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REPORT

FOR THE YEAR 1882,

SUBMITTED BY THE

CANADIAN BOARD OF DIRECTORS

OF THE

Northern Railway Company,

OF CANADA,

AT THE

GENERAL MEETING OF THE PROPRIETORS

HELD AT THE COMPANY'S OFFICES, TORONTO,

WEDNESDAY, 28TH MARCH, 1883.

Toronto:
HUNTER, ROSE & CO., 25 WELLINGTON ST. WEST.
1883.

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NORTHERN RAILWAY COMPANY.

Directors.

HON. FRANK SMITH, SENATOR, *Vice-President Dominion Bank, Toronto,* PRESIDENT.
WILLIAM LETHBRIDGE, ESQ., 71 *Portland Place, London, England,* VICE-PRESIDENT AND CHAIRMAN OF THE LONDON BOARD.
NOAH BARNHART, ESQ., *Director Canadian Bank of Commerce, Toronto.*
JOHN L. BLAIKIE, ESQ., *President Canada Land Credit Company, Toronto.*
JOHN FISKEN, ESQ., *Toronto.*
WILLIAM THOMSON, ESQ., *Merchant, Toronto.*
C. J. CAMPBELL, ESQ., *Toronto.*
SIR H. M. JACKSON, BART., 61 *Portland Place, London, England.*
WILLIAM FORD, ESQ., 46 *Kensington Park Road, Notting Hill, London.*
JOHN RIGBY ESQ., Q.C., *Lincoln's Inn Fields, London, England.*
WILLIAM INCE, ESQ., *Merchant, Toronto.*
MR. ALDERMAN H. PIPER, *Ex-officio for Corporation of Toronto.*
GEO. M. EVANS, ESQ., *Ex-officio, Warden County of Simcoe.*

General Manager.

SAMUEL BARKER, ESQ., *Toronto.*

Secretary and Treasurer.

WALTER TOWNSEND, ESQ., *Toronto.*

London Agents.

MESSRS. CUTBILL, SON & DE LUNGO, 37 *Old Jewry, London, E.C., England.*

Bankers.

THE CANADIAN BANK OF COMMERCE, *Toronto.*
THE LONDON AND WESTMINSTER BANK, *London.*

Auditor.

JOHN LANGTON, ESQ., *Toronto,*

Solicitor.

G. D'ARCY BOULTON, ESQ., Q.C., *Toronto.*

NORTHERN AND NORTH-WESTERN RAILWAYS.

Joint Executive Committee.

SAMUEL BARKER, Esq., Chairman.
HON. FRANK SMITH,
NOAH BARNHART, Esq.,
WILLIAM THOMSON, Esq.,
JOHN FISKEN, Esq., } For the Northern Railway Company.
JOHN STUART, Esq..
WM, HENDRIE, Esq.,
JOHN PROCTOR, Esq.,
E. GURNEY, Esq., } For the Hamilton and North-Western Railway Company.
WALTER TOWNSEND, Esq., Secretary.

Joint London Committee.

WM. LETHBRIDGE, Esq.,
WM. FORD, Esq.,
JOHN RIGBY, Esq., Q. C., } For the Northern Railway Company.
SIR THOS. DAKIN, London,
CHAS. BISCHOFF, Esq , London,
JAS. W. BARCLAY, Esq., M.P., } For the Hamilton and North-Western Railway Company.

Joint London Agency.

Messrs. CUTBILL, SON & DE LUNGO, 37 *Old Jewry, London E.C., England.*

Bankers.

THE CANADIAN BANK OF COMMERCE, *Toronto.*
THE LONDON AND WESTMINSTER BANK, *London.*

Officers.

SAMUEL BARKER - - - - - - - General Manager.
WALTER TOWNSEND - - - - - - Secretary and Treasurer.
OWEN JONES - - - - - - - - - Chief Engineer.
PETER CLARKE - - - - - - - Mechanical Superintendent.
ROBERT KERR - - General Freight and Passenger Agent.
JAMES WEBSTER - - - - - - - Transport Superintendent.
JOHN LANGTON - - - - - - - - - } Auditors.
MAITLAND YOUNG - - - - - - - - - }
GEO. D'ARCY BOULTON, Q.C. - - - - - - - - Solicitor.

NORTHERN RAILWAY COMPANY OF CANADA.

ANNUAL GENERAL MEETING OF THE PROPRIETORS OF THE COMPANY.

TORONTO, Wednesday, 28th March, 1883.

The Annual General Meeting of the Proprietors of the Company, called by advertisement, was held this day at the offices, Brock Street, Toronto.

The following gentlemen amongst others were present: Hon. Frank Smith, Messrs. Wm. Thomson, Noah Barnhart, J. L. Blaikie, Jno. Fisken, C. J. Campbell, Ald. Piper, Barlow Cumberland, F. C. Capreol, J. J. Vickers, W. S. Lee, H. L. Hime, A. T. Crombie, J. S. McMurray, C. Sheehy, Walter Townsend, G. D. Boulton, Q. C.

The President took the chair at 12 15, and having called the meeting to order, Mr. Townsend was appointed to act as Secretary to the meeting.

The Secretary then read the notice calling the meeting as follows:—

"NORTHERN RAILWAY OF CANADA.

"ANNUAL GENERAL MEETING.

"Notice is hereby given that the Annual General Meeting of the proprietors of this Company will be held at the Company's offices, Brock Street, Toronto, on Wednesday, the 28th day of March, 1883, at 12 o'clock, noon, to receive the report for the year 1882, to elect Directors for the ensuing year, and for other purposes. The stock and transfer books will remain closed from Friday, the 23rd, to Wednesday the 28th inst.,

"By order

"WALTER TOWNSEND,
Secretary.

"Toronto, 13th March, 1883."

The Secretary then read the Report of the Canadian Directors for the year ending 31st December, 1882, as follows:

NORTHERN RAILWAY COMPANY OF CANADA.

REPORT OF THE CANADIAN DIRECTORS.

To the Proprietors of the Northern Railway Company of Canada.

The Canadian Directors have the honour to present their Report for the Year ending 31st December, 1882.

1. Your Directors have pleasure in reporting that the vacancy in the management caused by the death of Mr. F. W. Cumberland has been filled by the appointment of Mr. Samuel Barker, late of the Great Western Railway of Canada, who entered upon his duties on 1st January, 1883.

2. The Report of the Joint Executive Committee is herewith submitted.

3. The earnings of the combined lines in local traffic, both passengers and freight, have continued to show very satisfactory advances, the gross earnings, notwithstanding a falling off in the through traffic, having amounted to $1,400,607.00 (£287,795 19s. 11d.) or $111,099.56 (£22,828 13s. 7d.)—8·61 per cent. more than in 1881.

4. The Working Expenses have been $844,737.23 (£173,576 3s. 4d.) or 60·31 per cent., as against 61·45 in 1881, a decrease of 1·14 per cent.

5. The proportion of net Revenue to which this Company is entitled for the year now reported upon by the Executive Committee has amounted to £70,055 13s. 4d., and after paying all interest dividends accruing due on the mortgage and preference bonds, including the interest upon temporary loans on the Equipment Bonds, there remains a surplus of £4,170 13s. 4d., out of which a dividend of 2 per cent. upon the preference stock of the Company is recommended.

6. The Second Preference Bonds of the Company, amounting to £283,900, mature on 1st of August, 1884, and your Directors have therefore sought legislation to enable them to redeem these Bonds by a new issue of terminable Bonds or Debenture stock.

The interest charge will not be increased, and your Directors hope to effect the redemption or exchange on favourable terms.

All of which is respectfully submitted.

FRANK SMITH,
President.

WALTER TOWNSEND,
Secretary.

Toronto, Wednesday 28th March, 1883.

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1. Moved by the President, seconded by Mr. Wm. Thomson.

That the Report be adopted and together with the Report, departmental statements and statistical returns received from the Joint Executive Committee be printed for distribution among the proprietors, and that the Dividend of 2 per cent. on the preference stock of the Company recommended be approved payable on the 1st June next ensuing.

