



REPORT

SUBMITTED BY THE

BOARD OF DIRECTORS

OF THE

Northern Railway of Canada,

TO THE

ANNUAL MEETING OF THE PROPRIETORS,

HELD AT THE COMPANY'S OFFICE,

WEDNESDAY, FEBRUARY 13, 1861.



TORONTO, C. W. :

PRINTED AT THE GLOBE STEAM PRESS, KING STREET WEST.

1861.



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OF THE

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DIRECTORS.

HON. JOSEPH C. MORRISON, PRESIDENT.

FRED. W. CUMBERLAND, ESQ., VICE-PRESIDENT.

JOHN B. ROBINSON, ESQ., M. P. P.

JAMES BEATY, ESQ.

JOHN BROWNE, ESQ.

SYDNEY LAWRENCE, ESQ.

HENRY WHEELER, ESQ.

JAMES E. SMITH, ESQ., *Alderman Toronto City.*

T. D. McCONKEY, ESQ., *Warden of Simcoe Co.*



EXECUTIVE OFFICERS.

FRED. W. CUMBERLAND, ESQ., MANAGING DIRECTOR.

GEORGE BEATTY, SECRETARY.

J. LEWIS GRANT, SUPERINTENDENT.

SANDFORD FLEMING, ENGINEER.

REPORT OF THE DIRECTORS.

TORONTO, February 13, 1861.

To the Proprietors of the Northern Railway of Canada :

THE Directors, in presenting the Annual Reports for 1860, of the Executive Officers of the Company, congratulate the Proprietary upon the highly satisfactory nature of the Company's transactions for the past year.

The trade and revenues of the road have largely increased, as will appear from the following abstracts of the returns attached.

FREIGHT TONNAGE OF ALL CLASSES.

	1859.	1860.	Increase.
Through Freight.....	28,373	36,558	8,185
Local Freight.....	63,029	88,787	25,758
Total in tons.....	91,402	125,345	33,943

PASSENGER TRAFFIC.

	1859.	1860.	Increase.
Total number of Passengers carried.....	78,072	91,582	13,510

GROSS EARNINGS FROM ALL SOURCES.

1859.	1860.	Increase.
\$240,044 86	\$332,967 01	\$92,922 15

TOTAL EXPENDITURE.

\$197,199 91	\$260,466 56	\$63,266 65
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NET EARNINGS.

\$42,844 95	\$72,500 45	\$29,655 50
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available for interest.

Thus illustrating important advances in every department of the Company's operations.

The undermentioned appropriation of the net revenue of the year to the payment of interest will be a source of satisfaction to the proprietary, as denoting the early and rapid restoration of the Com-

pany's securities to value, and the success which has attended the wise and liberal policy of the Government and Parliament in the reorganization of the Company—a policy that has already resulted in contributions from the earnings of this road to the Provincial Exchequer.

Balance to credit of revenue account, 1st			Sterling.
January, 1860.....	\$15,330 27	£3,150 1 1	
Net revenue for year ending 31st December, 1860.....	72,500 45	14,897 7 0	
	<hr/>		
Total to credit of Interest Account.....	\$87,830 72	£18,047 8 1	
Interest upon Company's Bonds ;			
First Preference :			
1st half year due and paid 1st July,			
1860,	£2,340 0 0		
2nd do do 1st January, 1861,	2,588 4 9		
	<hr/>		£4,928 4 9
Second Preference ;			
1st half year ending 1st February, 1860, paid 1st			
February, 1861,.....		6,485 3 3	
Balance to credit of Interest.....		6,634 0 1	
	<hr/>		£18,047 8 1 St'g.

Highly satisfactory as is this result, the Directors and Officers unite in the opinion that the current expenditure of the Company is still in excess of the permanent standard which they desire and confidently expect to adopt, but the proprietary will not fail to recognise in the present condition of the works and in the impediments and additional charges due to the operation of the contract for restoration, insuperable obstacles to an immediate reduction to the scale of outlay, which will suffice when those obstructions to economy are removed, and when, accordingly, as the Directors and Officers confidently believe, the net revenue results will be largely augmented, and will bear a more satisfactory relation to the amount of gross earnings to which the traffic of the line has risen.

The contract for the restoration of the works under the new capital account has gone into operation ; satisfactory progress has been made therein, and the relations of the Company with its con-

tractors are efficient. The Directors trust that by the end of the current year, or early in 1862, these works will have been fully completed, and the capital account (which on a recent detailed revision of the estimates is found to suffice for all the purposes contemplated) finally closed.

Considerable works of great advantage to the future economical operation of the Company's business have been executed during the past year at the Toronto depot, which had become quite inadequate to the increasing traffic, especially in timber and lumber. These works, which are described in detail in the accompanying reports, have been chiefly provided from capital, but the necessities of the current trade made it essential to engage in some extensions, which have been necessarily and properly charged against revenue, although they represent exceptional items of outlay which will not again occur. The Upper Lake connections have been efficiently maintained, and the through traffic has been largely increased, and punctually and profitably performed.

The Directors entirely concur in the views of the Managing Director in relation to the desirability of promoting a permanent establishment of Upper Lake steam connections, and they cordially commend to the favour of the proprietary and of the commercial interests of Toronto, any measures calculated to encourage such a stable organization in these waters as shall secure and attract their trade in permanence to this route.

The steam connections on Lake Ontario and the River St. Lawrence have been efficient and satisfactory, and have relieved the Company from the embarrassments of unfavourable traffic relations with the Grand Trunk Railway, whose recent policy of close combinations seemed especially directed against this as a through route, notwithstanding that it has annually contributed to that Company, during the seasons of navigation, an average of 12,000 tons of freight, free of all commission and charges—an amount that during the past year might have been doubled had not this Company been necessarily driven to other, though scarcely less favourable, outlets. But the Directors have preferred to await the abandonment of a system more injurious to Grand Trunk than to Northern interests, rather than engage in any active traffic hostility or rash competition, and they have reason to believe that the issue will justify their course.

