



REPORT

SUBMITTED BY THE

BOARD OF DIRECTORS

OF THE

Northern Railway of Canada,

TO THE

ANNUAL MEETING OF THE PROPRIETORS,

Held at the Company's Office,

WEDNESDAY, FEBRUARY 12, 1862.

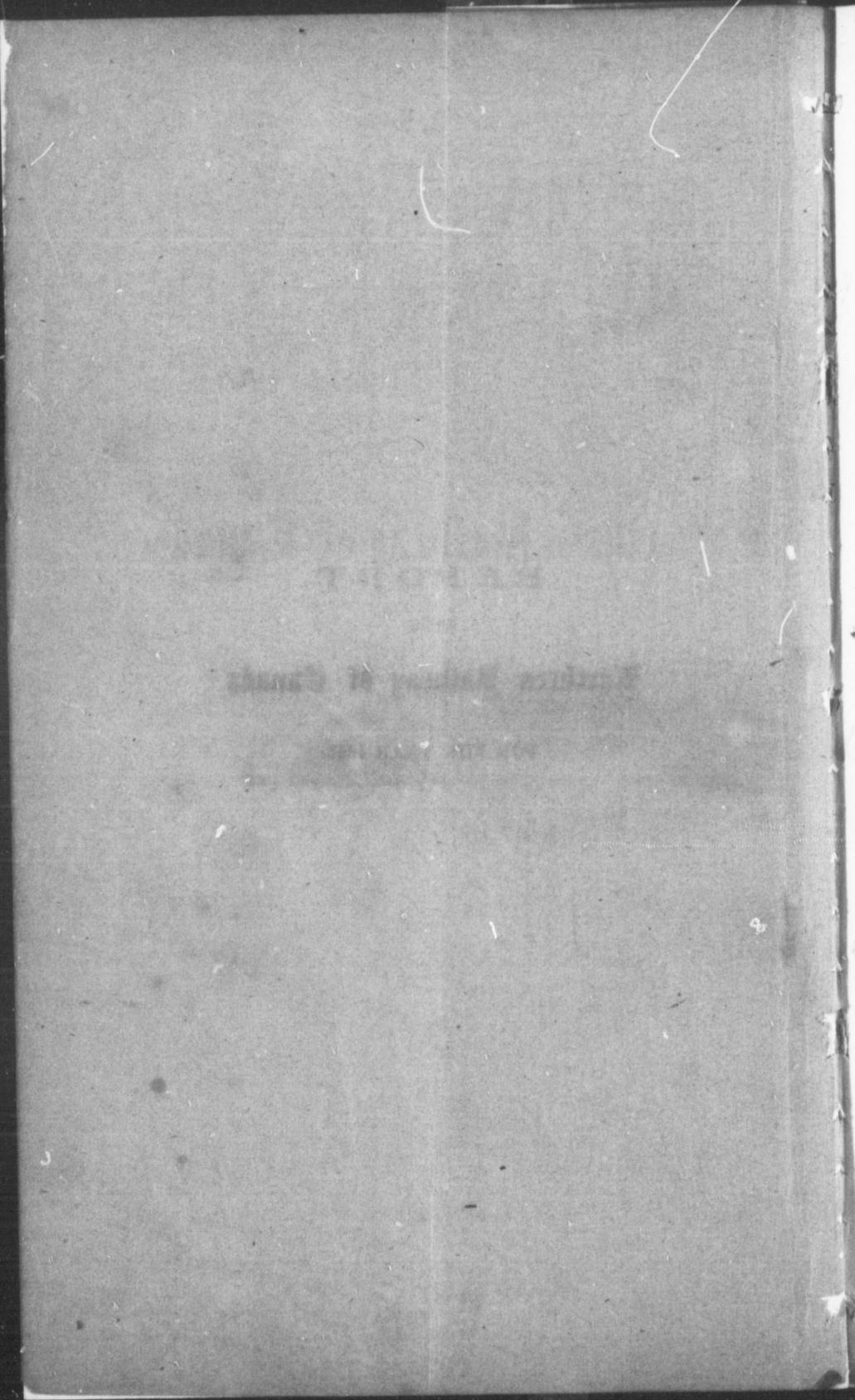


TORONTO, C. W.:

PRINTED AT THE GLOBE STEAM PRESS, 25 KING STREET WEST.

1862.





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OF THE
Northern Railway of Canada,
FOR THE YEAR 1861.

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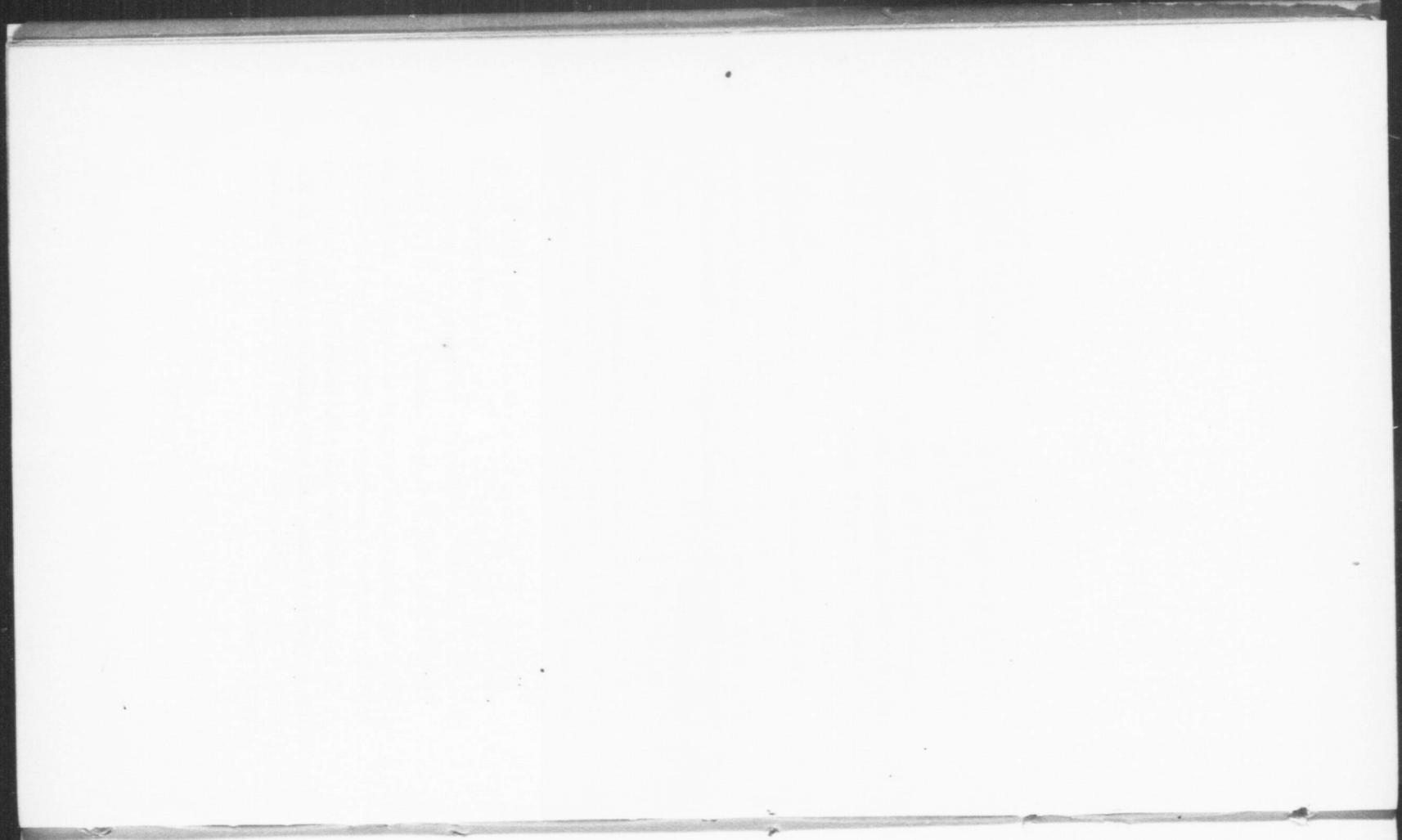
HON. JOSEPH C. MORRISON, PRESIDENT.
FRED. W. CUMBERLAND, Esq., VICE-PRESIDENT.
JOHN B. ROBINSON, Esq., M.P.P.
LEWIS MOFFATT, Esq.
JOHN A. CHOWNE, Esq.
SIDNEY LAWRENCE, Esq.
HENRY WHEELER, Esq.
JAMES E. SMITH, Esq., *Alderman, Toronto City.*
THOMAS FERGUSON, Esq., M.P.P., *Warden, Simcoe Co.*

EXECUTIVE OFFICERS.

FRED. W. CUMBERLAND, Esq., MANAGING DIRECTOR.
GEORGE BEATTY, SECRETARY.
J. LEWIS GRANT, SUPERINTENDENT.
SANDFORD FLEMING, ENGINEER.

LONDON AGENCY:

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



L O H E H S I W O W W C P

ANNUAL GENERAL MEETING.

TORONTO, WEDNESDAY, Feb. 12, 1862.