A discussion arising as to the future of the lines, there was a general expression of individual opinion among the shareholders present that the independence of the system should be maintained.

2. Moved by Mr. W. Thomson, seconded by Mr. C. Campbell,

That Mr. John Langton be and hereby is appointed Auditor of the Company for the current year, and that he shall receive for compensation such sum as the Directors may determine.

3. Moved by Mr. N. Barnhart, seconded by Mr. Alderman Piper.

That the election of Directors for the ensuing year be now held, that for the purpose of such election Messrs. F. C. Capreol and H. L. Hime be appointed Scrutineers; that the Poll be opened forthwith and be closed so soon as five minutes shall have elapsed after the entry of the then last recorded vote, and that this meeting do now adjourn until 1.10 o'clock to receive the Report of the Scrutineers.

On reassembling, the report of the Scrutineers was presented as follows:

To the Proprietors of the Northern Railway Company of Canada.

Toronto, 28th March, 1883.

We, the Scrutineers appointed at the Annual General Meeting, held this day, do hereby declare that the following gentlemen have

been duly elected for the Directors of the Company for the ensuing year, viz :—

By vote of Bondholders.—Hon. Frank Smith, Noah Barnhart, Jno. L. Blaikie, Wm. Thomson, Wm. Ince, Wm. Lethbridge, Wm. Ford, John Rigby, Sir H. M. Jackson, Bart.

By vote of the Holders of Preference Stock.—John Fisken.

By vote of the Holders of Ordinary Stock.—C. J. Campbell.

F. C. CAPREOL,
H. L. HIME,
Scrutineers.

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4. Moved by Mr. W. S. Lee, seconded by Mr. H. L. Hime,

That the cordial thanks of the proprietors are due and are hereby tendered to the President, Directors and Executive of the Company during the past year.

5. Moved by Mr. J. S. McMurray, seconded by Mr. C. J. Campbell,

That the thanks of the shareholders are due and are hereby tendered to Mr. Walter Townsend, late Acting General Manager for the satisfactory manner in which he performed the duties devolved upon him during the interregnum occasioned by the death of the late General Manager.

6. Moved by the President, seconded by Mr. J. L. Blaikie,

That the thanks of the proprietors and Directors of the Company be and hereby are tendered to the Heads of Departments and Officers for their faithful and zealous services during the past year.

7. Moved by Mr. Barlow Cumberland, seconded by Mr. W. S. Lee,

That the thanks of this meeting be tendered to the President for his able conduct in the chair.

The meeting then adjourned.

At a subsequent meeting of the Directors, the Hon. Frank Smith was re-elected President, and Wm. Lethbridge, Esq., Vice-President for the ensuing year.

NORTHERN AND NORTH-WESTERN RAILWAYS.

REPORT OF THE JOINT EXECUTIVE COMMITTEE

FOR THE YEAR ENDING 31ST DECEMBER, 1882.

To the Presidents and Directors of the Northern Railway Company of Canada, and of the Hamilton and North-Western Railway Company.

The Joint Executive Committee acting under the terms of the Agreement of the 6th June, 1879, have the honour to report:

1. In the Report of last year reference was made to the selection of a successor to the late Mr. Cumberland, and your Committee have now to report that on the 1st January, 1883, Mr. Samuel Barker, who for many years was connected with the Great Western Railway Company of Canada, received the appointment, and entered upon his duties as General Manager. Your Committee have pleasure in expressing their entire satisfaction with this appointment, and their belief that Mr. Barker's extended experience will enable him fully to develop the resources of your properties, and increase their future prosperity.

Your Committee desire to thank Mr. Townsend for his services as temporary General Manager which have received due recognition.

2. The gross earnings for the year have amounted to	$1,400,607 00	=£287,795 19s. 11d.
while the working expenses have amounted to	$844,737 23	=£173,576 3s. 4d.
yielding a net revenue of..	$555,869 77	=£114,219 16s. 7d.
divisible as follows:—		
To the Northern Railway..	$340,937 55	= £70,055 13s. 4d.
" Hamilton & North-Western	$163,692 43	= £33,635 8s. 9d.

3. The total earnings for the year ($1,400,607.00 or £287,795 19s. 11d.) shew an advance of $111,099.56 (£22,828 13s. 7d.) or 8·61 per cent. over those for 1881, and the detailed comparison between the two years is as follows:—

Local Passengers, Increase.....		$47,637 80	or 12·51	per cent.
" Freight "		67,568 67	or 8·69	"
Mail Service "		131 04	or ·05	"
Express Service "		1,694 37	or 9·53	"
Wharfage "		12 99	or ·41	"
Rents "		55 09	or 4·92	"
		$117,099 96		
Through Freight decrease	$1,927 98		or 3·32	"
Storage	2,254 18		or 10·59	"
Other sources.....	1,818 24		or 31·68	"
		$6,000 40		
Net Increase, 1882.....		$111,099 56		
		£22,828 13s. 7d.	or 8·61	"

4. It will be seen that the increase in Local Freight has been $67,568.67 or 8·69 per cent., which may be regarded as very gratifying. When it is remembered that the increase in Local Freight Earnings in 1881 was $88,237.97, thus making an increase in two years (viz. 1882 over 1880) of $155,806.64, or nearly 23 per cent., the progress must be deemed very satisfactory.

The increase in Passenger Traffic has exceeded anticipation, having amounted to $47,637.80, 12·51 per cent. over 1881, and as that year shewed an increase of $37,082.45 over 1880, the increase in two years has been $84,720.25 or nearly 25 per cent.

5. On the other hand, the working of the Through Freight business has been disappointing, there having been a decrease of $1,927.98—3·32 per cent., even on the earnings of 1881, which amounted to $57,891.10. Continued lowness of rates, combined with slackness of shipments from Chicago during a great portion of the season, have contributed to this result, and the expense of working this business with low rates ruling has led to a somewhat higher percentage of working expenses for the year than would otherwise have been shewn. Your Committee hope during the ensuing season to organize this traffic on a new basis, and to make arrangements which will tend to increase the net revenue derived from it.

6. The working expenses for the year have been at the rate of 60·31 per cent. as against 61·45 per cent. in 1881, showing a decrease of 1·14 per cent., justifying, so far, the expectation of your Committee last year that the lines will ultimately be worked at 60 per cent. or under.

7. The capital expenditure apart from the change of gauge has amounted during the year to $124,330.39 (£25,547 6s. 10d.) which represents the cost of 5·33 miles of new sidings, additions to station Buildings, and purchase of new Locomotives and Rolling Stock (see Statement No. 3).

8. The increased business necessitated the purchase of additional locomotive power and fifty box cars, and the passenger stock has been fitted with the Westinghouse Air Brake, a measure of safety and future economy in the running of trains. Your Committee also acquired during the year, the Flos Tramway, nine miles in length, running from Elmvale on the North Simcoe Branch to a group of mills, from which a profitable business may be expected in the future. The rebuilding of the Hamilton Round House, and the re-arrangement of the Hamilton yard, mentioned in the report of 1881, as being then in progress, have been completed, and the Hamilton property has thereby been much enlarged and improved.

The outlay on all these additions is included in the above amount of Capital Expenditure.

9. The expenditure on change of gauge during the year has amounted to £5,969 making the total cost of the change to 31st December 1882, £108,691, with an estimated expenditure still to be made of £1,300.

10. The Joint Working & Equipment Bonds, authorized under 44 Vic., chap. 38 of the Dominion Parliament, and 44 Vic., Chap. 66 of the Ontario Legislature, have not yet been offered to the public. As stated last year, temporary loan arrangements have meantime been made, and the accounts of the year shew that, after the payment of interest on these loans, each Company still has a surplus at its disposal.

