REPORT

FOR YEAR 1868,

SUBMITTED BY THE

CANADIAN BOARD OF DIRECTORS

OF THE

Northern Railway of Canada,

AT THE

ANNUAL MEETING OF THE PROPRIETORS,

HELD AT THE COMPANY'S OFFICES, TORONTO,

WEDNESDAY, FEBRUARY 10, 1869.

TORONTO, ONT.:
GLOBE PRINTING COMPANY, 26 & 28 KING STREET EAST.
1869.

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GLOBE PRINTING COMPANY, 26 & 28 KING STREET EAST.
1869.

DIRECTORS.

HON. JOHN BEVERLEY ROBINSON, *Toronto*, PRESIDENT.
HENRY WHEELER, ESQ., *Wandsworth Common, London, England*, VICE-PRSIDENT, *and Chairman of London Board.*
FRED. W. CUMBERLAND, ESQ., *Toronto*, MANAGING DIRECTOR.
LEWIS MOFFATT, ESQ., *Toronto.*
D. CRAWFORD, ESQ., *Toronto.*
JOHN A. CHOWNE, ESQ., *Westbourne Terrace, Hyde Park, London, England.*
H. M. JACKSON, ESQ., *New Square, Lincoln's Inn, London, England.*
W. D. ARDAGH, ESQ., *Ex-officio, Warden, County of Simcoe.*
MR. ALDERMAN JOHN BELL, *Ex-officio, for Corporation of Toronto.*

LONDON AGENCY.

MESSRS. CUTBILL, SON & DE LUNGO, *No.* 13 *Gresham Street, London, E.C.*

OFFICERS.

FRED. W. CUMBERLAND, GENERAL MANAGER.
THOMAS HAMILTON, SECRETARY AND ACCOUNTANT.
C. W. MOBERLY, CHIEF ENGINEER.

FRANCIS TUTTON, MECHANICAL SUPERINTENDENT.
JOHN HARVIE, TRAIN AND TRAFFIC MASTER.

T. GALT, Q.C., *Standing Counsel.*
CLARKE GAMBLE, Q.C., GEO. D'ARCY BOULTON, } *Solicitors.*

WM. GAMBLE, JAMES BROWNE, } AUDITORS.

Northern Railway of Canada.

ANNUAL GENERAL MEETING.

TORONTO, WEDNESDAY,
10th February, 1869.

At the Annual General Meeting of the Proprietors of the Northern Railway Company, held this day at their Offices, Brock Street, the following gentlemen, among others, were present:—W. D. Ardagh, Warden of Simcoe; Hon. J. B. Robinson, F. W. Cumberland, M.P.P., John Moat, City Bank of Montreal; R. J. Reekie, of Montreal; Rice Lewis, George H. Wyatt, Alderman Baxter, Alderman Bell, Lewis Moffatt, Sheriff Smith, of the County of Simcoe; F. C. Capreol, E. M. Carruthers, Dalrymple Crawford, C. W. Moberly, Alderman Boulton, Alderman Vickers, T. D. Harris, S. B. Harman, Mayor of Toronto.

The advertisement calling the meeting was read by the President, as follows:

"NORTHERN RAILWAY OF CANADA.

"Notice is hereby given, that the Annual General Meeting of the proprietors of the Company will be held at their offices, Brock Street, Toronto, on Wednesday, the 10th day of February next, at 12 o'clock, noon, precisely, for the purpose of receiving the Report of the Directors, for the year 1868, and for the election of Directors for ensuing year.

"And Notice is hereby further given, that the said Meeting will afterwards, on the same day, be made a Special General Meeting of the Company, for the purpose of authorizing an issue of Third Preference Bonds, under the provisions of "the Northern Railway Act of 1868.

"THO. HAMILTON,
"Secretary.

"Toronto, Jan. 27, 1869."

The Managing Director then read the Report of the Directors for the year 1868, together with the Reports of the Auditors for the same period.

The Report having been read, and the meeting briefly addressed by the President, it was moved by that gentleman, and seconded by George H. Wyatt, Esq., "That the Report presented and read "to this meeting be adopted."—Carried.

It was then moved by Alderman Bell, and seconded by Lewis Moffatt, Esq., "That Messrs. William Gamble and James Browne "be re-appointed Auditors of the Company."—Carried.

It was afterwards moved by Alderman Baxter, and seconded by Dalrymple Crawford, "That Messrs. F. C. Capreol and E. M. "Carruthers be appointed Scrutineers for the election of Directors "about to take place, poll to close at 1.30 o'clock."—Carried.

The meeting having now been, in accordance with the advertisement, made a Special General Meeting, and addressed at some length by the Managing Director, it was moved by Dalrymple Crawford, Esq., and seconded by John Moat, Esq., "That the "Directors be authorized to issue, under the provisions of the Nor-"thern Railway Act of 1868, Third Preference Bonds, 'Class A,' "to the extent of £50,000 stg., for the purposes contemplated by "the said Act."—Carried.

The General Meeting was then resumed, and the Scrutineers announced that the following gentlemen had been duly elected Directors for the present year, viz. :—

Hon. John B. Robinson, Toronto.
F. W. Cumberland, Esq., "
Lewis Moffatt, Esq., "
Dalrymple Crawford, Esq., "
Henry Wheeler, Esq., London, Eng.
John A. Chowne, Esq., "
Henry M. Jackson, Esq., "

And the meeting afterwards adjourned.

At a subsequent meeting of the Directors, the Hon. J. B. Robinson was chosen President, and Henry Wheeler, Esq., Vice-President and Chairman of the London Board.

REPORT OF THE CANADIAN DIRECTORS.

To the Proprietors of the Northern Railway of Canada.

TORONTO, 10th February, 1869.

The Canadian Directors have the honor to present their Report for the year ending the 31st December, 1868, with accompanying Statements of Account, Auditors' Reports, and Departmental Returns:—

1. The gross Traffic receipts of the year have amounted to $550,070 24 (£113,028 2s. 7d. stg.,) as in comparison with $561,370 25 (£115,350 0s. 11d. stg.) in 1867; showing a decrease of $11,300 01 (£2,321 18s. 4d. stg.) On examination of the earnings arising from the respective sources of traffic, it will be seen that this decrease is more than accounted for in the one item of "square timber," in which the decline is due to gradual exhaustion of the supply.

For this decline, the Directors have been prepared for some years, confidently anticipating, however, than any special loss of this character would be succeeded and compensated by the growth of other and more permanent classes of traffic of higher value. In confirmation of this view, it is satisfactory to find that the Passenger traffic has, during the past year, yielded an advance of $9,955 60, or in comparison with 1866, the important increase of $22,945 90. Again, whilst the transport of square timber has fallen from 2,713,266 cubic feet in 1867, to 1,616,561 feet in 1868, showing a reduction of no less than 1,096,705 feet, that reduction has been compensated for by an advance in the article of sawn lumber (a much better and more remunerative freight) from 44,790,000 feet in 1867 to 54,954,000 feet in 1868, or an increase of 10,164,000 feet,

in an item of trade which is in continuous and rapid extension, and of permanent character.

Due to an exceptional condition of the grain market, arising from the low local prices, and the abundant harvests abroad, the traffic in grain and flour has been subject to unusual fluctuations; but as the area under cultivation in the districts tributary to the Line is ever increasing, this class of traffic cannot be subject to any continuous decline. On the whole, it is very satisfactory to observe, that notwithstanding these heavy, although but temporary, fluctuations in the staples, the gross earnings of the Railway have not been sensibly affected, excepting in so far as that they have been realized from a higher class of traffic.

2. The ordinary working expenses of the year have amounted to $335,894 31 (£69,019 7s. 7d. stg.) as against $332,861 20, (£68,396 2s. 9d. stg.) in 1867; giving a rate on the gross traffic receipts of 61.06 per cent. in 1868 as in comparison with 59.29 per cent. in 1867, being a difference of 1.77 per cent. in favor of the previous year. This rise is directly traceable to two or three special items of expenditure, due either to exceptional causes or to deliberate policy. Thus, the cost of fuel wood has risen from $2 26 per cord in 1867 to $2 90 in 1868, resulting chiefly from undue competition, and a breach of contract. Again, twice during the year the line has suffered severely by fires from the forest, and although the Company was well insured upon its buildings, the damages to permanent way and the destruction of fuel wood were somewhat extensive. Unusual liberality, too, has been exercised in the past year in repair of permanent way, the expenditure upon this item alone, in new rails and ballast, having exceeded that of 1867 by $9,842; 1,103½ tons of new iron and 27,347 yards of ballast having been put into the track during the season. In the item of Fire Insurance, which is one rather of prudence than of actual working necessity, the Directors have adopted the policy of ample protection; and the charges for this service have accordingly risen from $4,318 37c. in 1867 to $7,827 20 in 1868, the latter sum including not only largely increased fire policies, but also the insurance against casualty and death of all employees engaged in hazardous duties;

a provision towards which the employees themselves contribute, and which it is believed attaches great value and stability to the Company's service. In view of these items, the Directors are enabled to state that the ordinary outlay in wages, materials and supplies, as set forth in the respective appendices, has been so far reduced as to admit of these special provisions without any sensible increase in the aggregate expenditure, which, for all services on Revenue Account, has amounted to $391,859 29 (£80,519 0s. 8d. stg.) in 1868, as against $422,422 75 (£86,803 6s. stg.) in 1867, being a decrease of $30,563 46 (£6,284 5s. 4d. stg.) See Account No. 1.

