With Mr Cumberlands Compliments

REPORT

FOR YEAR 1867,

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 12, 1868.

TORONTO, ONT.:
GLOBE PRINTING COMPANY, 26 & 28 KING STREET EAST.
1868.

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GLOBE PRINTING COMPANY, 26 & 28 KING STREET EAST.
1868.

DIRECTORS.

HON. JOHN BEVERLEY ROBINSON, *Toronto*, PRESIDENT.
HENRY WHEELER, ESQ., *Wandsworth Common, London, England*, VICE-PRESIDENT, *and Chairman of London Board.*
FRED. W. CUMBERLAND, ESQ., *Toronto*, MANAGING DIRECTOR.
LEWIS MOFFATT, ESQ., *Toronto.*
R. J. REEKIE, ESQ., *Montreal.*
JOHN A. CHOWNE, ESQ., *Westbourne Terrace, Hyde Park, London, England.*
H. M. JACKSON, ESQ., M. P., *New Square, Lincoln's Inn, London, England.*
JOHN KEAN, ESQ., *Ex-Officio, Warden, County of Simcoe.*
MR. ALDERMAN S. B. HARMAN, *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.

JAMES W. FORSTER, 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, 12th Feb., 1868.

At the Annual General Meeting of the Proprietors of the Northern Railway Company, held this day at the Offices of the Company, the following gentlemen, among others, were present: Alderman Harman, Hon. J. B. Robinson, Lewis Moffatt, R. J. Reekie, Hon. G. W. Allan, Commissioner of Canada Company; Colonel George T. Denison, George Percival Ridout, Governor British American Assurance Company; Alderman Boulton, F. Shanly, D. Crawford, F. W. Cumberland, Alderman Vickers, Hon. Donald McDonald, John A. Donaldson, John Moat, City Bank of Montreal; Alderman Dickey, E. M. Carruthers, J. S. Farrel, John Duggan, Q.C., Angus Morrison, M.P., Alderman Baxter, Alderman Bell, Alderman Boxall, T. D. Harris, Robert Spratt, C. W. Moberly, Thomas Galt, Q.C., Rice Lewis, Alderman Beard, &c.

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

"NORTHERN RAILWAY OF CANADA.

"The Annual General Meeting of the Proprietors of this Com-
" pany will be held in their office, Toronto, on Wednesday, the
" 12th instant, at 12 o'clock, noon, for the election of Directors for
" the ensuing year, and for other purposes.

"The Books for the transfer of Stock are and will remain
" closed until the 13th instant.

" By order, THO. HAMILTON,
" *Secretary.*

" Toronto, February 1, 1868."

The Managing Director submitted and read the Report of the Directors for the year 1867, together with the Auditors' Reports for the same period.

The Report having been read, and the meeting addressed at some length by the President, it was moved by that gentleman, and seconded by Colonel Geo. T. Denison, "That the Report presented and read to this meeting be adopted."—Carried.

It was then moved by Robert Spratt, Esq., and seconded by John Duggan, Esq., "That Messrs. Wm. Gamble and James Browne be appointed Auditors for this year."—Carried.

It was afterwards moved by Alderman Harman, and seconded by T. D. Harris, Esq., "That Messrs. E. M. Carruthers and John Duggan be appointed Scrutineers for the election of Directors about to take place, the poll to close at 2 o'clock, p.m."—Carried.

The Scrutineers having announced that all the former Directors had been re-elected for the present year, a meeting of Directors was afterwards held, at which the Hon. J. B. Robinson was chosen President, and Henry Wheeler, Esq., Vice-President and Chairman of London Board, and the meeting then adjourned.

REPORT OF THE CANADIAN DIRECTORS.

TORONTO, Feb. 12, 1868.

To the Proprietors of the Northern Railway of Canada.

The Canadian Directors have the honor to present their Report for the year ending 31st December, 1867, together with the Auditors' Reports, Revenue Accounts, and detailed Departmental Returns and Statements for that period:—

1. The gross Traffic Receipts of the year have amounted to $561,370.25 (£115,350 0*s.* 11*d.* sterling), as in comparison with $512,874.66 (£105,385 4*s.* 0*d.*) in 1866, showing an increase in earnings of $48,495.59 (£9,964 16*s.* 11*d.* sterling), or equivalent to 9½ per cent.

This increase has been yielded very evenly from all sources of revenue, whether Passengers, Freight, Storage, Wharfage, or other services.

There has been a gain of $12,990 from Passengers, the average fare per passenger having risen from $0 90 in 1866 to $1 06 in 1867.

The Freight earnings have advanced in 1867 to $376,823.87, being an increase of $36,710.24 on the same class of earnings in 1866.

The total tonnage moved in 1867 has amounted to 200,668 tons being 25,852 tons in excess of the movement of the year previous.

In square timber the export of 1867 has been 2,713,266 cubic feet, or an increase of 565,939 feet on the export of 1866.

In sawn lumber the transport in 1867 has been 44,790,000 feet B. M., being 1,833,750 feet over that of the previous year.

The movement of grain in 1867 has amounted to 2,060,745 bushels, or an increase of 601,411 bushels over 1866.

In flour alone there has been a decline, the number of barrels carried in 1867 having been 86,927, or 2420 less than in 1866.

Although this reduction is probably due to the condition of the markets and other analagous causes, the Directors are disposed to recognise some inequalities in the existing tariff, which may have exercised a depressive influence. That tariff is accordingly now under revision, with a view to such relief of the milling interest as the circumstances may seem to warrant.

2. The ordinary Working Expenses of the year have amounted to $332,861.20, (£68,396 2s. 9d. stg.,) as against $309,083.87, (£63,510 7s. 8d. stg.), in 1866, giving a rate on the gross Traffic Receipts of 59·29 per cent. in 1867, as in comparison with 60·26 per cent. in 1866, or a decrease of ·97, or nearly 1 per cent. in favor of the year now reported on.

The embarrassment of a Traffic too active for the equipment of the Line is adverse to economy, for the Rolling Stock is overworked, and the Repair Account proportionately augmented. Having regard to the fact that the Line is chiefly dependent on Freight for its earnings, and Freight too of a low class, the percentage of Working Expenses (59·29) is not high, but it might be sensibly diminished if the Rolling Stock and other equipment of the road were extended from time to time in due proportion to the increase of the business and of the work to be done.

3. The Directors have exerted every effort so to extend the equipment and facilities of the Line as to meet the demands of the Traffic offering, and they are glad to know that no branch of Trade has yet suffered from positive inadequacy of carrying power, although unavoidable delays have sometimes occurred. Thus, by reference to Account No. 1 and to Appendices K., L., M., and O., it will be seen that very important additions have been made to the Rolling Stock, and to those works in wharves, freight-houses and the like, essential to the working of the Traffic. The additions to the Rolling Stock comprize 3 Post-office, Smoking and Baggage cars, 33 Box-grain cars, and 36 Platform cars, being a total addition of 72 cars to the Stock, representing an outlay of $32,385.62, of which the sum of $18,915.60 has been charged against 1867, and $13,470.20 carried forward on suspense account to 1868—see Appendix O.

The works, in buildings, wharves, extension of sidings, additional telegraph line, &c., &c., will be found stated in detail; and represent, with the balances from the previous year, an expenditure of $89,058.95, of which $67,270.95 has been charged against 1867, and $21,788.00 has been carried forward on suspense account to 1868—see Appendix M.

Inadequate as these additions have been properly to meet the pressure of the Traffic, the Canadian Directors have only been enabled to provide them by suspending any attempt to make further payments on account of arrears of Interest Dividends, and by negociating a temporary loan of £5,000 sterling, in London; measures which were only possible with the generous concurrence and assistance of the London Board.

The total expenditures of the year for all services, on Revenue account, has been $422,442.75 (£86,803 6s. 0d. stg.,) the balance carried to Net Revenue account having been $138,927.50, (£28,546 14s. 11d. stg.)

4. The current Interest Dividends on First and Second Preference Bonds have been duly provided for, and a balance brought down on 31st December, 1867, of $28,255 69 (£5,805 19*s.* 3*d.*) to the credit of arrears of Interest Dividend Account. [See Account No. 2.]

5. In previous Reports the Canadian Directors have taken occasion to impress upon the proprietors the necessity of making more extensive and efficient provision for the grain trade of the district by the erection of new elevators at Toronto and Collingwood. Every year confirms and strengthens that necessity, and the Directors are glad to be able to report that measures are now under consideration which give promise of an early execution of the work. The extension of the Locomotive stock, too, cannot, with due regard to the increasing traffic, be longer postponed, and it is accordingly proposed to add three engines to the equipment during the year, two by purchase, and one by construction in the Company's shops.

