —South.....	2,382,080	943
The Parry Sound District.....	2,188,580	1,519
The Mantoulin Island.....	757,250	2,011
The Algoma District—East.....	7,244,000	977
“ “ “ —Centre.....	1,291,200	2,177
“ “ “ —West.....	18,333,352	1,853

In 1868 an Act was passed by the Ontario Legislature to promote the settlement of Crown Lands in these Districts, known as the “Free Grant and Homestead Act.” In the Report of the Crown Lands Commissioner for 1872, he states that, prior to that year the settlement of these lands had not been satisfactory, “and that it became evident that the only means of opening up the “country for settlement was through lumbering enterprise.” A large amount of capital had been invested in saw-mills on the North Shore of Lake Huron, and mill-owners were prepared to enlarge their establishments if the timbered lands were put in the market. In October of 1872 the Government sold at auction timber berths to the extent of 5,031 square miles, realizing the large sum of \$602,665 for the mere privilege of cutting the timber, subject to timber dues on every stick cut.

“The result of this policy (the Commissioner goes on to say) “will be the rapid settlement of lands suitable for agricultural “purposes, and at the same time open up the way to the development of whatever mineral wealth might exist in the “country. It may also be noted in this connection that a means “of communication became highly necessary between the country “settled east of French River and the Lake Superior Region,

"which is becoming rapidly developed by actual settlement and mining operations. The barrier to this has hitherto been the uninhabited district stretching along the shore of Lake Huron; the opening up of roads consequent on lumbering in the territory, will, to a certain extent, remove the obstacle to the desired conclusion."

In that year the Government spent upon Colonization Roads \$74,608, and in 1873 the large sum of \$147,076, a large portion of which was expended in these regions.

Under the Free Grant Act of 1868 there were open for settlement in 1872—

14	Townships in Muskoka District.
7	" " Parry Sound "
3	" " Nipissing "
3	" " Algoma "

The progress of Free Settlement in 1872 and 1873 was as follows:

	1872		1873	
	Persons located.	Acres.	Persons located.	Acres.
Muskoka	275	47,880	426	55,644
Parry Sound....	157	22,903	112	16,497
Nipissing	143	18,802	48	6,210
Algoma	14	2,060	14	1,540

In 1872 the demand for mineral lands on North Shore of Lake Superior during the year, resulted in the sale of 63,046 acres in the unsurveyed portion of the Territory. In the surveyed Townships in the District of Thunder Bay, the quantity of mineral lands sold was 69,230 acres. On Lakes Shebandowan and Kashibowie, 5,362 acres were sold.

In 1873, Government surveys were commenced of 5 new Townships on Lake Superior and 2 on Lake Huron, and in the same year surveys were completed of 6 new Townships on Lake Superior, and 5 on Lake Huron.

In that year 22,029 acres of mineral lands were sold on the north shore of Lakes Superior and Huron, and vicinity of Lakes Shebandowan and Kashibowie, in the unsurveyed portion of the Province; and 38,920 acres in the surveyed Townships in the Districts of Thunder Bay and Algoma.

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From these extracts from the Crown Lands Reports of 1872 and 1873, it will be seen that everything is being done by Government, as well as by private enterprise, to develop the resources of this great region, and that at no distant day it must become a well settled and productive country; and that large and increasing quantities of the products of the field, the forest, and the mine, will come from it to swell the traffic of this Road. There can be no doubt that this Road will be one of the chief instruments in the development of the resources of that region.

THROUGH GRAIN TRAFFIC.

The Collingwood route for grain from the West to the Seaboard was alluded to incidentally on a preceding page, in connection with the Northern Termini of the road.

This will prove an important source of revenue to the Company.

In addition to transient vessels engaged in the carrying trade between Chicago, Milwaukee and Collingwood, the Northern Railway Company have chartered a line of vessels for the better accommodation of the through grain traffic. Six of these run between Chicago and Collingwood and three between Toronto and Kingston, of an aggregate capacity of 207,000 bushels per month or 51,750 bushels per week. This trade requires 25 cars daily between Collingwood and Toronto, and admits of large expansion, especially during the months of June, July and August—the period of the year when grain is peculiarly susceptible of damage by heating on long voyages, under closed hatches. This route provides for frequent turning over of the grain in transit to the Eastern Mills or Ocean Ship's side, and preserves it in sound condition.

The rates earned on this traffic are about half the ordinary tariff rates—say 4 cents per bushel. This would be $1\frac{4}{10}\%$ of a cent per ton per mile, a paying rate in full train loads

EXISTING ROUTES AND THOSE OPENED BY THIS ROAD COMPARED.

The present means of communication between the great producing country traversed by this road, and the markets of consumption are—

- 1st. Lake and Canal Navigation.
- 2nd. The Northern Railway.
- 3rd. The Toronto, Grey and Bruce Railway.
- 4th. The Midland Railway—(now being extended from Orillia to Georgian Bay.)

The principal Eastern Ports to which lumber is shipped by water are Buffalo, Oswego and Albany, the latter is the principal lumber market of the Eastern States; Buffalo and Oswego are intermediate transshipping Ports.

The receipts of lumber at Oswego and Buffalo in 1872 were—

Oswego,	292,919,282 feet.
Buffalo,	204,976,754 "

The principal receipts at Oswego and about one-fourth of those at Buffalo were from Canada.