3. During the year, new and additional equipment in works, rolling stock, &c., has been provided for, to the amount of $55,-964 98 (£11,499 13s. 1d. stg). Amongst the items of this expenditure may be named the addition of nearly two miles of new sidings to stations and mills, the new stations at Allandale and Bramley, two new locomotive engines, seven new freight cars, and other works and outfit, as detailed in appendices K to N, inclusive. To these services of extension, so essential to the active and economical handling of the traffic, the Directors continue to devote anxious consideration, taking care, however, so to distribute the burthen as not to overtax the revenues of any one year.

4. The current Interest Dividends on the First and Second Preference Bonds have been duly provided for and paid, and a balance carried forward to 1869 of $33,657 80 (£6,915 19s. 9d. stg.) to the credit of Interest Dividend Account. (See Account No. 2.

5. The line has been worked during the past year with singular and complete immunity from accident or casualty to traffic, due in great part, it may be reasonably claimed, to the substantial condition of its works, and to the efficiency of its staff, in all departments.

6. In their Report of last year, the Directors adverted to the necessity of making extended provision for the further development of the traffic of the district, and they expressed their intention of seeking legislative sanction to such changes and re-adjustment of

the capital as would warrant the Company in undertaking the necessary works.

They have now to report that during the last session of the Dominion Parliament an Act was passed empowering the Company to make a limited addition of £50,000 sterling to its capital for certain specific purposes, such new capital to rank for interest and security next after the existing Second Preference Bonds.

The preliminary conditions imposed by that Act having been complied with, it is now in legal operation, and the Directors have accordingly made all necessary preparations for executing such works as are primarily essential. It is contemplated to construct during the current year a new Grain Elevator at Toronto, having a storage capacity of 275,000 bushels, and an elevating and shipping power of 20,000 bushels per hour. The Elevator wharf will be constructed in 15 ft. water, will be 490 feet long, by a width of 70 feet, solid, and will be capable of storing three million feet of lumber for shipment, and of accommodating seven vessels alongside for lumber and four for grain, to load simultaneously. The cost of these works complete, with approaches and tracks, is estimated at $140,000.

The Directors trust to be able in the following year (1870) to erect works of a like class, but of smaller capacity, at Collingwood.

With these works, together with the future appropriation of the present Elevator Wharves at Toronto and Collingwood to the storage and shipment of ordinary freight, the Company will be in a position to command and work an extended traffic with great economy and despatch, assuming of course that the locomotive and rolling stock equipment shall continue to receive gradual extensions, such as have been added from time to time during the past few years.

7. During the past year the Directors have actively promoted the construction of the Rama Canal and Portage, a work of much necessity and importance as establishing cheap and efficient connections between the territory of the Black River and Lakes St. John, Couchiching, and Simcoe; and bringing those districts into direct

relation to this Railway and the City of Toronto; and they are now happy to report that by the enterprise of a separate corporation the works are already far advanced towards completion, and will be ready for public use early in the Spring.

8. Authority was granted during the last session of the Legislature of Ontario for the construction of a canal uniting Lakes Muskoka and Rousseau, and for the establishment of a Tramway to unite the traffic of those Lakes with Lake Simcoe and (by this line) with the City of Toronto. To the success of these enterprises the Directors will contribute whatever influence and assistance they can command.

9. The Lumbering interests of the North Shore of the Georgian Bay are in course of very rapid and extensive development, several large establishments having been started there during the past year, whose aggregate production is estimated at from thirty to thirty-five millions of feet per annum. Much of this production will necessarily seek Western markets, but it may nevertheless be expected to contribute a considerable increase to the future traffic of the line, whilst if this development be fairly watched, it may be made to yield a new element to the trade of this city.

10. The wise liberality of the Legislature in relation to Free grants of Agricultural lands, and to Mining interests, gives reasonable hope that Immigration and Settlement will be greatly promoted and a new impetus given to mining enterprise. These influences cannot fail to result beneficially to this Railway, especially under such a liberal policy in its management as shall assist in every effort towards the development of the Upper Lake Districts. It is with regret, therefore, that the Directors observe that the steam vessel service of the Georgian Bay and of Lake Superior continues in an unstable and unorganized condition, very prejudicial to the growth of trade and to the commercial interests of Toronto. Fully prepared to contribute to the improvement and permanency of this important service, by close traffic connections of liberal character, the Directors necessarily await some such combined action with the

Postal Service as shall secure an organized system of steam communications of the extent and character which the growing importance of the North West Territory and public interest would seem to suggest.

(Signed) FRED. CUMBERLAND,
Managing Director.

JOHN BEVERLY ROBINSON,
President.

NORTHERN RAILWAY OF CANADA.
ANNUAL REPORT, 1868.

Auditors' Report.

Office of Secretary and Accountant,
Toronto, 5th February, 1869.

F. W. Cumberland, Esq.,
Managing Director.

Sir,—We have the honor to Report that the Books and Accounts of the Northern Railway of Canada for the year ending 31st December, 1868, have been duly audited by us, and that the Accounts Nos. 1 and 2 of the Receipts and Expenditure on Revenue Accounts, herewith submitted, having been also carefully examined and tested by us in their details, exhibit a true statement of the transactions of the Company for the period mentioned.

We have the honor to be,
Sir,
Your obedient servants,

(Signed) WM. GAMBLE, JAMES BROWN. } Auditors, N. R. C.

NORTHERN RAILWAY OF CANADA.
ANNUAL REPORT, 1868.

Audit of Freight and Shipping Departments.

Toronto, February 1st, 1869.

F. W. Cumberland, Esq.,
Managing Director,

Sir,—The Special Monthly Audits of the three Offices entrusted to me, viz.:—The Freight and Shipping Departments, Toronto, and the Collingwood Station, have received my attention

during the past year, and it is with much pleasure I have to report that these transactions are correctly recorded, and duly accounted for, and I would add, the duties of the Officers of the respective Departments have been discharged in their details to my entire satisfaction.

I am, Sir,

Your obedient servant,

(Signed) WM. GAMBLE,

Auditor N.R.C.

AUDIT OF WAY STATIONS.

Toronto, 30th January, 1869.

F. W. Cumberland, Esq.,

Managing Director,

SIR,—I beg to report that I have inspected and audited the Accounts of the Way Stations throughout the Line, monthly, during the year ending 31st December, 1868, and now certify that the same were correct on that date.

I am, Sir,

Your obedient servant,

(Signed) ADAM ROLPH,

Audit Clerk.

.868.)

g 31st December, 1868.

RE.	1st Half 1868.	2nd Half 1868.	Total, 1868. Currency.	Total, 1868. Sterling.
	$ c.	$ c.	$ c.	£ s. d.
..as per Appendix A..	45,552 48	41,766 17	87,318 65	17,942 3 9
ngs " B...	7,242 69	8,002 63	15,245 32	3,132 12 0
tationary Engines, Machinery as per .....Appendix C...	39,296 53	27,799 44	67,095 97	13,786 16 10
...as per " D...	18,369 28	15,985 64	34,354 92	7,059 4 7
... " E...	7,658 26	7,602 20	15,260 46	3,135 14 3
... " F...	10,310 77	11,456 82	21,767 59	4,472 15 10
... " G...	22,104 34	22,595 86	44,700 20	9,184 19 5
... " H...	12,210 20	17,110 74	29,320 94	6,024 17 0
... " I...	10,667 76	10,162 50	20,830 26	4,280 3 11
.....	173,412 31	162,482 00	335,894 31	69,019 7 7
Works, Buildings, ...per Appendix K...	23,938 39	32,026 59	55,964 98	11,499 13 1
on all Services	197,350 70	194,508 59	391,859 29	80,519 0 8
inue Account, No. 2...	77,722 64	80,488 31	158,210 95	32,509 1 11
	$275,073 34	$274,986 90	$550,070 24	113,028 2 7

VERIFIED,

(Signed,) WM. GAMBLE, JAS. BROWN, } *Auditors, N. R. C.*

(ACCOUNT No. 1.)