These and other necessary additions, however, are beyond the power of the revenue account, and it is essential to their provision that such a readjustment of the Capital account be sought as may

enable the Company to meet the increasing demands of the trade of the district, which, in the absence of extended facilities, is threatened with serious embarrassment. Application will accordingly be made, during the ensuing Session of the Legislature of Canada, for such powers as may be necessary to the objects stated.

6. The Directors continue to exercise vigilant supervision, and a cautious liberality in regard to the maintenance of the works and stock of the line on such a standard of excellence as shall best contribute to economic working; and they are entirely warranted in stating that the whole property is in good condition and gradually improving.

7. The Directors have pleasure in bearing renewed testimony to the fidelity of their officers, and to the general efficiency of all departments of the Company's service.

All respectfully submitted.

FRED. CUMBERLAND,
Managing Director.

JOHN BEVERLEY ROBINSON,
President.

NORTHERN RAILWAY OF CANADA—ANNUAL REPORT, 1867.

Auditors' Report.

Office of Secretary and Accountant,
Toronto, 7th February, 1868.

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

Sir,—We have the honor to report that the Books and Accounts of your Company, for the year ending the 31st December, 1867, have been duly Audited by us and found correct.

Herewith we beg to submit the usual Statements of Receipts and Expenditure on Revenue account for the same period. These Statements have also been carefully examined and tested by us, and have been found correct in their details.

It is with pleasure that we have to bear testimony to the continued efficiency of the Accountant's Department.

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

(Signed) WILLIAM GAMBLE, JAS. BROWNE, } Auditors, N.R.C.

NORTHERN RAILWAY OF CANADA—ANNUAL REPORT, 1867.

Audit of Freight and Shipping Departments.

Toronto, 4th February, 1868.

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

Sir,—I beg to report that the Monthly Inspection and Audit of the three Terminal Offices under my supervision, viz., the Freight Office and Shipping Department at Toronto, and the Collingwood

Terminal Station, has been carried on by me throughout the twelve months ending 31st December; and that the Books, Accounts, and other transactions of those establishments have been thoroughly and periodically Audited by me and found correct, and are in an efficient and satisfactory state.

I am, Sir,
Your obedient servant,
(Signed) WILLIAM GAMBLE,
Auditor, N.R.C.

AUDIT OF WAY STATIONS.

Toronto, 3rd February, 1868.

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, 1867, and now certify that the same were correct on that date.

I am, Sir,
Your obedient servant,
(Signed) ADAM ROLPH.
Audit Clerk.

1867.)

ng 31st December, 1867.

RE.	1st Half 1867.	2nd Half 1867.	Total. 1867. Currency.	Total. 1867. Sterling.
	$ c.	$ c.	$ c.	£ s. d.
as per Appendix A.....	43,425 18	38,176 37	81,601 55	16,767 8 10
ings " B.....	3,512 12	14,452 67	17,964 79	3,691 7 11
Stationary En- nd Fixed Ma- as per Appendix C.....	38,259 40	37,257 65	75,517 05	15,517 4 0
..... " D.....	18,929 40	18,377 96	37,307 36	7,665 17 11
..... " E.....	6,903 78	8,156 50	15,060 28	3,094 11 7
..... " F.....	10,040 32	11,659 68	21,700 00	4,458 18 1
..... " G.....	19,357 07	23,410 30	42,767 37	8,787 16 4
..... " H.....	8,932 31	10,550 84	19,483 15	4,003 7 9
..... " I.....	10,259 40	11,200 25	21,459 65	4,409 10 4
.....	159,618 98	173,242 22	332,861 20	68,396 2 9
nary Working as per Appendix K.....	38,017 04	51,564 51	89,581 55	18,407 3 3
e on all Services.....	197,636 02	224,806 73	422,442 75	86,803 6 0
venue Account, No. 2...	73,770 53	65,156 97	138,927 50	28,546 14 11
	271,406 55	289,963 70	561,370 25	115,350 0 11

VERIFIED,

WILLIAM GAMBLE, }
JAS. BROWNE, } *Auditors, N. R. C.*

NORTHERN RAILWAY OF CANADA.—(AN

(ACCOUNT No. 1.)

Statement of Receipts and Expenditure on Revenue Account fo

Year 1866.	RECEIPTS.	1st Half 1867.	2nd Half 1867.	Total. 1867. Currency.	Total. 1867. Sterling.
$ c.		$ c.	$ c.	$ c.	£ s. d.
	To Local Traffic:				
123,955 62	Passengers	59,747 10	77,198 82	136,945 92	28,139 11 5
340,113 63	Freight	191,413 24	185,410 63	376,823 87	77,429 11 3
9,654 38	Mail Service	4,784 19	4,911 90	9,696 09	1,992 6 11
3,923 82	Wharfage	1,485 20	3,448 61	4,933 81	1,013 15 11
8,814 62	Storage	4,726 57	4,406 44	9,133 01	1,876 12 11
1,123 64	Boomage	974 91	383 14	1,358 05	279 1 0
925 00	Other Sources	478 75	450 00	928 75	190 16 9
	To Through Traffic:				
24,363 95	Freight	7,796 59	13,754 16	21,550 75	4,428 4 9
$512,874 66	Total Traffic Receipts of the the year...	271,406 55	289,963 70	561,370 25	115,350 0 11

Year 1866.	
$ c.	
91,018 05	By Maintai
13,596 81	" "
	" Repairs gine
65,451 92	chin
32,573 44	" Train S
13,157 47	" Way Sta
21,491 66	" Termina
35,887 52	" General
20,351 18	" Miscella
15,555 82	" General
309,083 87	Tota
27,928 55	Items n Expe
337,012 42	Total
175,862 24	Bala
512,874 66	

(ACCOUNT No. 1.)

Revenue Account for the Year ending 31st December, 1867.

Year 1866.	EXPENDITURE.	1st Half 1867.	2nd Half 1867.	Total. 1867. Currency.	Total. 1867. Sterling.
$ c.		$ c.	$ c.	$ c.	£ s. d.
91,018 05	By Maintaining Roadway,.....as per Appendix A.....	43,425 18	38,176 37	81,601 55	16,767 8 10
13,596 81	" " Works and Buildings " B.....	3,512 12	14,452 67	17,964 79	3,691 7 11
65,451 92	" Repairs of Locomotive and Stationary Engines, Rolling Stock, and Fixed Machinery .....as per Appendix C.....	38,259 40	37,257 65	75,517 05	15,517 4 0
32,573 44	" Train Service ..... " D.....	18,929 40	18,377 96	37,307 36	7,665 17 11
13,157 47	" Way Station Service..... " E.....	6,903 78	8,156 50	15,060 28	3,094 11 7
21,491 66	" Terminal Station Service..... " F.....	10,040 32	11,659 68	21,700 00	4,458 18 1
35,887 52	" General Supplies ..... " G.....	19,357 07	23,410 30	42,767 37	8,787 16 4
20,351 18	" Miscellaneous Expenses..... " H.....	8,932 31	10,550 84	19,483 15	4,003 7 9
15,555 82	" General Charges..... " I.....	10,259 40	11,200 25	21,459 65	4,409 10 4
309,083 87	Total Working Expenses	159,618 98	173,242 22	332,861 20	68,396 2 9
27,928 55	Items not belonging to Ordinary Working Expenses of the year,.....as per Appendix K.....	38,017 04	51,564 51	89,581 55	18,407 3 3
337,012 42	Total Revenue Expenditure on all Services.....	197,636 02	224,806 73	422,442 75	86,803 6 0
175,862 24	Balance carried to Net Revenue Account, No. 2...	73,770 53	65,156 97	138,927 50	28,546 14 11
512,874 66		271,406 55	289,963 70	561,370 25	115,350 0 11

VERIFIED,

WILLIAM GAMBLE,
JAS. BROWNE, } *Auditors, N. R. C.*

NORTHERN RAILWAY OF CANADA.

NORTHERN RAILWAY OF CANADA.

ANNUAL REPORT, 1867.

ACCOUNT No. 2.

Net Revenue Account for Year ending 31st December, 1867.