The cost of delivering lumber from Victoria Harbour in Albany by water, is as follows :

	<i>via</i> Buffalo.	<i>via</i> Oswego.
Lake freight, (average) per 1000 feet....	\$3 50	\$5 50
" Insurance and forwarding charges.	0 40	0 50
Canal freight to Albany.....	7 00	4 00
Total,	\$10 90	\$10 00

The route chiefly used from the Georgian Bay to Albany is part rail and water, and the cost as follows from Victoria Harbour :—

Lake freight to Collingwood and charges per 1000 feet...	\$1 75
Rail freight per Northern Railway	2 00
Collingwood to Toronto, \$16 (per car of 8000 feet) ..	0 12½
Cost of handling at Toronto.....	1 62½
Lake freight, Toronto to Oswego, and insurance	0 25
Oswego charges.....	4 00
Canal freight to Albany	
Total,	\$9 75

The cost of delivering lumber in Oswego, Buffalo and Albany by this road and its connections, *at the ordinary local tariff rates* for corresponding mileage on Great Western Railway, would be thus from Victoria Harbour :

To Buffalo by H. & N. W. R. and G. W. R.—190 miles—Per Car of 8,000 feet, \$31.00=per 1,000 ft.,.....\$3.87½.

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To Oswego by H. & N. W. R. and L. O. S. R. (now building)—
306 miles—Per Car of 8,000 ft., \$42.00=per 1,000 ft.,.....\$5.25.
To Albany by H. & N. W. R., G. W. R. and N. Y. C. R.—461
miles—Per Car of 8000 ft., \$71.00=per 1000 ft.....\$8.87½.

No doubt traffic arrangements could be effected admitting of through rates at considerably under local tariff rates as assumed in above comparisons. *It must be evident from the above that this road could control the lumber traffic for the Eastern States, and at paying rates from Victoria Harbour.*

From Collingwood, by part rail and water route, this line will be on a footing of exact equality with the Northern Railway, but the difference in favor of the former by all rail route to Suspension Bridge, as shewn in comparative table of freight rates on page 25 will be from \$1.50 to \$2.00 per 1,000 feet.

The Midland Railway will have about the same distance to haul from Georgian Bay to Port Hope as this line to Hamilton.

Lake Ontario freights and insurance are generally the same from both places, seldom a difference of 25c. per 1,000 feet in favor of Port Hope.

When navigation closes, Port Hope has no outlet except the Grand Trunk Railway, by which it is distant from the American frontier at Ogdensburg 163 miles and at Buffalo 264 miles.

Victoria Harbour, where this road meets the Midland Railway, is 163 miles from the American frontier at Suspension Bridge, *so that for five months in the year, lumber will be practically as near the markets of consumption at Victoria Harbour as at Port Hope.*

The advantage of direct shipment by rail of other classes of freight may be illustrated thus :—

BARLEY TO ALBANY FROM CALEDON EAST.

BY RAIL AND WATER ROUTE VIA TORONTO.

Caledon East to Toronto, per 100 lbs.....	8 c.
Elevating and other charges there.....	3
Lake Freight and Insurance to Oswego.....	9
Oswego forwarding charge.....	3
Canal Freight (average)	21
	44 c.

BY H. & N. W. R., G. W. R., AND NEW YORK CENTRAL R. R.
Caledon East to Albany 389 miles.....39 c.

The importance of direct railway communication with the United States will be recognised in view of the extent of trade between Canada and that country, which, during the seven years that have elapsed since the expiration of the Reciprocity Treaty, amounts to over \$466,800,000, an average of over \$65,000,000 annually, and which must swell to much greater magnitude on renewal of reciprocity, for which negotiations are now going on; and in view of the further fact that for five months in the year the water routes between the two countries are closed.

The Northern Railway and the Toronto, Grey & Bruce Railway are of different gauge from the trunk lines of the country, and all property carried over them to Toronto, if forwarded thence by rail has to be transhipped to cars of other Companies, a process which, besides involving serious delays, is estimated to cost as much on every ton as would pay carriage for additional fifty miles if forwarded without transhipment.

But even were these roads of uniform gauge with the trunk lines, the serious disadvantage remains that their Southern Terminus is, by the shortest route, forty miles further from Western Ontario and the American frontier, than the Southern Terminus of this Road—Western Ontario and the United States being the chief consumers of pine lumber, the great staple of the Northern country.

A further serious disadvantage of these lines connected with their Southern Terminus is, that while enjoying the use of the water routes on equal terms with Hamilton, Toronto has only the Great Western Railway and the Grand Trunk Railway competing for traffic to Western Ontario and the United States, while Hamilton has the Great Western Railway, the Grand Trunk Railway and the Canada Southern Railway.

The Grand Trunk and Great Western compete at Toronto for traffic to Eastern States on terms of great inequality, the distance from Toronto being

By Great Western Railway to Suspension Bridge..	83 miles.
" " " Buffalo.....	111 "
" Grand Trunk Railway to "	203 "

The Roads competing at Hamilton do so on much more equal terms, the distance being

By Great Western Railway to Suspension Bridge...43 miles.

" " " " Buffalo.....71 "

" Grand Trunk Railway "75 "

" Canada Southern Railway "87 "

Acting as a feeder to all the Trunk Lines, this line will be in antagonism to none, and the shipper will have it in his option to consign to any line for further carriage of his property beyond Hamilton.

By means of the connections at Sligo and Georgetown as well as Caledon East, passengers and freight can be carried to Toronto as well as to Hamilton.

The following comparative tables of freight rates from points of junction with other lines, will illustrate how this road can obtain paying rates of freight, and at same time effect a great saving to the public :

... .. City of London, Ontario, Canada, 1910. The car loads quoted are their large cars, said to carry 20 tons.

Comparative Table of Freight rates from Georgetown to Toronto, Hamilton, Suspension Bridge and Buffalo.
& North Western Railway rates assumed on basis of Great Western Tariff between non-competing points.

22

Georgetown to Toronto, (Grand Trunk R. R.)	29																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Comparative Table of Freight Rates from Caledon East to Toronto, Hamilton and Suspension Bridge. Hamilton & North Western Railway rates assumed, on basis of Great Western Tariff between non-competing points.