The floating debt of the Company, for which provision was made in the new capital, has been liquidated as far as proofs and legal abilities would permit, and there remains but a balance of £3,244 10s. sterling for adjustment.

The Directors continue to act in the fullest harmony with their London colleagues, whose co-operation, together with the practical advantage of the London agency, is promotive of the best interests of the Company.

The Directors bear willing testimony to the able services of the chief executive officers of the Company, and to the continued fidelity and efficiency of all ranks and departments of the service.

FRED. W. CUMBERLAND,

Vice-Pres. & Man. Director.

ENGINEER'S REPORT.

ENGINEER'S OFFICE,

Northern Railway of Canada,

TORONTO, *January 5, 1861.*

To the President and Board of Directors :

GENTLEMEN,—I beg to submit my Annual Report on the condition and progress of Restoration and other works under my charge, during the year 1860. At the date of last Annual Report, a preliminary and conditional contract had been entered into with Thomas Brassey of London, England, for the full restoration of the line between Toronto and Collingwood, as well as for repairs of Rolling Stock, and for Station accommodation. Owing, however, to unforeseen delays, the contract did not practically take effect until late in the season, and in consequence, much less has been accomplished than was expected at the commencement of the past year. It was the 20th of September before arrangements were fully perfected for the Contractor to enter on the work, and on the 1st of October following, the various bridges and the track were handed over to him for restoration and maintenance.

In anticipation of the contract referred to, coming into operation before the expiration of the season, and in view of the necessity of promoting, as far as possible, the works to be done under it, as well as to meet the demands of an increasing traffic, it was found expedient early in the season to make arrangement for the supply of material for the restoration of track and for other works, for the extension of station accommodation, and for the renewal of freight cars. These arrangements and preparations proved alike beneficial to the Company, and satisfactory to the Contractor, and the materials and works were transferred to him on commencement of operations.

Under these arrangements, the Company had accomplished new works, up to the 1st of October, the period when Brassey's contract practically took effect, to the value of \$38,300.34, of which \$15,-161.72 was for restoration of track and bridges, and \$23,138.62 in extension of station accommodation and renewal of rolling stock.

Since that date up to the 31st December last, a further expenditure of \$119,115.17 has been made under Brassey's contract, making a total of \$157,415.51.

The work done and materials furnished under that contract within the year, is as follows :

943 tons new Iron Rails, equal to ten and a half miles.
5,169 Chairs and Fish-joints.
65 tons Spike.
43,624 Cross ties.
10 miles Track laid.
1,200 cub. yards new Masonry.
30,000 do do Excavation.
54 Box Freight Cars renewed.
16 Platform do do
1 Passenger do do
110,000 cub. yds. earth filling at Toronto Depot.
13,000 lineal feet Breastwork at do do.

and inclusive also of work in foundations of structure, delivering of iron girders at Clubine's Bridge, purchase of lands for borrowing pits, and delivery of material for fencing. The expenditure referred to, includes also the cost of draining and metalling Depot Grounds, Toronto, erection of Local Freight House, Blacksmith's Shop and Passenger House.

The various timber bridges on the line have been kept up in a serviceable condition for traffic during the past year ; some of these structures were so thoroughly overhauled and repaired in 1859, that they needed but little subsequent attention, and the whole have been maintained at considerably less cost in 1860, than during the previous year ; they are all now under the immediate care of the Contractor for maintenance of way, and with ordinary repairs may be used with safety until substituted by the permanent structures of stone and iron, now under contract.

The character and dimensions of all the principal structures have been determined upon, the drawings are prepared, and the Iron Girders in process of manufacture in England, are expected to be here early next summer. Borings have been made at all the sites of bridges, by which the nature of foundation works have been determined.

The quantities of work and materials required to construct the various structures have been calculated in detail, by which it appears, after making ample allowances for unforeseen contingencies, that their cost will not exceed the sums appropriated.

The character of the track for the purposes of this winter's traffic has not been improved by the expenditure, on account of restoration, inasmuch as the work was done too late in the season. The insertion of a large number of new Cross-ties in October and November, loosened the road-bed so much that in conjunction with the fall rains and without time to consolidate, it was left in an unfavourable condition to be acted upon by the frosts and snow of a severe winter. This is found to be the case, not only where the new ties have been laid in continuous stretches south of Richmond Hill station, but also where they have been inserted under rail-joints and at intervals on other sections of the line. The track generally, in consequence of these renewals being made out of season, has been difficult to maintain in a proper condition, and has resulted in injurious effects on the Rolling stock.

The station accommodation at Toronto has been largely extended during the past year, to meet the requirements of an increasing traffic. Nearly seven acres of valuable land has been reclaimed from the water, and is now used for station purposes. This land was formed chiefly through a mutually advantageous arrangement, entered into early in the season with the Grand Trunk and Great Western Railway Companies, by which this Company received the benefit, on favourable terms, of (over 110,000 cubic yards) all the material excavated from the cuttings formed to give these Railways an improved and joint entrance to Toronto from the West. Besides this extension of Depot land, a new Local Freight House 315 feet long by 60 feet wide, and a new and commodious Passenger House have been erected on the ground reclaimed. A Breastwork 1,300 feet in length has been completed in front of the Depot, in water averaging from 8 to 9 feet in depth. The Breastwork protects the ground made during the past summer, from the waters of Toronto harbour, and likewise encloses a pond of about 6 acres, at present used as an inner Timber basin.

The heavy timber business has called for an extension of rafting space at this point, and to provide the requisite accommodation, works

are under contract, by which nearly the whole space between what is known as the "Windmill line," and the new Breastwork will become available. By this means over 25 acres in all of protected water will be provided for this important branch of the Company's business.

The storage ground for sawn lumber intended for exportation has heretofore been much contracted at Toronto, and in view of an unusually large augmentation of business on the opening of navigation, an earthen embankment is being formed along the back of the new Breastwork sufficient to afford space for over six millions of feet.