	CURRENCY. $ c.	STERLING. £ s. d.		CURRENCY. $ c.	STERLING. £ s. d.
To interest dividends as follows:			By balance	42,097 25	8,650 2 4
On 1st Pref. 6 per cent Bonds.			By Net Revenue, 30th June, 1867, (Account No. 1.).....	73,770 53	15,158 6 6
15th Dividend—30th June, 1867.	36,500 00	7,500 0 0	By Net Revenue, 31st December, 1867, (Account No. 1.).....	65,156 97	13,388 8 6
16th " 31st Dec. "	36,500 00	7,500 0 0	By Interest on 109 Bonds held in London.....	3,129 74	643 1 11
On 2nd Pref. 6 per cent. Bonds.					
15th Dividend—30th June, 1867.	41,449 40	8,517 0 0			
16th " 31st Dec. "	41,449 40	8,517 0 0			
Balance to credit of arrears of Interest Dividend account.....	28,255 69	5,805 19 3			
	$184,154 49	£37,839 19 3		$184,154 49	£37,839 19 3
			By balance brought down..... ...	$28,255 69	£5,805 19 3

VERIFIED,

WILLIAM GAMBLE, }
JAS. BROWNE, } *Auditors, N. R. C.*

NORTHERN RAILWAY OF CANADA.

ANNUAL REPORT, 1867.

ACCOUNT NO. 3.

Balance Sheet, 31st December, 1867.

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.....	2,195 78	Government Lien....	2,311,666 67
Bank of Toronto.....	8,011 93	Interest Arrears Debentures.....	534,708 34
London & Westminster Bank.....	36,940 61	Debentures not entitled to priority....	48,189 21
Board of Directors, London.....	47,406 20	Revenue Account....	26,690 82
Station Masters, Local	4,406 64	Interest on 1st Pref. Bonds.....	38,187 89
Do. Thro.	55 90	Interest on 2nd Pref. Bonds.....	34,733 46
Head Office Accounts Local.....	2,161 22	Bills Payable.....	31,500 45
Bills Receivable.....	500 34	All other accounts...	78,250 85
Stores on hand.....	54,743 39		
Fuel do.	6,833 07		
All other accounts....	81,197 25		
	$5,702,241 03		$5,702,241 03

APPENDIX A.

Maintaining Roadway.

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half 1867.	Total 1867.
$ c.		$ c.	$ c.	$ c.
28,594 69	Track Labor, including Road Masters' salaries.....	14,053 19	16,438 89	30,492 08
42,384 52	Track Iron, Chairs, Fish Plates, Bolts, Spikes, and other Track supplies.....	18,847 64	14,117 75	32,965 39
5,619 58	Ties	8,781 94	1,522 54	10,304 48
3,000 69	Ballast.....	1,478 83	1,100 08	2,578 91
5,569 38	Fences, Gates and Crossings	263 58	4,997 11	5,260 69
5,849 19	Extension of Track and Sidings (See appendix K.).....			
91,018 05		43,425 18	38,176 37	81,601 55
17·74	Percentage on gross Receipts.....			14·54

APPENDIX B.

Maintaining Works and Buildings.

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half 1867.	Total. 1867.
$ c.		$ c.	$ c.	$ c.
1,136 31	Repairs of Bridges and Culverts	302 97	1,120 05	1,423 02
9,882 83	Repairs of Buildings.....	2,445 87	10,705 23	13,151 10
880 17	" Wharves.....	212 42	1,263 12	1,475 54
88 24	" Turntables and Track-scales.....	33 27	34 43	67 70
919 12	Repairs of Tankhouses, Pipes and appurtenances.....	317 40	927 73	1,245 13
690 14	Repairs of Cribs and Booms..	200 19	402 11	602 30
13,596 81		3,512 12	14,452 67	17,964 79
2·65	Percentage on Gross Receipts.....			3·20

APPENDIX C.

Repairs of Locomotive Engines, Rolling Stock, and Fixed Machinery.

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half 1867.	Total. 1867.
$ c.		$ c.	$ c.	$ c.
30,572 17	Repairs of Locomotive Engines and Tenders.....	18,098 71	15,615 50	33,714 21
1,836 12	Repairs of Stationary Engines	848 66	1,105 87	1,954 53
3,083 25	" Tools, Fixed and Shop Machinery.....	1,933 90	3,430 46	5,364 36
594 57	Repairs of Elevator Machinery	56 62	1,253 85	1,310 47
	" Water Service do.			
10,798 67	" Passenger and Baggage Cars	4,859 36	4,125 72	8,985 08
18,567 14	Repairs of Freight and all other Cars.....	12,462 15	11,726 25	24,188 40
65,451 92		38,259 40	37,257 65	75,517 05

12·77 Percentage on Gross Receipts.....13·45

APPENDIX D.

Train Service.

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half 1867.	Total 1867.
$ c.		$ c.	$ c.	$ c.
17,628 33	Engine Drivers, Firemen and Cleaners.....	9,489 07	10,207 67	19,696 74
6,935 60	Conductors, Baggage and Brakemen	3,897 06	3,139 11	7,036 17
7,008 17	Train Labor	4,875 73	4,468 04	9,343 77
1,001 34	" Supplies	667 54	563 14	1,230 68
32,573 44		18,929 40	18,377 96	37,307 36

6·35 Percentage on Gross Receipts..... ... 6·65

APPENDIX E.

Way Station Service.

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half. 1867.	Total 1867.
$ c.		$ c.	$ c.	$ c.
6,711 11	Station Masters	3,441 57	4,008 00	7,449 57
4,442 62	" Labor	2,252 50	2,328 54	4,581 04
1,421 20	" Supplies	899 71	1,464 49	2,364 20
582 54	" Telegraph Service....	310 00	355 47	665 47
13,157 47		6,903 78	8,156 50	15,060 28
2·56	Percentage on Gross Receipts.....			2·68

APPENDIX F.

Terminal Station Service (Toronto and Collingwood).

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half 1867.	Total 1867.
$ c.		$ c.	$ c.	$ c.
6,009 84	Traffic and Yard Service, Toronto	3,114 30	2,859 51	5,973 81
4,307 64	Local Freight Department, Toronto	2,178 37	2,969 01	5,147 38
5,156 05	Shipping and Wharfage Department, Toronto	2,169 18	2,892 72	5,061 90
6,018 13	Freight and Shipping Department, Collingwood.....	2,578 47	2,938 44	5,516 91
21,491 66		10,040 32	11,659 68	21,700 00
4·19	Percentage on Gross Receipts.....			3·86

APPENDIX G.

General Supplies.

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half 1867.	Total 1867.
$ c.		$ c.	$ c.	$ c.
3,554 50	Oil and Waste	2,064 45	1,867 72	3,932 17
25,679 82	Fuel consumed	14,580 50	18,224 00	32,804 50
4,158 29	Stationery, Printing and Advertising	1,893 46	2,472 85	4,366 31
612 29	Supplies, Head Office	151 07	147 05	298 12
1,882 62	Storekeeper's Department	667 59	698 68	1,366 27
$35,887 52		19,357 07	23,410 30	42,767 37
7·00	Percentage on Gross Receipts			7·62

APPENDIX H.

Miscellanous Expenses.

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half 1867.	Total 1867.
$ c.		$ c.	$ c.	$ c.
5,121 59	Taxes on Real Estate	2,550 00	3,141 73	5,691 73
4,341 95	Insurances	2,100 00	2,218 37	4,318 37
2,574 94	Legal Expenses	907 00	1,197 40	2,104 40
540 34	Interest and Discounts	1,609 95	850 18	2,460 80
1,757 87	Real Estate	326 64	250 42	577 06
2,149 27	Damages	406 47	1,327 63	1,734 10
501 47	Postages and Telegraphs	199 12	139 35	338 47
3,363 75	Contingencies	833 13	1,425 09	2,258 22
$20,351 18		8,932 31	10,550 84	19,483 15
3·97	Percentage on Gross Receipts			3·47

APPENDIX I.

General Charges.

Year 1866.	DETAIL OF SERVICE.	1st half 1867.	2nd half 1867.	Total 1867.
$ c.		$ c.	$ c.	$ c.
6,110 02	Toronto Direction and Management	4,150 01	4,150 01	8,300 02
1,703 36	London Direction & Agency	851 68	851 68	1,703 36
5,152 58	Secretary and Accountant, Audit, Pay, and Traffic Clerks, Messenger, &c	2,560 00	2,806 66	5,366 66
900 —	Auditors,	551 67	510 00	1,061 67
1,229 90	Travelling Expenses	1,411 82	2,481 91	3,893 73
459 96	Exchange on London	734 22	399 99	1,134 21
$15,555 82		10,259 40	11,200 25	21,459 65

3·03 Percentage on Gross Receipts..... 3·82

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)

APPENDIX K.