11. The construction of a railway from Gravenhurst northerly to the Canadian Pacific Railway near Lake Nipissing will begin, probably, within a few months, a grant of money in aid of the undertaking having been promised by the Government of Canada. The projected line will be of material advantage to the Northern & North-Western Railways, opening up for traffic a new section of country densely covered with valuable timber, and forming in

connection with these railways and the Canada Pacific system, an all-rail Canadian route between the Province of Ontario and the rapidly developing territories of the North-West,

12. The works and equipments of the lines have been maintained in substantial and efficient condition.

By order of the Committee.

SAMUEL BARKER,
Chairman.

WALTER TOWNSEND,
Secretary.

Toronto, March 16th., 1883.

nber, 1882.

Half-Year Ending 30th June, 1882.	Half-Year Ending 31st Dec., 1882.	TOTAL, 1882.					
		Currency.		Sterling.			
$ cts.	$ cts.	$	cts.	£	s.	d.	
91,097 16	85,145 75	176,242	91	36,214	6	0	
19,198 15	17,893 38	37,091	53	7,621	10	11	
38,556 13	38,899 59	77,455	72	15,915	11	3	
80,441 23	94,489 46	174,930	69	35,944	13	4	
33,048 23	37,552 32	70,600	55	14,506	19	4	
36,611 21	40,112 04	76,723	25	15,765	1	0	
23,584 44	33,176 50	56,760	94	11,663	4	2	
17,149 70	17,519 77	34,669	47	7,123	17	4	
27,381 08	30,585 71	57,966	79	11,910	19	10	
34,960 57	47,334 81	82,295	38	16,910	0	2	
402,027 90	442,709 33	844,737	23	173,576	3	4	
226,696 41	329,173 36	555,869	77	114,219	16	7	
628,724 31	771,882 69	1,400,607	00	287,795	19	11	

ne Year ending 31st December, 1882, and that the above account

JOHN LANGTON,
MAITLAND YOUNG, } *Auditors.*

NORTHERN AND NORTH-WESTERN

STATEMENT No. 1.

Statement of Receipts and Expenditure on Revenue Accounts for

Year 1881.	RECEIPTS.	Half-Year Ending 30th June, 1882.	Half-Year Ending 31st Dec., 1882.	TOTAL, 1882. Currency.	TOTAL, 1882. Sterling.	Year 1881.	EX
$ cts.		$ cts.	$ cts.	$ cts.	£ s. d.	$ cts.	
	To Local Traffic—						
380,717 44	Passengers	180,160 99	248,194 25	428,355 24	88,018 4 3	163,349 17	By Maintaining Road
776,715 54	Freight	401,226 49	443,057 72	844,284 21	173,483 1 7	31,468 70	" Maintaining Worl
25,372 99	Mail Service	12,698 18	12,805 85	25,504 03	5,240 11 1	75,395 17	" Maintaining Mach
17,764 20	Express Service.....	8,018 91	11,439 66	19,458 57	3,998 6 9	156,362 81	" Train Service, Me
2,916 63	Wharfage	668 49	2,261 13	2,929 62	601 19 6	65,783 84	" Train Service, Tr
21,274 33	Storage	7,009 76	12,010 39	19,020 15	3,908 5 1	79,231 79	" Way-station Serv
1,117 95	Rents	419 02	754 02	1,173 04	241 0 8	50,849 72	" Terminal Station
5,737 26	Other Sources	1,410 40	2,508 62	3,919 02	805 5 6	30,676 58	" General Supplies,
						53,230 77	" Miscellaneous Ex
						86,142 70	" General Charges,
	To Through Traffic—						Total Ordinary Worki
57,891 10	Freight	17,112 07	38,851 05	55,963 12	11,499 5 6		Balance carried to Ne
1,289,507 44		628,724 31	771,882 69	1,400,607 00	287,795 19 11	792,491 25	

We hereby certify that we have completed the Audit of the Books of the Joint Executive Committee of the Northern and Hamilton of Receipts and Expenditure is correctly extracted from the Ledger.

RTH-WESTERN RAILWAYS.

MENT No. 1.

ue Accounts for the year ending 31st December, 1882.

	EXPENDITURE.		Half-Year Ending 30th June, 1882.	Half-Year Ending 31st Dec., 1882.	TOTAL, 1882. Currency.	TOTAL, 1882. Sterling.
s.			$ cts.	$ cts.	$ cts.	£ s. d.
7	By Maintaining Roadway,	Appendix A.	91,097 16	85,145 75	176,242 91	36,214 6 0
0	" Maintaining Works and Buildings	" B.	19,198 15	17,893 38	37,091 53	7,621 10 11
7	" Maintaining Machinery and Rolling Stock,	" C.	38,556 13	38,899 59	77,455 72	15,915 11 3
1	" Train Service, Mechanical Department,	" D.	80,441 23	94,489 46	174,930 69	35,944 13 4
4	" Train Service, Traffic, "	" E.	33,048 23	37,552 32	70,600 55	14,506 19 4
9	" Way-station Service,	" F.	36,611 21	40,112 04	76,723 25	15,765 1 0
2	" Terminal Station Service,	" G.	23,584 44	33,176 50	56,760 94	11,663 4 2
8	" General Supplies,	" H.	17,149 70	17,519 77	34,669 47	7,123 17 4
7	" Miscellaneous Expenses,	" J.	27,381 08	30,585 71	57,966 79	11,910 19 10
0	" General Charges,	" K.	34,960 57	47,334 81	82,295 38	16,910 0 2
	Total Ordinary Working Expenses.....		402,027 90	442,709 33	844,737 23	173,576 3 4
	Balance carried to Net Revenue Account No. 2.....		226,696 41	329,173 36	555,869 77	114,219 16 7
5	Total		628,724 31	771,882 69	1,400,607 00	287,795 19 11

orthern and Hamilton and North-Western Railways, for the Year ending 31st December, 1882, and that the above account

JOHN LANGTON,
MAITLAND YOUNG, } *Auditors.*

NORTHERN AND NORTH-WESTERN RAILWAYS.

NORTHERN AND NORTH-WESTERN RAILWAYS.

STATEMENT No. 2.

Net Revenue Account for Year ending 31st December, 1882.

——	$ cts.	$ cts.	£ s. d.	——	$ cts.	£ s. d.
To Appropriation to Northern Railway under Agreement of 6th June, 1879..	375,268 21			By Net Revenue as per Statement No. 1.....	555,869 77	114,219 16 7
Less Interest on Loans, 1882, retained by Executive Committee.....	34,330 66	340,937 55	70,055 13 4			
To Appropriation to Hamilton & North-Western Railway, under Agreement of 6th June, 1879	180,601 56					
Less Interest on Loans, 1882, retained by Executive Committee.....	16,909 13	163,692 43	33,635 8 9			
To Interest on Loans, 1882		51,239 79	10,528 14 6			
		555,869 77	114,219 16 7		555,869 77	114,219 16 7

NORTHERN AND NORTH-WESTERN RAILWAYS.

STATEMENT No. 3.

Expenditure on Capital Account for year ending 31st Dec., 1882.

	$ cts.	$ cts.	£ s. d.
NEW WORKS AND BUILDINGS.			
New Buildings	4,645 45		
" Turntables and Trackscales	46 21		
" Extension of Track and Sidings	22,677 92		
" Grading Main Line and Sidings	2,457 31		
" Hamilton Engine House	5,878 94		
Flos Tramway	12,366 93		
Caledon East Junction	3,293 42		
Orillia do	1,153 22		
Collingwood Deviation	3,992 53		
Allandale Junction	1,098 04		
Hamilton Yard Improvement	6,874 47		
		64,484 44	13,250 4 5
NEW MACHINERY AND ROLLING STOCK.			
New Locomotive Engines and Tenders	5,871 96		
" Passenger and Baggage Cars	40 00		
" Freight Cars	38,562 24		
Westinghouse Air Brake	12,052 18		
		56,526 38	11,615 0 2
NEW GENERAL OUTFIT.			
New and additional Outfit, Way Stations	384 74		
" " " Head Offices.	124 00		
" Real Estate Purchase	2,637 11		
		3,145 85	646 8 2
		124,156 67	25,511 12 9

NORTHERN AND NORTH-WESTERN RAILWAYS.