Besides these works completed and in progress at Toronto, a new Blacksmith's shop 112 feet by 50 feet has been erected during the past summer, and the whole of the Company's Depot ground is being enclosed by a substantial fence.

The water service of the line has been extended during the past year. At Thornhill and Aurora, pumps driven by a head of water have been set in operation, and have proved, especially at the latter place, entirely satisfactory. The water is led to the station at each place by about a mile of pipe. At Thornhill, although the flow has unfortunately been interrupted by the late severe frosts, the works here when properly protected and in full operation cannot fail to prove of great service in "Operating the Road."

Appended to this you will find a table showing the length of main track, depot sidings, mill sidings, and branches attached to the line of Railway, and also an abstract of the gross expenditure under my certificates, and under Brassey's contract, during the year 1860, in restoration, repair, and new works, amounting in all to the sum of \$167,598.95.

With regard to the works to be executed during the ensuing summer, the Contractors are actively engaged preparing and delivering material at various points along the line, in view of an early and vigorous start so soon as the weather will allow.

I have the honour to be,

Gentlemen,

Your obedient servant,

SANDFORD FLEMING,

Engineer.

TABLE

Shewing the Length of Main Track, Main Sidings and Branches laid with T iron on line of Railway.

	Feet.	Miles.
Length of Main Track from Brock Street, Toronto, to Through Freight House, on Collingwood Wharf, including Bell Ewart Branches. (1.30 Miles).....	25,799	95.14
Track, laid in Depot at Toronto,	1,200	
Main Siding at Weston.....	400	
" " " York,	889	
" " " Thornhill,	856	
" " " Richmond Hill,	1,400	
" " " King,	1,216	
" " " Aurora,	983	
" " " New Market,	1,061	
" " " Holland Landing,	1,040	
" " " Bradford,	706	
" " " Scanlans,	1 006	
" " " Gilford,	1,449	
" " " Bell Ewart,	1,417	
" " " Lefroy,	2,414	
" " " Barrie,	643	
" " " Harrison's Crossing,	635	
" " " Essa,	1,053	
" " " Sunnidale,	814	
" " " Nottawasaga,	7,472	
" " " Depot at Collingwood,		9.93
Total length of Main Sidings and Depot Tracks.....		
<i>Track laid with T iron, in Mill and Gravel Pit Branches :</i>		
Length of Siding at Davenport Pit.....	915	
" " " McGee's Mill.....	420	
" " " Westman's "	145	
" " " Burrow's "	206	
" " " Ford's "	307	
" " " Bradford "	202	
" " " Bell's "	244	
" " " Gilford "	1,109	
" " " Lefroy "	269	
" " " Bell Ewart "	1,710	
" " " 9th Line.....	640	
" " " Craigvale,	456	
" " " Bush's,	183	
" " " Smith, Burke & Co.,	736	
" " " Jacques & Hay,	200	
" " " Warrington,	216	
" " " Nottawasaga,	142	
" " " Batteaux,	542	
		1.63
Total length laid with T Iron.....		106.70

ABSTRACT

Of Expenditure on Restoration and New Works, for the Year 1880, under Engineer's Certificates, Nos. 112 to 174 inclusive, embracing all the services under Contract with Thomas Brassey.

WORKS, &c.	Under Brassey's Contract.	On Account Current.	TOTAL.
Permanent Way.....	\$71,724 39	.....	\$71,724 39
Bridges and New Works.....	22,531 97	.....	22,531 97
Road Crossings, Land and Fencing.....	2,856 00	.....	2,856 00
Repairs to Rolling Stock.....	15,983 15	.....	15,983 15
Extension and Improvement of Depot Grounds at Toronto.....	13,368 83	1,776 79	15,145 62
Construction of Breastwork at do.....	11,576 11	.....	11,576 11
Local Freight House at do.....	7,417 18	.....	7,417 18
Draining and Metalling Depot at do.....	2,531 14	153 72	2,684 86
New Blacksmith Shop at do.....	1,348 48	.....	1,348 48
New Passenger House at do.....	4,078 26	839 68	4,917 94
Repairs to Buildings and General Station Accommodation.....	.....	920 94	920 94
Water Service at Aurora.....	.....	906 87	906 87
Water Service at Thornhill.....	.....	1,685 10	1,685 10
General Bridge Repairs, from 1st January to 1st October.....	.....	3,043 83	3,043 83
Superintendence, Engineering, and Miscellaneous Expenses.....	4,000 00	856 51	4,856 51
Totals.....	\$157,415 51	\$10,183 44	\$167,598 95

SUPERINTENDENT'S REPORT.

Northern Railway of Canada,

SUPERINTENDENT'S OFFICE,

Toronto, December 31st, 1860.

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

GENTLEMEN,—I beg leave to submit, for your consideration, my Annual Report of the operations of your Railway for the year ending with the above date.

Connected herewith, please find Tabular Statements of Tonnage, Mileage, Earnings and Expenditure, &c., and other information incident to the working of the line.

The gross earnings for the year are.....\$332,967 01

Do do do previous year..... 240,044 86

Showing a gross increase.....\$ 92,922 15

The increase of receipts as above shewn, are made up as follows,
viz :—

	Increase.	Decrease.	
From local passengers.....	\$20,328 73		
Do do freights.....	58,526 83		
Do through passengers....		\$1,213 07	
Do do freights.....	15,969 91		
			\$94,825 47
Mails and Sundries.....		690 25	
			1,903 32
			<u>\$92,922 15</u>

The above statement shows the increased amount of earnings to have arisen mainly from the Freight traffic, and upon the transportation of an increase in tonnage amounting to 35,184¹⁹⁷⁰ tons, and an increase in the mileage of trains and engines of 55,691 miles.

It will be borne in mind, I trust, that, to earn an increased revenue by Freight traffic, involves a much larger outlay in expenses for handling, hauling, and repairs of rolling stock and track in proportion to the receipts, than if earned by transportation of Passengers.