Expenditure on New and additional Equipment, and other services not embraced in ordinary working expenses.

Year 1866.	NATURE OF WORKS.	Year 1867. Currency.	Year 1867. Sterling.
$ c.		$ c.	£ s. d.
.....	New Works and Buildings, as per Appendix M	67,270 95	13822 15 11
.....	New Machinery and Rolling Stock, as per Appendix O	18,915 60	3886 15 4
.....	Government Railway Inspection	475 00	97 12 0
.....	Agencies and Commission	2,920 00	600 0 0
$27,928 55	Total Expenditure	$89,581 55	18407 3 4

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)

ENGINEER'S DEPARTMENT.

APPENDIX L.

Abstract of New Works and Buildings for the year ending 31st December, 1867.

(For Details, See Appendix M.)

1. New Buildings:		
Brought forward from 1866	$6,585 41	
Executed in 1867	27,162 47	
		$33,747 88
2. Tankhouses and Water Supply:		
Brought forward from 1866	$3,201 20	
Executed in 1867	5,068 35	
		8,269 55
3. New Wharves:		
Brought forward from 1866	$857 53	
Executed in 1867	21,488 23	
		22,345 76
4. New Bridges and Culverts:		
Brought forward from 1866	$483 82	
Executed in 1867	644 83	
		1,128 65
5. Turnables and Track Scales		621 89
6. New Fencing:		
Brought forward from 1866	$2,652 69	
Executed in 1867	4,970 77	
		7,623 46
7. Extension of Track and Sidings		7,525 10
8. Clearing Station Yards and right of way		4,976 66
9. New Telegraph Line, Toronto to Collingwood		2,820 00
Total expenditure on New Works and Buildings, 1867.		$89,058 95
Less carried to Suspense Account		21,788 00
Total charges, year ending 31st Dec., 1867		$67,270 95

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)

ENGINEER'S DEPARTMENT.

APPENDIX M.

Detail of New Works and Buildings, executed in year ending 31st December, 1867.

1. New Buildings:

Passenger Station, Toronto	$8,284 54	
Grain Elevator, "	75 00	
Yard Foreman's House, "	590 63	
Coal Shed, "	225 22	
Sand House, "	7 00	
Store Shed, (addition) "	110 68	
Section House, 9½ mile	106 79	
Do Thornhill	17 50	
Station Agent's House, Richmond Hill	541 91	
Do do Aurora	573 08	
Section House "	26 82	
" 35½ mile	198 46	
" 40½ mile	212 49	
Freight House, Bradford	165 93	
Section House, 43 mile	430 48	
Boarding House, (Gravel Pit,) Scanlons	338 90	
Section House, 45th mile	211 18	
Freight House (addition), Gilford	641 63	
Freight House, Lefroy	3,143 31	
Station Agent's House, Bell Ewart	842 17	
Passenger Station (addition), Bell Ewart	1,495 06	
Weigh Scale House "	359 98	
Passenger and Refreshment Station, Allandale	6,191 07	
Section House, Essa	339 99	
Freight House, New Lowell	1,222 39	
Section House, "	341 26	
Station Agent's House, Sunnidale	324 14	
Freight Office, Collingwood	19 60	
Roof over Turntable, "	37 83	
Tool Houses, "	87 43	
		$27,162 47

2. New Tankhouses, and Water Supply:

Water Pipes, Thornhill	$3,273 82	
Tank House, Scanlons	1,031 03	
" Allandale	422 46	
" Sunnidale	341 04	
		5,068 35

3. New Wharves:		
Lumber Wharf, Toronto	15,331 62	
" Bell Ewart	5,536 70	
Steamboat Wharf, Barrie	619 91	21,488 23
4. New Bridges and Culverts:		
7 Timber Culverts, 1 on No. 11, 3 on No. 18, and 3 on No. 19 Sections; 2 Stone Culverts, 1 on No. 5 and 1 on No. 6 Sec.		644 83
5. New Turntables and Track Scales:		
Track Scale Foundation, Bell Ewart	621 89	621 89
6. New Fencing:		
Fence on Brock St. Ramp, Toronto	$132 97	
11¼ Miles of Single Fence	4,060 59	
Picket Fence, Bell Ewart	653 71	
" New Lowell	123 50	4,970 77

7. Extension of Track and Sidings, Viz:

Main Line from Union Track to City Hall Station. 10.		
New Sidings to New Lumber Wharf, Toronto.		
Extension of Siding,	Davenport.	
" "	York.	
Mill "	Holland Landing.	
Extension of Mill Siding,	Bradford.	
" Store House Siding,	"	
New and extension of old "	Lefroy.	
New Sidings to Lumber Dock,	Bell Ewart.	
Extension of Siding,	Harrisons.	
New Mill "	Collingwood.	
Total extension of Track and Sidings, 1.77 miles		7,525 10

8. Clearing Station Yards and right of way	4,976 66
9. New Telegraph Line, Toronto to Collingwood	2,820 00
Total Works executed 1867	$75,278 30
Brougbt forward from 1866	$13,780 65
	$89,058 95
Less carried to suspense accodnt 1868	21,788 00
Total charges year ending 31st Dec. 1867	$67,270 95

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)

ENGINEER'S DEPARTMENT.

APPENDIX N.

Characteristics of Railway, Year 1867.

LENGTH OF TRACK LAID IN T IRON:

Main Line,	From West side of Brock St., Toronto, to South side of Huron St., Collingwood, including 10 to City Hall Station.	94.26 miles.	
Bell Ewart Branch		1.34 "	
Barrie "		1.23 "	
Station Yard Sidings		15.07 "	
Mill and Storehouse Sidings		2.60 "	Miles.
			114.50
Previously returned			112.73
Increase			1.77
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		5
" Telegraph Stations		19
" Engine Houses		4
" Stalls for Engines		17
" Machine Shop, Toronto,		1
" Blacksmith's Shops		2
" Turntables		4
" Track and Storekeepers' Scales		3
" Station Houses with Dwellings attached		3
" Hotels, Toronto and Collingwood		2
" HOUSES FOR EMPLOYEES:		
" " Station Agents	9	
" " Switchmen	6	
" " Trackmen, &c	25	
		40
" 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
" Freight Houses partially fitted up as Grain Stores		14

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)

MECHANICAL DEPARTMENT.

APPENDIX O.

Detail of Expenditure on New Rolling Stock, year ending 31st December, 1867.

1. New Tools, Fixed and Shop Machinery:		
1 Bolt cutter head, with dies		
1 Hydraulic Machine for testing Boilers		
1 Drilling Machine		
3 Dog chucks, viz:—1 12", 1 20", 1 24"		
3 Gear Wheels for Lathes		
2 Screw Plates		$915 48
2. New Passenger and Baggage Cars:		
1 New Mail and Smoking Car		$1,985 73
3. New Freight and all other Cars:		
36 New Platform Cars	$17,640 00	
21 New Box Grain Cars	11,844 41	29,844 41
Total Expenditure on New Rolling Stock, &c., year 1867		32,385 62
Deduct amount carried forward to Suspense Account		13,470 02
Total charges for year ending 31st Dec., 1867		$18,915 60

7.)

31st December, 1867.

No. of Engine.	Builder's Name.	Weight of	INE, AND REPAIRS DONE DURING 1867.
		Tons	
1	Portland Co.	24·7	
2	Jas. Good.	29·7	our new driving wheels and tyres, also two new driv- aired. Was tested by Hydraulic pressure at 180 lbs.
3	Brant.	29·5	uare inch. Is now in good working order. 180 lbs. per square inch; working pressure being 100
4	"	28·7	on. t 180 lbs. per square inch; working pressure being
5	"	28·7	er. d boiler repaired, and tested at 180 lbs. per square
6	Jas. Good.	32·2	. Is in good working order.
7	Brant.	28·5	mined. at 180 lbs. per square inch; working pressure being
8	"	28·7	dition. d a good repair, and boiler tested at $180 lbs. per
9	Jas. Good.	33·25	ood working order. g pressure being 100 lbs. Is in ordinary working
10	"	33·25	Tested at 180 lbs. per square inch; working pressure
11	"	29·75	
12	"	31·25	e inch; working pressure being 100 lbs. Is in good
13	"	29·5	
14	Brant.	30·75	ted at 180 lbs. per square inch; working pressure
15	"	29·5	t three weeks. Boiler tested at 180 lbs. per square
16	Jas. Good.	30·75	.
17	"	29·75	re being 100 lbs. per square inch. Is in ordinary
18	Manchester.	28·75	machinery and boiler, also her tender. Boiler was eing 100 lbs. Is in good working condition.