THE Annual General Meeting of the Proprietors, was held this day, at the Company's Offices, York Street:—Present, The Hon. J. C. Morrison, President; F. W. Cumberland, Vice-President and Managing Director; J. B. Robinson, M.P.P.; Angus Morrison, M.P.P.; Thomas Ferguson, M.P.P.; Alderman J. E. Smith; G. P. Ridout; Mr. Sheriff Smith; Jno. Cameron; T. D. Harris, and others.

The Chair was taken at 12.30, by the Hon. J. C. Morrison,

The Managing Director presented and read the Report of the Directors for the year 1861, together with the Auditors', Secretary's, Superintendent's and Engineer's Reports, with Returns and Statements attached.

Moved by Mr. Jno. Cameron, seconded by Mr. T. D. Harris,

That the Report of the Directors just presented, be adopted, and that it, together with the Departmental Reports and Statements, be printed and circulated for the information of the Proprietors—carried.

Moved by Mr. Alderman Smith, seconded by Mr. James Beatty,

That the Auditors for the past year, Messrs. Drummond and Brent be re-appointed as Auditors for the ensuing year—carried.

Moved by Mr. Geo. P. Ridout, seconded by Mr. T. D. Harris,

That the thanks of the Proprietary be tendered to the Directors and Officers for their successful services during the past year—carried.

A discussion was then raised in reference to the Branch Line into the Town of Barrie, and to the award of the Hon. S. B. Harrison in regard thereto; but no action was taken in the matter by the meeting.

Moved by Mr. James Beatty, seconded by Mr. J. B. Robinson, That the Election of Directors for the ensuing year be now proceeded with; that Messrs. J. E. Smith and Jno. Cameron be appointed Scrutineers, that a poll be now opened to close at 3 P.M., and that the meeting do now adjourn until 3.30 P.M., then to receive the report of the Scrutineers—carried.

ADJOURNED MEETING.

The Adjourned Meeting was organized at 3.30 P.M. The Hon. J. C. Morrison in the chair.

The Scrutineers, Messrs. Smith and Cameron, presented the Report of the Election to the effect that the following Gentlemen had been elected Directors for the ensuing year:—

The Hon. J. C. MORRISON.

F. W. CUMBERLAND.

J. B. ROBINSON, M.P.P.

LEWIS MOFFATT.

HENRY WHEELER.

SIDNEY LAWRENCE.

JNO. A. CHOWNE.

} *England.*

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

JOS. C. MORRISON,

President.

REPORT OF THE DIRECTORS.

[TORONTO, 12th February, 1862.

To the Proprietors of the Northern Railway of Canada :

THE Directors beg leave to present their Report of the transactions of the Company during the year 1861, together with the Reports of the Secretary, Superintendent, Engineers, and Auditors, with the usual returns and statements connected with their respective departments.

1st—TRAFFIC AND REVENUE.

The Directors have to congratulate the Proprietary upon the highly satisfactory nature of the Company's traffic and revenue operations during the past year, and the large increase in the trade and earnings of the line. This increase has marked every item of traffic, excepting only that of "through freight;" but it has especially resulted, as will be seen from the following abstracts, from the great activity of the timber trade.

The reduction in the earnings on the "through trade," (amounting, however, to but \$1,935.21, or about 4 per cent. less than 1860), has been due to the suspension of the steam-boat organization between Collingwood and Chicago, a suspension that in view of the heavy works in progress on the line, the Directors regarded at the time, as a prudent, if not a necessary measure. Notwithstanding, however, that the regular organization of Upper Lake connections was thus temporarily dispensed with, so large has been the influx to the road of through business brought to it, by independent and volunteer Lake craft (steam and sail), attracted solely by the excellence of the route, and seeking it in preference to all others as a line of communication between the Western States and the Atlantic Cities, that the Directors regard the through operations of the year with the highest satisfaction as illustrating very fully the strength and value of this as an established channel of transportation.

The gross earnings for the year have amounted to	\$410,939 91
The total expenditure to.....	278,968 80
	<hr/>
Yielding a net revenue for the year of*.....	<u>\$131,971 11</u>

Thus shewing that the gross earnings have increased (as in comparison with 1860), 23 per cent., and the net revenue 82 per cent.

The accruing interest, at the rate of six per cent. per annum, upon the whole issue of the Company's bonds (first and second preference), has been duly met, and provision made for dividends payable on 1st January and 1st February of the current year.

The position of the net revenue account (since the date of re-organization, 1st August, 1859, to 31st December, 1861), is as follows:—

By total net revenue, to 31st December, 1861,.....	\$219,801 83
“ Interest on deposits, &c.,.....	1,387 38

(See Appendix No. 15),.....\$221,189 21

To payments of interest accrued on bonds, discounts, stamps, &c., to 31st Dec., 1861,.....	£24,984 15 9	\$121,592 61	
To appropriations for interest, payable 1st January and 1st February, 1862, £13,376 8 6		\$65,089 60	<u>\$186,691 21</u>
Estimated balance to credit of interest fund. (See Appendix No. 15),.....			\$34,498 00
Estimated balance reported 31st Dec., 1860,...			<u>\$32,285 49</u>
			<u>\$2,212 51</u>

Thus, it appears that the year 1861 has met its full interest liability, with a surplus to the credit of the accumulating interest fund.

The appendices attached will present the details of all items of earnings and expenditure during the year, but it is convenient to submit a comparative statement of the same during the past three years, 1859, 1860, and 1861, in order to show the steady growth in

* See Appendix No. 10.

earnings, and reduction in relative expenditure, by which those periods have been marked.

Earnings.	1859.	1860.	1861.	Increase, 1861.
Passenger Traffic,...	69,625 83	88,741 49	94,072 96	
Local Freight,.....	127,558 97	186,085 80	260,434 98	
Through Freight, ..	34,397 71	50,367 62	48,432 41	
Mail Service,.....	2,820 00	3,564 14	3,454 22	
Storage & Wharfage,	3,511 70	3,634 92	3,765 34	
Other Sources,.....	2,130 65	573 04	780 00	
Gross Earnings,....	\$240,044 86	332,967 01	410,939 91	\$77,972 90 or 23 p. c.
In Sterling,....				£16,021 16 7

Expenditure.	1859.	1860.	1861.	Increase, 1861.
Works of Maintenance, Permanent Way, Bridges, Buildings, Fences, &c.,	40,056 95	65,494 22	74,001 76	
Machinery and Rolling Stock,.....	31,312 41	37,096 37	39,561 60	
Train and Working Expenses, Direction, Legal, Engineering, Taxes, Insurance, &c....	97,911 67	134,893 35	153,740 35	
Through Traffic Expense,.....	27,918 88	22,982 62	11,655 35	
Total Expenditure,.	\$197,199 91	260,466 56	278,986 80	\$18,502 24 or 7 p. ct.
In Sterling,....				£3,801 16 8

Resumé.	1859.	1860.	1861.	Increase, 1861.
Gross Earnings,....	240,044 86	332,967 01	410,939 91	
Total Expenditure,.	197,199 91	260,466 56	278,968 80	
Net Revenue,....	\$42,844 95	72,500 45	131,971 11	\$59,470 66 or 82 p. c.
In Sterling,.....				£12,219 19 11

In pursuing the comparisons of the past with previous years, the following averages are obtained.

	1859.	1860.	1861.
Per centage of Expenditure to Gross Earnings,.....	82 per cent.	78½ per cent.	68 per cent.
Mileage Earnings per Week, }	\$49 10 £10 1 9	\$68 11 £13 9 10	\$84 07 £17 5 6 stg.
Mileage Expenditure per Week.. }	\$40 34 £8 5 9	\$53 18 £10 18 6	\$57 06 £11 14 5 stg.

FREIGHT TONNAGE OF ALL CLASSES.

	1859.	1860.	1861.
Through Freight,.....	28,373	36,558	25,162
Local Freight,.....	63,029	88,787	120,592
Total in Tons,.....	91,402	125,345	145,754
Number of Passengers Carried,.....	78,072	91,582	100,618

From the foregoing review of the operations of the Company, during the past three years, is apparent a steady and progressive increase in the trade and earnings of the line, and an equally steady reduction in working expenses, and consequent augmentation in net revenue.

CONTRACT WORKS.

The contract works have been proceeded with in the most satisfactory manner, as well with reference to the character of the works executed, as to the progress made, and the relation of the Company with the Contractors, (Messrs. Brassey & Co.,) continues to be cordial and efficient.

The expenditure upon contract works of restoration, during the year, has been \$359,426.89,* making a total contract expenditure to date of \$516,842.40, and leaving an unexpended balance of the appropriation, amounting to \$180,185.60.

The report of the Engineer, with appendices, sets forth the details of this expenditure and the works it represents. It is sufficient here to note, that the permanent way has been to a large extent re-laid and ballasted—30 miles of double fencing provided—the timber structures in culverts, bridges, &c., replaced by others

* See Appendix A.

in stone and iron, the rolling stock largely renewed, and the class and character of the ground works and plant of the Company raised to efficient working and permanent condition.

The expenditure of the balance of appropriation to works will fulfil the services originally contemplated.

SPECIAL AND SUPPLEMENTARY WORKS.