The expenses chargeable to maintenance of permanent way, repairs of bridges, rolling stock, and operating the road in the year 1860 were.....	\$260,466 56
The same account in 1859 was.....	197,199 91

Showing an increase in expenses of.....\$ 63,266 65
This is due, in part, to increase of traffic, to the condition of the track, and expenses inseparable from the restoration account, and to certain other expenses over which I have had no control.

The Lumber and Timber traffic offering unusually heavy in the early spring and summer, it was found absolutely necessary to provide largely for the repairs of trackway, bridges, and rolling stock, to enable the road to earn its revenue.

The contract for the restoration of works, although submitted early in March in the year 1860, was not then entered upon. Had the work of renewal commenced immediately thereafter, revenue would have been relieved from expenses in repairs, for which new capital had been provided, and the rolling stock would have been benefitted by an improved roadway and track.

The restoration of track under the contract, it is to be regretted, was not commenced until the beginning of October; new ties were then introduced, more or less upon every mile of the line, and the work having been performed late in the year, much of it during the autumnal rainy season, without new ballast, left the superstructure in a condition to be easily affected by the frost, the joints heaving and settling, thereby presenting an exceedingly uneven surface, which unavoidably increases the expense of operating, and repairs of rolling stock.

This condition of things must continue to exist, to a greater or less extent, until the full completion of the restoration of works and stock, and it should not be expected that expenses can be reduced to their minimum until that period arrives.

The Depot Grounds at the new location required tracks for both

Passenger and Freight service, which have been provided mostly by removal of track and sidings from former locations. The above work, together with the partial ballasting, was necessarily performed by the Company, the expenses of which tended in some considerable degree to increase the yearly account.

The Through Traffic, although done at low rates, owing to the great competition, was comparatively better than in former years, and is generally satisfactory in its results. The line consisted of four boats making tri-weekly trips. The total number of round trips between Collingwood and Lake Michigan were seventy-three and a half, making a total of upwards of forty-four thousand miles. The tables will shew the amount of traffic transported during the season by the Boats in the line. The Through business would undoubtedly have been augmented in a considerable degree had it been possible to have maintained an equitable arrangement with the Grand Trunk Company for the mutual interchange of Passenger and Freight traffic at Toronto.

The erection of the new Freight Depot at Toronto greatly economises labour, and facilitates the operations of Local traffic. The new Smith's Shop, and the introduction of a more powerful stationary Engine in the Machine Shop, with the new machinery now being put in operation in the Car department, will greatly assist in the repairs of rolling stock, and will no doubt reduce expenses under that head when in full operation.

The line has been successfully operated during the past year, inasmuch as no casualty of a very serious nature has transpired--no passenger having been injured, nor has the failure of any structure occurred.

In a few instances cars have been thrown from the rails by the failure of axles, and collisions with cattle, and in one case by the breaking of a wrought-iron wheel, which resulted in considerable damage to the cars in the train. All of the above mishaps occurred to Freight Cars. No Engine has been thrown off during the year while out upon the line.

The list of Casualties is comparatively small, and were it not for those cases caused by injury to persons walking upon the track while under the influence of liquor, we should have but few to record.

To Mr. James Tillinghast, Superintendent of Motive Power,

great credit is due for the able and satisfactory manner in which he has discharged the duties devolving upon him.

In conclusion, I may be allowed to state that the staff of employees generally have performed their duties in a faithful manner, alike creditable to themselves, satisfactory to the public, and profitable to the Company.

I have the honour to be,

Gentlemen,

•

Your obedient servant,

J. LEWIS GRANT,

Superintendent.

CASUALTIES.

May 4th.—Michael Tobin, an employee on the track, in a state of intoxication, was run over by the train going north. An inquest was held. Verdict on the inquest—accidental death.

May 24th.—Neil Wilkey, a farmer, intoxicated, was walking on the track, and as the train approached he stepped off. Half the cars had passed when he fell under; one of his legs was cut off. He survived the injury.

June 13th.—Andrew Laidlaw, Conductor and Switchman of Shunting train, while in the act of coupling, his foot caught on a tie; the wheels of the Engine passed over his legs. He died two days after. No inquest held.

June 27th.—Francis Lawrence, Conductor, had his arm fractured. An axle under a load of timber gave way, throwing three cars off the rails; a piece of timber was forced through the end of Conductor's car, and fractured his arm while in the act of applying the brake. He has since recovered and resumed work.

September 6th.—George McGruther, a stranger lying on the track intoxicated, the train passed over him, cutting off both his legs. He died a few hours after. Verdict—accidental death.

November 16th.—Thomas Sullivan, an employee on the track, supposed to have been killed by Express South before daylight; his remains were found by Mail Train North. Verdict on the inquest—accidental death.

CHARACTERISTICS OF RAILWAY.

Length of Main Track.....	94.5 miles
Do Bell Ewart Branch.....	1.5 do
Do Side Tracks T Rail.....	9.93 do

Weight of Rail in Main Line, per yard.....	57 lbs.
Minimum radius of Curvature.....	1432 feet
Maximum Grade going North, per mile.....	60 feet
Do do do South, do	52.80 feet

Number of Stations, including Termini.....	14
Do Flag Stations.....	10
Do Engine Houses.....	2
Do Stalls for Engines.....	15
Do Machine Shops.....	1
Do Turn Tables.....	4
Do Track Scales, (30 tons, Toronto).....	1
Do Station Houses, with Dwellings attached.....	3
Do Hotel, &c., (Collingwood).....	1
Do Dwellings, all classes, other than those above.....	16
Do Water Stations, including Termini.....	14
Do fed by Springs.....	5
Do supplied by Pumps.....	9

LOCOMOTIVE ENGINES.