Executive Committee. Balance Sheet, 31st December, 1882.

	$ cts.		$ cts.
Cash	565 69	Bills Payable	201,619 08
Stores on hand	25,433 30	Bills special Car Purchase	22,725 00
Fuel on hand	15,979 10	Bank of Commerce	314,335 98
Balances in hands of Agents, and in course of transmission	25,431 72	Pay Roll Account	35,458 75
Track Rails	37,228 87	North Simcoe Railway Lease Account	7,500 00
" Chains, Spikes, &c	1,515 68	Loans on Joint working and Equipment Bonds	742,516 68
Car Rental	2,203 84	Northern Railway, Joint Working and Equipment Bonds Acc't.	652,133 33
Insurance Account on Buildings and Freight	10,568 68	Hamilton and North-Western Railway, Joint Working and Equipment Bonds Account	321,200 00
Northern, North-Western and Sault Ste. Marie Ry.	5,277 08	Northern Railway Company, Deferred Account per Agreement, 6th June, 1879	631,912 21
Ontario and Pacific Junction Railway	2,300 00	Hamilton and North-Western Railway Company, Deferred Account per Agreement, 6th June, 1879	203,424 03
Northern and North-Western Junction Railway	3,695 24	Northern Railway Company Account, 1882	15,482 40
Northern Railway Company Advance Account	227,847 27	Hamilton and North-Western Railway Company Account, 1882	24,404 01
Hamilton and North-Western Ry. Advance Account	40,175 95	Sundry Accounts	83,450 51
Northern Railway Company Bond Account, Appropriation for Separate use, Act 1881	100,000 00		
Hamilton and North-Western Railway Company, Appropriation for Separate use, Act 1881	60,000 00		
Joint working and Equipment Bond Account	973,333 33		
Freight Car Suspense Account	22,725 00		
Moveable property, per Valuators' Report	804,415 64		
Capital Expenditure	843,207 99		
Sundry Accounts	54,257 66		
	$3,256,161 98		$3,256,161 98

WALTER TOWNSEND,
Secretary.

JOHN LANGTON, } *Auditors,*
MAITLAND YOUNG, } *Executive Committee.*

NORTHERN AND NORTH-WESTERN RAILWAYS.

SECRETARY'S OFFICE,
TORONTO, 13th March, 1883.

SAMUEL BARKER, ESQ.,
General Manager,
Northern and North-Western Railways.

SIR,—I beg to report that the accounts of all Stations throughout the service, including the accounts of Toronto and Hamilton Elevators, Flour Sheds and Storekeeper's Office, Toronto, have been audited regularly during the year ending 31st December, 1882, and were correct on that date.

I am, sir,
Your obedient servant,
JAMES H. TELFER.
Audit Department.

APPENDIX A.

Maintaining Roadway.

Year 1881.	Detail of Service.	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec. 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
100,315 55	Track Labour, including Roadmaster's Salary	50,560 26	51,464 83	102,025 09
13,065 46	" Rails	13,442 22	.....	13,442 22
7,493 66	" Chairs, Spikes and other Track Supplies	4,027 61	3,580 96	7,608 57
4,106 02	" Tools, Lorries, &c	2,257 79	2,074 05	4,331 84
26,822 23	Ties	13,550 04	19,451 54	33,001 58
375 00	Ballasting	255 99	664 95	920 94
4,596 11	Fences, Grates, Crossings, Cattle Guards, Sign Boards, and Approach Roads.	4,492 79	5,026 52	9,519 31
812 78	Clearing Snow, including Train and Plough Service	6 75	839 14	845 89
1,539 36	Grading and Maintaining Station Yards and Sidings not chargeable to Capital.	364 82	326 95	691 77
4,223 00	Chief Engineers' Office Salaries and Supplies	2,138 89	1,716 81	3,855 70
163,349 17		91,097 16	85,145 75	176,342 91
12.66		14.49	11.04	12.52

APPENDIX B.

Maintaining Works and Buildings.

Year 1881.	Detail of Service.	Half Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts	$ cts.
9,109 74	Repairs of Bridges and Culverts	4,130 31	6,429 48	10,559 79
7,923 14	" " Buildings	4,350 54	4,401 98	8,752 52
4,771 15	" " Wharves	6,281 77	1,139 58	7,421 35
1,465 09	" " Turntables and Trackscales	408 78	190 57	599 35
1,840 04	" " Tankhouses, Pipes and Appurtenances	630 12	1,138 68	1,768 80
849 39	" " Cribs and Booms	303 23	84 98	388 21
2,029 37	" " Semaphores and Switch Signals	294 53	769 38	1,063 91
2,479 75	" " Elevator Buildings	2,798 87	2,014 74	4,813 61
1,001 03	Renewal of Bridges	.....	1,723 99	1,723 99
31,468 70		19,198 15	17,893 38	37,091 53
2·44		3·05	2·32	2·66

APPENDIX C.

APPENDIX C.

Maintaining Machinery and Rolling Stock.

Year 1881.	Detail of Service,	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
19,930 20	Repairs of Locomotive Engines and Tenders	12,837 19	14,017 19	26,854 38
1,163 75	" Stationary Engines	646 58	634 25	1,280 83
4,068 61	" Tools and Shop Machinery	1,517 11	1,781 45	3,298 56
4,262 39	" Elevator Machinery	1,481 80	1,805 97	3,287 77
14,717 92	" Passenger and Baggage Cars	8,399 79	7,916 81	16,316 60
24,558 52	" Freight Cars	10,507 36	9,273 93	19,781 29
77 54	" Dump Lorries and all other Cars	157 08	39 80	196 88
644 92	" Machinery of Pumping Stations	704 22	549 46	1,253 68
549 80	" Fuel Machinery, Racks, etc.	20 80	3 18	23 98
227 92	Outfit for Excursion and other Exceptional Traffic	13 45	482 37	495 82
4,293 60	Mechanical Superintendent's Office Salaries and Supplies	2,270 75	2,395 18	4,665 93
75,395 17		38,556 13	38,899 59	77,455 72
5·84		6·13	5·04	5·53

APPENDIX D.

Train Service—Mechanical Department.

Year 1881.	Detail of Service.	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
54,664 64	Enginemen, Firemen, and Cleaners	28,741 84	31,572 48	60,314 32
1,088 68	Locomotive Running Supplies, Tools, &c.	545 46	892 09	1,437 55
94,016 37	" Fuel	47,704 13	58,305 40	106,009 53
4,225 74	" Oil and Waste	2,421 06	2,558 20	4,979 26
2,367 38	Cars, Oil and Waste	1,028 74	1,161 29	2,190 03
156,362 81		80,441 23	94,489 46	174,930 69
12·12		12·79	12·24	12·50

APPENDIX E.

APPENDIX E.

Train Service—Traffic Department.

Year 1881.	Details of Service.	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
19,135 71	Passenger Conductors, Baggage, and Brakemen	10,124 60	10,956 20	21,080 80
30,989 90	Freight Conductors and Brakemen	15,162 02	17,371 88	32,533 90
9,023 91	Train Running Supplies	4,147 53	4,008 26	8,155 79
2,504 52	" Fuel	2,112 60	1,234 02	3,346 62
2,814 16	" Mileage Account	300 38	2,289 19	2,589 57
1,315 64	Car Rental Account	1,201 10	1,692 77	2,893 87
65,783 84		33,048 23	37,552 32	70,600 55
5·10		5·25	4·86	5·04

APPENDIX F.

Way Station Service.