	MILLS.	MERCHANDISE										Grist per 100 lb.
		Fertile Soil.				Lumber Per Carload	Live Stock Per Carload	Class A Per Carload	Pine Barrel			
		1st.	2nd.	3rd.	4th.							
Caledon East to Toronto. (Toronto, Grey & Bruce R.R.)	33	C.	C.	C.	C.	\$	\$	\$	C.	C.	C.	
Toronto to Hamilton, etc. (Great Western R.R.)	40	20	17	13	10	10 85	12 00	20 00	16	8	8	
Caledon East to Hamilton via Toronto.	41.	21	17	14	11	11 00	12 00	20 00	15			
Caledon East to Hamilton, (H. & N.W. R.) as Woodstock to Hamilton, G.W.R.	48	41.	34	27	21	21 85	24 00	40 00	31		16	
Caledon East to Toronto. (Toronto, Grey & Bruce R.R.)	33	20	15	11	8	11 00	13 00	23 00	18		9	
Toronto & Suspension Bridge. (Great Western R.R.)	83	20	17	13	10	10 85	12 00	20 00	16		8	
Caledon East to Suspension Bridge via Toronto.	49	29	22	17	13	26 00	20 00	32 00	25		13	
Caledon East to Suspension Bridge via Toronto.	49	49	39	30	23	36 85	32 00	52 00	41		21	
Caledon East to Hamilton, (H. & N.W. R.)	48	20	15	11	8	11 00	13 00	23 00	18		9	
Hamilton to Suspension Bridge. (G. W. R.)	43	17	13	10	7	11 00	12 00	20 00	15		8	
Caledon East to Suspension Bridge via Hamilton.		37	28	21	15	22 00	24 00	43 00	33		17	
Caledon East to Suspension Bridge by H. & N.W. R., and G. W. R., assuming that under competition of other lines via Buffalo the Great Western made a through rate as for corresponding distance on their own line, as Woodstock to Suspension Bridge.	91	29	22	17	13	21 00	22 00	32 00	28		14	

* The Toronto, Grey & Bruce R. R. is narrow gauge, 3 ft. 6 in. The car loads quoted are their large cars, said to carry 20 tons.

Comparative Table of Freight rates from Georgetown to Toronto, Hamilton, Suspension Bridge and Buffalo. Hamilton & North Western Railway rates assumed on basis of Great Western Tariff between non-competing points.

MILES.	MERCHANDISE		Live Stock	Flour Per Brent	Grain Per Brent
	Per 100 Lbs.	Lumber Per Caled			

Comparative Table of Freight Rates from Barrie to Toronto, Hamilton and Suspension Bridge. Hamilton and North Western Railway Rates assumed, on basis of Great Western Railway Tariff between non-competing points.

	MILES.	MERCHANDISE per 100 lbs.				Lumber per Carload	* Living Stock per Carload	* Salt Coal Brick and Sand per Carload	* Flour per Barrel	Grain per 100 lbs.
		1st.	2nd.	3rd.	4th.					
		c. 26 21	c. 22 17	c. 19 14	c. 11 11	* 16.50 11.00	* 28.00 12.00	* 21.00 11.00	c. 27 15	c. 12½ 8
Barrie to Toronto (Northern R. R.).....	65									
Toronto to Hamilton (Great Western).....	40	47	39	33	22	27.50	40.00	32.00	42	20½
Barrie to Hamilton via Toronto										
Barrie to Hamilton (H. & N. W.), as Mount Bridges to Hamilton, G. W. R.	91	29	23	17	14	18.00	20.00	18.00	26	13
Barrie to Toronto (Northern R. R.).....	65	26	22	19	11	16.50	28.00	11.00	27	12½
Toronto to Suspension Bridge, G. W. R.	83	29	22	17	13	26.00	20.00	26.00	25	13
Barrie to Suspension Bridge via Toronto.....										
Barrie to Hamilton (H. & N. W. R.).....	91	55	44	36	24	42.50	48.00	47.00	52	23½
Hamilton to Suspension Bridge	43	39	23	17	14	18.00	20.00	18.00	26	13
		17	13	10	7	11.00	12.00	11.00	15	8
Barrie to Suspension Bridge (H. & N. W. R. & G. W. R.) assuming that under competition with other lines via Buffalo, the Great Western made a through rate as for corresponding distance on its own line, Mount Bridges to Suspension Bridge	46	36	27	21		29.00	32.00	29.00	41	21
	134	40	32	16	20	26.00	27.00	27.00	36	18

Comparative Table of Freight Rates from Collingwood to Toronto, Hamilton and Suspension Bridge. Hamilton & North-Western Railway Rates assumed on basis of Great Western Railway Tariff between non-competing points.

Miles.	MERCHANDISE per 100 pounds.				* Lumber per Carload	* Live Stock per Carload	Sht. Coal Saud. per Car Load	Flour per Barrel	Grain per 100 lbs.
	1st.	2nd.	3rd.	4th.					
Collingwood to Toronto, (Northern R. R.).....	C.	C.	C.	C.	\$	\$	\$	C.	C
Toronto to Hamilton, (Great Western R. R.).....	30	25	20	12	18.00	32.00	24.00	25	13 1/4
Collingwood to Hamilton via Toronto, Collingwood to Hamilton, (H. & N. W. R.), as Alma to to Toronto (G. W. R.).....	21	17	14	11	11.00	12.00	11.00	15	8
Collingwood to Toronto, (Northern R. R.).....	51	42	34	23	29.00	44.00	35.00	40	21 1/4
Toronto to Suspension Bridge (G. W. R.).....	30	25	19	15	19.00	20.00	19.00	26	13
Collingwood to Suspension Bridge (G. W. R.).....	30	25	20	12	18.00	32.00	24.00	25	13 1/4
Collingwood to Susp. Bridge via Toronto.....	29	22	17	13	26.00	20.00	26.00	25	13
Collingwood to Hamilton, (H. & N. W.).....	59	47	37	25	44.00	52.00	50.00	50	26 1/4
Collingwood to Hamilton, (H. & N. W.).....	30	25	19	15	21.00	22.00	21.00	28	15
Hamilton to Suspension Bridge, (G. W. R.).....	17	13	10	7	11.00	12.00	11.00	15	8
Collingwood to Suspension Bridge, (H. & N. W. R. R. and G. W. R., assuming that under competition of other Lines from Hamilton <i>via Buffalo</i> , the Great Western made a Through Rate as for corresponding distance on its own Line, Glencoe to Suspension Bridge	47	38	29	22	32.00	34.00	32.00	43	23
149	44	35	28	22	28.00	27.00	28.00	38	19