Nos.	Names of Engines.	Size of Cylinders.	Size of Drivers.	Number of Drivers.	No. of Truck Wheels.	Style of Connections.	By whom Manufactured.	
			Feet.					
1	Lady Elgin.	14 X 20	5	4	4	Inside.	Portland.	Locomotive Works.
2	Toronto.	16 X 22	4 $\frac{1}{2}$	4	4	Outside.	J. Good.	Toronto.
3	Josephine.	17 X 20	6	4	4	Inside.	Brant.	New Jersey.
4	Huron.	17 X 20	5	4	4	Inside.	Brant.	New Jersey.
5	Ontario.	17 X 20	5	4	4	Inside.	Brant.	New Jersey.
6	Simcoe.	16 X 22	4 $\frac{1}{2}$	4	4	Outside.	J. Good.	Toronto.
7	Collingwood.	17 X 20	5	4	4	Inside.	Brant.	New Jersey.
8	Seymour.	17 X 20	5	4	4	Inside.	Brant.	New Jersey.
9	Hercules.	18 X 20	4 $\frac{1}{2}$	6	4	Inside.	J. Good.	Toronto.
10	Samson.	18 X 20	4 $\frac{1}{2}$	6	4	Inside.	J. Good.	Toronto.
11		16 X 20	5	4	4	Outside.	J. Good.	Toronto.
12		17 X 20	5	4	4	Inside.	J. Good.	Toronto.
13	George Beatty.	18 X 20	5 $\frac{1}{2}$	4	4	Inside.	J. Good.	Toronto.
14		17 X 20	5 $\frac{1}{2}$	4	4	Inside.	Brant.	New Jersey.
15		17 X 20	5	4	4	Inside.	Brant.	New Jersey.
16	J. C. Morrison.	17 X 20	5 $\frac{1}{2}$	4	4	Inside.	J. Good.	Toronto.
17	Cumberland.	18 X 20	5 $\frac{1}{2}$	4	4	Inside.	J. Good.	Toronto.

ROLLING STOCK.

Number of Locomotive Engines.....	17
Do Passenger Cars, 1st class.....	13
Do do do 2nd do	7
Do Mail Express and Baggage Cars.....	3
Do Baggage Cars.....	3
Do Box Freight Cars.....	108
Do Freight Conductors' Cars.....	7
Do Refrigerator Car.....	1
Do Platform Cars.....	158
Do Spar Trucks.....	16
Do Hand Cars.....	6
Do Snow Ploughs (large) with 6 wheels each.....	3

Wood-sawing Engines upon wheels for running on track (complete).	2
Caloric Engines.....	2
Fire Engine and Hose, at Toronto.....	1
Do do at Collingwood	1

MOVEMENT OF TRAINS, &c.

Number of Miles run by Passenger Trains.....	125,841
Do do do Freight do	85,863
Do do do Mixed do	4,660
Do do do Timber do	41,343
Do do do Pilot and Shunting Trains.....	20,204
Do do do Wood do	10,646
Do do do Engineering do	10,866
Do do do Light Running do	816
Do do do Engines	300,239
Do do do Passenger Cars.....	234,340
Do do do Baggage Cars.....	128,156
Do do do Box and Freight Cars.....	1,013,604
Do do do Flat Cars.....	892,764

Number of Passenger Trains run between Collingwood and Toronto.....	1,268
Do of Way Passenger Trains run.....	144
Do of Freight Trains run between Collingwood and Toronto	553
Do of Way Freight Trains run.....	578
Do of Wood Working, Engineering, and Extra Freight..	368
Do of Timber Trains.....	524

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

Average number of Cars of all kinds in Passenger Trains	62 ⁴
Do do do do Freight do	14 ¹⁵
Do do do do Timber do	13 ⁴
Do do do do Wood & Working Trains.	12 ²

*STATEMENT of Number of Miles run by Locomotives; also the
Class of Train drawn by each Engine.*

	Passenger Trains.	Freight Trains.	Mixed Trains.	Timber Trains.	Wood Trains.	Working and Iron Trains.	Pilot and Shunting Trains.	Light Running.	Total Miles run in 1860.
1							7,289	96	7,385
2		9,125		9,546	1,179	975	75		20,900
3	20,660	230	100						20,990
4	1,630	15,415	1,365	4,400	1,020	530	150	130	24,640
5	5,730	13,150		6,300	290	135	200		25,805
6	100	1,424	1,365	8,138	1,008	802	3,940	125	16,902
7	2,440	14,980	200	3,900	210	335	230	55	22,350
8	4,865	11,500	600	960	960	60	100	65	19,110
9		2,436		6,927	5,019	5,987		155	20,524
10	406	9,110			106	81		60	9,763
11			230		650	416	8,100	30	9,426
12	6,520								6,520
13	2,000					27	70		2,097
14	25,285	238							25,523
15	2,730	8,255	800	1,002	130	1,518			14,435
16	26,065				74			100	26,239
17	27,410			170			50		27,630
	125,841	85,863	4,660	41,343	10,646	10,866	20,204	816	300,239

LOCAL FREIGHT TRAFFIC.

CLASSIFICATION OF FREIGHT IN TONS OF 2000 lbs. FOR 1860.

DESCRIPTION OF FREIGHT TRANSPORTED NORTH.			DESCRIPTION OF FREIGHT TRANSPORTED SOUTH.		
	Tons.	lbs.		Tons.	lbs.
Of the Products of the Forest,.....	1,631	125	Of the Products of the Forest,.....	54,221	37
Animals,.....	130	348	Animals,.....	575	1,277
Vegetables,.....	66	1,138	Vegetable,.....	399	1,324
Agriculture, including Flour, 619 Bls.....			Agriculture, including Flour, 76,418 Bls..		
Wheat, 1869 Bus.....			Wheat 397,058 Bus.		
Barley, 1,510 ".....			Barley, 3,535 "		
Corn, 41 ".....			Corn, 1,991 "		
Oats, 3,159 ".....			Oats, 9,659 "		
Peas, 40 ".....	214	370	Peas, 2,196 "	20,535	1,110
Manufactures,.....	1,056	529	Manufactures,.....	796	1,484
Merchandise,.....	5,872	1,502	Merchandise,.....	450	656
Other Articles,.....	2,865	189	Other Articles,.....	572	845
Tons,.....	11,236	201	Tons,.....	77,551	733
				11,236	201
			Total Number of Tons.....	88,787	934

Number of Tons Local Freight carried one mile, 4,172,989.