NORTHERN RAILWAY OF CANADA.

MECHANICAL DEPARTME

APPENDIX P.

Statement showing Number, Description, Condition, &c.,

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 pre
		Tons.	In.					
1	Portland Co.	24·75	14 x 20	5·0	4	4	Inside.	Requires to come into Shop for a gene
2	Jas. Good.	29·75	16 x 22	5·0	4	4	Outside.	Has had a complete overhauling in her ing axles ; belly part of boiler, tu per square inch ; working pressur
3	Brant.	29·5	17 x 20	6·0	4	4	Inside.	Had a new driving wheel, boiler overh lbs. per square inch. Is now in g
4	"	28·75	17 x 20	5·0	4	4	"	Has been supplied with a new crank a 100 lbs. per square inch. Is now
5	"	28·75	17 x 20	5·0	4	4	"	Has been supplied with a set of new st inch ; working pressure being 100
6	Jas. Good.	32·25	16 x 22	5.0	4	4	Outside.	Requires coming into shop for slight r
7	Brant.	28·5	17 x 20	5·0	4	4	Inside.	Has been in shop, had a slight repair, 100 lbs. per square inch. Is now
8	"	28·75	17 x 20	5·6	4	4	"	Has been altered from a freight to a pa square inch ; working pressure be
9	Jas. Good.	33·25	18 x 20	5·0	4	4	"	Boiler was tested at 180 lbs. per s condition.
10	"	33·25	18 x 20	4·6	6	4	"	Had a good repair, six new driving tyr being 100 lbs. per square inch.
11	"	29·75	16 x 20	5·0	4	4	Outside.	Is in fair order ; used for yard engine.
12	"	31·25	17 x 20	5·0	4	4	Inside.	Has had a good repair ; boiler tested a order.
13	"	29·5	18 x 20	5·0	4	4	"	In shop for heavy repairs on boiler.
14	Brant.	30·75	17 x 20	5·6	4	4	"	Requires to come into shop for heavy being 100 lbs.
15	"	29·5	17 x 20	5·0	4	4	"	In shop going through heavy repairs, inch ; working pressure being 100
16	Jas. Good.	30·75	17 x 20	5·6	4	4	"	In shop for slight repairs to boiler and
17	"	29·75	18 x 20	5·6	4	4	"	Boiler tested at 180 lbs. per square inc working condition.
18	Manchester.	28·75	16 x 22	5·0	4	4	"	Has been in shop and had a thorough tested at 180 lbs. per square inch ;

CHANICAL DEPARTMENT.

APPENDIX P.

ption, Condition, &c., of Engines on 31st December, 1867.

REMARKS, SHOWING PRESENT STATE OF ENGINE, AND REPAIRS DONE DURING 1867.

to come into Shop for a general repair.
a complete overhauling in her Machinery ; with four new driving wheels and tyres, also two new driv-
axles ; belly part of boiler, tubes and fire-box repaired. Was tested by Hydraulic pressure at 180 lbs.
square inch ; working pressure being 100 lbs per square inch. Is now in good working order.
ew driving wheel, boiler overhauled and tested at 180 lbs. per square inch ; working pressure being 100
per square inch. Is now in good working condition.
supplied with a new crank axle. Boiler tested at 180 lbs. per square inch ; working pressure being
lbs. per square inch. Is now in good working order.
supplied with a set of new steel tyres. Flues and boiler repaired, and tested at 180 lbs. per square
; working pressure being 100 lbs. per square inch. Is in good working order.
coming into shop for slight repairs and boiler examined.
in shop, had a slight repair, and boiler tested at 180 lbs. per square inch ; working pressure being
lbs. per square inch. Is now in good working condition.
altered from a freight to a passenger engine ; had a good repair, and boiler tested at $180 lbs. per
re inch ; working pressure being 100 lbs. Is in good working order.
as tested at 180 lbs. per square inch ; working pressure being 100 lbs. Is in ordinary working
ition.
od repair, six new driving tyres and crank axle. Tested at 180 lbs. per square inch ; working pressure
; 100 lbs. per square inch.
order ; used for yard engine.
a good repair ; boiler tested at 180 lbs. per square inch ; working pressure being 100 lbs. Is in good
.
or heavy repairs on boiler.
to come into shop for heavy repairs. Boiler tested at 180 lbs. per square inch ; working pressure
; 100 lbs.
oing through heavy repairs, will be out in about three weeks. Boiler tested at 180 lbs. per square
; working pressure being 100 lbs. per square inch.
or slight repairs to boiler and machinery.
ted at 180 lbs. per square inch ; working pressure being 100 lbs. per square inch. Is in ordinary
ing condition.
in shop and had a thorough overhauling in her machinery and boiler, also her tender. Boiler was
l at 180 lbs. per square inch ; working pressure being 100 lbs. Is in good working condition.

MECHANICAL DEPARTMENT.

APPENDIX Q.

Statement showing the Number and Condition of Rolling Stock, &c., on the 31st December, 1867.

Description of Rolling Stock.	Average Weight.	In Good Order.	Requiring Slight Repairs.	Requiring Heavy Repairs.	Total 1867	Total 1866	Remarks.
First Class Passenger Cars, 8 wheels	28,750	16	...	3	19	19	Six of these have been newly painted, and 6 revarnished. Nos. 2, 10 and 14, require to be rebuilt.
Second Class Cars	23,000	1	...	..	1	1	This car is now used as a boarding car for fuel and Ballasting services.
Mail and Smoking Cars	25,000	3	...	...	3	...	Two of these cars have been rebuilt from the old Post Office and Baggage cars, and one is entirely new.
Baggage and Express Cars	23,500	3	...	...	3	3	Two of these cars have been converted from the old Post Office and Baggage cars.
Freight Conductors Cars	25,000	6	...	...	6	7	The difference in No. of these cars must have been an error in Last Report.
Box Freight Cars	18,750	137	4	6	147	114	21 were built and added to the stock, and 12 were rebuilt to make up for lost numbers. 3 were partially rebuilt.
Long Platform Cars	14,950	265	...	...	265	229	36 have been built and added to the stock during the year; the rest are in fair condition, subject to general repair and gradual reconstruction.
Short Platform Cars	9,000	4	...	...	4	4	In fair order.
Stationary Engines, &c.							
Fire Engines	.....	3	...	...	3	3	In fair order.
Hose Cart and Reels	.....	2	...	...	2	2	" "
Wood Sawing Engines	.....	1	...	1	2	2	One of these engines has been supplied with a new boiler; engine thoroughly repaired; new frame and housed in.
Caloric Engines	.....	...	...	...	0	2	These engines have been burned out and abandoned.
Grain Elevator Engines	.....	2	1	...	3	3	Are in fair order, except the one at Collingwood, which requires some slight repairs.

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)
MECHANICAL DEPARTMENT.

APPENDIX R.

Statement of Miles run by each Engine during the year ending 31st December, 1867.