Statement of Receipts and Expenditure on Revenue Account for the Year ending 31st December, 1868.

Year 1867.	RECEIPTS.	1st Half 1868.	2nd Half 1868.	Total, 1868. Currency.	Total, 1868. Sterling.
$ c.		$ c.	$ c.	$ c.	£ s. d.
	To Local Traffic:				
136,945 92	Passengers	63,514 83	83,386 69	146,901 52	30,185 4 10
376,823 87	Freight	194,032 22	170,174 14	364,206 36	74,836 18 5
9,696 09	Mail Service	4,817 28	4,889 93	9,707 21	1,994 12 7
4,933 81	Wharfage	2,274 01	4,626 03	6,900 04	1,417 16 3
9,133 01	Storage	4,422 91	3,257 03	7,679 94	1,578 1 9
1,358 05	Boomage	696 80	123 37	820 17	168 10 6
928 75	Other Sources	453 67	710 54	1,164 21	239 4 5
	To Through Traffic:				
21,550 75	Freight	4,861 62	7,829 17	12,690 79	2,607 13 11
$561,370 25	Total Traffic Receipts	$275,073 34	$274,996 90	$550,070 24	£113,028 2 7

Year 1867.	EXPENDITURE.	1st Half 1868.	2nd Half 1868.	Total, 1868. Currency.	Total, 1868. Sterling.
$ c.		$ c.	$ c.	$ c.	£ s. d.
81,601 55	By Maintaining Roadway ....as per Appendix A...	45,552 48	41,766 17	87,318 65	17,942 3 9
17,964 79	" Maintaining Works and Buildings " B...	7,242 69	8,002 63	15,245 32	3,132 12 0
75,517 05	" Repairs of Locomotives and Stationary Engines, Rolling Stock, and Fixed Machinery as per ....Appendix C...	39,296 53	27,799 44	67,095 97	13,786 16 10
37,307 36	" Train Service ....as per " D...	18,369 28	15,985 64	34,354 92	7,059 4 7
15,060 28	" Way Station Service " E...	7,658 26	7,602 20	15,260 46	3,135 14 3
21,700 00	" Terminal " " F...	10,310 77	11,456 82	21,767 59	4,472 15 10
42,767 37	" General Supplies " G...	22,104 34	22,595 86	44,700 20	9,184 19 5
19,483 15	" Miscellaneous Expenses " H...	12,210 20	17,110 74	29,320 94	6,024 17 0
21,459 65	" General Charges " I...	10,667 76	10,162 50	20,830 26	4,280 3 11
332,861 20	Total Working Expenses	173,412 31	162,482 00	335,894 31	69,019 7 7
89,581 55	Extensions and additions to Works, Buildings, and Equipments, ...per Appendix K...	23,938 39	32,026 59	55,964 98	11,499 13 1
422,442 75	Total Revenue Expenditure on all Services	197,350 70	194,508 59	391,859 29	80,519 0 8
138,927 50	Balance carried to Net Revinue Account, No. 2...	77,722 64	80,488 31	158,210 95	32,509 1 11
$561,370 25		$275,073 34	$274,986 90	$550,070 24	113,028 2 7

VERIFIED,

(Signed,) WM. GAMBLE, JAS. BROWN, } *Auditors, N. R. C.*

NORTHERN RAILWAY OF CANADA.
ANNUAL REPORT, 1868.

(ACCOUNT No. 2.)

Net Revenue Account for Year ending 31st December, 1868.

	Currency.	Sterling.
	$ c.	£ s. d.
To Interest Dividends as follows:		
On 1st Pref. 6 per cent. Bonds.		
17th Dividend—30th June, 1868.	36,500 00	7,500 0 0
18th " 31st Dec., "	36,500 00	7,500 0 0
On 2nd Pref. 6 per cent Bonds.		
17th Dividend—30th June, 1868.	41,449 40	8,517 0 0
18th " 31st Dec., "	41,449 40	8,517 0 0
To additional Income Tax on 109 Bonds held in London	13 26	2 14 6
To balance to credit of Interest Dividend Account	33,657 80	6,915 19 9
	$189,569 86	£38,952 14 3

	Currency.	Sterling.
	$ c.	£ s. d.
By balance brought forward from 1867	28,255 69	5,805 19 3
By Net Revenue Account, 30th June, 1868, per Account No. 1.	77,722 64	15,970 8 2
By Net Revenue account, 31st Dec., 1868, per Account No. 1.	80,488 31	16,538 13 10
By Interest on 109 Bonds held in London	3,103 22	637 13 0
	$189,569 86	£38,952 14 3
By balance brought down to credit of Interest Dividend Account.	$33,657 80	£6,915 19 9

VERIFIED,

(Signed) WM. GAMBLE, JAS. BROWN, } *Auditors, N. R.C.*

NORTHERN RAILWAY OF CANADA.
ANNUAL REPORT, 1868.

ACCOUNT NO. 3.

Balance Sheet 31st December, 1868.

Capital Account (old)	$4,595,120 48	First Pref. Bonds.....	$1,216,666 66
Works of Restoration	862,668 22	Second do	1,381,646 68
Cash on hand.	80 21	Government Lien.....	2,311,666 67
Bank of Toronto	2,077 61	Interest, Arrears, Debentures.....	534,708 34
London & Westminster Bank...	61,564 14	Debentures not entitled to priority...	48,189 21
Board of Directors, London...	47,406 20	Revenue Account.....	33,657 80
Station Masters, Local	5,083 42	Interest on 1st Pref. Bonds.....	38,231 69
Do Thro.	543 48	Do 2nd do	34,164 06
Bills Receivable.	500 34	Bills Payable.....,.	31,744 08
Stores on hand.....	47,805 21	Outstanding Wages Account...	224 16
Fuel do	11,266 15	All other Accounts...	86,144 84
All other Accounts....	82,928 73		
	$5,177,044 19		$5,717,044 19

APPENDIX A.

Maintaining Roadway.

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
30,492 08	Track Labor, including Road Masters' Salaries	15,616 49	15,467 34	31,083 83
32,965 39	Track Iron, Chairs, Spikes and other Track Supplies.	21,108 34	18,697 75	39,806 09
5,260 69	Fences, Gates, Crossings and Cattle Guards	950 40	1,391 98	2,342 38
10,304 48	Ties	7,395 04	1,110 81	8,505 85
2,578 91	Ballast	482 21	5,098 29	5,580 50
81,601 55		45,552 48	41,766 17	87,318 65

14.54 Percentage on Gross Receipts 15.87

APPENDIX B.

Maintaining Works and Buildings.

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
1,423 02	Repairs of Bridges and Culverts	711 92	692 54	1,404 46
13,151 10	Repairs of Buildings	2,755 83	4,890 16	7,645 99
1,475 54	" Wharves	2,755 49	664 06	3,419 55
67 70	" Turntables and Track-scales	266 45	434 45	700 90
1,245 13	Repairs of Tankhouses, Pipes and appurtenances	586 01	1,146 81	1,732 82
602 30	Repairs of Cribs and Booms	166 99	174 61	341 60
17,964 79		7,242 69	8,002 63	15,245 32

3.20 Percentage on Gross Receipts 2.77

APPENDIX C.

Repairs of Locomotive Engines, Rolling Stock and Fixed Machinery.

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
33,714 21	Repairs of Locomotive Engines and Tenders.....	19,250 10	15,044 55	34,294 65
1,954 53	Repairs of Stationary Engines	907 18	1,252 80	2,159 98
5,364 36	" Tools, Fixed and Shop Machinery.....	2,233 58	2,280 74	4,514 32
1,310 47	Repairs of Elevator Machinery	184 10	26 19	210 29
8,985 08	" Passenger and Baggage Cars.....	3,277 49	3,150 61	6,428 10
24,188 40	Repairs of Freight and all other Cars.....	13,444 08	6,044 55	19,488 63
75,517 05		39,296 53	27,799 44	67,095 97
13.45	Percentage on Gross Receipts...			12.20

APPENDIX D.

Train Service.

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
19,696 74	Engine Drivers, Firemen and Cleaners.....	9,673 57	8,674 05	18,347 62
7,036 17	Conductors, Baggage and Brakesmen.....	6,593 29	6,943 91	13,537 20
9,343 77	Train Labor.....	1,253 21	4 00	1,257 21
1,230 68	" Supplies.....	849 21	363 68	1,212 89
37,307 36		18,369 28	15,985 64	34,354 92
6.65	Percentage on Gross Receipts.....			6.24

APPENDIX E.