* Lumber from Lake Shore Ports carried at \$16 per Car.

Comparative Table of Freight Rates from Barrie to Toronto, Hamilton and Suspension Bridge. Hamilton and North Western Railway Rates assumed, on basis of Great Western Railway Tariff between non-competing points.

MERCHANDISE per 100 lbs.				* Lumber per Carload				* Live Stock per Carload				* Sht. Coal per Carload				* Flour per Barrel				* Grain per Barrl. 100 lbs.			
1st.	2nd.	3rd.	4th.																				
MILES.																							

FURTHER RAILWAY SERVICE A NECESSITY.

In the appendix will be found extracts from an editorial article in the Toronto *Globe* of 15th May, 1873, in reference to the Northern Railway. These are quoted for the purpose of shewing the developement of its traffic, (which is simply a reflex of the developement of the County of Simcoe), and that its history need not discourage railway enterprise in that section of country. This road was opened for traffic in 1853 or 1854, running from the City of Toronto to Collingwood via Barrie—a distance of about 95 miles through the Counties of York and Simcoe—to which have since been added 56 miles of leased lines.

At that time the population of Simcoe was a little over 27,000, and its stage of development may be seen by reference to the Statistical Table on page 12. This was one of the earliest railways in Ontario, and from inexperience in railway construction and management in this Province, its history till 1859 was not satisfactory to the proprietors.

Since that period its revenues have steadily increased year after year, from \$240,044 in 1859, to \$804,774 in 1872—those of 1873 reaching \$901,811, or within a fraction of \$6,000 gross earnings per mile of Road.

The traffic has outgrown its capabilities, and every branch of trade, especially the lumber trade, is suffering in consequence, and the progress of the country retarded.

In proof of this, reference is made to the following resolutions, passed at a large and influential meeting of lumber merchants, held in Toronto, on 5th March, 1874, and published in the papers of that city on the 6th March :

"Mr. Alexander Prentice moved, seconded by Mr. Randolph, 'That the trade having suffered great loss and injury in the past years for want of proper transporting facilities on the Northern Railway, and that representation has been made to the Company year after year by meeting and protest, but all without effect; and that this meeting views with alarm that on the opening of the season of navigation the difficulty will not be found to be diminished in any way; therefore some action or step is necessary in the premises.' Carried."

"Mr. A. M. Sutherland moved, seconded by Mr. Prentice, 'That more sidings are necessary to most of the mills and upon the main line, to admit of prompt and economical shipment, and that more dockage room at Toronto is absolutely essential to meet the general wants of the trade. That the stock of engines and cars on the line is far below the demands of the traffic

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"and that in consequence of these difficulties the business is retarded, and the profits seriously affected through the inability to get lumber to market so as to allow the merchants to compete with other ports of Shipment."—Carried.

"It was moved by Mr. Alexander Prentice, seconded by Mr. F. P. G. Taylor, 'That we deem it absolutely necessary that a change in the gauge should be made to conform with other railways, both here and in the United States, to accommodate the large and increasing trade in Western Canada and in the States. That the trade is seriously affected by breaking bulk here, causing additional expense and delay, and giving to the western portion of the United States an advantage over us in furnishing the eastern markets.'—Carried."

The following statement by the Managing Director of the Northern Railway, at the annual meeting in March, 1873, fully confirms the statement that the lumber traffic has outgrown its capacity, and gives some insight into the remarkable grain traffic of the road, as well:

"Referring to the traffic of the past year, he said he was afraid that while their customers generously acknowledged the efforts they had made to give all the facilities for transportation in their power, they felt that the carrying ability of the company was far below the demands made upon it. Not only the elevator but all the storehouses were crammed to their utmost capacity. *All the yards and sidings of the Company were largely occupied with lumber left over from last season, and the railway might be said to be like a road running its whole length between huge piles of lumber.*"

The following extract from the Report presented at the annual meeting in Toronto, on 18th February, 1874, is fully more instructive on this point:

"At this moment, notwithstanding that the crop is but partially out, the grain trade in the County of Simcoe, and of the City of Toronto, is suspended. Every storehouse in every town, and at every station along the line of this Railway, is full of grain, by reason of the inability of this Company to move it; partly because of the insufficiency of Rolling Stock, and partly because its elevator and storage capacity at Toronto is wholly inadequate to the trade. Thus the farmer is unable to find a market for his produce; the merchant is embarrassed in his operations; and the business which ought to be transacted and the profits which ought to be realized during the winter, are postponed until the summer (for the movement of grain in the spring is impossible), to the obvious injury of every interest.

"And these observations apply with even more force to the timber and lumber trades, during the season of navigation, which is the only period in which they can reach the markets; for it follows that if, by reason of insufficient equipment, this railway is unable to find transport for those trades during the season of open waters, the timber which should reach Quebec in August, for saw-ports, and the lumber which should reach the eastern markets before the close of the season must be 'wintered over' at the loss of a year, and at all the risks and financial burthens which such a loss implies."