NUMBER OF BARRELS OF FLOUR OF 216 LBS.
CARRIED, 1860.

Barrels Flour carried North—Local.....	619
Do do do South—Local.....	76,418
Through	154,944
	<hr/>
	231,981

BUSHELS OF WHEAT AND OTHER GRAIN.

Bushels of Wheat and other Grain carried North—Local.....	6,582
Do do do do South—Local.....	414,439
Through.....	517,261
	<hr/>
	938,282

NUMBER OF TONS LUMBER.

Carried North—Local.....	1,031 ^{13.5} / ₂₀₀₀
Do South—Local.....	54,221 ^{3.7} / ₂₀₀₀
	<hr/>
	55,252 ^{16.2} / ₂₀₀₀

PASSENGER TRAFFIC.

Number of Passengers Ticketed from Stations.....	74,998
Do do Paying on the Cars.....	12,098
Do Foreign Through Passengers.....	1,609
Do Free and for Construction.....	2,877
	<hr/>
Total number of Passengers carried.....	91,582

Number of Miles travelled by Passengers.....	3,514,591
Average of Miles travelled by each Passenger.....	38 ¹ / ₂
Average amount of fare paid by each Passenger, exclusive of those carried free.....	96 ¹ / ₂ cents.

STATEMENT
*Of Principal Articles of Local Freight brought to Toronto by Northern
 Railway, 1860.*

During Month of	Flour, Brls.	Wheat, Bus.	Timber and Lumber, feet.
January	6,697	46,813	744,000
February	8,587	44,881	1,392,000
March	7,455	25,901	4,800,600
April	6,325	14,844	5,202,360
May	7,798	32,716	6,204,330
June	4,805	41,861	4,416,000
July	5,236	24,805	4,387,886
August	2,610	11,700	4,338,600
September	3,210	25,392	2,341,000
October	6,466	69,038	2,304,300
November	10,729	41,091	933,000
December	6,500	17,516	337,600
Total	76,418	397,058	37,401,676

From what Station Shipped.

Station.	Flour, Brls.	Wheat, Bus.	Timber and Lumber, feet.
Thornhill	23,115	.....	6,000
Richmondhill .....	.....	.....	907,666
King	3,021	3,145	1,319,000
Aurora	2,216	16,409	1,036,666
Newmarket	16,665	73,611	498,000
Holland Landing	6,216	865	222,000
Bradford	1,449	155,103	1,633,693
Lefroy	210	39,942	2,880,900
Bell Ewart	2,775	12,338	9,372,000
Barrie	6,747	21,244	12,873,086
Sunnidale	120	684	3,471,333
Nottawasaga	2,037	21,483	2,654,666
Collingwood	11,847	52,234	526,666
Total	76,418	397,058	37,401,676

STATEMENT

Of Principal Articles of Through Freight transported over the Collingwood Line, season of 1860, from Lake Michigan Ports, and the route by which shipped from Toronto.

ARTICLES.	Grand Trunk Railway.	Steamer to Montreal.	Oswego.	Ogdensburg.	Other Ports.	Toronto.	TOTAL.
Barrels Flour.....	97,514	41,462	5,879	10,043	46	.....	154,944
“ Meal.....	1,125	460	.....	.....	431	26	2,042
“ Beef.....	203	.....	28	.....	15	.....	246
“ Pork.....	492	733	33	.....	496	12	1,766
“ Ashes.....	273	.....	6	.....	.....	.....	279
“ Tallow.....	942	901	.....	.....	8	223	2,074
“ Eggs.....	166	.....	.....	.....	.....	.....	166
“ Fish.....	114	.....	349	39	.....	.....	502
Bales Hemp.....	12	14	.....	.....	6	.....	32
“ Broom Corn.....	612	1,194	.....	.....	382	681	2,869
“ Wool.....	876	.....	54	2	.....	.....	932
Bundles Shooks.....	3,859	.....	3,940	.....	.....	.....	7,799
Bushels Wheat.....	14,167	137,027	240,701	570	.....	51,716	444,181
“ Corn.....	17,177	.....	18,410	.....	.....	34,395	69,982
“ Grass Seed.....	2,793	.....	.....	305	.....	.....	3,098
Packages Lard.....	518	99	.....	.....	.....	.....	617
Firkins Butter.....	858	211	.....	.....	103	13	1,185
Dry Hides.....	922	.....	.....	.....	315	.....	1,237
Green Hides.....	3,108	320	300	.....	640	.....	4,368
Packages Sundries.....	514	116	94	26	88	40	878
Staves.....	.....	.....	15,289	.....	.....	.....	15,289
Amount in Tons.....	12,514	9,106	8,724	1,110	231	2,738	34,423

NUMBER OF TONS (2,000 LBS.) OF FREIGHT CARRIED IN 1860.

Moving.	1st Class.	2nd Class.	3rd Class.	Flour.	Wheat, &c.	Corn.	Beef and Pork.	Cars Various.	Total Tons.
North {	Local ...	2,002 ¹⁸⁶⁰	3,056 ⁵²⁹	2,931 ¹³²⁷	66 ¹⁷⁶⁴	147 ⁶⁶⁶	.....	3,031 ¹²⁵	11,236 ²⁰¹
	Through.	.....	.....	2,135	.....	.....	.....	.....	2,135
South {	Local ...	525 ¹⁹³³	596 ¹⁴⁸⁴	1,372 ¹⁶⁹	8,253 ³³⁸	12,282 ³²²	.....	54,521 ³⁷	77,551 ⁷³³
	Through.	.....	.....	2,404 ²⁴⁴	16,733 ¹⁹⁰⁴	13,325 ⁸⁶⁰	1,959 ⁹⁹²	.....	34,423

Total amount Tons Local Freight..... 88,787⁸³⁴

Do do do Through do 36,558

Tons..... 125,345⁹³⁴

TREASURER'S REPORT.

SECRETARY'S OFFICE,

Of the Northern Railway of Canada.