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'r. Miles Run.	Nov'r. Miles Run.	Dec'r. Miles Run.	Total Miles	Description of Trains Run.
1	2278	1788	1328	2112	3282	2666	2687	2190	2581	2824	2536	2132	28404	Shunting, &c.
2	.....	.....	.....	.....	.....	.....	.....	.....	1056	2947	2397	276	6676	Freight.
3	.....	.....	.....	.....	.....	.....	100	3876	3248	406	.....	1300	8930	Passenger.
4	2621	2526	2681	2890	2872	1987	.....	2652	2442	2883	2250	987	26791	Freight.
5	.....	.....	248	3140	3760	3555	4146	3389	2302	3314	542	1394	25790	"
6	3317	2775	2823	3760	3389	3295	4685	3430	2111	3126	3074	838	36623	"
7	2696	2562	2736	2612	2848	2769	2834	3085	1865	2370	864	2263	29504	"
8	1484	2682	4806	4778	4756	4800	5184	4956	3456	.....	.....	2806	39708	" and Shunting.
9	.....	679	3046	3714	3521	2460	3342	2862	1969	2728	188	628	25137	" and Ballast.
10	.....	.....	.....	.....	.....	638	2824	1452	1795	2912	2735	1517	13873	"
11	3047	3438	775	3124	2891	2928	3117	2615	2293	5120	2690	2200	34238	" Ballast & Shunting.
12	.....	.....	.....	.....	2147	3159	4432	3401	2722	3620	2468	599	22548	"
13	2586	2676	3046	3262	3915	3219	.....	.....	.....	.....	.....	.....	18704	"
14	2423	4179	4043	3499	3034	3870	5255	3862	2036	4808	3472	3006	43487	Passenger.
15	2857	2373	2591	1909	3531	3156	2768	2650	1759	.....	.....	.....	23594	Freight and Ballast.
16	.....	970	2347	1446	3574	3531	5197	3356	3488	5080	3164	.....	32153	Passenger.
17	1442	.....	1822	3392	666	2975	1300	3232	2091	3458	2930	2706	26014	" and Freight.
18	3153	3395	3263	3395	3391	2927	2244	348	.....	.....	.....	.....	22116	" and Shunting.
Totals....	27904	30043	35555	43033	47577	47935	50115	47356	37214	45596	29310	22652	464290	

Total Miles run in 1866 425,913
" " 1867 464,290

Increase in 1867 38,377

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)
MECHANICAL DEPARTMENT.

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)
MECHANICAL DEPARTMENT.

APPENDIX S.

Statement showing cost of Working and Repairing Engines (per mile in cents) for the year ending 31st Dec., 1867.

Month.	Engine Miles.	Wood.		Oil & 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.									
Jan'y.....	27,904	3.32	5.90	4.44	0.29	0.22	0.27	5.00	11.68	7.00	4.36	11.36	23.04	
Feb'y.....	30,043	3.15	5.52	4.45	0.37	0.22	0.24	4.35	10.70	4.66	3.30	7.96	18.66	Wood was charged during the year at $2 26168 per cord.
March....	35,555	3.00	5.32	4.11	0.33	0.22	0.21	4.25	10.33	4.18	3.10	7.28	17.61	
April.....	43,033	2.84	5.07	4.43	0.40	0.10	0.17	4.45	10.19	3.79	3.25	7.04	17.23	
May	47,577	2.80	5.00	4.59	0.61	0.23	0.15	3.27	09.26	3.60	3.17	6.77	16.03	
June.....	47,935	2.76	4.80	4.08	0.18	0.25	0.15	3.26	08.64	3.16	2.50	5.66	14.30	
July.....	50,115	2.62	4.60	4.61	0.25	0.21	0.14	3.40	08.60	3.54	2.02	5.56	14.16	
Aug't....	47,356	2.45	4.31	4.44	0.21	0.27	0.15	4.02	08.94	2.85	2.46	5.31	14.25	† 45.15 miles run per cord consumed.
Sept'r....	37,214	2.44	4.30	4.90	0.19	0.16	0.20	4.20	09.06	3.39	1.66	5.05	14.11	
Oct'r.....	45,596	2.62	4.60	4.48	0.21	0.23	0.16	3.50	08.70	3.85	1.25	5.10	13.80	* 23 miles run per lb. or pint of oil and tallow consumed.
Nov'r....	29,310	2.95	5.10	4.50	0.22	0.24	0.25	4.67	10.48	4.96	3.30	8.26	18.74	
Dec'r.....	22,652	3.23	5.76	4.75	0.22	0.28	0.33	5.61	12.20	6.66	2.45	9.11	21.31	
Totals....	464,290	34.18	60.28	53.78	3.48	2.63	2.42	49.98	118.78	51.64	32.82	84.46	203.24	
Average for 12 Months.	38,690 5/12	* 2.85	5.02	† 4.48	0.29	0.22	0.20	4.16	9.89	4.30	2.73	7.03	16.93	

Total Cost of Working and Repairing (per mile) in 1866..... 16.13 cents.
" " " " 1867..... 16.93 "

Increase " 1867..... 00.80 "

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)

MECHANICAL DEPARTMENT.

APPENDIX T.

Statement showing the Total Cost (per train mile) for "Running and Repairing" Cars, during the Year ending 31st December, 1867.

MONTH.	Train Miles.	Cost of Wages Repairing	Cost of Stores Running and Repairing.	Total Cost of Working and Repairing.
January	22,804	4.28	8.93	13.21
February	24,756	3.70	5.82	9.52
March	29,314	4.28	6.56	10.84
April	36,835	2.45	3.89	6.34
May	39,508	3.02	3.74	6.76
June	40,441	3.20	5.68	8.88
July	42,244	2.83	3.41	6.24
August	40,210	3.86	5.17	9.03
September	30,135	5.00	6.09	11.09
October	37,457	3.48	2.05	5.53
November	23,780	4.80	6.40	11.20
December	18,312	4.35	2.15	6.50
Total for 12 Months	385,796	45.25	59.89	105.14
Average for 12 Months	32,149¾	3.77	4.99	8.76

Cost (per train mile) Running and Repairing, 1866, 8.75 cents.
" " " " 1867, 8.76 "

Increase (per train mile) 1867, 00.01 "

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)
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, 1867.

Name of Stations in the order of their value.	Value of Passsenger Traffic Inwards and Outwards.	Value of Freight Traffic Inwards and Outwards.	Total Comparative Value.
1. Toronto	$119,436 58	$355,452 01	$474,888 59
2. Collingwood	31,975 44	93,947 06	125,922 50
3. Bell Ewart	5,158 40	50,007 32	55,165 72
4. Angus	5,949 78	46,817 53	52,767 31
5. Barrie	27,873 50	18,635 71	46,509 21
6. Allandale	5,557 06	40,193 31	45,750 37
7. Newmarket	16,046 26	24,361 28	40,407 54
8. Bradford	14,155 04	23,521 45	37,676 49
9. Stayner	10,420 20	22,713 86	33,134 06
10. Aurora	9,491 54	17,365 80	26,857 34
11. Lefroy	5,297 54	14,000 23	19,297 77
12. Thornhill	3,547 70	8,020 30	11,568 00
13. King	4,595 58	6,713 91	11,309 49
14. Holland Landing	3,449 60	7,640 33	11,089 93
15. Gilford	3,410 94	6,903 71	10,314 65
16. Sunnidale	1,999 70	7,314 80	9,314 50
17. Richmond Hill	4,151 18	4,937 01	9,088 19
18. New Lowell	1,375 80	5,102 12	6,477 92
Total	$273,891 84	$753,647 74	$1,027,539 58

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.

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	PRODUCTS OF THE F			
s, s. .	No. Cars Sawn Lumber.	No. Cars Square Timber.	No. Cars Rafting Timber.	No M
7	2	.....	.....	
.	41	8	.....	
.	273½	25	.....	
.	438	14	.....	
.	518	257	11	
0	320½	54	.....	
.	321	10	1	
.	110½	301	4	
.	90½	7	3	
.	226	24	6	
.	2259	754	3½	
.	27	.....	14	
.	648	1,023½	102½	
.	1,222	690	228	
.	272	.....	.....	
.	224	68	3	
.	199	133	.....	
.	273	2,257½	49½	
7	7,465	5,626	425½	

utwards."