Year 1881.	DETAIL OF SERVICE.	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
33,676 81	Station Masters	16,065 31	16,904 75	32,970 06
22,102 69	" Switchmen, Watchmen, and Freight Hands	10,954 96	11,861 41	22,816 37
6,481 92	" Pumpers and Woodmen	2,898 44	2,694 60	5,593 04
6,295 37	" Telegraph Service	3,218 35	3,673 10	6,891 45
7,109 43	" Supplies and Cleaning	2,805 80	3,450 23	6,256 03
3,117 32	" Freight Labour (Extra)	602 35	870 45	1,472 80
.....	Transfer Hoist Service (Allandale)	.....	.....	.....
448 25	Bridge Labour and Watchmen	66 00	657 50	723 50
79,231 79		36,611 21	40,112 04	76,723 25
6·14		5·84	5·19	5·48

APPENDIX G.

APPENDIX G.

Terminal Station Service.

Year 1881.	Details of Service.	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
13,483 18	Traffic and Yard Service, Toronto	6,981 36	7,393 31	14,374 67
13,893 42	Local Freight Department "	7,022 83	8,433 16	15,455 99
12,044 38	Shipping " "	4,712 31	9,159 74	13,872 05
11,428 74	Terminal Station Service, Collingwood	4,867 94	8,190 29	13,058 23
50,849 72	Total Terminal Station Service	23,584 44	33,176 50	56,760 94
3·94		3·75	4·29	4·[illegible]6

APPENDIX H.

General Supplies.

Year 1881.	Detail of Service.	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
1,520 40	Fuel Shop Service	1,356 60	1,085 65	2,442 25
4,815 97	" Station Service	3,649 80	2,550 37	6,200 17
4,512 74	" Stationary Engines	1,780 80	1,959 36	3,740 16
15,477 88	Stationery, Printing and Advertising	7,993 28	10,000 26	17,993 54
2,191 68	Supplies, Head Office, including Gas, Water and Fuel	1,391 63	873 50	2,265 13
2,157 91	Storekeeper's Salaries and Supplies	977 59	1,050 63	2,028 22
30,676 58		17,149 70	17,519 77	34,669 47
2·39		2·73	2·26	2·49

APPENDIX J.

APPENDIX J.

Miscellaneous Expenses.

Year 1881.	Detail of Service.	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
19,436 21	Taxes on Real Estate, Rents, &c.	9,000 00	8,239 65	17,239 65
5,086 23	Legal Expenses	2,333 29	3,449 31	5,782 60
1,662 47	Damages and Loss on Traffic Account	635 60	2,663 19	3,298 79
3,601 98	" on Accidents and Casualties	2,194 06	2,594 56	4,788 62
11,471 79	Insurance, Buildings and Freight	2,774 88	4,689 61	7,464 49
1,392 60	" Accidents and Guarantee	660 00	737 53	1,397 53
3,970 38	Postages and Telegraphs	1.085 14	1,233 60	2,318 74
5,252 99	Contingencies	1,173 74	2,900 18	4,073 92
.....	Losses by Fire	5,444 37	2,205 77	7,650 14
393 50	Telephone Service	580 00	194 50	774 50
.....	Grand Trunk Railway Esplanade Account	1,500 00	1,500 00	3,000 00
362 62	Casual Losses	.....	177 81	177 81
600 00	Patent Rights	.....	.....	.....
53,230 77		27,381 08	30,585 71	57,966 79
4·12		4·35	3·96	4·15

APPENDIX K.

General Charges.

Year 1881.	Detail of Service.	Half-Year ending 30th June, 1882.	Half-Year ending 31st Dec., 1882.	Total for 1882.
$ cts.		$ cts.	$ cts.	$ cts.
25,600 23	Joint Direction and Management	2,781 60	11,081 60	13,863 20
4,325 66	London Direction and Agency	2,433 48	2,433 48	4,866 96
5,000 00	Secretarial Fees Account	2,499 96	2,500 04	5,000 00
18,223 30	Secretary and Accountant and Head Office Salaries	10,768 80	6,126 71	16,895 51
1,600 00	Audit Expenses	799 92	800 08	1,600 00
7,165 17	Travelling Expenses	3,285 87	3,559 88	6,845 75
104 44	Exchange on London	522 20	613 46	1,135 66
17,500 00	Leased Lines Rental	9,000 00	9,000 00	18,000 00
2,517 12	Lake Agencies and Connections	1,613 24	8,297 21	9,910 45
906 65	Competitive and Protective Lines	.....	28 65	28 65
3,055 13	Agencies and Commissions	715 48	1,893 70	2,609 18
145 00	Parliamentary Expenses	540 02	1,000 00	1,540 02
86,142 70		34,960 57	47,334 81	82,295 38
6·68		5·56	6·15	5·88

NORTHERN AND NORTH-WESTERN RAILWAYS.

ENGINEER'S DEPARTMENT.

APPENDIX L.

Characteristics of Railway for Year, 1882.

MILEAGE.

MAIN LINE.	Main Line.	Companys' sidings.	Mill and Store-house sidings.
Toronto to Collingwood	94·96	30·52	8·73
Port Dover to Junction with N.C.R. at Allandale	134·07	14·80	·95
BRANCHES.			
Muskoka from Allandale to Gravenhurst	50·94	5·32	5·32
North Grey from Collingwood to Meaford	20·50	·86	1·16
Collingwood from Beeton to Lake Junction at Collingwood	39·83	2·74	2·18
North Simcoe from Colwell to Penetanguishene	33·34	2·63	2·77
Flos Tramway from Elmvale to Hillsdale	8·28	·49	·82
Total	381·92	57·36	21·93

Total Mileage of Main Line ..... 381·92 miles.
" " " Sidings ..... 79·29 "

Weight of Rail per yard ..... Steel, 60 and 56 lbs. Iron, 58 and 56 lbs.
Minimum Radius of Curvature ..... 1·146 feet.
Maximum Grade per Mile going North ..... ·60 "
" " " " South ..... ·74 "

Number of Regular Stations including Terminal	60
" Flag Stations	31
" Telegraph Stations	60
" Engine Houses	11
" Engine House Stalls	53
" Machine Shops (Toronto and Hamilton)	2
" Blacksmith's Shops (Toronto, Hamilton and Allandale)	3
" Carpenter's Shops	5
" Car repair Shops	4
" Track Tool Houses	75
" Turntable Roofs (Collingwood)	1
" Flour Sheds	5
" Store Sheds (Toronto, Hamilton and Lefroy)	3
" Watchmen's Houses	7
" Oil Houses	13
" Fire Engine, Sand and Ash Houses, and Ash-pits	13
" Tanks of all descriptions	33
" Steam-pump Houses for Tanks	8
" Track Scales	3
" Ice Houses	4
" Elevators (Toronto, Collingwood and Hamilton)	3
" General Offices (Toronto and Hamilton)	2
" Refreshment Stations	1
" Turntables	16
" Houses for Employees	107
" Freight Houses 100 feet and over	17
" " under 100 feet in length	40
" Wood Sheds average capacity 600 cords	14
" Coal Skids	5
" Grain Houses not attached to Freight Houses	2

OWEN JONES,
Chief Engineer.

NORTHERN AND NORTH-WESTERN RAILWAYS.

ENGINEER'S DEPARTMENT.

APPENDIX M.

Statement showing the average number of men per mile, and cost of Labour Maintaining Roadway, Works and Buildings for the year 1882.

Months.	Mileage.	No. of working days.	Total days.	Total cost.	Average No. of men per mile per day.	verage wages per man per day.
January	374·98	26	9,317¼	11,362 01	·9556	1·2194
February	"	24	9,029	10,963 37	1·0032	1·2142
March	"	27	10,264	12,463 96	1·0137	1·2143
April	"	25	10,586	12,917 62	1·1292	1·2202
May	"	27	11,318¾	14,695 23	1·1179	1·2983
June	"	26	11,660½	14,739 61	1·1960	1·2640
July	"	26	10,138¾	12,435 76	1·0399	1·2265
August	"	27	9,278¾	12,025 97	·9164	1·2960
September	"	26	9,325½	12,043 28	·9564	1·2914
October	"	26	9,484½	11,998 42	·9727	1·2650
November	"	26	9,292	12,018 02	·9536	1·2933
December	"	26	8,724¾	11,150 58	·8948	1·2791
Total.	.....	312	118,419¾	$148,813 83	12·1494	15·0817

Average wages per man per day, 1882	1·25
Average wages per man per day, 1881	1·19
Increase in year 1882	·06
Average number of men per mile per day, 1881	1·1968
Average number of men per mile per day, 1882	1·0121
Decrease in year 1882	·1847

OWEN JONES,
Chief Engineer.