Way Station Service.

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
7,449 57	Station Masters	4,178 75	4,096 07	8,274 82
	" Switchmen	1,708 45	1,838 65	3,547 10
	" Pumpers & Woodmen	511 10	189 49	700 59
665 47	" Telegraph Service	303 13	412 40	715 53
2,364 20	" Supplies & Cleaning	947 03	1,051 69	1,998 72
4,581 04	" Freight Labor	9 80	13 90	23 70
15,060 28		7,658 26	7,602 20	15,260 46

2.68 Percentage on Gross Receipts..... 2.77

APPENDIX F.

Terminal Station Service (Toronto and Collingwood.)

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
5,973 81	Traffic and Yard Service, Toronto	2,813 58	3,035 34	5,848 92
5,147 38	Local Freight Department, Toronto	2,781 35	3,292 34	6,073 69
5,061 90	Shipping and Wharfage Department, Toronto	2,037 40	1,919 99	3,957 39
5,516 91	Freight and Shipping Department, Collingwood	2,678 44	3,209 15	5,887 59
21,700 00		10,310 77	11,456 82	21,767 59

3.86 Percentage on Gross Receipts..... 3.96

APPENDIX G.

General Supplies.

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
3,932 17	Oil and Waste	1,768 36	1,670 78	3,439 14
32,804 50	Fuel consumed	16,713 60	17,164 77	33,878 37
4,366 31	Stationery, Printing and Advertising	2,396 16	2,213 19	4,609 35
298 12	Supplies, Head Office	336 99	433 13	770 12
1,366 27	Storekeeper's Department	889 23	1,113 99	2,003 22
42,767 37		22,104 34	22,595 86	44,700 20
7.62	Percentage on Gross Receipts			8.13

APPENDIX H.

Miscellaneous Expenses.

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
5,691 73	Taxes on Real Estate	2,075 63	3,765 20	5,840 83
4,318 37	Insurances	3,896 46	3,930 74	7,827 20
2,104 40	Legal Expenses	904 21	903 45	1,807 66
2,460 80	Interest and Discounts	1,627 49	2,036 96	3,664 45
577 06	Real Estate	112 90	1,350 62	1,463 52
1,734 10	Damages	1,426 25	3,412 41	4,838 66
338 47	Postages and Telegraphs	195 68	165 23	360 91
2,258 22	Contingencies	1,971 58	1,546 13	3,517 71
19,483 15		12,210 20	17,110 74	29,320 94
3.47	Percentage on Gross Receipts			5.33

APPENDIX I.

General Charges.

Year 1867.	DETAIL OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
$ c.		$ c.	$ c.	$ c.
8,300 02	Toronto Direction and Management	4,150 01	4,150 01	8,300 02
1,703 36	London Direction and Agency	851 68	851 68	1,703 36
5,366 66	Secretary and Accountant, Audit, Pay & Traffic Clerks, Messengers, &c.	2,842 00	2,846 00	5,688 00
1,061 67	Auditors	554 00	510 00	1,064 00
3,893 73	Travelling Expenses	1,503 40	1,132 05	2,635 45
1,134 21	Exchange on London	766 67	672 76	1,439 43
21,459 65		10,667 76	10,162 50	20,830 26
3.82	Percentage on Gross Receipts			3.79

APPENDIX K.

Expenditure on New and Additional Equipment, Machinery, Rolling Stock, Works, Buildings, &c.

NATURE OF SERVICE.	1st half 1868.	2nd half 1868.	Total 1868.
	$ c.	$ c.	$ c.
New Works and Buildings, as per Appendix L	17,877 10	18,903 92	36,781 02
New Machinery and Rolling Stock, as per Appendix N	4,363 79	7,732 63	12,096 42
New and Additional Station Outfit, as per Appendix M	.....	3,692 54	3,692 54
Agencies and Commissions	1,460 00	1,460 00	2,920 00
Government Railway Inspection	237 50	237 50	475 00
Totals	23,938 39	32,026 59	55,964 98

NORTHERN RAILWAY OF CANADA.

ENGINEER'S DEPARTMENT.

APPENDIX L.

Detail of New Works and Buildings executed in year ending 31st December, 1868.

1. TERMINAL STATIONS:		
Grain Elevator, Toronto	$155 50	
Watch House, Toronto	376 10	
Machine Shop Sky-Lights, Toronto	1,042 24	
		1,573 84
2. WAY STATIONS:		
Passenger Stations:		
Richmond Hill (Extension)	$849 83	
Bramley (New)	3,292 09	
Allandale "	6,056 86	
Stayner "	4,420 45	
		14,619 23
FREIGHT HOUSES:		
Allandale (Extension)	$1,156 03	
Barrie "	486 06	
Bradford, Lefroy and New Lowell	197 19	
		1,839 28
4. WOOD SHEDS:		
Sunnidale, (New)	$730 83	
		730 83
5. EMPLOYEES' DWELLINGS:		
Agent's House (New), Bramley	$677 00	
" " Aurora and Bell Ewart	41 53	
		718 53
6. SECTION AND SWITCHMMEN'S HOUSES:		
9½, 40½ and 45th miles, Cheasley's Pit, Scanlons, Essa and Sunnidale	$501 16	
		501 16
7. OIL AND TOOL HOUSES	$222 76	
		222 76
General Account for New Buildings	$380 00	
		380 00
		$20,585 63
Less Recovered by Insurance		4,867 00
		$15,718 63

Brought Forward.....		$15,718 63
Tankhouses, Pipes and Appurtenances:		
Tankhouse, Scanlons.....	$15 95	
" Sunnidale.....	117 35	
		133 30
Wharves:		
Lumber Wharf, Bell Ewart.....	$322 93	
Account from 1867.....	3,788 00	
		4,110 93
Bridges and Culverts:		
1 Stone Culvert, ¼ mile north of Davenport.....	$212 19	
1 " " near 11th mile post.....	279 28	
1 " " " 35½ " "	269 67	
2 " " " Newmarket.....	484 16	
1 Timber " " 88th mile post.....	19 84	
		1,265 14
Turntables and Track-Scales:		
Turntable, Collingwood.....	$696 29	
		696 29
Fencing:		
Terminal Stations:		
Yard Fencing and Ramps, Toronto.....	$35 34	
Entrance Gates, and Fencing Brock St., Toronto.	758 55	
Way Stations:		
Yard Fence (Picket), Richmond Hill.....	136 89	
" (Post and Board), Gilford.....	54 37	
" (Picket), Bramley.....	244 02	
" " Allandale.....	302 18	
" (Post and Board), Allandale.....	123 41	
" (Picket), Sunnidale.....	436 04	
" " Stayner.....	401 15	
" " Batteau.....	107 65	
Main Line:		
6⅝ miles Single (Post and Board) Fence.....	2,834 01	
1 mile Rail Fence.....	137 50	
		5,571 11
Clearing, Grading, &c., Station Yards and Right of Way:		
Station Yard, Toronto.....	$224 06	
" Davenport.....	10 00	
" Richmond Hill.....	115 76	
" Aurora.....	26 19	
" Newmarket.....	10 46	
" Bradford.....	224 66	
" Gilford.....	210 70	
" Lefroy.....	5 86	
" Bell Ewart.....	140 77	
" Bramley.....	330 52	
" Allandale.....	554 19	
" Barrie.....	7 11	
" Angus.....	4 25	
" New Lowell.....	29 91	
Carry Forward.....	$1,894 44	$27,495 40

Brought Forward,	$1,894 44	$27,495 40
Station Yard, Stayner	52 20	
" Batteau	8 75	
" Collingwood	35 00	
Right of Way Main Line	215 23	
		2,205 62
EXTENSION OF TRACK AND SIDINGS:		
Yard and Lumber Wharf Tracks, Toronto.		
Thompson's Mill Siding, Aurora.		
Extension of Siding, Scanlons.		
" " Bramley.		
" " Allandale.		
Spaulding & Co.'s Mill Siding, Angus.		
Davidson's Mill Siding, Brentwood.		
Extension of " "		
" " New Lowell.		
Jacques & Hay's Mill Siding, New Lowell.		
Extension of Siding, Batteau.		
Hotchkiss & Co.'s Mill Siding, Collingwood.		
Total Extension of Track Sidings 1.74 miles.	7,080 00	
		7,080 00
Total New Works and Buildings, 1868.		$36,781 02

APPENDIX M.

Detail of New and additional Outfit to Stations.