In the abstracts of Expenditure already given, it will have been observed that a considerable increase has occurred in 1861, for the items of "Works of Maintenance." This increase is due to the provision of new station accommodation, store-houses, and other services, detailed in the Engineer's Report, and representing an expenditure of \$11,001.67* as chargeable to revenue. This expenditure is not of a nature to recur, and the Directors anticipate that hereafter revenue will be relieved to a large extent from the pressure of similiar services, as an arrangement has been made under which a transfer will be made to the extent of \$32,000 from works provided for in the contract—schedule of quantities and in excess of the requirements of the line to "Supplementary Works" requisite to the increasing trade of the road, as improved elevators at Collingwood and Toronto, extended wharf and shipping accommodation at both these ports, the provision of an elevator at Bell Ewart for the grain trade of Lake Simcoe, and other services of similar character.

It is to be observed also, in further explanation of the item of maintenance, that the charges on the current year represent an exceptional outlay due to the embarrassments and consequent costs arising out of the simultaneous conduct of the contract works, as well also as to the improvements to permanent way on the Northern division of the line, which (necessarily excluded from the contract appropriation), it was clearly desirable to raise to the standard of the other divisions of the road under restoration.

These exceptional causes and services will cease on the completion (during the current year) of the contract works, and the Directors look with confidence for a considerable reduction in this charge against future revenue.

* See Appendix B.

OPERATION OF THE LINE.

The Directors refer with great satisfaction to the favourable nature of the Superintendent's Report attached. It will be seen therefrom, that whilst the gross earnings have increased 23 per cent., the net revenue has been augmented by 82 per cent., and that the working expenditure has been reduced from $78\frac{1}{4}$ per cent. in 1860 to 68 per cent. on gross income in 1861.

The Proprietary will regard this reduction in the cost of working with approval, and as an assurance that as the works and stock of the Company are brought to a condition of efficiency, revenue will be consequently relieved, and the relation of expenditure to earnings reduced to as low a standard as is compatible with the maintenance of the property and the successful operation of the trade of the Company.

It is worthy of note, moreover, that the class of trade (timber), to which in a large measure the increased earnings of the line have been due, is not a traffic favourable to economic working and large profits, and that thus the reduction of working expense is the more commendable and the stronger assurance of future results. In this connection, it is proper to observe that as in regard to "maintenance of works," so in relation to "working expenses," there are various and considerable charges against current operations, arising out of the supervision and management of contract works, which, on the completion of those works, and the closing of the new capital account, will cease, and current revenue be thereby further relieved.

On the whole, therefore, having regard to the increase of earnings, and reduction in expenditure by which the past three years have been so favourably marked, the Directors adhere with confidence to the opinions previously expressed, that the Company will be enabled to maintain its credit in permanence and fulfil the engagements made at the time of its re-organization.

It is true, that disturbing influences of an external nature have threatened and to some degree injuriously affected the operations of the Company, and the Directors have reason to anticipate that in consequence of the existing depression in the timber and lumber trades, the revenues of the current year from those important sources may be depreciated, but they trust that the amicable relations here-

tofore subsisting between the Province and the United States, so beneficial to both, may be continued unbroken and unimpaired, and that the intercourse hitherto so cordial and valuable, may be continued and strengthened to mutual advantage.

The Directors have great pleasure in announcing, that arrangements have been made and perfected for the re-establishment of through connections between Chicago, *via* Collingwood, and the Atlantic Cities, by the organization of a full first-class line of Steam Ships on the Upper Lakes, with similar lines on Lake Ontario, and favourable connections with the Eastern Railways tributary to New York, Boston, and Portland. Your Directors have received the strongest assurances of a continued support to this route from all the sources of traffic, and they enter upon the through trade of the ensuing season of navigation under circumstances more favourable and with better prospects, more encouragingly than ever before attached to this department of the Company's operations.

Your Directors refer with satisfaction to the amicable relations existing between them and all neighbouring Railway interest; it will be their policy to further cement these relations by avoiding all injurious competition, and by inviting such harmonious co-operation as may conduce to the general protection of Railway interests to mutual advantage.

(Signed) FRED. W. CUMBERLAND,
Vice-Pres. and Man. Director.

(Signed) JOS. C. MORRISON,
President.

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ENGINEER'S REPORT.

ENGINEER'S OFFICE,
Northern Railway of Canada,
TORONTO, January 8th, 1862.

To the President and Directors :

GENTLEMEN,—I have the honor to submit my Annual Report for the year recently terminated.

The works under my charge may conveniently be divided into three classes.

1st. *Main Contract Works*.—Comprising restoration of Permanent Way, Bridges and new works, Road Crossings, Land and Fencing, Restoration of Rolling Stock, supplementary works, and all the services (except maintenance of way) under contract dated 30th May, 1860, with Thomas Brassey, of London, England.

2d. *Special Works*.—Comprising extension of Station and Terminal Accommodation, New Buildings of various kinds, New Water Services, Turntable, Track Scales, and other works.

3rd. *Maintenance of Way and Buildings*.—Comprising Track Services in Terminal Depots; Maintenance of Permanent Way and Bridges between Termini; Repairs of Buildings, Wharves, Fences, &c.

1st. MAIN CONTRACT WORKS.

Under this heading a total expenditure of \$359,426.89 has been made during the past year, and the total expenditure of the capital appropriated for the works of restoration and construction, up to the present time, under the main contract above referred to, is \$516,842.40, leaving a balance yet unexpended of \$180,185.60.

The total quantities of work done, and material furnished, up to date under this contract, are as follows :—

Restoration of Permanent Way :

Rails, new and re-rolled, 2717 tons,

Equal to about 30 miles.

Rails, cut and forged, 6 miles.

Wrought Iron Chairs and Fish Joints, 8000.

New Crossties, 87,183.

Spike, 65 tons.

Track re-laid, 36½ miles.

Ballast, 56,868 cub. yards.

Bridges and New Works :

Excavation, 228,000 cub. yards.

Iron Girders, 120 tons.

Masonry, 4752 cub. yards.

Concrete, 270 "

Plank in foundations, 90,000 ft. B. M.

Flatted and Square Timber, 23,500 lineal feet.

Sheet Piling, 105,400 ft. B. M.

Round Piles, 23,400 lineal feet.

Timber in Bridge Superstructure, 13,100 ft. B. M.

Iron Rods, Straps, and Bolts, 9,165 lbs.

Road Crossings and Fencing :

Over-Bridges, 9.

Land Crossings, *new*, 28.

Do. repaired, 50.

Fencing (double,) 30 miles.

Restoration of Rolling Stock :

Freight Cars renewed, 86 *Box*.

Do. 91 *Platform*.

Passenger Cars, 4.

In addition to the cost of material in the above list, considerable expenditures have been made in land damages and compensations, pumping in foundations, erection of buildings in Toronto for Freight and Passenger traffic, and shops, reclaiming land from Toronto Bay for Depot service, for superintendence of works, engineering, and miscellaneous services.

At thirteen different points the old timber bridges have been substituted by stone culverts and earthen embankments. At 32½ and 73 miles from Toronto, iron girder bridges, on stone abutments and piers, have been constructed, and are now in use for traffic. Some progress has been made, either in work or delivery of material, at all other points.

With the exception of work at foundation for abutments of girder bridge over Mad River, diversion of Nottawasaga River with embanked approach to New Bridge, and construction of pile bridge over Holland River, all important operations are suspended until the opening of Spring.

All the iron girders have been delivered at the several points required, for some time back; the superstructure of each is prepared, and the whole is fully ready to be put in place so soon as the piers and abutments are sufficiently far advanced.

SUPPLEMENTARY WORKS.

An arrangement has been made for executing certain supplementary works, out of the original appropriation for Main Contract Works, to the extent of \$32,000. These supplementary works are much needed for the business of the Company, and under the arrangement a building for New General Offices in Toronto has been commenced; while plans for grain elevators and other improvements at Toronto, Collingwood, and other points, are in course of preparation.

An abstract of the expenditure during the past year, as well as the total expenditure to date, for Restoration and Construction, will be found in Appendix A.

2nd. SPECIAL WORKS.

Under this heading the total expenditure during the past year amounts to \$11,001.67. It embraces the cost of additional earth-filling along the new breast work at Toronto Depot, in view of providing a convenient place for storing sawn lumber for exportation—erection of track scales—lighting the local Freight and Passenger Houses with gas—constructing store house, store, sheds, and yard—enclosing Toronto Depot grounds with a substantial high board fence—new Station buildings at Angus and Davenport—new water works at Thornhill, Aurora, and Barrie Stations, &c.

For an abstract of expenditure under this heading, reference is made to Appendix B.

3rd. MAINTENANCE OF WAY AND BUILDINGS.

The total expenditure under this heading during the past year amounts to \$70,782.37. It embraces \$46,481.03 for maintenance of permanent way and sidings between the foot of incline out of

Toronto Depot, and the southern extremity of the Depot at Collingwood, under the contract with Thomas Brassey—\$6,614.88 for track services in Terminal Depots, and repairs of bridges, wharves, and fences—\$12,068.14 for re-rolling iron and purchase of chairs, for repairs on the Northern division of the line, as well as for repairs of track in the Depots at Toronto and Collingwood—and \$5,618.32 for repairs of Station and Terminal Depot buildings.

An abstract of these expenditures will be found in Appendix B.

The permanent way has generally been maintained in a good condition for traffic; it is at present in an efficient state. Only one accident of a serious nature occurred during the past year, attributable to defects in the rail track. This occurrence took place on the 10th of April, between the 83rd and 84th mile posts, when the engine "Cumberland," with construction train, was thrown off the track, receiving damages, the amount of which the Company claims as due by the Contractor, and the question is now under arbitration.