NORTHERN AND NORTH-WESTERN RAILWAYS.

ENGINEER'S DEPARTMENT.

APPENDIX N.

Statement showing cost of "Section Labour" during the year 1882.

Months.	Mileage.	No. of sections.	No. of working days.	Total days.	Total cost.	Average No. of men per mile per day.	Average wages per man per day.
January	374·98	72	26	7,758¼	$8,435 78	·7957	1·0873
February	"	72	24	7,080½	7,813 50	·7867	1·1035
March	"	72	27	8,234	9,016 36	·8132	1·0951
April	"	72	25	8,246	9,134 49	·8796	1·1077
May	"	72	27	8,339¾	9,948 69	·8237	1·1929
June	"	72	26	8,181½	9,391 53	·8391	1·1479
July	"	72	26	8,203	9,483 77	·8413	1·1561
August	"	72	27	7,859	9,446 77	·7762	1·2020
September	"	73	26	7,935	9,351 52	·8137	1·1785
October	"	73	26	7,913½	9,325 72	·8116	1·1784
November	"	72	26	7,380	8,855 86	·7569	1·1999
December	"	73	26	7,150	8,377 22	·7334	1·1716
Total	.....	.....	312	94·280½	$108,581 21	9·6711	13·8209

Average wages per man per day, 1882	1·15
Average wages per man per day, 1881	1·08
Increase in year 1882	·07
Average number of men per mile per day, 1881	·8461
Average number of men per mile per day, 1882	·8058
Decrease in year 1882	·0403

NOTE.—It will be observed that the number of men per mile has decreased in 1882, but the average wages per man has increased, this is caused by the advance made in May, amounting to 10%.

OWEN JONES,
Chief Engineer.

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX O.

Statement showing the Number and Condition of Locomotive Engines, December 31st, 1882.

No. of Engine.	Maker's Name.	REMARKS.	Condition.
3	.....	Was taken over in Flos Tramway transaction	In fair order.
4	G. W. R.		In good order.
5	G. W. R.		" "
6	Baldwin		" "
7	Portland		In fair order.
9	Kingston		In good order.
20	Kingston		" "
21	N. R. C.	Under conversion	In shop.
22	N. R. C.	" "	"
23	N. R. C.		In good order.
24	Kingston		" "
25	Rogers	Was badly damaged by striking a fallen tree on track	Waiting repairs.
28	Dubs	Was purchased from the Intercolonial Railway	In good order.
29	Kingston	Was purchased from the Intercolonial Railway	" "
30	G. W. R.		In fair order.
31	" " "	Fitted with Westinghouse Automatic Air Brake, etc.	In good order.
32	" " "		In shop.
33	" " "		In good order.
34	" " "		In shop.
35	N. R. C.		In good order.
36	G. W. R.	Fitted with Westinghouse Automatic Air Brake, etc.	" "
37	Rogers		In shop.
38	Rogers		Working but needs repairs.
39	Taunton		In fair order.
41	Baldwin		" "
42	"		" "
43	"		" "
44	"	Was sold in May to the Canada Atlantic Railway	
45	Kingston		In good order.
46	"		Working but needs repairs.
47	"	Was badly damaged by striking a cow in April	In good order.
48	"		" "
49	"		" "
50	"		In fair order.
51	"		In good order.

Statement showing the Number and Condition of Locomotive Engines, December 31st, 1882.—*Continued.*

No. of Engine.	Maker's Name.	REMARKS.	Condition.
61	Brooks	Was badly damaged at the Davenport collision ..... Fitted with Westinghouse Automatic Air Brake, etc	In good order.
62	"		" "
63	"	.....	" "
64	"	.....	" "
65	"	.....	Requires repairs.
66	"	.....	" "
67	"	.....	" "
68	"	.....	" "
69	"	.....	" "
70	"	.....	" "
71	"	.....	" "
72	"	.....	" "

Engines bought from the Intercolonial Railway	2
Engine acquired by the Flos Tramway transaction	1
Engines owned on January 1st, 1882	44
Engine sold to the Canada Atlantic Railway	1
Total number of Engines on date	46
Standard gauge Engines in good order	23
" " " in fair order	8
" " " working but require repairs	9
" " " in shop under repairs	2
" " " " waiting repairs	2
Broad " " " under conversion	2
Total number of Engines on date	46

P. CLARKE,
Mechl. Supt.

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX P.

Statement showing the Number, Condition, &c, of Car Stock, December 31st, 1882.

DESCRIPTION.	No. of Cars in 1881.	No. of Cars in 1882.	CONDITION.	REMARKS.
First class cars	24	24	In good order except	Some require painting and varnishing. Seventeen cars have been fitted with Westinghouse Automatic Air Brake.
Parlour cars	2	2	" "	Require varnishing. Fitted with Westinghouse Automatic Air Brake.
Staff and pay cars	4	4	" "	Two cars have been fitted with Westinghouse Automatic Air Brake.
Smoking cars	4	4	" "	Fitted with Westinghouse Automatic Air Brake.
Second class cars	7	7	" "	Two cars have been fitted with Westinghouse Automatic Air Brake.
Mail and smoking cars	5	6	" "	Two cars have been fitted with Westinghouse Automatic Air Brake.
Baggage and express cars (short)	4	5	" "	Nine cars have been fitted with Westinghouse Automatic Air Brake.
" " " (long).	5	5	" "	
Baggage car	1	1	" "	Fitted with Westinghouse Automatic Air Brake.
Mail, baggage and express cars.	3	4	" "	One car built in shop during the year.
Auxiliary cars	3	4	" "	One new low flat car has been built in Company's works, and added to this new stock during the year.
Boarding cars	5	5	In fair running order	
Conductor's vans	17	22	In good order.	Six new vans from "Ontario Car Company," added to stock during the year.
Cattle cars	8	8	" "	
Oil cars	3	3	" "	

Statement showing the Number, Condition, &c., of Car Stock, Dec. 31st, 1882.—*Continued.*

Statement showing the Number, Condition, &c., of Car Stock, Dec. 31st, 1882.—*Continued.*

DESCRIPTION.	No. of Cars in 1881.	No. of Cars in 1882.	CONDITION.	REMARKS.
Box cars	374	420	In good order	Six cars have to be rebuilt to replace five burnt at flour shed, Toronto, and one fitted as auxiliary last year. Fifty new cars have been added to the stock during year (twenty-five from "Ontario Car Company" and twenty-five from "Crossen & Co"). One new box car has been built in the Company's shops this year, to replace one destroyed at Angus last year.
Flat cars	776	760	" "	Forty-eight cars have been destroyed by fire, casualties, lost and condemned (rotten), etc. Thirty-two cars have been built in Company's shops during the year, leaving a balance of twenty-five yet to be made, to fill vacant numbers.
Dump cars	40	40	In fair running order	
Snow ploughs	2	2	In good order	
Flange scrapers	2	2	" "	

P. CLARKE,
Mechanical Superintendent.

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX Q.

Statement showing the Numbers and Condition of Elevators, Stationary Engines, &c., December 31st, 1882.

DESCRIPTION.	Number in 1881.	Number in 1882.	CONDITION.	REMARKS.
Fire Engines and Hose	6	6	In good order	
Wood Sawing Machines	3	3	In fair order	
Grain Elevators, Engines, and Machinery	3	3	In good order	
Shop Engines	2	2	" "	
Shafting Machinery, &c.			" "	
Pumps and Machinery at Water Stations	9	9	" "	Syphons to be worked by the steam from the Locomotives, are connected with the following tanks: – Gravenhurst, Muskoka wharf, and Elmvale.
Wind Mills at Water Stations	3	3	" "	Work on an artesian well, north of King Station, was also in progress, but not finished during the year.