And finally on this subject, reference is made to the following statement by the Managing Director, at the same meeting:

"Let any one look at the books of the road and he would see that the demands made at night by their customers for cars to be sent out in the morning had been, for years, three times as great as they could supply, and great as was his ambition to administer the affairs of this Company, not merely in the pecuniary interest of its proprietors, but in such a manner that it would do its whole duty as an instrument, and an important instrument, in the development of the prosperity of this place, it was hard to have his hands shackled as they were, so to speak, and to see that while the credit of the Company was good, and there was a chance of getting assistance, they should still go on impairing those commercial operations which, in their volume were of far more account than any mere investments made in the railway. He referred them to the lumber trade, and said he would remind them that the market of 1872 for this commodity was an unprecedentedly favourable one, and yet by reason of the inability of the Company to carry the lumber before the close of navigation millions of feet of it were left on the hands of their customers to be wintered over until the spring of 1873. Then at the opening of navigation in 1873 the markets were away down below the ordinary rates, and that which in the fall of 1872 was demanded at any price was an unsaleable article. Turning next to the grain trade, he remarked that as the report said there was not a warehouse from one end of the line to the other which was not crammed to repletion with produce waiting for means of transportation, and he had himself seen farmers obliged to take grain back home."

In view of such a state of matter, it may be confidently asserted that this railway is as much required for the further development of this progressive section of country as was the Northern Railway for the earlier stages of its progress.

ESTIMATED EARNINGS OF THE ROAD.

The favorable alignment and gradients of the Road will contribute materially to the economy of its operation.

Viewing the present and prospective traffic resources of the country through which it is to run, and the traffic attractions of the line owing to the superiority of its connections, its gross earnings may safely be estimated at not less than \$4,000 per mile, to begin with.

The ordinary working expenses of the Northern Railway appear by the accounts to have been in 1872, 58.06 per cent. of the gross earnings; and in 1873, 64.42 per cent.—the highest per centage of any year. It is well understood that the true working expenses are considerably less—certain expenditures that should properly have been charged to capital account, had that account been open, being charged to working expenses.

The working expenses of the Midland Railway appear by the

accounts of that Company to have been in 1872, 56.96 per cent., and in 1873, 57.05 per cent.

It is considered that the working expenses of this road will not exceed 55 per cent., but assuming them at 60 per cent., would leave a nett earning of \$1600 per mile, equal to six per cent. upon \$27,000 per mile of railway.

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CHIEF ENGINEER'S REPORT.

HAMILTON AND NORTH WESTERN RAILWAY,
ENGINEER'S OFFICE,

Hamilton, June 8th, 1874.

To the President and Directors of the Hamilton and North-Western Railway,

GENTLEMEN,

I beg to submit the following Report :

Your Railway is now located from Hamilton to Barrie and Collingwood.

The branch leaves the main line at the Clarksville Junction, and extends to Collingwood.

Preliminary lines have been run between Barrie and Victoria Harbour *via* Sturgeon Bay.

From the Report of the Engineers on this portion of the line, we will be able to keep within the maximum grades of 60 feet to the mile ascending north, and 52.8 feet to the mile ascending south, with good alignment, and work that probably will not exceed 14,000 cubic yards to the mile.

The alignment of the main line from Hamilton to Barrie is as follows :

Length of straight line.....	70.07	miles.
“ “ 3 degree curves.....	4.23	miles
“ “ 2 “ “	4.48	“
“ “ 1 “ “	12.01	“
	20.72	“

Making length of main line to Barrie.....90.79 “

The alignment of the Collingwood branch is as follows :

Length of straight line.....	32.54	miles.
" " 3 degree curves.....	0.80	miles
" " 2 " "	1.66	"
" " 1 " "	0.95	"
	<u>3.41</u>	"

Making the total length of the branch	35.95	"
Total length of tangents on main line to Barrie and		
Collingwood branch	102.61	"
Total length of curves.....	<u>24.13</u>	"

Making length of main line to Barrie and Branch..	126.74	"
Distance from Barrie to Victoria Harbour	<u>29.78</u>	"
Total length of line.....	156.52	"

The length of the different gradients on the main line to Barrie is as follows :

Level and under 15 feet per mile..	43.65	miles.
Ascending north 15 to 25 ft. per mile.....	10.07	"
" " 25 " 35 "	6.20	"
" " 35 " 45 "	6.48	"
" " 45 " 55 "	4.23	"
" " 55 " 59 "	4.07	"
Ascending south 15 " 25 "	3.25	"
" " 25 " 35 "	2.78	"
" " 35 " 45 "	3.65	"
" " 45 " 53 "	<u>6.41</u>	"
	90.79	

And on the Collingwood Branch :

Level and under 15 feet per mile.....	23.03	miles.
Ascending north 15 to 25 ft. per mile	0.34	"
" " 25 " 35 "	0.35	"
" " 35 " 45 "	3.56	"
Ascending south 15 " 25 "	3.65	"
" " 25 " 35 "	2.84	"
" " 35 " 45 "	0.20	"
" " 45 " 53 "	<u>1.98</u>	"
	35.95	"

Of the 59 feet grades there is but one of 1.10 miles, going north. Going south there are 3.43 miles of 52.8 feet grade; greatest length in any one place is 1.10 miles.

The heaviest grades are confined to the tangents, and in no case does the resistance of the curve and grade combined exceed the effect of the maximum grade.

There are no curves with a radius less than 1910 feet, or a 3 degree curve.

All curves on the road are succeeded by tangents of sufficient length to allow a train to straighten itself before entering upon another; and all important bridges are approached by a tangent of not less than 800 feet.