I have prepared a statement showing the expenditure in each year since the reorganization of the Company on Restoration, Construction, and Special Works, amounting in all to \$618,508.41. For this statement see Appendix C.

I am happy to be able to report that the old timber bridges, (always a source of uneasiness,) have been maintained in a serviceable condition during the progress of the new works, without a single accident to passengers. I regret, however, to state, that two lives have been lost during the past year in connection with the works of restoration,—one man in the service of the Contractors was killed by the falling of a derrick; and an employee of the Company lost his life by a ballast train running into a wood train on which he was acting as brakeman.

I have much pleasure in stating, that my assistants and inspectors have performed their duties in a faithful and satisfactory manner.

I have the honor to be,

Gentlemen,

Your obedient servant,

SANFORD FLEMING,

Engineer.

ENGINEER'S REPORT.—APPENDIX A.

ABSTRACT of Expenditure on Works of Construction and Restoration, out of new capital appropriated for these purposes, and embracing all services under Contract of 30th May, 1860, with Thomas Brassey, except maintenance of way, for which see Appendix B.

WORKS.	Total Amt. to Jan. 1st, 1861.	Expended during the year 1861.	Total to January 1st, 1862.
1. Permanent Way, comprising new and re-rolled rails, chairs, cross-ties, ballast, &c.	\$71,724 39	\$122,626 32	\$194,350 71
2. Bridges and New Works—stone and iron girder bridges, embankments, &c.	22,531 97	150,320 34	172,852 31
3. Road Crossings and Fencing—over bridges, level crossings, land damages and fencing, . . .	2,856 00	40,444 36	43,300 36
4. Restoration of Rolling Stock—rebuilding old freight and passenger cars,	15,983 15	34,384 20	50,367 35
5. Station Accommodation, comprising—			
(1.) Earth filling, and other works in improving the Depot, Toronto,	15,899 97	.....	15,899 97
(2.) Local Freight House at Depot, Toronto,	7,417 18	.....	7,417 18
(3.) New Blacksmith Shop at Depot, Toronto,	1,348 48	.....	1,348 48
(4.) New Passenger House at Depot, Toronto,	4,078 26	.....	4,078 26
(5.) Construction of Breast-work at Depot, Toronto,	11,576 11	.....	11,576 11
6. Supplementary Work—expended on General Office, Depot, Toronto . . . . .	.....	418 88	418 88
7. Superintendence & Engineering,	4,000 00	11,232 79	15,232 79
Total Expenditure to January 1st, 1861, during year, and to date,	\$157,415 51	\$359,426 89	\$516,842 40

SANDFORD FLEMING,
Engineer.

ENGINEER'S REPORT.—APPENDIX B.

ABSTRACT of Expenditure out of Revenue, on Maintenance of Way and Buildings, and on Special New Works, during the year 1861.

WORKS.	AMOUNTS.	TOTALS.
SPECIAL WORKS.		
1. Earth filling, extension and improvement of Depot Grounds in Toronto,.....	\$ 3,334 78	
2. Erecting Fence around Depot in Toronto,...	1,476 34	
3. Erecting Track Scales do.	352 48	
4. New Store-house, Store Sheds & Yard do. ..	1,224 69	
5. Gas Fittings for Local Freight House do. ..	310 56	
6. Do. Passenger House, do.	137 92	
7. Brick Ash House do.	121 33	
8. Station Buildings and Furniture at Angus, ..	832 70	
9. Do. do at Davenport, ..	457 00	
10. New Water Service at Thornhill,	1,061 69	
11. Do. at Aurora,	84 19	
12. Do. at Barrie,	491 01	
13. Roads at Stations and Seeding Banks,.....	71 25	
14. Construction of New Turntable,	1,045 73	
		\$11,001 67
MAINTENANCE OF WAY AND BUILDINGS.		
1. Maintenance of Permanent Way between Terminal Depots, under general Contract with Brassey,	46,481 03	
2. Track Service in Terminal Depots,.....	6,430 11	
3. Repairs of Bridges, Wharves, Fences, &c.,...	184 77	
4. Re-rolling rails, and purchase of chairs, &c., for Northern Division of the Line and for Terminal Depot,.....	12,068 14	
5. Repairs of Buildings,.....	5,618 32	
		70,782 37
Engineering and Miscellaneous Expenses,....		5,821 17
		\$87,605 21
	Total,	

SANDFORD FLEMING,

Engineer.

ENGINEER'S REPORT.—APPENDIX C.

ABSTRACT showing the Expenditure in each year, and the Total Expenditure to date since the Re-organization of the Company, on RESTORATION and SPECIAL WORKS.

WORKS.	In 1859.	In 1860.	In 1861.	Totals to Jan. 1, 1862.
PERMANENT WAY—comprising iron rails, chairs, cross-ties, ballast, &c..	\$34,858 87	71,724 39	122,626 32	229,209 58
BRIDGES AND NEW WORKS—Permanent bridges, embankments, &c....	24,116 86	22,531 97	150,320 34	196,969 17
ROAD CROSSINGS, FENCING, &c.—over bridges, level crossings, land and fencing.....		2,856 00	40,444 36	43,300 36
RESTORATION OF ROLLING STOCK—rebuilding freight & passenger cars.....		15,983 15	34,384 20	50,367 35
TORONTO DEPOT WORKS—comprising				
1. Earth filling, to extend and improve Depot grounds.....		17,830 48	3,334 78	21,165 26
2. Construction of new breastwork.....		11,576 11		11,576 11
3. Building local freight house.....		7,417 18	310 56	7,727 74
4. New blacksmith's shop.....		1,348 48		1,348 48
5. New passenger house.....		4,917 94	137 92	5,055 86
6. Erection of store-house, sheds, and yard.....			1,224 69	1,224 69
7. New general offices.....			418 88	418 88
8. Erection of fences around Depot.....			1,476 34	1,476 34
9. Ash house.....			121 33	121 33
10. Track scales.....			352 48	352 48
WAY STATION SERVICE—Grading for sidings, roads, &c.....	810 04	920 94	71 25	1,802 23
Station buildings at Angus.....			832 70	832 70
“ “ Davenport.....			457 00	457 00
NEW WATER SERVICE—at Thornhill station.....	1,100 00	2,290 56	1,061 69	4,452 25
at Aurora station.....	690 99	1,624 83	84 19	2,400 01
at Barrie station.....			491 01	491 01
GENERAL BRIDGE REPAIRS.....	5,083 53	3,519 61		8,603 14
NEW TURNTABLE.....			1,045 73	1,045 73
ENGINEERING—superintendence of works and miscellaneous expenses.....	2,989 18	8,067 57	17,053 96	28,110 71
Totals.....	\$69,649 47	172,609 21	376,249 73	\$618,508 41

SANDFORD FLEMING, Engineer.

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SUPERINTENDENT'S REPORT.

Northern Railway of Canada,
SUPERINTENDENT'S OFFICE,
Toronto, December 31st, 1861.

To the President and Directors :

GENTLEMEN,—I beg leave to submit my Annual Report, together with the usual tabular statements and other information relative to the working of the Northern Railway for the year ending with December, 1861.

By reference to the Secretary's returns it will be seen that the total earnings for the twelve months were\$410,939 91
The gross expenditure for operating was..... 278,968 80

Leaving a net balance of 131,971 11
The above shows the line to have been worked with about 68 per cent. of its gross receipts.

This will undoubtedly be received as a very satisfactory result, as it fully justifies the belief in the ability of the Railway (with sufficient traffic) to earn at least the interest upon its first and second bonds.

The proportion of expenses upon a line depending mainly for its revenue upon freight traffic must necessarily be greater when compared with the earnings than upon one where the receipts are more nearly balanced, or where the passenger traffic is the greatest. The Northern, having its heavy grades and curves to contend with, will never be worked as cheaply as if these difficulties did not exist; still it is confidently hoped that when the restoration of works and permanent way are fully completed, that upon a traffic like that of the past year a larger net result may be realised.

Some \$10,000 of the receipts were derived from the transportation of Contractors' material for the reconstruction of the line at rates $33\frac{1}{2}$ per cent. below our regular tariff, which afforded little or no margin beyond actual cost. Rolling stock was also to a considerable

extent furnished the Contractors at reduced rates, and all the rails, girders, chairs, and spike transported without charge.

The above although but a small portion, comparatively, of the year's business, still served to increase our mileage account, and also to add materially to the expenses for repairs of rolling stock and machinery.

The timber trains commenced running on the seventh day of January and ran without interruption until 31st of August. In this service there were run 1072 trains, with an engine mileage of 84,026 miles, and a car mileage of 1,008,312 miles. There was transported 2,887,641 cubic feet of hewn timber, or if reduced to board measure, 34,651,692 feet. The timber was principally unloaded into the bay from the new pier built last season, without which it would have been impossible to have disposed of this immense traffic. The returns show the aggregate quantity of rafting stuff and sawed lumber to be equal to 11,157,308 feet; making a grand total of timber and lumber received at Toronto during the year of 45,809,000 feet.

The number of barrels of local flour received at Toronto were 101,990 barrels, and of wheat 542,211 bushels. No engagements having been entered into with steamboats for the season, inducements were given to sail-vessels to freight grain from Chicago and Milwaukie, and the results were as follows:—During the season arrived at Collingwood, 33 sail vessels, delivering 505,239 bushels of grain.