	PRODUCTS OF TH		
Potatoes, Bushels.	Sawn Lumber, Feet B.M.	Square Timber, Cubic Feet.	Spar Yar and Mast
.....	366,000	.....	....
.....	696,000	86,557	....
.....	930,000	348,665	2
367	2,667,000	552,805	4
.....	5,196,000	488,777	3
.....	6,442,000	470,760	3
.....	6,413,000	471,877	3
.....	7,264,000	293,825	4
.....	5,804,000	.....	....
.....	5,604,000	.....	....
110	2,478,000	.....	....
.....	930,000	.....	....
477	44,790,000	2,713,266	1

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.	Rye, Bushels. 56lbs.	Oats, Bushels. 34 lbs.	Peas, Beans, and other Grain. 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.	Total Tonnage Outwards. Tons.	lbs.	Earnings of Freight Outwards.
Toronto	44,009	6,629,643	7,453,827	19,702,026		4,054^{13}	.....	.....	9,478^{26}	.....	367	2	.....	.....	.....	.....	17,206	1,067	$58,811 52
Thornhill	2,172	225,787	40,605	22,194	11,478	920	.....	.....	.....	.....	.....	41	8	.....	.....	.....	1,903	1,034	2,364 96
Richmondhill	3,118	368,305	28,310	5,336		360	.....	.....	.....	.....	.....	273½	25	.....	.....	.....	3,203	1,551	3,899 38
King	3,495	67,061	33,602	62,043	1,750	360	6,055^{21}	.....	403	745^{21}	.....	438	14	.....	.....	85	5,829	1,400	6,055 29
Aurora	6,654	383,248	431,613	93,690	1,389½	12,362^{16}	46,387^{45}	.....	.....	1,114^{21}	.....	518	257	11	3	122	11,311	1,901	15,027 28
Newmarket	10,900	664,088	389,018	714,578	28,426½	21,155	45,679	284	10,989	10,962	110	320½	54	.....	1	1	9,981	1,550	17,128 80
Holland Landing	2,813	64,554	68,848	264,933	6,162	995	4,965	.....	59^{17}	.....	.....	321	10	1	.....	2	4,347	1,370	6,428 13
Bradford	8,925	686,633	233,730	343,670	6,733	97,908	63,303	.....	.....	3,690^{30}	.....	110½	301	4	.....	12	10,411	815	18,410 06
Gilford	2,291	160,557	48,041	119,905	558½	47,887^{20}	13,725^{43}	.....	.....	464	.....	90½	7	3	.....	1	2,991	1,062	5,619 57
Lefroy	3,563	122,021	77,638	107,500	423	34,533^{35}	8,052^{10}	.....	.....	833^{10}	.....	226	24	6	.....	308	7,039	1,038	12,547 20
Bell Ewart	2,612	96,397	75,733	65,202	1,241	25,434^{35}	6,505^{45}	116	149^{16}	476^{3}	.....	2259	754	3½	4	10	31,771	1,889	43,351 69
Barrie	11,809	309,377	113,388	543,477	375	54,743	3,420	.....	.....	310	.....	27	.....	14	.....	3	2,557	582	6,553 20
Allandale	3,914	40,796	23,113	196,062	6,658½	18,274	1,596	.....	.....	.....	.....	648	1,023½	102½	.....	290	21,500	1,255	38,984 54
Angus	4,394	164,326	46,657	164,029	794$\frac{40}{216}$	81,391	10,457^{15}	32^{42}	600	.....	.....	1,222	690	228	3	2	22,367	201	43,174 09
New Lowell	758	15,782	11,898	6,574		.....	.....	.....	.....	.....	.....	272	.....	.....	.....	.....	2,737	254	4,738 46
Sunnidale	1,726	18,801	13,416	48,455		3,936^{30}	30^{26}	.....	.....	.....	.....	224	68	3	2	64	3,739	338	6,156 09
Stayner	5,921	156,409	76,701	318,060	230	138,874	6,084	.....	5,350^{4}	.....	.....	199	133	.....	.....	9	8,160	1,226	17,786 57
Collingwood	10,026	787,402	756,859	1,869,327	10,359	142,745	5,523^{45}	.....	9,523^{30}	.....	.....	273	2,257½	49½	6	.....	33,607	1,244	69,787 04
	129,140	10,961,187	9,922,997	24,647,061	76,578$\frac{40}{216}$	685,933^{49}	221,786^{30}	432^{42}	36,553^{25}	18,595^{25}	477	7,465	5,626	425½	19	909	200,668	1,777	$376,823 87

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.	Rye, 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. No. Cars.	Cord Wood, Cars of	Total Tonnage. 2,000 lbs. Tons.	lbs.	Earnings of Freight.
January	7,898	8,708 74	285,242	518,025	1,535,509	9,830^{116}	119,437^{30}	2,689^{15}	.....	9,010^{21}	2,680	.....	366,000	.....	.....	.....	240	9,229	498	$20,872 48
February	7,586	7,755 90	565,087	561,489	1,714,432	9,461^{108}	96,546	9,196^{33}	190	5,753	70	.....	696,000	86,557	.....	12	278	12,711	735	23,852 93
March	9,875	9,845 24	865,470	865,881	1,796,276	8,669	57,358^{37}	10,733^{37}	48	3,003	4,808^{21}	.....	930,000	348,665	2	85	97	13,413	1,870	28,626 60
April	11,521	10,670 25	785,828	694,017	1,548,485	5,283^{108}	37,846^{37}	4,779	.....	5,822^{13}	7,826^{8}	367	2,667,000	552,805	4	152½	65	17,808	652	37,162 12
May	10,298	10,858 68	880,939	892,458	2,152,502	6,309	19,535^{23}	1,206	46	4,859^{30}	1,371^{43}	.....	5,196,000	488,777	3	56	6	21,690	1,028	38,518 56
June	11,255	11,908 29	726,947	720,479	1,998,510	6,447	28,087^{10}	1,004	116	1,329	651^{20}	.....	6,442,000	470,760	3	46	21	23,220	1,702	42,380 55
July	13,186	14,271 25	719,223	748,920	1,981,954	4,954^{108}	25,068^{35}	405	.....	2,516^{13}	216	.....	6,413,000	471,877	3	37½	4	23,275	1,846	42,227 07
August	10,273	10,684 27	719,698	619,557	1,618,408	3,831^{108}	9,326^{28}	116^{16}	.....	800	108	.....	7,264,000	293,825	4	36½	.....	26,697	86	36,427 20
September	11,897	13,741 10	1,169,845	1,019,684	1,954,246	3,766^{22}	31,314^{38}	112,027^{8}	.....	853	.....	.....	5,804,000	.....	.....	.....	.....	15,275	1,928	28,270 53
October	14,089	15,187 68	1,229,292	1,371,791	3,041,714	8,367	197,333^{22}	63,022^{23}	.....	406^{16}	.....	.....	5,604,000	.....	.....	.....	12	21,435	1,024	43,511 36
November	11,046	12,711 36	1,356,906	1,132,870	2,984,469	6,304	43,521^{50}	14,004^{6}	.....	300	863^{43}	110	2,478,000	.....	.....	.....	35	9,667	1,378	21,640 98
December	10,216	10,603 16	1,116,710	777,826	2,320,556	3,354^{108}	26,556^{40}	2,602^{36}	32^{42}	1,900	.....	.....	930,000	.....	.....	.....	151	6,242	1,030	13,343 49
	129,140	136,945 92	10,961,187	9,922,997	24,647,061	76,578^{40}	685,933^{49}	221,786^{30}	432^{42}	36,553^{25}	18,595^{25}	477	44,790,000	2,713,266	19	425½	909	200,668	1,777	376,823 87

NOTE.—22,000 Tons of Freight carried free on Company's Service.

RT 1867.)

s at Toronto, Bell Ewart and

n. of els. s.)	Barley. No. of Bushels. (48 lbs.)	Oats. No. of Bushels. (34 lbs.)	Peas. No. of Bushels. (60 lbs.
...	.....	.....	.....
243	180,579	.....	12,61
243	180,579	.....	12,61
...	7,191	365	34
...	.....	.....	....
...	7,191	365	3
...	154 40	.....	.....
...	.....	2,600	...
43 26	.....	.....	....
...	.....	.....	....
...	.....	.....	....
...	.....	.....	....
43 26	154 40	2,600	....
86 26	187,924 40	2,965	12,

TRAFFIC DEPARTMENT.

APPENDIX W.

Statement of Receipts and Shipments of Lake Freight (exculusive of Timber), over the Company's Wharves at Toronto, Bell Ewart and Collingwood, during the year, 1867.