TORONTO, *January 31, 1860.*

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

GENTLEMEN,—We have the honour to report that we have completed the audit of the books and accounts of the Company up to the 31st December, 1860, and find them quite correct. We enclose herewith final balance sheet, together with statement of earnings and expenditures for the year ending, 31st December, 1860, duly audited.

We have the honour to be

Gentlemen,

Your obedient servants,

M. DRUMMOND, }
J. BRENT, } Auditors

ANNUAL STATEMENT

*Of Receipts and Expenditures on the Northern Railway, for the
Year ending 31st December, 1860.*

EARNINGS.		\$	c.	\$	c.	\$	c.
Through Freight Traffic,.....		50,367	62				
“ Passenger “		2,992	28				
				53,359	90		
Local Freight “		186,085	80				
“ Passenger “		85,749	21				
				271,835	01		
Mail Service,.....				3,564	14		
Storage,.....				2,210	42		
Wharfage,.....				1,424	50		
Other Sources,.....				573	04		
Total Earnings,.....						332,967	01
EXPENDITURE.							
MAINTAINING ROADWAY :—							
Material on Hand,.....		459	31				
Repairs of Track,		57,198	45				
“ Buildings,		6,337	36				
“ Bridges,		3,519	61				
“ Fences and Gates,.....		521	55				
“ Wharves,		560	18				
“ Ditches,.....		711	51				
“ Elevators,		256	13				
		69,564	10				
Less Material on Hand,....		4069	88			65,494	22
MACHINERY AND ROLLING STOCK :—							
Material on Hand,.....		11,133	94				
Repairs of Engines,.....		21,202	30				
“ Passenger Cars,.....		4,354	51				
“ Freight “		17,643	17				
“ Tools and Machinery,.....		747	59				
“ Elevators,.....		163	47				
		55,494	22				
Less Material on Hand,....		18,148	61			37,096	37
OPERATING ROAD :—							
Material on Hand,.....		599	75				
Office Expenses, (including Salaries of Managing Directors & President,)		21,379	03				
Station-Masters' Salaries,.....		8,861	93				
Freight Labour,		6,761	17				
Conductors, Baggage and Brakesmen,.....		7,254	19				
		44,876	07			102,590	59
Carry forward,							

ANNUAL STATEMENT—continued.

	\$	c.	\$	c.	\$	c.
Brought Forward,.....	44,876	07	102,500	59		
OPERATING ROAD :—						
Engineers, Firemen, and Cleaners,...	12,197	10				
Switchmen, Watchmen, &c.,.....	9,302	39				
Oil and Waste,.....	6,761	28				
Water Supplies,.....	1,984	15				
Damages,.....	925	45				
Contingencies,.....	5,167	97				
Station Expenses,.....	1,982	19				
Telegraph Operators,.....	2,417	80				
Stationery.....	1,952	89				
Clearing Snow,.....	937	10				
Fuel (consumed),.....	27,122	47				
Parliamentary Expenses,.....	180	50				
London Agency,.....	1,459	99				
New Water Service,.....	3,915	39				
Legal Expenses,.....	886	73				
Direction “.....	2,306	03				
Engineering “.....	4,067	57				
Inspection “.....	475	00				
Insurance.....	935	98				
Taxes on Real Estate,.....	3,599	07				
Miscellaneous Disbursements,.....	2,130	64				
	135,583	76				
Less Material on Hand,....	690	41				
			134,893	35		
THROUGH TRAFFIC EXPENSES :—						
Agents' and Clerk's Salaries, Labourers'						
Wages, Rents, &c.,.....	22,612	77				
Damages,.....	369	85				
			22,982	62		
Total Expenditure,.....					260,466	56
Excess of Earnings over Expenditure.					72,500	45

THOS. HAMILTON,

Accountant.

CAPITAL ACCOUNT,

Shewing order of Priority, (in Sterling money), of the several Bonds and Stock of the Company, as provided in the Act of Parliament.

1	First Preference Bonds.....				£250,000	0	0
2	Second do. do. to be exchanged for old Bonds..	£233,837	16	8			
	To be issued to Provincial Government under 6th con- dition of Order in Council.	50,000	0	0			
					283,837	16	8
3	Government Lien				475,000	0	0
4	Balance of Interest Arrears due to Provincial Govern- ment.....				66,375	0	0
5	Interest Arrears on Company's Bonds.....	43,434	8	4			
	Balance of Mortgage Bonds not entitled to Priority....	9,901	17	10			
					53,336	6	2
6	Stock Subscriptions.....				169,276	8	3
					£1297,825	11	1

NORTHERN RAILWAY OF CANADA,
Toronto, 1st January, 1861.

NEW CAPITAL ACCOUNT.

Statement exhibiting Amount (in Sterling) of First Preference Bonds, issued to date—and for what purpose; also, the amount remaining on hand, and the purposes to which it is applicable:—

First Preference six per cent. Bonds, authorized to be issued under 1st condition of Order in Council,.....				£250,000	0	0
Issued of the above:—						
On account of the subscription list required under the 3rd condition of Order in Council,.....	£29,000	0	0			
On account of Floating Debt, as provided in 4th condition of Order in Council,.....	46,600	0	0			
On account of Preliminary Expenses,.....	4,000	0	0			
On account of Contract with Thos. Brassey, for Restoration of Works, as provided under 5th condition of Order in Council,.....	21,900	0	0			
Remaining on hand applicable as follows:—						
To Floating Debt,....£3,400						
To Restoration Debt, 145,100						
	148,500	0	0	£250,000	0	0

OFFICE OF THE NORTHERN RAILWAY, }
 TORONTO, 1st January, 1861. }

STATEMENT.

Shewing the amount of Company's Bonds brought in for Exchange and Cancellation under the Tenth Condition of the Order in Council, together with the unpaid Interest thereon ; also, the amount of Second Preference Bonds issued in lieu thereof, together with the sums issued in Debentures for arrears of Interest, and for that portion of the Mortgage Bonds not entitled to priority.