NATURE OF SERVICE.	Year 1868.
	$ c.
Outfit for New Refreshment Station at Allandale, Office and General Furniture, Fittings and Fixtures	2,273 55
Outfit for New Station at Bramley,	300 49
Do do Stayner	306 50
Cranes for Way Stations	540 00
Letter Presses do	272 00
	$3,692 54

APPENDIX N.

Detail of New Machinery and Rolling Stock.

NATURE OF SERVICE.		Year 1868. $ c.
New and additional Box Freight Cars		5,034 96
Do do from account of 1867		4,900 47
New Engines and Tenders		489 35
New Tools, viz. :		
One ambidexter Lathe,	$361 87	
One Shaping Machine	485 56	
Two traversing Jacks	150 00	
Templates and patterns	674 21	1,671 64
		$12,096 42

NORTHERN RAILWAY OF CANADA.

ENGINEER'S DEPARTMENT.

APPENDIX O.

Characteristics of Railway, Year 1868.

LENGTH OF TRACK LAID IN T IRON:		
Main Line. { From East side of East Market Street, Toronto, to South side of Huron Street, Collingwood }	94.96	
Bell Ewart Branch	1.34	
Barrie "	1.23	
Station Yard Sidings	15.67	
Mill and Storehouse Sidings	3.04	Miles.
		116.24
Previously returned		114.50
Increase		1.74

Average weight of Rail per yard	58 lbs.	
Minimum Radius of Curvature	1,432 feet.	
Maximum Grade per mile going North	60 "	
" " " going South	52.80 "	
Number of Regular Stations including Termini		19
" Flag Stations		6
" Telegraph Stations		19
" Engine Houses		4
" Stalls for Engines		17
" Machine Shop, Toronto,		1
" Painter's Shop		1
" Car Shed		1
" Blacksmiths' Shops		2
" Carpenters' "		3
" Car Repair "		1
" Tool Houses		22
" Turntable House, Collingwood		1
" Flour Sheds		2
" Watchmen's Houses		2
" Oil Houses		4
" Tankhouses, 7 Brick, 8 Frame		15
" Elevators, 2 Through and 1 Local		3
" General Offices, Toronto		1
" Turntables		4
" Track and Storekeeper's Scales		3
" Fire Engines		2
" Steam Wood Sawing Engines		2
" Station Houses with Dwellings attached		5
" Hotels, Toronto and Collingwood		2
HOUSES FOR EMPLOYEES:		
" Station Agents	10	
" Switchmen	7	
" Trackmen, &c	26	
		43
WATER STATIONS:		
" Fed by Springs	5	
" Supplied by Pumps	10	
		15
Wood Sheds, (average capacity 600 cords)		7
Freight Houses, 100 feet in length and over	12	
" under 100 feet in length	6	
		18
" partially fitted up as Grain Stores		14

AVERAGE NUMBER OF EMPLOYEES:	
Engineer's Department	174
Locomotive "	156
Traffic "	148
General Officers	13
Total	491

NORTHERN RAILWAY OF CANADA.

MECHANICAL DEPARTMENT.

APPENDIX P.

Statement showing Number, Description, Condition, &c., of Engines on 31st December, 1868.

No. of Engine.	Builder's Name.	Weight of Engine.	Size of Cylinder.	Size of Drivers.	No. of Drivers.	No. of Truck Wheels.	Style of Connection	Remarks, showing present state of Engine, and Repairs done during 1868.
		Tons.	In.					
1	Portland Co.	24.75	14 x 20	5.0	4	4	Inside.	In shop under heavy repair—will be out in February in first-class order.
2	Jas. Good.	29.75	16 x 22	5.0	4	4	Outside.	In good working order.
3	Brant.	29.5	17 x 20	6.0	4	4	Inside.	do do
4	"	28.75	17 x 20	5.0	4	4	"	Thoroughly repaired, in first-class working order.
5	"	28.75	17 x 20	5.0	4	4	"	Requires slight repairs, will then be in first-class order.
6	Jas. Good.	32.25	16 x 22	5.0	4	4	Outside.	Has had general repair, and now in good working order.
7	Brant.	28.5	17 x 20	5.0	4	4	Inside.	Has had thorough repair, do do
8	"	28.75	17 x 20	5.6	4	4	"	In good working order, is kept as spare Passenger Engine.
9	Jas. Good.	33.25	18 x 22	5.0	4	4	"	In shop under repair, will be out in February.
10	"	33.25	18 x 22	5.0	6	4	"	Is under reconstruction.
11	"	29.75	16 x 20	5.0	4	4	Outside.	Requires general repair, and will be taken in shortly for that purpose.
12	"	31.25	17 x 20	5.0	4	4	Inside.	In shop under general repair, will be out 1st March, 1869.
13	"	32.75	18 x 22	5.0	4	4	"	Has been thoroughly repaired, and is now in first-class order for heavy freight.
14	Brant.	30.75	17 x 20	5.6	4	4	"	Has had general repair, and is now in good working order.
15	"	29.25	17 x 20	5.0	4	4	"	Has had complete repair, do do do
16	Jas. Good.	30.75	17 x 20	5.6	4	4	"	do do do do do
17	"	32.75	18 x 22	5.0	4	4	"	do do do do do
18	Manchester.	28.75	16 x 22	5.0	4	4	"	In good working order for heavy freight.
19	Kingston Co	31.25	16 x 24	5.0	4	4	Outside.	New first-class Freight Engine—put upon the road on the 12th August, 1868.
20	"	31.25	16 x 24	5.0	4	4	"	do do do do 8th September, 1868.

All Engines, excepting No. 11, have had their Boilers tested during the year to 180 lbs. on the square inch, the working pressure being 100 lbs.

NORTHERN RAILWAY OF CANADA.

NORTHERN RAILWAY OF CANADA.

MECHANICAL DEPARTMENT,

APPENDIX Q.

Statement Showing the Number and Condition of Rolling Stock, &c., at 31st December, 1868.

Description of Rolling Stock.	Average Weight.	In Good Order.	Requiring Slight Repairs.	Repairing Heavy Repairs.	Total 1868.	Total 1867.	Remarks.
	lbs.						
First Class Passenger Cars	28,750	15	...	4	19	19	In fair working order except one which is under reconstruction.
Second Class Cars	23,000	1	...	...	1	1	Boarding Car for Ballast and Wood Gangs,
Mail and Smoking Cars	25,000	3	...	...	3	3	In good running condition.
Baggage and Express Cars	23,500	3	...	...	3	3	Do do
Freight Conductors' Cars	25,000	6	..	...	6	6	Have been thoroughly repaired during the year.
Box Freight Cars	18,750	135	4	2	147	141	Six constructed during the year, 18 rebuilt, 60 repaired. The whole in fair running order subject to current repairs and gradual reconstruction.
Long Platform Cars	14,950	266	...	...	266	265	One constructed during the year, generally, same as Boxes.
Short Platform Cars	9,000	4	...	...	4	4	In fair order.
Stationary Engines, &c	.....	3	...	...	3	3	Engines and appurtenances thoroughly repaired during the year.
Fire Engines	.....	1	...	1	2	2	One thoroughly repaired, the other under repair.
Wood Sawing Engines	.....	3	...	...	3	3	Two do do all in good order.
Grain Elevator Engines	.....	1	...	...	1	1	Engine and Boiler thoroughly repaired, and in good order.
Engine in Shop	.....						

NORTHERN RAILWAY OF CANADA—(REPORT FOR 1868.)

MECHANICAL DEPARTMENT.

APPENDIX R.

Statement of Miles run by each Engine during the year ending 31st December, 1868.