	Classified Freight by Weight. 1st Class Tons. (2,000 lbs.)	2nd Class. Tons. (2,000 lbs.)	3rd Class. Tons. (2,000 lbs.)	Flour. No. of Barrels. (216 lbs.)	Wheat. No. of Bushels. (60 lbs.)	Corn. No. of Bushels. (56 lbs.)	Barley. No. of Bushels. (48 lbs.)	Oats. No. of Bushels. (34 lbs.)	Peas. No. of Bushels. (60 lbs.)	Sawn Lumber. No. of Feet B. M.	Other Unclassified Articles. No. of Tons. (2,000 lbs.)	Total Tonnage. (2,000 lbs.)	Freight Charges.
"Lake Ontario."—Toronto Wharf.													
Received	631 408	181 232	346 948	.....	.....	.....	.....	.....	.....	.....	.....	591 588	2,029 42
Shipped	24 970	24 980	359 1336	36,124	463,397	179,243	180,579	.....	12,619	39,056,000	.....	27,564 1290	18,570 22
Total Received and Shipped over Toronto Wharf	88 378	205 1212	706 284	36,124	463,397	179,243	180,579	.....	12,619	39,056,000	.....	28,155 1878	20,599 64
"Lake Simcoe."—Bell Ewart Wharf.													
Received	491 368	38 678	135 989	1,459	25,572	.....	7,191	365	342	4,125,000	140 0000	9,732 597	17,031 87
Shipped	225 332	226 242	601 467	.....	.....	.....	.....	.....	.....	.....	.....	1,052 1041	3,027 56
Total Received and Shipped over Bell Ewart Wharf	274 1700	264 920	736 1456	1,459	25,572	.....	7,191	365	342	4,125,000	140 0000	10,784 1638	20,059 43
"Upper Lakes."—Collingwood Wharf.													
Received from Georgian Bay and Lake Huron Ports	851 714	139 697	722 1048	390	225,384 21	.....	154 40	.....	.....	1,192,500	.....	9,345 199	19,850 91
Shipped to do do do	616 510	835 1650	1476 1145	3,767	.....	.....	.....	2,600	.....	90,000	.....	3,499 1380	10,592 30
Received from Lake Michigan Ports	.....	.....	.....	.....	.....	179,243 26	.....	.....	.....	.....	.....	5,018 1634	7,766 83
Shipped to do do	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,125,000	.....	1,500	1,251 50
Received from Lake Superior Ports	131 866	1 630	661 705	.....	.....	.....	.....	.....	.....	.....	200 0000 2000	102 201	333 48
Shipped to do do	65 790	211 240	96 960	1,098	.....	.....	.....	.....	.....	.....	.....	301 1888	629 24
	781 883	998 217	2362 588	5,255	225,384 21	179,243 26	154 40	2,600	.....	2,407,500	20 0000	19,767 1295	40,424 26
Total Receipts and Shipments of Lake Freight at Toronto, Bell Ewart and Collingwood.	1144 961	1468 349	3805 328	42,838	714,353 21	358,486 26	187,924 40	2,965	12,961	55,588,500	160	58,708 811	81,083 33

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35	15
7	8
1	...
2	1
20	2
4	2
32	...
2	1
2	...
8	2
3	...
212	64
153	33
76	29
13	...
14	...
33	3
10	3
627	163

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TRAFFIC DEPARTMENT.

APPENDIX X.

Statement of Passengers Carried North and South for Year Ending 31st December, 1867.

Passengers Carried from the following Stations.	Toronto.	Davenport.	Weston.	York.	Thornhill.	Richmond Hill.	King.	Aurora.	Newmarket.	Holland Landing.	Bradford.	Scanlons.	Gilford.	Lefroy.	Bell Ewart.	Craigvale.	Allandale.	Barrie.	Harrisons.	Essa.	Angus.	Brentwood.	New Lowell.	Sunnidale.	Warrington.	Stayner.	Batteaux.	Collingwood.	Excursion.	Half.	Total No. Passengers.	Total Mileage of Passengers.	Total Amount Received for Passengers.
Toronto to		628	337	77	819	1528	1639	3086	5016	606	3008	9	646	844	1455	198	402	4380	35	15	581	27	239	170	9	722	40	4053	1258	726	32,553	1,718,144	
Thornhill	819	32	22	...	...	52	142	112	108	25	109	...	13	34	52	21	34	112	7	8	18	...	8	10	...	62	16	119	197	40	2,172	64,669	
Richmond Hill	1574	19	28	8	59	...	163	178	174	32	160	1	33	22	29	17	16	133	1	...	22	...	3	6	...	45	...	110	211	74	3,118	75,441	
King	1709	16	60	11	121	181	...	315	353	49	122	1	26	17	31	18	8	73	2	1	14	...	2	9	1	29	3	138	109	76	3,495	81,378	
Aurora	2852	19	32	11	94	158	338	...	1184	156	365	2	57	56	107	30	33	208	20	2	14	...	13	15	...	283	2	197	229	177	6,654	165,062	
Newmarket	4988	42	56	7	116	195	320	1149	...	613	1087	9	124	246	480	28	63	492	4	2	46	...	14	27	7	121	10	349	150	155	10,900	282,692	
Holland Landing	678	9	5	...	23	34	34	180	508	...	514	6	63	135	40	45	43	133	32	...	19	...	7	12	...	57	3	89	59	85	2,813	59,735	
Bradford	3090	13	35	3	97	140	108	335	987	584	...	28	372	605	173	112	200	1212	2	1	56	3	16	24	6	156	5	235	169	158	8,925	242,846	
Gilfofd	668	8	28	...	20	31	24	59	143	43	383	14	...	218	34	56	56	288	2	...	22	...	2	4	1	36	2	51	21	77	2,291	57,878	
Lefroy	859	4	3	2	30	34	13	64	245	112	536	21	166	...	4	250	214	571	8	2	60	...	8	5	1	64	6	136	54	91	3,563	91,100	
Bell Ewart	1698	2	5	...	25	16	35	70	125	39	108	2	36	5	...	18	33	204	3	...	27	...	...	1	...	31	6	96	...	27	2,612	117,119	
Allandale	538	12	29	...	29	37	19	61	91	53	214	23	52	280	20	281	...	153	212	64	755	17	193	182	2	225	15	260	25	72	3,914	94,192	
Barrie	4050	32	33	5	102	106	64	176	493	127	916	51	186	505	179	245	160	...	153	33	1218	65	265	244	9	910	61	1110	119	232	11,849	507,081	
Angus	548	3	14	...	12	12	22	20	35	15	38	1	22	66	9	77	694	1142	76	29	...	304	160	253	10	294	9	438	50	41	4,394	102,838	
New Lowell	132	...	1	...	3	4	2	18	9	1	15	...	3	5	2	5	102	222	13	...	61	...	...	15	...	66	4	59	...	16	758	22,930	
Sunnidale	125	...	1	...	3	4	8	13	26	3	32	3	4	10	3	14	172	216	14	...	228	24	18	...	10	474	28	235	18	40	1,726	34,585	
Stayner	748	1	1	1	30	48	46	257	116	45	144	...	31	111	14	15	157	1090	33	3	275	7	211	401	6	...	163	1799	65	103	5,921	179,260	
Collingwood	3900	31	30	1	89	103	116	176	313	73	214	5	62	146	123	39	177	1085	10	3	441	7	104	237	44	1735	352	...	227	183	10,026	579,308	
Total	28976	871	720	126	1672	2683	3093	6269	9926	2576	7965	176	1896	3305	2755	1469	2564	11714	627	163	3857	454	1263	1615	106	5310	725	9474	2961	2373	117,684	4,476,258	
No. Passengers paying on Trains																															11,456	312,026	
Total No. Passengers carried for the year 1867																															129,140	4,788,284	$136,945 92

Average of Miles Travelled by each Passenger.....37 Miles.
Average of Fare paid by each Passenger..... 1·06 Cents.
No. of Persons Carried on Company's Service, and Free (not included in the above Table).....3,707 Passengers.

NORTHERN RAILWAY OF CANADA.—(REPORT 1867.)
TRAFFIC DEPARTMENT.

APPENDIX Y.

Number of Barrels of Flour (216 lbs.) carried in 1867 and 1866.

	Year 1867.	Year 1866.	Increase.	Decrease.
Barrels Flour carried North (Local).	87	34	53	
" " " South "	76,491	88,032		11,541
" " " Through.....	10,349	1,281	9,068	
	86,927	89,347		2,420

Bushels of Wheat and other Grain.

	Year 1867.	Year 1866.	Increase	Decrease
Bushels of Wheat and other Grain carried North (Local).....	25,842	5,856	19,986	
Bushels of Wheat and other Grain carried South (Local).....	937,457	1,053,967		116,510
Bushels of Wheat and other Grain carried Through.....	1,097,446	399,511	697,935	
	2,060,745	1,459,334	601,411	

Lumber.

Number of Feet Sawn Lumber, Board Measure, carried in 1867.....	44,790,000
Number of Feet Sawn Lumber, Board Measure, carried in 1866.....	42,956,250
Increase 1867.....	1,833,750

Timber.

Number of cubic Feet Square Timber carried in 1867,	2,713,266
" " " " " 1866,	2,147,327
Increase 1867.....	565,939
Number of Masts and Spars carried in 1867.....	19
" " " " 1866.....	235
Decrease 1867.....	216