Received for Cancellation :—						
Of Sterling Bonds (20 years)....	£171,100	0	0			
“ do. do. (10 years)....	8,500	0	0			
“ Mortgage do.	39,000	0	0			
“ Currency do.	11,013	13	11			
“ Special do.	4,602	14	10			
“ Coupons for unpaid Interest..	39,646	6	7	£273,862	15	4
Issued in Lieu of the foregoing :—						
Of Second Preference Bonds....	£224,500	0	0			
“ Debentures, not entitled to						
Priority.....	9,901	17	10			
“ Interest Arrears Debentures..	39,646	6	7			
	£274,048	4	5			
Less this sum paid in course of Ex-						
change of Bonds.....	185	9	1	£273,862	15	4

NORTHERN RAILWAY OF CANADA,
Toronto, 1st January, 1851.

STATEMENT,

Shewing the situation of Bonded Account—the amount required to be called in for Cancellation, together with the sum to be issued on account of Interest Arrears on Company's Bonds, and the balance of Bonds not entitled to Priority; also, the amounts of the several Bonds issued in lieu of the foregoing, and the amounts yet to be issued, viz. :—

Entitled to Priority.	For Cancellation.			Issued in lieu.			Yet to be Issued.		
Sterling Bonds (20 years)...	£180,000	0	0	£171,100	0	0	£8,900		
Do. do. (10 years)...	8,500	0	0	8,500	0	0			
Mortgage Bonds	29,598	2	2	29,098	2	2	500		
Currency do.	11,095	17	10	11,013	13	11	82	3	11
Special do.	4,643	16	8	4,602	14	10	41	1	10
Interest Arrears, due Provincial Government, as per 10th condition of order in Council	50,000	0	0	50,000	0	0			
	£283,837	16	8	274,314	10	11	9,523	5	9
Not entitled to Priority.									
Mortgage Bonds, Balance of.	9,901	17	10	9,901	17	10			
Interest Arrears on old Bonds	43,434	8	4	39,646	6	7	3,788	1	9
Do. do. due the Provincial Government	66,375	0	0				66,375	0	0
	£119,711	6	2	49,548	4	5	70,163	1	9

OFFICE OF THE NORTHERN RAILWAY,
Toronto, 1st January, 1861.

REVENUE ACCOUNT,

Shewing the Amount of Nett Earnings applicable to Payment of Interest, from 1st August, 1859, to 1st January, 1861.

Nett Earnings from 1st August to 31st December, 1859.	\$15,330 27	£3,150 1 1		
Do. Do. from 1st Jan. to 31st June, 1860....	35,147 05	7,221 19 11		
Do. Do. from 1st July to 31st Dec., 1860....	37,853 40	7,675 7 1		
Total Nett Earnings.			\$87,830 72	£18,047 8 1
Deduct Interest on 1st Preference Bonds :—				
1st Half Year due and paid 1st July, 1860....	11,388 00	2,340 0 0		
2nd Half Year payable 1st January, 1861....	12,596 08	2,588 4 9		
Interest on 2nd Preference Bonds :—				
Half Year, ending 1st February, 1860, payable 1st Feby., 1861...	31,561 13	6,485 3 3		
Balance to credit of Account.....	32,285 51	6,634 0 1		
			\$87,830 72	£18,047 8 1

STATEMENT

Of Floating Debt of the Northern Railway of Canada, shewing estimated amount unpaid on the 13th February last, the sums since paid, (in Bonds and in Cash), and the amounts remaining unpaid 7th February, 1861.

	Unpaid 13th Feby. 1860.	Amounts Paid.		Remaining Unpaid.
		In Bonds.	In Cash.	
	\$ c.	\$ c.	\$ c.	\$ c.
Ocean Insurance Co.....	1,145 54	973 34	172 20	
Bostwick and Macdonald, Estate of,	1,524 80			1,524 80
Hugh Chisholm,	829 75			829 75
D. Cameron,	84 48		84 48	
C. E. Lee,	90 00			90 00
Bills payable,	3,704 69		3,704 69	
Balance due on Pay Rolls..	1,171 39		395 67	775 72
Ledger Accounts,	24,899 79	3,893 33	13,074 55	7,931 91
Unadjusted Claims,	10,000 00	4,866 67	495 72	4,637 61
	43,450 44	9,733 34	17,927 31	15,789 79

FLOATING DEBT FUND.

Statement shewing the position of the Fifty Thousand Pounds of First Preference Bonds set apart under the tenth condition of the Order in Council, to be applied to the liquidation of the Floating Debt as ascertained on the Thirty-first of July, 1859.

Amount of First Preference Bonds.....		£50,000 0 0		\$243,333 34
Deduct paym'ts therefrom as follows:—				
City Bank of Montreal.	£9,700 0 0		\$47,206 67	
Bank of Upper Canada	23,000 0 0		111,933 34	
Hutchinson & Co.....	1,500 0 0		7,300 00	
Toronto Gas Co.....	300 0 0		1,460 00	
Assignees, Chas. March	2,100 0 0		10,220 00	
T. S. Cutbill, Esq., Sec. as per resolution of 2nd December last in exchange of \$12,264 or £2520 Sterling, in Bonds at 90 per ct..	2,800 0 0		13,626 66	
A. T. H. Ball, Esq....	200 0 0		973 33	
Clarke Gamble, Esq..	800 0 0		3,893 35	
T. S. Cutbill, Esq., Sec. as per Resolution, 29th May last, in exchange for \$20,148 or £4140 Sterling, in Bonds at 90 per ct..	4,600 0 0		22,386 67	
J. F. Brown.....	1,000 0 0		4,866 67	
Sundry Ledger Acc'ts.	600 0 0		2,920 00	
		£46,600 0 0		\$226,786 67
Balance of Bonds on hand, subject to payment of balance of Floating Debt.....		£3,400 0 0		\$ 16,546 67

OFFICE OF THE NORTHERN RAILWAY,
Toronto, 1st Jan., 1861.

GEORGE BEATTY,
Secretary and Treasurer.