No. of Engine.	Jan. Miles Run.	Feb. Miles Run.	March. Miles Run.	April. Miles Run.	May. Miles Run.	June. Miles Run.	July. Miles Run.	Aug. Miles Run.	Sept. Miles Run.	Oct. Miles Run.	Nov. Miles Run.	Dec. Miles Run.	Total Miles.	Description of Trains Run.
1	2534	1152	1276	2197	2505	2244	2232	950	.....	.....	.....	.....	15090	Shunting.
2	660	1090	1604	3595	3787	2642	2391	1906	804	1892	926	.....	21297	Freight.
3	1432	1807	3080	3602	2892	2736	3179	3592	2812	1730	2639	3300	32801	Passenger.
4	2072	2010	510	.....	130	2768	2544	2563	2716	2570	1940	1339	21162	" and Freight.
5	2076	1616	2674	3077	3968	4107	1829	1956	1537	2410	964	.....	27295	Freight and Shunting.
6	2545	1278	1402	2725	3642	2743	1648	.....	.....	.....	576	.....	16559	"
7	2292	1305	1056	2665	1953	159	2674	2899	2973	2394	2069	1777	24216	"
8	2297	1300	1266	3400	3161	2849	2579	2894	2220	1824	1222	936	25948	Passenger and Freight.
9	1970	1257	1851	1912	2138	3756	1978	2808	1137	.....	.....	.....	18806	Freight and Engineering.
10	1617	1738	1134	2988	3255	3709	846	510	.....	.....	.....	.....	15797	" "
11	2390	2192	2158	3656	4084	4010	3914	3583	3766	3796	2608	2576	38733	Shunting.
12	2375	2174	2059	3143	3286	3873	2343	3564	1537	.....	.....	.....	24354	Freight and Shunting.
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	1468	771	.....	2239	"
14	1332	.....	.....	1140	3782	3750	3215	2917	2426	3685	3462	2828	29067	Passenger.
15	.....	888	2402	3075	4106	3351	2658	3156	2360	2239	1425	1930	27590	" Freight & Engineering.
16	.....	.....	1330	2500	2343	4036	3218	3611	3454	3754	2839	3534	30619	"
17	2763	630	.....	1783	2961	3110	.....	14	2385	2628	1104	2214	19592	Freight and Engineering.
18	410	2174	2278	1738	2489	3214	1816	924	2248	2420	2544	1596	23851	Shunting.
19	.....	.....	.....	.....	.....	.....	.....	1959	2709	2594	1565	1597	10424	Passenger and Freight.
20	.....	.....	.....	.....	.....	.....	.....	.....	1882	2510	2558	1172	6122	" "
Totals....	29295	22611	26080	43196	50482	53057	39064	39806	38046	37914	27212	24799	431562	

Total Miles run in 1867..... 464,290
" " 1868.....431,562

Decrease " 1868..... 32,728

NORTHERN RAILWAY OF CANADA—(REPORT FOR 1868.)

MECHANICAL DEPARTMENT.

APPENDIX S.

for Year ending 31st Dec., 1868.

Decrease " 1868..... 32,728

NORTHERN RAILWAY OF CANADA—(REPORT FOR 1868.)

MECHANICAL DEPARTMENT.

APPENDIX S.

Statement Showing Cost of Working and Repairing Engines (per Milein Cents) for Year ending 31st Dec., 1868.

Month.	Engine Miles.	Wood.		Oil and Tallow.		Cost of Small Stores.	Proportion of Attendance.	Enginemen, Firemen and Cleaners.	Total Cost of Working.	Cost of Wages repairing.	Cost of Stores repairing.	Total Cost of repairing.	Total Cost of Working and Repairing.	REMARKS.
		Cubic Feet.	Cost.	Lbs. ℔ 100 miles run.	Cost.									
January.	29,295	3.40	7.70	4.69	.32	.14	.11	4.90	13.17	5.64	5.62	11.26	24.43	Wood was charged during the year at $2.90459 per cord.
February	26,111	3.41	7.70	4.96	.26	.30	.13	5.78	14.17	6.09	4.92	11.01	25.18	
March ...	26,080	3.00	6.80	5.68	.30	.38	.12	5.30	12.90	6.90	3.70	10.60	23.50	
April.....	43,196	2.78	6.30	5.38	.28	.14	.07	3.75	10.54	3.60	3.68	07.28	17.82	
May.....	50,482	2.68	6.07	4.57	.24	.16	.06	3.20	9.73	3.89	2.66	06.55	16.28	†45.75 miles run per cord consumed.
June.....	53,057	2.60	5.90	4.83	.24	.15	.06	3.42	9.77	3.12	2.04	05.16	14.93	
July.....	39,064	2.40	5.44	5.31	.27	.17	.09	4.50	10.46	3.52	2.04	05.56	16.02	
August..	39,806	2.37	5.36	4.75	.27	.15	.08	3.65	9.52	3.95	2.19	06.14	15.66	*20.71 miles run per lb. or pint of oil and tallow consumed.
Sept'r....	38,046	2.55	5.00	4.72	.29	.15	.08	3.76	9.28	4.28	2.37	06.65	15.93	
October..	37,914	2.76	6.26	4.72	.30	.22	.08	3.75	10.61	3.97	2.80	06.77	17.38	
Nov'r.....	27,212	2.64	6.00	4.34	.21	.28	.12	3.91	10.52	6.12	4.54	10.66	21.18	
Dec'r.....	24,799	3.00	6.80	3.92	.17	.29	.17	3.98	11.41	4.72	1.09	05.81	17.22	
Totals....	431,562	33.59	75.33	57.87	3.15	2.53	1.17	49.90	132.08	55.80	37.65	93.45	[225.53	
Average for 12 Months..	35,963½	†2.80	6.28	*4.82	.26	.21	.10	4.15	11.00	4.65	3.13	7.78	18.79	

Total cost of Working and Repairing (per mile) in 1867..... .....16.93.
" " " " 1868..... ..18.79.

Increase per mile in 1868.....01.86.

NORTHERN RAILWAY OF CANADA—(REPORT FOR 1868.)

MECHANICAL DEPARTMENT.

APPENDIX T.

Statement showing the Total Cost (per train mile) for Running and Repairing Cars during the Year, ending 31st Dec., 1868.

MONTH.	Train Miles.	Cost of Wages Repairing	Cost of Stores Running and Repairing.	Total Cost of Working and Repairing.
January	24,257	4.75	4.62	9.37
February	17,649	5.30	3.30	8.60
March	21,262	5.08	1.24	6.32
April	35,068	2.55	1.92	4.47
May	40,863	2.74	3.39	6.13
June	42,394	3.20	4.09	7.29
July	31,998	3.97	4.98	8.95
August	32,458	3.67	3.72	7.39
September	30,909	3.32	3.19	6.51
October	30,797	3.88	5.67	9.55
November	21,054	4.94	3.09	8.03
December	19,442	4.02	1.02	5.04
Total for 12 Months,	348,151	47.42	40.23	87.65
Average for 12 Months,	290,12$\frac{7}{12}$	3.95	3.35	7.30

Cost (per train mile) Running and Repairing in 1867,	8.76
" " " " " 1868,	7.30
Decrease (per train mile) in 1868	1.46

NORTHERN RAILWAY OF CANADA.—(REPORT, 1868.)

TRAFFIC DEPARTMENT.

APPENDIX U.

Return of the Comparative Traffic Value of Stations.

STATEMENT showing the relative Volume of Trade attributable to each Station of the Line, compiled from the Traffic Returns for the year ending 31st December, 1868.

Name of Stations in the order of their Value.	Value of Freight Traffic Inwards and Outwards.	Value of Passenger Traffic Inwards and Outwards.	Total Comparative Value.
1. Toronto	347,162 05	123,767 92	470,929 97
2. Collingwood	103,876 73	35,882 52	139,759 25
3. Bell Ewart	44,993 57	7,156 90	52,150 47
4. Barrie	19,272 68	30,013 06	49,285 74
5. Angus	42,004 95	7,102 00	49,106 95
6. Newmarket	21,121 59	16,320 94	37,442 53
7. Bradford	20,036 75	14,503 98	34,540 73
8. Allandale	26,732 83	5,951 90	32,684 73
9. Stayner	19,540 52	11,468 54	31,009 06
10. Aurora	14,867 57	9,680 26	24,547 83
11. Lefroy	16,933 69	5,375 66	22,309 35
12. New Lowell	15,992 82	3,888 02	19,880 84
13. King	7,111 94	4,987 98	12,099 92
14. Gilford	8,507 42	3,426 24	11,933 66
15. Holland Landing	6,442 87	3,761 62	10,204 49
16. Thornhill	5,752 25	3,796 40	9,548 65
17. Richmond Hill	4,020 12	4,507 50	8,527 62
18. Sunnidale	2,556 97	1,188 52	3,745 49
19. Bramley (opened Dec. 1st, 1868)	1,485 40	30 60	1,516 00
20. Davenport	992 78	.....	992 48
	$728,412 72	$293,803 04	$1,022,215 76

NOTE.—Both the Inwards and Outwards Traffic being accredited to each Station to represent the Total Volume of its Trade, the aggregate earnings are necessarily doubled.

Local Return of Shipments from all Stations "Outwards."