For bridges of 50 feet span and over, I would recommend the adoption of the Howe Truss, as they are durable and not expensive, and under ordinary circumstances will last from 12 to 15 years without renewal, and can be replaced without risk or interference to the traffic.

I would also recommend that the cattle guards and small culverts be built of timber, in accordance with the plans shown, as they can be rebuilt every ten years for a sum equal to about one-half the interest on the amount that would be required for masonry; and when it becomes necessary to renew them it can be done much cheaper than the original cost, as the materials can be delivered by the cars.

Respectfully submitted,

C. F. DUTTON,
Chief Engineer.

REPORT OF ENGINEER OF PUBLIC WORKS, PROVINCE OF ONTARIO.

DEPARTMENT OF PUBLIC WORKS, ONTARIO,

Toronto, 9th June, 1874.

JOHN STUART, Esq., M. P.,

President,

HAMILTON & NORTH WESTERN RY CO.,

Hamilton, Ont.

SIR,

I have made an examination of the plans, profiles and specifications of the works projected for the construction of the Hamilton and North Western Railway, and I have to state that I consider the location and alignment of the Railway judiciously made and carefully chosen.

In locating the line, I am informed that a rule was laid down that the maximum grades in going north should not exceed 60 feet to the mile; and in going south, 52.8 feet, and it is satisfactory to observe that while in no case exceeding these figures, only a small portion of the line has grades at all approaching to the maximum as fixed upon.

In explanation of the difference in the inclination of the maximum grades fixed on, between those going north, and those going south, I will mention that while (after the completion of the line) the heaviest traffic will always pass southwards over the Railway, the natural features of the country are such that the rise from the southerly terminus to the summit is much greater than that from the northerly terminus—the difference being equal to the difference of level between Lakes Huron and Ontario.

With regard to alignment, I find that in the distance of 90.79 miles between Hamilton and Barrie, there are 70.07 miles of straight lines, 12 miles of curves having radii of 5,730 feet; 4.48 miles with radii of 2,865 feet; and 4.23 miles with 1,910 feet radii.

On the Collingwood branch, 35.95 miles in length, there are 32.54 miles of straight lines, and only 3.41 miles of curves, with radii as easy as those before mentioned.

The alignment of that part of the main line between Barrie and Victoria Harbour, 29.78 miles in length, will be similar in character, and equally good.

The bridging, an important feature in the construction of a Railway, I find in this case to be exceptionally light in proportion to the length of the road—the most important structure required being a swing bridge of 130 feet, opening across the entrance channel to Burlington Bay. There will also be 1382 feet in length of Howe truss bridging in spans of 50 and 100 feet at various points on the line, and 3560 feet of trestle bridging over 30 feet in height.

With regard to earthworks in the excavation and formation of cuttings and embankments, I find from examination of the plans that the average quantity will not exceed 14,500 cubic yards a mile; and I am of the opinion that the quantities with regard to each detail of the work, are carefully and correctly taken out.

There are no engineering difficulties whatever in connection with the work to be done in the construction of this line, and most of the excavations being light in depth and free from rock, there is nothing to deter a contractor from seeing his way clearly as to the nature and cost of each class of the projected works. With regard to their character as compared with lines of Railway in operation throughout the Province, I consider the works specified to be fully equal to any; and with the station and terminal structures mentioned, that the line will be fully equipped for the development of a large traffic.

With the southern terminus of the Railway at Hamilton, the centre of a large trade, the northern termini at Collingwood and Victoria Harbour on the Georgian Bay, and the line in its transit through the Counties of Halton, Peel and Simcoe, touching at the important towns and villages of Milton, Georgetown, Clarksville, and Barrie, and intersecting the Grand Trunk Railway at Georgetown, and the Toronto, Grey & Bruce Railway at Mono Road, I have no doubt that a large traffic will be developed by the construction of this road. In the more settled districts south of Bar-

rie, this will consist chiefly in moving the produce, manufactures, and ordinary travel of a well settled country; and in the more northerly portions, the developement of a large trade in every species of timber, from the higher classes of merchantable lumber, to the various kinds of woods used for the manufacture of furniture, telegraph poles, ties, and cordwood, while the harbours at the northern termini will enable the Railway to compete for the large lumber trade carried on around the Georgian Bay, as well as for the largely increasing through traffic from the Western States.

I have the honor to remain

Your obedient servant,

T. N. MOLESWORTH,

Engineer, Public Works.

APPENDIX.

LAKE SUPERIOR TRADE.

The growth of the Lake Superior Trade will be seen at a glance by the following statement of Canal Tolls collected on the Sault Ste Marie Canal, in each year since 1855:

For 1855.....	\$ 4,374
1856.....	7,575
1857.....	9,406
1858.....	10,848
1859.....	16,941
1860.....	24,777
1861.....	16,272
1862.....	21,607
1863.....	30,574
1864.....	34,287
1865.....	22,339
1866.....	23,009
1867.....	33,515
1868.....	25,977
1869.....	31,579
1870.....	41,896
1871.....	33,865
1872.....	41,232

The nature of the traffic is shewn by the following figures from the Canal Returns. The principal kinds of freight shipped to Lake Superior through the canal in 1872 were the following:—

Pork.....	10,306 bbls.
Flour.....	42,141 "
Beef	4,161 lbs.
Bacon.....	242,475 "
Lard	213,396 "
Butter.....	559,137 "
Cheese.....	200,994 "
Apples.....	20,025 bbls.
Sugar.....	5,454,559 lbs.
Tea	7,588 chests.
Coffee.....	7,815 bags.
Salt.....	42,690 bbls.