The timber traffic having been finished, and the Contractors' improvements so far advanced as to offer no hindrance to a full fall traffic, arrangements were made without subsidy or guarantee early in October with steamers to run to Collingwood during the balance of the season. The arrival of steamers at Collingwood were 18, delivering 56,970 barrels flour, 78,722 bushels grain, 5,896 barrels of beef and pork; the average cargo of each being 3,165 barrels flour, 4,374 bushels grain, and 326 barrels beef and pork, besides quantities of broom corn, tobacco, grass seed, &c., &c.

The earnings of the road in the transportation of freight brought by Sail Vessels were.....\$22,318 06
By the Steamers..... 21,541 99

Total.....\$43,860 05

The balance of \$6,778 91 to the credit of through freight was received from steamers to Bruce Mines, Owen Sound, and small sail craft on Georgian Bay, and up freight to the same.

The grain carrying trade is very desirable, and with proper appliances for handling it may be made a remunerative traffic. In order to work this trade over the Northern line with economy and despatch, improvements should be made in our elevators and storehouses at both Collingwood and Toronto, and the number of our box cars increased.

The work of restoration of car stock has progressed very satisfactorily. Six of the passenger cars have been thoroughly rebuilt; nearly all of the box cars have received a like renewal, and about 100 of the platforms.

The consumption of wood from all sources during the year was 15,800 cords, the cost including purchase, hauling and preparing for use, was \$2 07 per cord; which gives a cost for fuel per mile run of $9\frac{1}{4}$ cents.

The permanent way has been greatly improved during the year, and the maintenance of track has received from the Contractors such care and unremitting attention as to entitle them to much praise.

With very few exceptions the trains have, during the year, ran regularly and without mishap; by reference to the list of casualties, an account of the accidents will be found. I am happy to be able to report no loss of life has occurred to any passenger the past year.

My acknowledgments are due to the officers and employees generally for the faithful and satisfactory discharge of the various duties assigned them, thus enabling me to make a report highly creditable to them in their efforts to promote the interests of the Company.

I have the honour to be,

Gentlemen,

Your obedient servant,

J. LEWIS GRANT,

Superintendent.

ACCIDENTS AND CASUALTIES

Which have occurred on the Northern Railway for the year ending December 31st, 1861.

January 10th.—Michael Mack, a laborer in the employ of the Company, fell from the wood train whilst it was in motion and received severe bruises, but is now fully recovered.

January 11th.—During a period of extreme cold weather, a tender axle under Engine No. 4 attached to Mail train broke, throwing the train off the track upon Scanlon's Bridge, turning the Baggage Car (upon its side) over the bridge, 12 feet below the rails, thereby injuring the following named persons who were in the Baggage Car.

Thomas McCormick has three ribs broken, W. R. Holly an arm broken, James Rowland (a boy) finger broken, and two employees slightly bruised.

January 19th.—Michael Kelly, a Brakeman, while coupling up timber train, had his shoulder dislocated.

March 18th.—George S. Yearley, Brakeman on timber train, had his feet severely crushed by timber on train.

March 20th.—John McKeeggie, a Passenger, in a state of intoxication fell between the cars as the train was moving from Barrie, two of his fingers were cut off by the wheels passing over them.

April 10th.—Contractor's train near Nottawasaga ran off where rails were out of line (caused by expansion from heat of sun.) Captain B. Wilkins jumping off the engine fractured his leg. A. Brunell, Civil Engineer, was also slightly bruised.

July 4th.—A collision between Contractor's Ballast train and Company's Wood train, caused by Ballast train leaving pit ahead of time. Adam Scott, a laborer, was killed by jumping off wood train. Verdict on inquest—accidental death.

John Lynch, a laborer, was crushed between the wood; not yet able to work from the effects of the injuries received.

October 11th.—William B. Leigh, Freight Agent of the Company, in attempting to descend from top of Freight Car (whither he had gone to direct the movement of the train, which was slowly backing into the warehouse to unload) he fell and was crushed beneath the wheels. Verdict on inquest—accidental death.

J. LEWIS GRANT,
Superintendent.

SUPERINTENDENT'S REPORT.—APPENDIX No. 1,

CHARACTERISTICS OF RAILWAY.

Length of Main Track.....	94.5	miles
Do Bell Rwart Branch	1.5	do
Do Side Track, T Rail, including Depot Ground.....	10.66	do

Weight of Rail on Main Line	58	lbs
Minimum Radius of Curvature.....	1432	feet
Maximum Grade Going North per Mile	60	feet
Do do South do do	52.80	feet

Number of Stations including Termini	16
Do Flag Stations	9
Do Telegraph Stations.....	12
Do Engine Houses	2
Do Stalls for Engines	15
Do Machine Shops.....	1
Do Turn Tables.....	4
Do Track Scales, Toronto.....	1
Do Station Houses with Dwellings attached.....	3
Do Hotel and Out-buildings at Collingwood.....	1
Do Dwellings, all classes other than those above.....	16
Do Water Stations, including Termini.....	15
Do do fed by Springs	4
Do do supplied by Pumps.....	11

J. LEWIS GRANT,

Superintendent.

SUPERINTENDENT'S REPORT,—APPENDIX No. 2.

STATEMENTS

Shewing the Number and Condition of Rolling Stock, also the mileage of Engines for year ending December 31st, 1861.

Nos.	And Names of Engines.	Size of Cylinder.	Size of Drivers.	Number of Drivers.	No. of Tract Wheels.	Style of Connections.	By whom Manufactured.
1	Lady Elgin.....	14 x 20	5	4	4	Inside ..	Portland Co.
2	Toronto.....	16 x 22	4½	4	4	Outside..	J. Good.
3	Josephine.....	17 x 20	6	4	4	Inside ..	Brant.
4	Huron.....	17 x 20	5	4	4	Inside ..	Brant.
5	Ontario.....	17 x 20	5	4	4	Inside ..	Brant.
6	Simcoe.....	16 x 22	4½	4	4	Outside..	J. Good.
7	Collingwood.....	17 x 20	5	4	4	Inside ..	Brant.
8	Seymour.....	17 x 20	5	4	4	Inside ..	Brant.
9	Hercules.....	18 x 20	5	4	4	Inside ..	J. Good.
10	Samson.....	18 x 20	4½	6	4	Inside ..	J. Good.
11	.....	16 x 20	5	4	4	Outside..	J. Good.
12	.....	17 x 20	5	4	4	Inside ..	J. Good.
13	Geo. Beatty.....	18 x 20	5½	4	4	Inside ..	J. Good.
14	.....	17 x 20	5½	4	4	Inside ..	Brant.
15	.....	17 x 20	5	4	4	Inside ..	Brant.
16	J. C. Morrison....	17 x 20	5½	4	4	Inside ..	J. Good.
17	Cumberland.....	18 x 20	5½	4	4	Inside ..	J. Good.

No.	Number and Condition.	Average Weight.	In good order.	Requiring slight repairs.	Requiring heavy repairs.
17	Locomotives.....	59,900	7	5	5
13	First Class Passenger Cars.....	27,350	6	2	5
7	Second Class Passenger Cars.....	23,000	.....	7	.....
2	Mail, Express and Baggage Cars.....	23,950	.....	1	1
2	Baggage Cars.....	23,500	.....	2	.....
7	Caboose.....	16,500	3	4	.....
1	Refrigerator Car.....	19,500	.....	1	.....
108	Box Freight Cars.....	16,800	82	21	13
167	Platform Cars.....	14,800	124	.....	43
4	Short Platform Cars for Iron.....	12,000	4	.....	.....
4	Spar and Timber Trucks.....	4,700	.....	.....	4
2	Wood Sawing Engines.....	.....	.....	.....	2
2	Fire Engines.....	.....	2	.....	.....
2	Caloric Engines.....	.....	2	.....	.....
2	Grain Elevator Engines.....	.....	2	.....	.....

J. TILLINGHAST,
Supt. Motive Power.

48500

SUPERINTENDENT'S REPORT.—APPENDIX No. 3.

STATEMENT

Relative to movement of Trains in 1861.

	Through Trains between Toronto and Collingwood.	Way Trains.	Total No. of Trains run in 1861.	Total number of cars drawn to and from Toronto.	Total number of miles run by Trains.	Average number of cars to each class train.
Mail Trains.....	624	2	626	3,564	62,600	$5\frac{7}{10}$
Express and Accom. Trains..	623	1	624	2,998	62,400	$4\frac{8}{10}$
Extra Passenger Trains.....		20	20	156	1,110	$7\frac{8}{10}$
Freight Trains.....	685	381	1,066	15,013	90,809	14
Timber Trains.....	573	499	1,072	14,167	84,026	$13\frac{3}{10}$
Wood Trains.....	21	125	146	1,747	8,802	12
Engineering Trains.....	42	331	373	3,171	19,098	$8\frac{5}{10}$
Snow Trains.....	6	3	9		914	
Pilot, Shunting and Light do.	5		5	31	23,363	
	2,579	1,362	3,941	40,847	353,122	$10\frac{40}{100}$
1860.....			3,452	34,770	300,239	$10\frac{07}{100}$
Increase in 1861.....			489	6,077	52,883	$\frac{33}{100}$

Miles run by Passenger Cars.....	240,772
Miles run by Baggage Cars.....	121,985
Miles run by Box Freight Cars.....	827,670
Miles run by Flat Cars.....	1,537,967

Total..... 2,728,394

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

J. LEWIS GRANT,
Superintendent.

SUPERINTENDENT'S REPORT.—APPENDIX No. 4.