Names of Stations.	Number of Passengers Outwards.	Classified Freight by Weight. 1st Class in lbs.	2nd Class in lbs.	3rd Class in lbs.	Flour Barrels 216 lbs.	Grain. Wheat, Bushels. 60 lbs.	Barley, Bushels. 48 lbs.	Corn, Bushels. 56 lbs.	Oats, Bushels. 34 lbs.	Peas & Beans, Bushels. 60 lbs.	Potatoes. Bushels. 60 lbs.	Products of the Forest. No. Cars Sawn Lumber.	No. Cars Square Timber.	No. Cars Rafting Timber.	No. Yards, Masts and Spars.	No. Cars Cordwood.	No. Cars Brick and Stone.	Total Tonnage Outwards. Tons.	Lbs.	Earnings of Freight Outwards. $ c.
Toronto	37,542	7,523,015	8,260,092	20,178,621	.....	.....	.....	.....	5,400	.....	.....	1	.....	.....	.....	.....	.....	18,082	1,328	63,331 45
Davenport	1,019	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thornhill	2,369	256,982	45,360	15,135	8,828	300	.....	.....	.....	.....	.....	28	.....	.....	.....	.....	.....	1,401	325	2,017 32
Richmondhill	3,271	515,574	53,160	46,381	.....	.....	.....	.....	.....	.....	.....	173	.....	.....	.....	1	.....	2,037	1,115	2,950 14
King	3,845	95,917	37,503	67,672	1,350	1,574	18,823	.....	189	.....	.....	469	.....	.....	.....	58	.....	6,018	1,062	6,262 61
Aurora	7,365	435,472	467,613	98,750	2,277	6,293 8	47,941	.....	721	1,649	.....	543	10	.....	.....	146	.....	9,137	1,877	12,098 88
Newmarket	11,485	543,055	432,464	655,395	22,840	8,447	57,152	274	1,267	2,229	.....	435	14	.....	.....	14	.....	9,633	632	14,183 45
Holland Landing	3,132	51,387	34,301	289,906	7,048	.....	450	.....	.....	.....	.....	298	12	2	.....	.....	.....	4,079	562	5,632 43
Bradford	10,079	643,921	199,746	405,999	6,280	73,836	52,980 36	.....	.....	200	.....	386	123	2	.....	7	.....	9,975	1,382	14,973 36
Gilford	2,317	120,512	53,888	97,694	207	57,107 25	14,561 42	145	.....	40	30	82	26	.....	.....	69	.....	3,947	541	7,078 17
Lefroy	4,081	96,421	59,330	46,451	50	41,030 36	1,877 17	.....	.....	.....	.....	230	129	3	.....	509	.....	10,122	941	15,835 21
Bell Ewart	3,335	94,518	80,412	98,927	781	4,872 23	7,711 12	.....	.....	129	.....	1,924	687	22	.....	2	.....	26,906	776	41,092 30
Bramley	34	13	428	638	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	88	.....	880	1,079	1,459 91
Allandale	4,139	57,153	10,795	145,628	3,936	7,298	.....	.....	.....	.....	.....	740	358½	69	6	227	.....	14,695	1,671	25,251 87
Barrie	14,912	544,928	188,994	975,000	1,641	34,073	3,296	.....	261	.....	369	14	2	17	.....	5	.....	2,529	980	6,497 91
Angus	5,463	122,204	51,511	124,633	1,215	66,344 40	7,978	.....	.....	.....	.....	1,215	432½	109	4	5	.....	20,077	412	37,272 94
New Lowell	2,312	116,324	17,116	41,652	297	742 35	.....	.....	.....	.....	.....	718	77	.....	.....	4	.....	8,070	1,799	13,277 84
Sunnidale	1,007	8,502	12,428	8,243	.....	360	.....	.....	.....	.....	.....	60	75	1	.....	1	.....	1,394	1,773	2,226 02
Stayner	7,789	163,978	80,363	273,113	25	119,212	9,705 26	.....	5,400	.....	.....	103	2	.....	.....	5	1	5,277	1,067	13,786 44
Collingwood	12,999	700,455	626,381	2,175,765	12,559	120,363 37	9,404 10	2,384	58,159	1,437 9	.....	1,740	1,481½	31	1	1	39	40,315	78	78,987 11
	138,695	12,090,331	10,751,885	25,745,604	69,334	541,854	231,881 6	2,803	71,397	5,684 9	399	9,159	3,429½	256	11	1,142	40	194,583	1,400	364,206 36

Monthly Return of Shipments from all Stations "Outwards."

Date.	Number of Passengers	Earnings from Passengers.	Classified Freight by Weight. 1st Class in lbs.	2nd Class in lbs.	3rd Class in lbs.	Barrels of Flour.	Grain. Wheat, Bushels.	Barley, Bushels.	Corn, Bushels.	Oats, Bushels.	Peas, Beans, &c., Bushels.	Potatoes, Bushels.	Products of the Forest. Sawn Lumber, Feet B.M.	Square Timber, Cubic Feet.	Spars, Yards, and Masts.	Rafting Timber.	Cord Wood,	Brick and Stone.	Total Tonnage, 2000 lbs. Tons.	Lbs.	Earnings of Freight. $ c.
January	8,727	9,507 06	760,084	643,168	1,614,714	6,380½	152,400 56	11,099	56	3,800	.....	.....	726,000	.....	.....	.....	367	.....	11,982	1,298	25,061 51
February	7,787	7,467 33	676,343	440,382	1,525,386	5,061	84,060 29	5,837 17	33	4,800 21	.....	.....	786,000	.....	.....	.....	150	.....	7,277	78	15,481 51
March	11,037	10,997 15	1,035,583	886,223	1,745,230	8,395	41,805 30	806 18	.....	3,200	.....	.....	1,062,000	43,590	.....	44	169	.....	9,028	192	18,917 02
April	10,954	10,733 10	1,055,004	936,833	2,187,496	8,866½	30,475 30	1,128 9	.....	2,428 10	1,809	.....	2,580,000	496,749	6	68½	169	.....	21,089	282	38,658 36
May	12,171	12,703 61	1,000,942	920,765	2,245,326	9,651	35,096 7	275 38	.....	1,400	498	369	7,476,000	430,643	5	73	46	.....	27,159	853	45,856 77
June	11,429	12,106 58	868,337	790,418	1,982,809	2,638	17,013 9	315	.....	3,510 8	1,030	.....	9,852,000	493,022	.....	58½	1	9	29,857	318	50,057 05
July	12,195	13,588 09	832,914	703,283	1,985,878	2,246½	11,173	30 28	.....	5,157 26	780	30	7,926,000	73,456	.....	10	.....	8	17,248	871	30,198 25
August	11,394	12,600 61	651,819	724,180	1,779,817	2,102	2,461 23	35,643 9	.....	267	122	.....	7,056,000	72,060	.....	2	.....	7	16,062	812	28,356 23
September	14,803	16,833 53	1,371,332	1,180,901	2,546,402	4,135	11,019 42	102,220 42	70	4,386 16	360	.....	8,121,000	7,041	.....	.....	.....	4	19,712	246	35,816 06
October	14,833	16,070 68	1,670,825	1,446,446	3,090,768	7,360	83,264 12	64,899 38	260	5,622	.....	.....	5,670,000	.....	.....	.....	10	11	17,662	550	36,891 24
November	12,682	13,278 15	1,487,283	1,142,234	3,089,320	6,344	35,655 58	6,709 15	1,360	27,212 32	1,085 9	.....	2,235,000	.....	.....	.....	5	1	8,920	1,926	20,378 41
December	10,683	11,015 63	979,865	936,512	1,952,458	6,154½	37,428 4	2,915 32	1,024	9,611 22	.....	.....	1,464,000	.....	.....	.....	225	.....	8,583	1,974	18,533 95
	138,695	146,901 52	12,090,331	10,751,885	25,745,604	69,334	541,854	231,881 6	2,803	71,397	5,684 9	399	54,954,000	1,616,561	11	256	1,142	40	194,583	1,400	364,206 36

NOTE.—14,264 102 Tons of Freight carried free on Company's Service.

NORTHERN RAILWAY OF CANADA.—(REPORT FOR 1868.)

TRAFFIC DEPARTMENT.

APPENDIX W.

Statement of Receipts and Shipments of Lake Freight (exclusive of Timber), over the Company's Wharves at Toronto, Bell Ewart and Collingwood, during the year 1868.