Tobacco.....	321,836 lbs.
Nails.....	41,985 kegs.
Dried Fruit.....	73,230 lbs.
Vegetables.....	35,263 bus.
Merchandise.....	38,215 tons.
Hay.....	2,931 tons.
Lumber.....	1,488,000 ft.
Cattle.....	3,608 head.
Horses and mules.....	528
Liquor.....	7,082 bbls.
Malt.....	1,545,875 lbs.
Coarse Grain.....	444,876 bus.
Coal Oil.....	5,182 bbls.
Potatoes.....	16,435 bus.
Railway Spikes.....	24,737 kegs.

The principal articles exported east from Lake Superior were :

Iron Ore.....	383,305 tons.
Mass Copper.....	1,709 "
Ingot Copper.....	8,547 "
Stamped work.....	4,145 "
Pig Iron.....	29,534 "
Fish.....	14,529 half bar'ls.
Lumber.....	254,000 ft.
Pelts and Furs.....	5,133 bbls.
Hides.....	5,321
Tallow.....	64,576 lbs.
Silver Ore.....	306 tons.
Wheat.....	567,134 bus.
Flour.....	93,270 bbls.
Potash.....	16 tons.
Building Stone.....	5,213 "
Merchandise.....	4,755 "
Quarts.....	591 "

This trade was carried as follows:—The Buffalo and Lake Superior line employed 11 steamers, having an aggregate tonnage of 10,717.75, which paid \$11,222.72 for tolls. The Chicago and Lake Superior line had 5 steamers; aggregate tonnage, 3,716.71; tolls collected, \$2,893.49. The Northern Transportation Company had 4 steamers; tonnage, 1,729.15; tolls collected, \$1,480.14. Collingwood and Lake Superior line, 4 steamers; tonnage, 1,590.43; number of passages, 126; amount of tolls, \$2,303.88. These steamers were all engaged in a regular passenger and freight trade. There were, besides, 12 other steamers which passed through the canal, paying tolls to the amount of \$147.58. In the Lake Superior iron trade there were 12 steam barges engaged, paying \$4,496.48 in tolls; also 13 small tugs, etc., which paid \$90. Of sailing vessels no fewer than 140 passed through the canal, paying \$17,876.69 in tolls. The total number of steamers

1,836 lbs.
1,985 kegs.
3,230 lbs.
5,263 bus.
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3,000 ft.
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passing through the canal in 1872 was 62, making 792 passages. The number of passengers going through the canal during the year 1872 was 25,330, and of these no fewer than 7,747 were carried by the Collingwood and Lake Superior line of steamers. The steamers now engaged in the Collingwood and Lake Superior trade have accommodation for over 500 passengers weekly.

NORTHERN RAILWAY.

Extracts from an Editorial of the *Globe*, published at Toronto, Ontario, 15th May, 1873 :—

"At the instance of the Company, an Act was passed in 1859 vesting the entire road and all its assets, rights and privileges in the Crown, to protect it from the creditors of the Company. Power was conferred on Government by the Act to arrange an amicable settlement with the bondholders and creditors, and to enforce such settlement by Order in Council

"A settlement was in due course of time arrived at, and by Order in Council of 12th May, 1859, it was duly ratified and became binding on all parties. It provided for the raising of funds to place the road in efficient working order, and by the first clause it settled the order of priority in which the claims against the Company should be paid off from the earnings of the road :—

"12th.—That, subject to the fulfilment of the conditions hereby recommended, the future earnings of the railway shall be distributed as follows :—

"1st.—In the payment of the expenses of working, repairing and managing the said railway.

"2nd.—In payment of the interest, as and from the day of the date thereof, on the First Preference Bonds.

"3rd.—In payment of the interest, as and from the day of the date thereof, on so much of the Second Preference Bonds as are entitled to priority hereby granted.

"4th.—In payment of interest on the Provincial lien of £475,000 sterling.

"5th.—In payment of interest on the arrears of interest due to the Province.

"6th.—In payment of the interest on such portion of the Mortgage Bonds as may not be entitled to the priority hereby granted, and on the arrears of the interest accrued and due on the present bonded debt of the Company, up to the date of the Second Preferential Bonds ; and

"7th.—In Dividends on the Share Capital of the Company.

"Under this Order in Council the debt of the Company took the following shape :—

1.—First Preference Bonds	£250,000
2.—Second Preference Bonds—Amount issued in exchange of old Bonds.	£233,900
Amount issued to Province under 6th condition of Order in Council.....	50,000
3.—Government lien.....	283,900
4.—Interest Arrears' Bond to Province.....	475,000
5.—Interest Arrears' Bonds to holders of old Bonds... Bonds issued to holders of Mortgage Bonds for balance not entitled to priority.....	43,434
	9,901
6.—Stock Subscriptions.....	53,336
	169,279
	£1,299,754

"This Order in Council of 1859 went forthwith into operation, and, relieved from the pressure of its creditors, the road rose rapidly to a position of great prosperity. So early as the 11th February, 1863, the Directors thus reported to their shareholders: 'The Directors have to congratulate the Proprietary on the position now attained by the Company in relation to the Relief Act of 1859. The provisions of that Act have now been fully and faithfully complied with. The liabilities of the Company have been adjusted and paid off; the works of the line have been restored to a high standard of permanent efficiency, and, without any additional impost upon the public by advance in tariff charges, the trade and revenue of the railway have been so augmented as to secure its dividend ability and establish its credit on a sound basis.'