P. CLARKE,
Mechanical Superintendent.

NORTHERN AND NORTH-WESTERN RAILWAYS OF CANADA.

MECHANICAL DEPARTMENT.

NORTHERN AND NORTH-WESTERN RAILWAYS OF CANADA.

MECHANICAL DEPARTMENT.

APPENDIX R.

Cost of Working and Repairing Engines (per mile in cents) for year ending 31st December, 1882.

Month.	Engine Mileage.	Cost of Fuel. Wood & Coal.	Oil and Tallow. lbs. per 100 miles run.	Oil and Tallow. Cost.	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.
January ...	97,964	7.40	6.22	.32	.08	.10	4.53	12.43	1.13	.89	2.02	14.45	Wood was charged $2.35 $\frac{494}{1000}$ per cord, and coal $4.14 $\frac{538}{1000}$ per ton during the 12 months.
February...	96,886	7.48	6.07	.20	.23	.10	4.61	12.62	.60	.37	.97	13.59	
March.....	115,140	7.49	6.04	.22	.09	.08	4.43	12.31	1.90	.45	2.35	14.66	
April	117,373	7.49	5.98	.24	.09	.08	4.55	12.45	2.11	1.35	3.46	15.91	
May	120,023	7.58	6.02	.23	.09	.08	4.61	12.59	1.03	.97	2.00	14.59	
June	120,716	7.69	6.14	.22	.11	·08	4.65	12.75	2.15	1.41	3.56	16.31	
July	128,884	7.70	6.14	.17	.05	.07	4.60	12.59	.17	.11	.28	12.87	
August.....	134,833	7.89	5.85	.16	.04	.07	4.60	12.76	2.00	.94	2 94	15.70	16.59 miles run per pint (or lb.) of oil and tallow used.
September.	123,838	7.68	5.51	.22	.10	.08	4.62	12.70	1.37	.61	1.98	14.68	
October	120,714	7.85	5.68	.28	.10	.08	4.58	12.89	1.67	.78	2.45	15.34	
November..	112,675	7.84	6.04	.28	.17	.08	4.62	12.99	.86	.51	1.37	14.36	
December ..	98,469	7.83	6.82	.33	.07	.10	4.84	13.17	1.55	.79	2.34	15.51	
Total	1,387,515	91.92	72.51	2.87	1 22	1.00	55.24	152.25	16.54	9.18	25.72	177.97	
Monthly average.....	115,626	7.66	6.04	.24	.10	.08	4.60	12.68	1.38	.76	2.14	14.82	
Monthly average, '81..	113,139	5.90	6.22	.23	.07	.08	4.32	10.60	1.58	.59	2.17	12.77	

Cost (per mile in cents) for Year 1882	14·82
" " " " 1881	12·77
Increase, 1882	2·05

P. CLARKE, *Mechl. Supt.*

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX S.

Cost (per train mile in cents) running and repairing cars during year ending December 31st, 1882.

Months.	Train Mileage.	Cost of wages Repairing.	Cost of stores running and Repairing.	Total cost of stores, Wages, etc.
January	78,115	2·15	3·56	5·71
February	76,796	2·80	2·85	5·65
March	90,941	2·71	1·66	4·37
April	92,036	2·30	1·52	3·82
May	91,968	1·73	2·15	3·88
June	93,652	2·14	1·99	4·13
July	99,283	1·69	1·83	3·52
August	104,391	2·37	2·28	4·65
September	95,756	2·42	2·16	4·58
October	93,440	2·14	2·57	4·71
November	86,785	·92	·63	1·55
December	77,666	1·50	2·21	3·71
Total	1,080,819	24·87	25·41	50·28
Monthly average	90,068¼	2·08	2·12	4·20
Monthly average, 1881	89,241	2·12	2·28	4·40

Cost per train mile in 1882 ..... 4·20
" " " 1881 ..... 4·40

Decrease ..... ·20

P. CLARKE,
Mechanical Superintendent.

NORTHERN AND NORTH-WESTERN RAILWAYS.

MECHANICAL DEPARTMENT.

APPENDIX T.

Statement of Miles Run by each Class of Train, for year ending December 31st, 1882.

Months.	Passengers.		Mixed.		Freight.		Wood.		Engineering.		Wrecking and Snow Plow.		Train Miles.	Shunting, Piloting, &c.	Total Engine Miles.	Total Car Miles.
	Engine.	Car.	Engine.	Car.	Engine.	Car.	Engine.	Car.	Engine.	Car.	Engine.	Car.				
Jan....	30,786	102,620	17,954	153,852	23,989	324,611	5,178	63,201	118	698	90	365	78,115	19,849	97,964	645,347
Feb...	28,414	96,127	16,604	143,894	26,105	353,031	5,380	75,922	.....	.....	293	704	76,796	20,090	96,886	669,678
March.	32,159	110 022	18,622	168,122	34,066	451,364	4,892	67,119	1,137	18,191	65	507	90,941	24,199	115,140	815,325
April..	31,025	108,687	16,761	164,745	38,347	562,043	1,295	18,699	4,324	55,286	284	1,235	92,036	25,337	117,373	910,695
May ..	34,872	130,473	17,141	174,635	35,984	601,621	1,168	18,634	2,701	42,507	102	144	91,968	28,055	120,023	968,014
June ..	40,027	160,397	11,951	124,903	37,527	624,296	672	11,321	3,392	49,342	83	156	93,652	27,064	120,716	970,415
July ..	41,625	187,897	11,305	118,329	42,768	696,918	624	7,840	2,667	23,294	294	980	99,283	29,601	128,884	1,035,258
Aug...	45,479	217,285	12,385	127,181	44,209	744,266	.....	.....	2,210	21,012	108	324	104,391	30,442	134,833	1,110,068
Sept...	42,092	199,410	11,347	116,436	39,435	617,710	.....	.....	2,361	21,938	521	1,397	95,756	28,082	123,838	956,891
Oct....	36,630	141,622	13,448	149,475	41,176	639,400	22	297	2,150	19,304	14	28	93,440	27,274	120,714	950,126
Nov...	32,542	117,374	16,538	171,116	35,425	522,866	375	4,399	1,851	17,645	54	38	86,785	25,890	112,675	833,438
Dec ...	31,781	117,135	16,502	149,774	25,539	311,774	1,743	20.663	470	5,128	1,621	8,031	77,656	20,813	98,469	612,505
Totals.	427,432	1,689,049	180,558	1,762,462	424,570	6,449,900	21,349	288,095	23,381	274,345	3,529	13,909	1,080,819	306,696	1,387,515	10,477,760
Aver. No. of Cars on Train.	3·9		9·7		15·2		13·5		11·7		3·9		.....	.....	.....	.....