	Classified Freight by Weight.			Flour.	Wheat.	Barley.	Corn.	Oats.	Peas.	Sawn Lumber.	Other Unclassified Articles.	Total Tonnage.	Freight Charges.
	1st Class Tons. (2,000 lbs.)	2nd Class. Tons. (2,000 lbs.)	3rd Class. Tons. (2,000 lbs.)	No. of Barrels. (216 lbs.)	No. of Bushels. (60 lbs.)	No. of Bushels. (48 lbs.)	No. of Bushels. (56 lbs.)	No. of Bushels. (34 lbs.)	No. of Bushels. (60 lbs.)	No. of Feet B. M.	No. of Tons. (2,000 lbs.)	(2000 lbs.)	$ cts.
"Lake Ontario."—Toronto Wharf.													
Received	55 490	1831 252	10921 322	.....	.....	.....	.....	.....	.....	.....	.....	1,331 1064	1,086 60
Shipped	26 580	91 284	5011 882	38,193	315,841	176,960	38,392	.....	3,508	47,545,254	.....	19,515 406	11,471 69
Total Received and Shipped over Toronto Wharf	811 070	193 536	15941 204	38,193	315,841	176,960	38,392	.....	3,508	47,545,254	.....	20,846 1470	12,558 29
"Lake Simcoe."—Bell Ewart.													
Shipped	265 824	232 367	6621 920	325	.....	.....	.....	.....	.....	.....	.....	1,195 1311	3,192 15
Received	45 1	32 198	431 762	1,195	4,816 28	8,415½	.....	.....	129	12,080,000	.....	560 748	9,685 25
Total Received and Shipped over Bell Ewart Wharf	310 825	264 565	7061 682	1,520	4,816 28	8,415½	.....	.....	129	12,080,000	.....	1,756 59	12,877 40
"Upper Lakes."—Collingwood Wharf.													
Received from Georgian Bay and Lake Huron Ports	109 352	1041 743	9741 066	991	171,551 55	485 4	.....	3,781 17	3,781 26	6,082,500	.....	14,741 1073	29,125 10
Shipped to do do do	1022 1050	872 1805	1462 1055	5,187	.....	.....	3,941 45	17,998 2	.....	232,500	100	4,744 977	13,997 37
Received from Lake Michigan Ports	.....	.....	441 520	.....	.....	.....	46,846 16	66,112 31	.....	.....	.....	2,480 751	3,561 58
Shipped to do do	.....	.....	14 550	.....	.....	.....	.....	.....	.....	225,000	100	414 556	99 50
Received from Lake Superior Ports	91 777	.....	61 630	.....	.....	.....	.....	.....	.....	.....	.....	161 407	77 92
Shipped to do do	1101 150	23 380	138 850	1,070	.....	.....	.....	358	.....	127,000	.....	563 1672	1,032 14
Total Received and Shipped over Collingwood Wharf	1252 329	1000 1928	2641 671	7,248	171,551 55	485 4	50,788 5	88,250 16	3,781 26	6,667,500	200	22,961 430	47,893 61
Total Receipts and Shipments of Lake Freight at Toronto, Bell Ewart and Collingwood	1644 234	1458 1029	4942 1557	46,961	492,209 23	185,860 28	89,180 5	88,250 16	7,418 26	66,292,754	200	45,563 1259	73,326 30

APPENDIX X.

Statement of Passengers Carried North and South for Year Ending 31st December, 1868.

Passengers Carried from the following Stations.	Toronto.	Davenport.	Weston.	Thornhill.	Richmond Hill.	King.	Aurora.	Newmarket.	Holland Landing.	Bradford.	Scanlons.	Gilford.	Lefroy.	Bell Ewart.	Bramley.	Craigvale.	Allandale.	Barrie.	Harrisons.	Angus.	New Lowell.	Sunnidale.	Stayner.	Batteaux.	Collingwood.	Excursion.	Half Tickets.	Total Number of Passengers.	Total Mileage of Passengers.	Total Amount Received for Passengers.
Toronto to	.....	679	359	920	1901	1850	2785	4881	689	2949	9	661	815	2232	2	189	360	4746	24	659	460	97	797	41	4785	958	694	34,542	1,813,031	
Davenport	674	.....	14	25	31	15	24	48	3	9	1	11	6	23	.....	2	3	51	1	3	6	4	2	.....	28	.....	35	1,019	19,016	
Thornhill	989	33	17	.....	62	121	121	124	36	96	.....	40	64	55	.....	25	28	168	6	22	6	9	63	4	142	60	78	2,369	65,751	
Richmond Hill	1827	13	53	58	.....	124	167	175	25	150	2	33	69	38	.....	18	26	147	1	19	9	4	68	2	105	43	95	3,271	78,701	
King	1901	32	75	94	130	.....	441	297	25	107	.....	46	14	55	.....	14	22	112	3	39	6	6	45	1	160	108	112	3,845	90,193	
Aurora	2758	8	22	106	158	423	.....	1331	128	388	1	67	56	76	.....	31	63	237	47	29	41	7	329	.....	201	98	260	6,865	145,978	
Newmarket	4840	24	63	120	171	279	1226	.....	725	1204	1	141	216	168	1	34	67	542	16	43	24	19	139	6	435	172	309	10,985	291,769	
Holland Landing	788	8	7	39	31	27	152	636	.....	528	8	94	88	67	.....	38	50	205	25	13	6	5	42	2	104	3	166	3,132	70,268	
Bradford	3015	9	56	84	159	100	381	1056	559	.....	14	352	546	252	4	121	198	1267	4	66	18	20	183	15	297	124	179	9,079	254,996	
Gilford	623	5	22	31	29	34	75	134	83	366	11	.....	212	21	.....	53	72	276	2	45	4	8	45	.....	56	34	76	2,317	62,224	
Lefroy	769	5	16	48	59	23	62	221	92	489	13	162	.....	11	3	239	286	509	31	80	19	7	86	10	163	96	82	3,581	98,266	
Bell Ewart	1912	.....	6	36	20	36	56	137	53	171	1	23	7	.....	.....	20	45	240	3	22	12	5	50	4	137	6	33	3,035	132,490	
Bramley	2	.....	.....	.....	.....	.....	.....	2	1	4	.....	.. ...	4	.....	.....	.....	5	12	.....	2	1	.....	.....	.....	.....	.....	1	34	510	
Allandale	564	2	20	23	26	32	74	89	73	231	18	91	289	36	16	293	.....	69	252	777	291	111	339	9	308	24	82	4,139	104,400	
Barrie	4297	21	39	109	139	90	197	494	203	960	45	223	583	174	22	289	72	.....	184	1429	529	157	959	63	1209	128	297	12,912	543,503	
Angus	657	2	10	17	18	29	28	26	9	53	6	54	63	13	3	76	773	1313	105	.....	213	140	395	13	636	154	157	4,963	136,827	
New Lowell	353	1	3	4	10	7	37	25	11	30	.....	7	26	9	.....	5	273	484	19	207	.....	28	374	6	308	32	53	2,312	69,713	
Sunnidale	85	1	1	2	2	4	2	11	1	7	.....	5	6	2	.....	6	98	124	4	117	20	.....	292	8	178	9	22	1,007	21,520	
Stayner	775	1	16	69	60	32	298	118	56	145	3	42	139	12	.....	28	274	1006	30	320	389	253	.....	257	2276	97	93	6,789	202,572	
Collingwood	4280	12	34	87	81	112	176	376	92	250	5	47	148	123	2	38	216	1152	38	602	302	193	2138	338	.....	237	216	11,295	654,830	
Total	31109	856	833	1872	3087	3338	6302	10181	2864	8137	138	2099	3351	3367	53	1519	2931	12660	795	4494	2356	1073	6346	779	11528	2383	3040	127,491	4,856,558	
Number of Passengers paying on Trains																												11,204	328,845	
Total Number of Passengers carried for the year 1868																												138,695	5,185,403	$146,901,52

Average Number of Miles Travelled by each Passenger ..... 37½ Miles.
Average of Fare paid by each Passenger ..... 1.06 Cents.
Number of Persons carried on Company's Service, and Free (not included in the above Table)... 5,213 Passengers.

NORTHERN RAILWAY OF CANADA.—(REPORT 1868.)

TRAFFIC DEPARTMENT.

APPENDIX Y.

Number of Barrels of Flour (216 lbs.) carried in 1868 and 1867.

	Year 1868.	Year 1867.	Increase.	Decrease.
Barrels of Flour carried North (Local).	575	87	488	
" " " South "	68,759	76,491		7,732
" " " Through	12,559	10,349		
	81,893	86,927		5,034

Bushels of Wheat and other Grain.

	Year 1868.	Year 1867.	Increase.	Decrease.
Bushels of Wheat and other Grain carried North (Local)	5,429	25,842		20,413
Bushels of Wheat and other Grain carried South (Local)	848,190	937,457		89,267
Bushels of Wheat and other Grain carried Through	190,494	1,097,446		906,952
	1,044,113	2,060,745		1,016,632

Lumber.

Number of Feet, Sawn Lumber, Board Measure, carried in 1868,	54,954,000
" " " " 1867,	44,790,000
Increase 1868.....	10,164,000

Timber.

Number of Cubic Feet Square Timber carried in 1868.....	1,616,561
" " " 1867.....	2,713,266
Decrease 1868.....	1,096,705

Number of Masts and Spars carried in 1868.....	11
" " 1867.....	19
Decrease.....	8