NORTHERN RAILWAY SHOPS,
Toronto, 31st December, 1861.

STATEMENT of Number of Miles run by Locomotives for Twelve Months ending this Date.

1861.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.	No. 11.	No. 12.	No. 13.	No. 14.	No. 15.	No. 16.	No. 17.	Totals.
Jan'y..	1,020	1,234	2,600	2,080	2,600	595	2,200	1,300	1,200	2,105	1,965	.....	3,000	.....	1,305	500	2,100	25,804
Feb'y.	722	1,530	.....	1,920	1,630	511	1,980	1,685	.....	1,837	1,440	.....	1,953	.....	1,458	2,275	2,400	21,341
March.	600	1,380	2,300	2,500	2,365	1,300	2,460	2,520	.....	2,412	1,350	440	2,400	.....	2,430	2,400	2,460	29,317
April.	1,000	1,139	2,900	2,500	2,840	1,500	.....	2,550	.....	2,600	2,900	2,840	2,800	630	2,418	3,000	800	32,417
May..	1,000	2,027	2,700	2,800	2,350	1,500	900	2,555	.....	2,184	2,260	2,510	2,700	2,700	2,506	1,800	.....	32,492
June..	1,000	2,761	3,100	2,170	1,420	1,500	2,300	1,835	.....	2,250	2,690	2,500	2,060	3,300	2,324	.....	3,000	34,029
July..	1,000	2,761	3,430	2,910	2,100	1,500	2,920	2,700	.....	2,260	480	2,700	2,945	3,600	2,910	.....	3,400	37,616
Aug..	1,000	1,783	3,400	2,680	2,500	1,500	2,940	2,720	.....	2,836	.....	2,870	2,770	1,620	2,225	2,100	3,400	36,344
Sept..	1,000	350	2,500	1,650	2,500	1,500	2,160	880	.....	2,240	1,478	2,600	2,100	549	2,140	1,900	2,100	27,647
Oct...	800	.....	2,700	2,510	2,425	1,200	1,910	1,460	.....	2,600	1,650	2,130	1,200	1,700	1,990	2,700	2,700	29,675
Nov..	800	.....	.....	2,370	2,000	1,200	1,910	2,060	.....	2,910	310	2,110	2,600	2,600	2,050	2,400	2,600	27,920
Dec...	700	.....	.....	1,740	1,580	1,200	770	500	.....	1,230	.....	800	2,400	1,900	1,100	2,000	2,600	18,520
Totals.	10,642	14,784	25,630	27,830	26,310	15,006	22,450	22,765	1,200	27,464	16,523	21,500	28,928	18,599	24,856	21,075	27,560	353,122

Total Miles Run in 1860..... 300,239
Increase, 17 $\frac{1}{10}$ per cent..... 52,883

J. TILLINGHAST,

SUPERINTENDENT'S REPORT.—APPENDIX No. 5.

LOCAL FREIGHT TRAFFIC.

CLASSIFICATION OF FREIGHT IN TONS OF (2000 lbs.) FOR 1861,

DESCRIPTION OF FREIGHT TRANSPORTED NORTH.			DESCRIPTION OF FREIGHT TRANSPORTED SOUTH.		
Of the Products of the Forest.....	Tons.	lbs.	Of the Products of the Forest.....	Tons.	lbs.
Animal,.....	1,714	800	Animal,.....	76,314	372
Vegetable,.....	78	1,400	Vegetable,.....	530	856
Agriculture, including Flour, 779 Bls. } Wheat, 2344 Bus. } Barley, 2504 " } Corn, 56 " } Oats, 4103 " }	205	1,085	Agriculture, including Flour, 102,060 $\frac{1}{2}$ bls. } Wheat, 568,394 $\frac{2}{3}$ bus. } Barley, 40,332 $\frac{1}{2}$ " } Corn, 10,996 " } Oats, 2,654 " }	323	32
Manufactures.....	739	34	Manufactures.....	814	120
Merchandise.....	5,561	1,144	Merchandise.....	512	768
Other Articles,.....	3,602	696	Other Articles,.....	1,241	212
	12,187	893		108,405	253
			Total Number of Tons, 120,592 $\frac{1146}{2000}$.		

J. LEWIS GRANT, *Superintendent.*

NUMBER OF BARRELS OF FLOUR OF 216 LBS.
CARRIED IN 1861.

Barrels of Flour carried North—Local.....	779
Do do do South—Local.....	102,060 $\frac{1}{2}$
Do do do Through.....	56,970
	159,809 $\frac{1}{2}$

BUSHELS OF WHEAT AND OTHER GRAIN.

Bushels of Wheat and other Grain carried North—Local... 2,344	
Do do do do do South—Local.....	568,394 $\frac{25}{100}$
Do do do do do Through.....	319,121
	889,859 $\frac{25}{100}$

NUMBER OF TONS LUMBER.

Carried North—Local.....	1,714 $\frac{800}{1000}$
Do South—Local.....	76,314 $\frac{372}{1000}$
	78,028 $\frac{1172}{1000}$

PASSENGER TRAFFIC.

Number of Passengers Ticketed from Stations.....	81,016
Do do Paying on the Cars.....	12,232
Do do Foreign Through Passengers.....	
Do do Free and for Construction.....	7,370
	100,618

Number of miles Travelled by Passengers.....	3,673,934
Average of miles Travelled by each Passenger.....	36 $\frac{5}{16}$
Average amount of fare paid by each Passenger, exclusive of those carried free.....	101 $\frac{84}{100}$

SUPERINTENDENT'S REPORT.—APPENDIX No. 6.

STATEMENT

Of the Number of Passengers and the Miles travelled by each Passenger on the Northern Railway of Canada, for the year ending 31st December, 1861.

	No. Passengers.	No. Miles.
Toronto	22,685	1,031,358
Thornhill	1,731	47,032
Richmond Hill	2,165	53,200
King	3,062	70,554
Aurora	4,747	119,377
New Market	7,034	190,655
Holland Landing	2,796	35,900
Bradford	6,745	176,853
Lefroy	3,500	88,966
Bell Ewart	1,368	50,182
Barrie	12,008	392,955
Sunnidale	1,998	51,326
Nottawasaga	3,919	135,990
Collingwood	6,091	373,350
Excursion	913	132,156
Grand Trunk Railway	121	6,050
Government Emigration Department	122	6,980
St. George's Society	11	550
	81,016	2,963,434
Returned by Conductors	12,232	489,280
Free and for Construction	7,370	221,220
	100,618	3,673,934

Ticketed at Stations	81,016
Paying on Cars	12,232
	93,248
Free and for Construction	7,370
Total number of Passengers	100,618

J. LEWIS GRANT,
Superintendent.

SUPERINTENDENT'S REPORT.—APPENDIX NO. 7.

STATEMENT

Of Receipts Monthly, at Toronto, of Flour, Wheat, and Timber and Lumber.

Month.	Flour.	Wheat.	Timber and Lumber.
January.....	8,683	45,060	2,392,000
February.....	9,950	60,449	1,754,000
March.....	10,266	69,907	5,990,000
April.....	9,193	45,441	6,598,000
May.....	12,734	36,807	6,838,000
June.....	11,275	54,965	3,968,000
July.....	3,992	19,809	6,720,000
August.....	3,217	8,185	5,613,000
September.....	3,231	28,865	2,802,000
October.....	7,796	100,228	1,806,000
November.....	6,995	58,787	732,000
December.....	14,658	13,708	596,000
Totals.....	101,990	542,211	45,809,000

Classification of Timber and Lumber is as follows :

Square Timber.....	34,651,692
Rafting.....	2,500,000
Sawed Lumber.....	8,657,308
	45,809,000

From what Stations Received.

Stations.	Flour.	Wheat.	Timber and Lumber.
Thornhill.....	15,254	.....	6,000
Richmond Hill.....	.....	34	594,000
King.....	5,624	710	3,226,000
Aurora.....	2,651	15,036	2,112,000
Newmarket.....	22,514	91,897	462,000
Holland Landing.....	9,325	2,718	1,217,000
Bradford.....	4,551	197,530	2,691,000
Lefroy.....	78	71,857	1,021,000
Bell Ewart.....	2,587	17,422	8,725,000
Barrie.....	10,474	44,719	11,015,000
Sunnidale.....	270	642	5,698,000
Nottawasaga.....	203	25,412	4,398,000
Collingwood.....	28,459	74,234	4,644,000
Totals.....	101,990	542,211	45,809,000

J. LEWIS GRANT.

SUPERINTENDENT'S REPORT.—APPENDIX No. 8.

STATEMENT

Of Principal Articles of Through Freight transported over the Collingwood Line, season of 1861, commencing October 1st, from Lake Michigan Ports—and the Route by which Shipped from Toronto.