P. CLARKE, *Mech. Superintendent.*

NORTHERN AND NORTH-

MECHANICAL

APPEN

Statement of Miles run by each Engine

No. of Engine.	Jan.	Feb.	March.	April.	May.	June.	July.	August.
3	.....	.....	.....	.....	.....	.....	.....	.....
4	1,824	1,746	1,878	1,582	2,088	2,406	2,360	2,984
5	2,835	2,257	2,028	1,524	1,671	1,530	774	1,825
6	3,357	3,252	1,847	3,266	2,352	3,512	3,678	3,528
7	.....	.....	.....	1,002	933	1,042	1,942	2 244
9	.....	.....	.....	.....	633	3,347	3,237	3,421
20	2,158	2,784	1,822	2,204	3,275	2,525	3,027	2,945
23	2,963	2,706	3,563	2,955	3,444	2,998	3,311	3,550
24	4,428	3,298	4,115	3,703	3,457	2,649	3,047	3,676
25	.....	.....	640	3,832	3,909	3,353	2,104	3,681
28	.....	.....	.....	.....	.....	.....	.....	.....
29	.....	.....	.....	.....	.....	.....	.....	.....
30	2,206	4,940	4,270	3,911	5,282	5,533	5,133	3,514
31	5,208	4,761	4,186	4,700	4,044	808	3,739	5,249
32	3,673	2,025	3,675	3,538	3,667	4,184	4,460	3,466
33	2,997	2,979	2,622	2,550	3,942	6,449	5,018	5,211
34	3,136	1,254	4,299	3,032	3,117	3,440	4,669	3,590
35	.....	.....	3,141	2,013	3,091	3,368	3,382	3,594
36	2,561	1,946	3,164	3,112	3,234	3,564	1,791	5,135
37	819	1,397	2,036	1,781	2,627	2,636	2,001	.....
38	2,913	3,297	2,670	3,025	3,744	3,790	3,816	4,980
39	3,308	1,771	1,882	3,243	3,896	1,969	1,950	2,309
41	3,060	2,343	3,397	2,657	.....	2,267	3,090	3,286
42	2,556	3,146	4,071	789	1,265	2,438	1,884	3,004
43	.....	.....	462	2,489	2,515	2,255	2,008	305
44	157	1,256	1,901	2,194	998	.....	.....	.....
45	3,530	2,938	3,244	2,774	3,246	3,128	3,013	3,585
46	3,401	3,046	3,274	3,129	2,961	2,160	2,625	3,207
47	3,508	3,243	1,791	1,820	.....	281	2,161	2,613
48	3,805	3,630	3,539	2,819	3,652	3,710	4,222	4,085
49	3,030	2,962	3,110	2,806	3,258	2,777	3,241	2,852
50	1,732	1,583	1,758	1,797	2,294	1,599	2,140	2,274
51	682	1,074	1,596	1,816	1,865	627	1,338	1,668
61	2,545	2,970	4,009	3,769	2,834	4,025	3,666	.....
62	2,442	3,023	3,455	3,293	3,287	3,010	4,322	3,914
63	1,226	2,230	3,598	3,532	3,818	3,751	3,557	4,483
64	2,577	3,220	3,513	3,860	3,868	3,776	4,698	4,272
65	3,214	2,962	3,868	3,406	3,534	4,088	4,288	4,790
66	2,288	2,057	2,652	2,603	2,670	2,496	2,996	2,640
67	2,130	2,167	2,495	3,256	2,842	2,467	2,496	2,600
68	2,385	2,561	2,820	3,381	3,569	3,299	3,673	3,732
69	1,764	2,580	3,299	4,308	3,459	3,747	4,788	4,521
70	2,320	2,960	3,253	3,439	3,314	3,073	2,416	3,981
71	2,558	2,084	3,311	3,051	3,137	3,174	3,151	3,806
72	2,668	2,438	2,886	3,412	3,231	3,465	3,672	4,313
Total	97,964	96,886	115,140	117,373	120,023	120,716	128,884	134,833

WESTERN RAILWAYS.

DEPARTMENT.

DIX U.

during Year ending December 31st, 1882.

Sept.	October.	Nov.	Dec.	Total.	Description of Train.
1,639	650	1,038	.....	3,327	
3,136	2,038	3,213	1,842	27,097	Shunting.
1,485	2,216	850	36	19,331	"
2,825	2,052	612	2,391	32,672	"
975	2,382	582	1,047	12,149	"
1,518	3,329	3,204	2,665	21,354	" and Engineering.
2,688	2,102	3,310	1,886	30,726	"
3,218	2,597	1,488	3,037	35,830	Freight and Mixed.
1,566	2,555	466	922	33,882	" "
1,541	.....	.....	.....	19,060	Passenger, Mixed, and Freight.
.....	2,535	3,141	3,862	9,538	" " "
176	2,534	2,394	3,719	8,823	" " "
2,382	2,464	3,280	2,793	45,708	" " "
2,398	2,831	4,426	4,109	46,459	" "
4,201	4,355	3,636	.....	40,880	" "
5,406	4,323	3,398	3,817	48,712	" "
3,267	3,263	3,806	1,467	38,340	" "
2,947	3,236	3,371	3,556	31,699	"
7,236	6,356	3,168	1,958	43,225	"
1,848	.....	.....	.....	15,145	"
2,237	2,314	3,672	3,661	40,119	"
1,626	1,179	1,229	.....	24,362	"
1,744	1,813	1,740	1,943	27,340	Freight and Shunting.
3,084	3,327	2,879	2,831	31,274	" "
2,287	2,337	2,202	1,683	18,543	" "
.....	.....	.....	.....	6,506	" "
2,719	.....	2,559	3,039	33,775	Passenger and Mixed.
3,007	2,844	3,156	1,425	34,235	" "
2,514	2,752	3,605	3,341	27,629	" "
3,721	3,840	3,045	668	40,736	Freight and Engineering.
1,463	1,264	3,205	2,420	32,388	"
2,496	2,034	1,766	2,515	23,988	Shunting.
1,722	1,818	1,808	1,560	17,574	"
2,990	4,362	3,518	3,555	38,243	Passenger and Freight.
4,552	4,193	2,902	2,835	41,228	Freight.
4,389	3,924	3,457	1,920	39,885	"
4,343	2,882	3,458	3,055	33,522	"
4,089	4,218	2,704	2,051	43,212	"
2,600	2,910	1,736	3,512	31,160	"
3,325	2,776	2,288	2,306	31,148	"
3,571	3,268	3,150	3,346	38,755	Passenger and Mixed.
3,617	4,246	3,411	2,733	42,473	Freight.
4,636	4,145	4,013	2,750	40,300	"
2,755	3,195	3,038	3,159	36,419	Mixed.
3,599	3,255	2,751	3,054	38,744	Passenger and Mixed.
123,838	120,714	112,675	98,469	1,387,515	

P. CLARKE, *Mech. Supt.*

NORTHERN RAILWAY COMPANY OF CANADA.

Balance Sheet for the Year 1882.

	$ cts.		$ cts.
Consolidated Capital Account	6,132,378 59	Five per cent. First Mortgage Bonds	3,265,533 05
Northern Extension Railway Capital Account	1,620,947 87	Second Preference Bonds	1,381,646 68
London and Westminster Bank } Cash in London for	27,829 69	Third Preference Bonds, A	243,333 32
Interest Coupon Account } January Dividend.	83,847 95	Third Preference Bonds, B	227,760 01
London Agents }	2,457 72	Northern Extension Bonds	770,393 34
Northern and North-Western Railways Deferred Account under Agreement of 6th June, 1879	631,912 21	First Preference Stock	730,000 00
Northern and North-Western Railways Account, 1882.	15,482 40	Ordinary Stock	815,200 00
Board of Directors, London	2,920 00	North Grey Townships	9,729 72
All other Accounts	39,064 37	Interest on First Mortgage five per cent. Bonds	79,530 09
		Interest on Second Preference Bonds	38,140 01
		Interest on Third " "	25,796 31
		Interest on Northern Extension Bonds	24,669 11
		Northern and North-Western Railways Advance Acct.	227,847 27
		Joint working and Equipment Bonds Appropriation for Separate use, Act 1881	100,000 00
		Northern and North-Western Railways Moveable Property under Agreement of 6th June, 1879	604,670 58
		All other Accounts	12,591 31
	$8,556,840 80		$8,556,840 80

WALTER TOWNSEND,
Secretary.

JOHN LANGTON,
Auditor.

TORONTO, 26th March, 1883.

SAMUEL BARKER, ESQ.,
General Manager,
Northern Railway Co. of Canada.

SIR,—I beg to inform you that I have completed the audit of the books and accounts of the Northern Railway Company of Canada for the year ending 31st December, 1882, and now enclose the Balance Sheet certified by me, as correctly extracted from the Ledger accounts for above period, representing an accurate statement of the affairs of the Company. I have found vouchers for all moneys received or paid, which have been carried to their proper accounts.

I have examined the Stock Book, and find transfers have all been correctly entered.

I have the honour to be,
Sir,
Your obedient servant,
JOHN LANGTON,
Auditor Northern Railway Co. of Canada.