"But the remarkable prosperity of the concern can best be gathered from its increasing annual revenues; and here are the official returns of the gross earnings of the Road up to 31st December last:—

1859.....	\$240,044
1860.....	332,967
1861.....	410,939
1862.....	406,238
1863.....	406,600
1864.....	467,266
1865.....	506,748
1866.....	512,874
1867.....	561,370
1868.....	550,070
1869.....	671,076
1870.....	733,567
1871.....	777,498
1872.....	894,774

"It will be seen that in 1872 the gross receipts rose to nearly FOUR TIMES what they were in 1859. In 1859 with receipts of \$240,044, the surplus over expenditure was \$42,844; in 1860, with \$332,967 of receipts, the surplus for the creditors was \$72,500; in 1863, with \$406,606 of revenue, the surplus was \$155,991; in 1864, with a revenue of \$467,266, the amount available for the creditors was \$191,33—and yet, though the revenue ran up steadily for eight years after, until it nearly doubled the receipts of 1864, the available cash fell always far short of what it was in that year.

"The explanation is patent on the face of the account. The expenditures were evidently made on the most lavish scale, and so regulated as to leave

283,900
475,000
68,239

53,336
169,279

£1,299,754 and, relieved of the position of great debtors thus regrettable the relation to the Government fully and have been added to a high impost upon the rate of the rail-roads and establish

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"just enough of surplus each year to meet those claims of the bondholders that had to be paid. The reports for the first few years are filled with glowing accounts of the great extensions and improvements being carried on all over the line; and when the revenue largely increased, an account was opened under the head of 'special works'—but the cash for them was taken all the same out of ordinary revenue. Here is the style in which these 'special works' went on—and it is very clear that much of the cash spent as for ordinary works might more properly have appeared under this account:—

1862		
1863	\$	8,106
1864		30,627
1865		31,988
1866		51,419
1867		27,928
1868		89,581
1869		55,964
1870		164,122
1871		136,248
1872		138,478
		185,723
Total,		\$920,184

"Let us see how the road stands at this moment. On the 30th December, 1872, the debts of the Company were as follows:—

First Preference Bonds.....	\$1,216,666
Second " ".....	1,381,646
Third " " A.....	243,333
" " B.....	144,868
Government lien.....	2,311,666
Interest, Arrears, Debentures.....	335,603
Debentures not entitled.....	48,139
Revenue Account.....	3,532
Interest on 1st Preference Bonds.....	37,195
" " 2nd " ".....	37,236
" " 3rd " " A.....	9,154
" " " " B.....	4,409
Bills Payable.....	124,650
Outstanding Wages.....	438
All other Accounts.....	186,413
	\$6,085,057

“ And their cash assets were as follows :—

Cash on hand.....	19
Bank of Toronto.....	4,060
" Commerce.....	4,790
London and Westminster Bank.....	57,779
Board of Directors, London.....	16,303
Station Masters.....	15,830
Bills Receivable.....	2,131
Stores on hand.....	50,010
Fuel.....	28,348
All other accounts.....	439,718
	<u>\$619,648</u>

"Now, if we deduct \$619,648 from \$6,035,057 we will find the entire debt of the Company to have been on 1st January, 1873, \$5,465,409. At six per cent. the entire annual interest on this sum is \$327,924. This was, therefore, the sum required to pay all claims against the Company in 1872.

"Now, then, let us see how the finances of the Company stood for the year 1872:—

Gross Revenue was.....	\$894,774
The ordinary expenditure was.....	528,509
And the nett available surplus was.....	\$366,265

"Of this large surplus, \$185,723 were spent on 'special works,' and \$180,541 paid to the creditors of the Company; but full interest might have been paid to every bondholder and to the Government as well—and a dividend of five per cent. on the entire sharestock of the Company."

J.
S.
H.
J.
J.
S.
C.
J.
C.
M.
P.
V.
V.
M.
R.
T.
T.
W.
L.
R.
E.
W.
C.
C.
C.
D.
M.
H.
C.
S.
W.
M.
W.
D.
S.
M.
B.
P.

Saw Mills and Lath and Shingle Mills, in operation North of Barrie,
that would ship by Hamilton & North Western, if extended to
Victoria Harbor.

PROPRIETOR.	CAPACITY.
John Shortreed,	1,500,000 feet.
Shortreed & Laidlaw,	3,300,000 "
Salter,	300,000 "
Parker,	1,500,000 "
McCarty,	1,500,000 "
John Salter,	1,000,000 "
John Robinson,	1,000,000 "
Sutherland & Coates,	3,000,000 "
Cook Brothers,	2,000,000 "
James Kerr,	2,000,000 "
O. J. Phelps & Co.,	2,000,000 "
Minishing Shingle Factory,	300,000 "
Partridge,	1,500,000 "
Whites,	1,500,000 "
W. W. Belding,	1,800,000 "
Martin & Cummings,	2,500,000 "
Richy & McCraight,	500,000 "
Turner,	300,000 "
Turner & Johnson,	2,300,000 "
W. F. Orr & Co.,	5,000,000 "
Latch & Co.,	2,500,000 "
Ritchey,	1,000,000 "
Elm Flats Mills,	2,500,000 "
Wybridge Mills,	2,000,000 "
Coulter's Mills,	3,000,000 "
Castelman & Plewes,	2,000,000 "
Copeland's Mill,	2,000,000 "
Davidson's Mills,	6,000,000 "
McMurray & Fuller,	3,000,000 "
H. H. Cook,	10,000,000 "
Christie's Mills,	3,000,000 "
Sturgeon River Mills,	5,000,000 "
W. D. Ardagh,	7,000,000 "
McCrane & Co.,	3,000,000 "
Wabaushene Mills,	8,000,000 "
D. Morrow & Co.,	4,000,000 "
Sturgeon River Mill,	8,000,000 "
Musquash Mills,	16,000,000 "
Byng Inlet Mills,	16,000,000 "
Parry Sound Mills,	18,000,000 "
Total,	155,800,000 feet.

Page
read \$6.00

\$7.00

ERRATUM.

Page 18—Canal Freight to Albany *via* Buffalo, for \$7.00
read \$6.00

\$7.00 includes Hudson River Freight, Albany to New York.