ARTICLES.	Oswego.	Cape Vincent.	Prescott.	Ogdensburgh.	Steamers to Montreal.	Grand Trunk Railway.	Toronto.	TOTAL.
Bush. Wheat...	210,013				94,857	170	14,081	319,121
“ Corn....	115,929	11,882		9,908	25,998	5,406	87,776	256,899
“ Rye....							3,363	3,363
“ Oats....							4,578	4,578
Bar'ls. Flour...		6,883		36,893	2,660	10,414	120	56,970
“ Pork....	29	728	2,993		159	225		4,134
“ Beef....		1,762						1,762
“ PotAshes					204	16	1	221
“ Fish....	1	1			3		178	183
“ Tallow...			14		10			24
Bales. Br'm Corn					145	76	202	423
“ Wool....						59		59
Bags Grass Seed				284				284
Hhds. Tobacco.		133						133
Kegs Butter...					91	4	18	113
Bls. Green Hides		325						325
Pkgs. Sundries..	1				117	9	35	162

CHAS. W. ROGERS,

Through Freight Agent.

SUPERINTENDENT'S REPORT.—APPENDIX No. 9.

NUMBER OF TONS (2,000 lbs.) OF FREIGHT CARRIED IN 1861.

Moving.	1st Class.	2nd Class.	3rd Class.	Flour.	Wheat.	Corn.	Beef and Pork.	Car Loads Various.	Total Tons.
North	Local ...	5571 ⁸⁸⁶ / ₂₀₀₀	5,096 ³¹² / ₂₀₀₀	4,851 ⁶⁶³ / ₂₀₀₀	62 ⁶⁴ / ₂₀₀₀	2231 ⁶⁷¹ / ₂₀₀₀	.....	1,396 ⁴²⁷ / ₂₀₀₀	12,187 ⁸⁹³ / ₂₀₀₀
	Through	.....	.....	809 ⁸⁶⁴ / ₂₀₀₀	.....	.....	.....	.....	809 ⁸⁶⁴ / ₂₀₀₀
South	Local ...	1,0421 ⁶²⁴ / ₂₀₀₀	1,137 ¹⁵³ / ₂₀₀₀	2,555 ⁵⁸⁴ / ₂₀₀₀	11,0221 ⁰⁸⁸ / ₂₀₀₀	17,647 ⁸²⁵ / ₂₀₀₀	.....	75,000	108,405 ²⁵³ / ₂₀₀₀
	Through	.....	.....	4941 ⁸⁵⁹ / ₂₀₀₀	6,1521 ⁵²⁰ / ₂₀₀₀	9,5731 ²⁶⁰ / ₂₀₀₀	7,193 ³⁴⁴ / ₂₀₀₀	938 ⁷²⁰ / ₂₀₀₀	24,3521 ⁷⁰³ / ₂₀₀₀

Total Amount Tons Local Freight,.....120,5921¹⁴⁶/₂₀₀₀
 " " " Through Freight,..... 25,162⁵⁶⁷/₂₀₀₀
 Total Tons,.....145,7541⁷¹³/₂₀₀₀

J. LEWIS GRANT,
Superintendent.

Superintendent.

TREASURER'S REPORT.

SECRETARY'S OFFICE,

Of the Northern Railway of Canada,

TORONTO, *January 31, 1862.*

To the President and Directors of the Northern Railway of Canada :

GENTLEMEN,

WE have the honor to enclose Balance Sheet for 1861, together with Yearly Statement of Earnings and Expenditure to 31st December, 1861, which, after the careful audit of the Books and Accounts, we report correct.

We have the honor to be,

GENTLEMEN,

Your obedient servants,

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

TREASURER'S REPORT.—APPENDIX No. 10.

STATEMENT

*Of Earnings and Expenditure of the Northern Railway of Canada,
for the Year ending 31st December, 1861.*

EARNINGS.		\$	c.	\$	c.	\$	c.
Through Freight Traffic,.....				48,432	41		
Local " Company, .. \$249,902 11							
Contractor, .. 10,532 87							
		260,434	98				
" Passenger Traffic,.....		94,072	96				
Mail Service,.....				354,507	94		
Wharfage,.....				3,454	22		
Storage,.....				928	76		
Other Sources,.....				2,836	58		
				780	00		
Total Earnings,						410,939	91
EXPENDITURE.							
MAINTAINING ROADWAY :—							
Material on Hand,.....		3,922	50				
Repairs of Track per							
Contract,..... \$46,200 00							
Company,		18,779	28				
		64,979	28				
Repairs of Buildings,.....		5,618	32				
" Bridges,		79	05				
" Fences,.....		21	67				
" Wharves,		19	25				
" Ditches,.....		64	80				
		74,704	87				
Less per Storekeeper,.....		703	11				
				74,001	76		
MACHINERY AND ROLLING STOCK :							
Material on Hand,.....		12,265	66				
Repairs of Engines,.....		22,656	50				
" Passenger Cars,.....		4,567	78				
" Freight Expended, \$34,379 53							
" Less Restoration Act. 20,033 03							
		14,346	50				
" Tools and Machinery,.....		19	28				
" Elevators,.....		461	01				
" Snow Ploughs,.....		264	28				
		54,581	01				
Less per Storekeeper,.....		15,019	41	39,561	60		
Carried forward,.....				113,563	86	410,939	91

STATEMENT—continued.

	\$	c.	\$	c.	\$	c.
Amount brought forward,.....			113,563	36	410,939	91
OPERATING ROAD :—						
Material on Hand,.....	521	89				
Office Expenses,.....	21,749	66				
Station Masters' Salaries,.....	11,006	36				
Freight Labour,.....	10,316	45				
Conductors, Baggage and Brakesmen,.....	8,098	48				
Engineers, Firemen, and Cleaners,....	14,767	72				
Switchmen, Watchmen, &c.,.....	9,401	97				
Oil and Waste,.....	8,105	53				
Water Supplies,.....	2,028	41				
Damages,.....	765	24				
Contingencies,.....	1,943	34				
Station Expenses,.....	1,344	10				
Telegraph Operators,.....	2,213	57				
Stationery,.....	1,938	01				
Clearing Snow,.....	245	96				
Fuel (consumed),.....	32,682	10				
London Agency,.....	1,086	35				
New Water Service,.....	1,636	89				
Special Works,.....	9,364	78				
Contractors' Service,.....	900	36				
Legal Expenses,.....	1,116	30				
Direction ".....	1,459	98				
Engineering ".....	5,821	17				
Inspection ".....	475	00				
Insurance,.....	886	00				
Taxes on Real Estate,.....	3,628	91				
Miscellaneous Disbursements,.....	1,365	66				
	154,870	19				
Less per Storekeeper,.....	1,130	10				
			153,740	09		
THROUGH TRAFFIC EXPENSE :—						
Agents' & Clerk's Salaries, Wages, &c.	11,531	21				
Damages,.....	134	14				
			11,665	35		
Total Expenditure,.....					278,968	80
Excess of Earnings over Expenditure,					131,971	11

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

THO. HAMILTON,
Accountant.

TREASURER'S REPORT.—APPENDIX No. 11.

CAPITAL ACCOUNT.

Order of Priority. (in Sterling.) of the several Bonds and Stock, as provided in the Act of Re-organization:—

1	First Preference Bonds.....				£250,000	0	0
2	Second Preference Bonds:—						
	Amount Issued, £231,500						
	" to be Issued, 2,200	£233,700	0	0			
	Issued to Province under						
	6th Condition of Order						
	in Council.....	50,000	0	0	283,700	0	0
3	Government Lien.....				475,000	0	0
4	Interest Arrears' Bond to						
	Province.....				68,239	14	11
5	Interest Arrears' Bonds to						
	holders of Old Bonds...	43,434	8	4			
	Mortgage bonds, (balance of,)	9,901	17	10			
					53,356	6	2
6	Stock Subscriptions.....				169,276	8	3
					£1,299,552	9	4

GEORGE BEATTY,

Secretary and Treasurer.

JANUARY 1, 1862.

TREASURER'S REPORT.—APPENDIX No. 12.

NEW CAPITAL ACCOUNT.

	Dr.		Cr.	
Amount of First Preference Bonds authorized to be issued under 1st condition of Order in Council,.....			£250,000 0 0	\$1,216,666 67
Of the above has been issued :—				
On account of subscription list required under 3rd condition of Order in Council,.....	£29,000 0 0	\$141,133 33		
On account of Floating Debt, as provided in 4th condition of Order in Council :—				
Amount drawn	£46,000			
Not drawn	3,600			
On account of Preliminary expenses,	49,600 0 0	241,386 67		
On account of Contract with Thos. Brassey, Esq., for restoration of works, as provided under 5th condition of Order in Council :—	4,000 0 0	19,466 67		
To 1st January, 1861.....	£21,900			
" 1st " 1862.....	89,400			
" pay Engineer's Cert's, Nos.16 & 17	11,700			
Remaining on hand :—				
Applicable to liquidation of Floating Debt,.....	£ 400	123,000 0 0	598,600 00	
Restoration of Works,	44,000	44,400 0 0	216,080 00	
		£250,000 0 0	\$1,216,666 67	£250,000 0 0
				\$1,216,666 67

TORONTO, 1st January, 1862.

GEO. BEATTY, SEC. & TREAS.

TREASURER'S REPORT.—APPENDIX No. 13.

STATEMENT

Exhibiting Bonded Indebtedness, (other than Government Lien,) existing at date of Re-organization—Amount thereof Cancelled by New Issues—and Balance remaining to be Cancelled:—

Entitled to Priority:—	Indebtedness.		Cancelled by New Issues.		To be Cancelled.	
	£	s	£	s	£	s
Sterling Bonds (20 years)...	180,000	0 0	178,300	0 0	1,700	0 0
“ “ (10 years)...	8,500	0 0	8,500	0 0		
Mortgage Bonds.....	29,598	2 2	29,098	2 2	500	0 0
Currency “	11,095	17 10	11,095	17 10		
Special “	4,643	16 8	4,643	16 8		
Interest Arrears—Issued to Province under 10th Condition of Order in Council..	50,000	0 0	50,000	0 0		
	£283,837	16 8	281,637	16 8	2,200	0 0
Not Entitled to Priority:—						
Mortgage Bonds, (balance of).	9,901	17 10	9,901	17 10		
Interest Arrears on old Bonds	43,434	8 4	41,464	6 7	1,970	1 9
“ “ due Province	68,239	14 11	68,239	14 11		
	£121,576	1 1	119,605	19 4	1,970	1 9

GEORGE BEATTY,
Secretary and Treasurer.

JANUARY 1, 1862.

TREASURER'S REPORT.—APPENDIX No. 14.

REVENUE ACCOUNT.

Shewing Net Earnings applicable to payment of Interest, from 1st August, 1859, (date of Re-organization,) to 1st January, 1862.

Gross Earnings, (1st August, 1859 to 1st July, 1860).....	\$108,926 41	
Expenditure for Operating, &c., during same period.....	93,596 14	
Net Earnings.....		\$15,330 27
Gross Earnings, (1st January, 1860 to 1st July, 1860).....	159,414 79	
Expenditure for Operating, &c., during same period.....	124,267 74	
Net Earnings.....		35,147 05
Gross Earnings, (1st July 1860 to 1st January, 1861).....	173,552 22	
Expenditure for Operating, &c., during same period.....	136,198 82	
Net Earnings.....		37,353 40
Gross Earnings, (1st January, 1861 to 1st July, 1861).....	201,823 05	
Expenditure for Operating, &c., during same period.....	138,754 28	
Net Earnings.....		63,068 77
Gross Earnings, (1st July, 1861 to 1st January, 1862).....	209,116 86	
Expenditure for Operating, &c., during same period.....	140,214 52	
Net Earnings.....		68,902 34
Total Net Earnings to 1st January, 1862..		\$219,801 83

GEORGE BEATTY,
Secretary and Treasurer.

OFFICE OF THE NORTHERN RAILWAY,
Toronto, 1st January, 1862.

TREASURER'S REPORT.—APPENDIX No. 15.

REVENUE ACCOUNT.

To net Earnings to 1st January, 1862, as per Statement herewith...	£45,164 15 2	\$219,801 83		
“ Interest on Deposit, &c.	285 1 7	1,387 38		
			£45,449 16 9	\$221,189 21
By Payments as follows:				
1st Dividend, 1st Preference Bonds,	2,202 0 0	10,716 37		
2nd Dividend, 1st Preference Bonds,	2,555 4 9	12,435 48		
3rd Dividend, 1st Preference Bonds,	3,687 11 9	17,946 26		
4th Dividend, 1st Preference Bonds,	5,042 8 6	24,539 80		
1st Dividend, 2nd Preference Bonds,	7,881 3 10	38,355 13		
2nd Dividend, 2nd Preference Bonds,	8,321 19 4	40,500 24		
3rd Dividend, 2nd Preference Bonds,	8,334 0 0	40,558 81		
Interest on unexchanged Bonds,	18 9 10	90 00		
Discounts, Stamps, &c	15 8 2	74 99		
Account of Profit and Loss,	302 18 1	1,474 13	£38,361 4 3	\$186,691 21
Unexpended Balance,			£ 7,083 12 6	\$ 34,498 00

GEORGE BEATTY,

Secretary and Treasurer.

TORONTO, January 1, 1862.

TREASURER'S REPORT.—APPENDIX No. 16.

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 FLOATING DEBT FUND.

*Shewing Disbursements of the Fifty Thousand Pounds Sterling in First Preference Bonds, set apart under Tenth Condition of Order in Council, to be applied to the liquidation of the Floating Debt of the Company.*

|                                                                                                                        |             |             |             |              |
|------------------------------------------------------------------------------------------------------------------------|-------------|-------------|-------------|--------------|
| Amount of First Preference Bonds, set apart.....                                                                       |             | £50,000 0 0 |             | \$243,333 34 |
| Payments therefrom :—                                                                                                  |             |             |             |              |
| City Bank of Montreal.....                                                                                             | £ 9,700 0 0 |             | \$47,206 67 |              |
| Bank of Upper Canada.....                                                                                              | 23,000 0 0  |             | 111,933 34  |              |
| Hutchison & Co.....                                                                                                    | 1,500 0 0   |             | 7,300 00    |              |
| Toronto Gas Co.....                                                                                                    | 300 0 0     |             | 1,460 00    |              |
| Assignees of Charles March.....                                                                                        | 2,100 0 0   |             | 10,220 00   |              |
| T. S. Cutbill, Esq., Agent, as per Board Resolution, in exchange for \$12,264, or £2520 Sterling, at 90 per cent. .... | 2,800 0 0   |             | 13,626 66   |              |
| Ocean Insurance Co.....                                                                                                | 200 0 0     |             | 973 33      |              |
| T. S. Cutbill, Esq., Agent, as per Board Resolution, in exchange for \$20,148, or £4140 Sterling, at 90 per cent. .... | 4,600 0 0   |             | 22,386 67   |              |
| Clarke Gamble, Esq.....                                                                                                | 800 0 0     |             | 3,893 33    |              |
| J. F. Brown.....                                                                                                       | 1,000 0 0   |             | 4,866 67    |              |
| To re-imburse various sums advanced, amounting to \$15,768, or £3240 Sterling, at 90 per cent.....                     | 3,600 0 0   |             | 17,520 00   |              |
| Balance unexpended.....                                                                                                | 400 0 0     |             | 1,946 67    |              |
|                                                                                                                        |             | £50,000 0 0 |             | \$243,333 34 |

February 1, 1862.

GEORGE BEATTY,  
*Secretary and Treasurer.*

TREASURER'S REPORT.—APPENDIX No. 17.

FLOATING DEBT OF THE NORTHERN RAILWAY OF CANADA,

*Shewing indebtedness on the First of August, 1859,—amounts since paid, whether in Bonds or Cash, and balance unpaid at this date, with the value thereof.*

| TO WHOM PAID.                  | Indebtedness<br>1st August,<br>1859. | SINCE PAID.  |             | UNPAID BALANCES.          |            |
|--------------------------------|--------------------------------------|--------------|-------------|---------------------------|------------|
|                                |                                      | In Bonds.    | In Cash.    | As per Acc <sup>t</sup> . | Valuation. |
| City Bank of Montreal.....     | \$47,398 49                          | \$47,206 67  | \$191 82    |                           |            |
| Bank of Upper Canada.....      | 112,353 59                           | 111,933 34   | 420 25      |                           |            |
| Hutchison & Co. ....           | 7 626 27                             | 7,300 00     | 326 27      |                           |            |
| Toronto Gas Company. ....      | 1,460 00                             | 1,460 00     |             |                           |            |
| Ocean Insurance Company. ....  | 1,145 54                             | 973 34       | 172 20      |                           |            |
| Est. of Charles March.....     | 10,402 98                            | 10,220 00    | 182 98      |                           |            |
| Clarke Gamble.....             | 5,685 90                             | 3,893 33     | 1,792 57    |                           |            |
| Est. Bostwick & McDonnell..... | 1,524 80                             |              |             | 1,524 80                  | 1,524 80   |
| Hugh Chisholm (Judgment).....  | 829 75                               |              |             | 829 75                    | 829 75     |
| Alfred Wilson, .....           | 197 54                               |              | 197 54      |                           |            |
| D. Cameron.....                | 84 48                                |              | 84 48       |                           |            |
| C. E. Lee, .....               | 90 00                                |              |             | 90 00                     | 90 00      |
| Bills Payable, .....           | 5,202 12                             |              | 5,202 12    |                           |            |
| Balance on Pay Rolls, .....    | 18,951 68                            |              | 18,175 96   | 775 72                    |            |
| Sundry Ledger Accounts.....    | 25,949 36                            |              | 18,288 25   | 7,661 11                  | 1,102 87   |
| Unadjusted Claims. (Est.)..... | 10,000 00                            | 4,866 67     | 3,092 57    | 2,040 76                  |            |
|                                | \$248,902 50                         | \$187,853 35 | \$48,127 01 | \$12,922 14               | 3,547 42   |

February 1, 1862.

GEO. BEATTY, Sec. & Treas.

|              |              |             |             |          |
|--------------|--------------|-------------|-------------|----------|
| \$248,902 50 | \$187,853 35 | \$48,127 01 | \$12,922 14 | 3,547 42 |
|--------------|--------------|-------------|-------------|----------|

February 1, 1862.

GEO. BEATTY, *Sec. & Treas.*

# NORTHERN RAILWAY OF CANADA.

*As all transactions of the Company in England are in Sterling Money, the following Table for changing Decimal Currency into Sterling is added to facilitate calculations.*

**STERLING EXCHANGE, at 9½ per cent. advance.**  
(NEW PAR OF EXCHANGE.)

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