



# 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 11, 1863.



TORONTO, C. W. :

PRINTED AT THE GLOBE STEAM JOB PRESS, 25 KING ST. WEST.

1863.



## DIRECTORS.

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HON. JOHN BEVERLEY ROBINSON, PRESIDENT.  
FRED. W. CUMBERLAND, ESQ., VICE-PRESIDENT.  
LEWIS MOFFATT, ESQ.  
R. J. REEKIE, ESQ.  
JOHN A. CHOWNE, ESQ., *England*.  
SIDNEY LAWRENCE, ESQ., “  
HENRY WHEELER, ESQ., “  
JAMES E. SMITH, ESQ., *Alderman, Toronto City*.  
THOMAS FERGUSON, ESQ., M.P.P., *Warden, Simcoe Co.*

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## OFFICERS.

FRED. W. CUMBERLAND, ESQ., MANAGING DIRECTOR.  
GEORGE BEATTY, SECRETARY.  
J. G. McGRATH, SUPERINTENDENT.

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T. GALT, Q. C., *Standing Counsel*.  
C. GAMBLE, *Solicitor*.  
SANDFORD FLEMING, *Consulting Engineer*.

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## LONDON AGENCY :

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



## ANNUAL GENERAL MEETING.

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TORONTO, WEDNESDAY, Feb. 11, 1863.

The Annual General Meeting of the Proprietors of the Northern Railway Company of Canada, was held this day, at the Offices of the Company, Brock Street. The following gentlemen were present: Hon. J. B. Robinson, M.P.P., President; F. W. Cumberland, Vice-President; T. R. Ferguson, M.P.P.; Lewis Moffatt; T. D. Harris; J. D. Ridout; Rice Lewis; G. H. Wyatt; J. J. Vickers; John Duggan; J. E. Smith; Dr George Beatty; J. G. McGrath; W. G. Storm; Thomas Woodside; R. J. Reekie; G. P. Ridout; G. T. Denison; J. H. Ritchey; D. Crawford; John Worthington; James Worthington; John McWatt, Mayor of Collingwood; F. Joseph and Sandford Fleming.

The Chair was taken at 12.30, by the Hon. J. B. Robinson.

The call for the Meeting was then read by the President, as follows:—

### NORTHERN RAILWAY OF CANADA.

The Annual General Meeting of the Proprietors of the Company will be held at their Office, Toronto, on Wednesday, 11th February, at 12 o'clock, noon, to choose Directors, and for other purposes.

By order,

GEORGE BEATTY,

*Secretary.*

TORONTO, January 31st, 1863.

The Managing Director presented and read the Report of the Directors for the year 1862, together with the Auditors', Secretary's, Superintendent's and Engineer's Reports, with Returns and Statements attached.

Moved by D. Crawford, seconded by George H. Wyatt,

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

Moved by John Duggan, seconded by Col. Dennison,

That the thanks of the Proprietary be tendered to the Directors and Officers for their successful services during the past year, with the expression of its continued confidence in the management of the undertaking—carried.

Moved by J. E. Smith, seconded by Lewis Moffatt,

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

Moved by G. P. Ridout, seconded by Thomas Woodside,

That in the opinion of this Meeting, the Relief Act of 1859 has approved itself as a successful adjustment of the affairs of this Company in the public interest:—that the Railway has, under the provisions of that Act been restored to complete efficiency and substantial credit:—that it now fully performs all its functions as a public work, and that its management possesses the confidence of the commercial community and the public at large.

That this Meeting views with unmeasured regret a proposed application to Parliament for the purpose of altering the Laws affecting this Railway, and protecting its securities, believing that any disturbance of the organization of the Company, as now established, would result disadvantageously to every interest connected with it.

This Meeting, however, approves of the efforts made by the Directors, from time to time, to adjust the difficulties relating to the Barrie Branch, and would not object to such an alteration of the law, as would authorize the construction of the Switch on the original condition, viz.: that the title to the Right of Way, Station Lands, &c., should first be completed and transferred to the Company by the Town of Barrie.

That Petitions from the Proprietary consistent with this resolution be accordingly prepared, signed, and transmitted to both branches of the Legislature, praying them to refuse their sanction to

any other interference by further legislation, or in any way to disturb the securities and adjustments established by the Act of 1859.  
—carried.

Moved by J. J. Vickers, seconded by G. M. Ridout,

That the Election of Directors be now proceeded with—that Messrs. G. H. Wyatt and Wm. G. Storm be appointed Scrutineers—that a poll be now opened to close at 3 o'clock, and that the Meeting do now adjourn until 3, P. M., to receive the Report of the Scrutineers—carried.

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### ADJOURNED MEETING.

The Adjourned Meeting was organized at 3 o'clock, the Hon. J. B. Robinson in the Chair.

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

Hon. JOHN B. ROBINSON,	
FRED. W. CUMBERLAND,	
LEWIS MOFFATT,	
R. J. REEKIE,	
JOHN A. CHOWNE,	} <i>England.</i>
SYDNEY LAWRENCE,	
HENRY WHEELER.	

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

JOHN B. ROBINSON,  
*President.*





# REPORT OF THE DIRECTORS.

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TORONTO, 11th February, 1863.

*To the Proprietors of the Northern Railway of Canada :*

The Directors beg leave to submit their Report of the transactions of the Company, during the year ending 31st December, 1862, together with the Reports of the Secretary and Treasurer, the Auditors, Superintendent and Engineer, with the usual Returns and Tabulated Statements connected with the operations of their respective departments.

## 1st—TRAFFIC AND REVENUE.

The gross earnings of the line for the year have amounted to \$406,238 02, being \$4,701 89 less than the earnings of the year 1861, although largely in excess of 1860 and '59.

In the "local" revenue, whilst the passenger traffic has shown a fair average increase, the falling off in the earnings from freight (chiefly, if not solely, in the article of timber) has amounted to \$51,568 36, whilst on the other hand, the revenue from the "through trade" has been augmented in the sum of \$44,260 29.

Thus on the whole the revenue of 1861 has been closely maintained, but beyond the fact that a through competitive trade is always less profitable than a local traffic, various causes have combined during the year to prejudice the economical working of the line and the nett revenue result. Thus the war in the United States, which has so seriously disturbed all commercial operations, and so entirely defied all financial calculation, has had the effect on the one hand of raising the price of all the leading articles of railway consumption, and on the other has so depreciated the currency received in the through traffic, as to represent during the past season in the single item of "Exchange" an exceptional and entirely additional charge of nearly \$20,000.

Again, the scarcity of vessels on Lake Ontario was, for a time, the cause of great embarrassment and of an unprecedented augmentation in the damage account, and which, in the absence of remedial measures, would have involved the Company in still larger liability and loss by continued delay and injury to freight.

The timber trade, too, which seemed to suffer from over production in 1861, was comparatively sluggish in 1862, and in itself represents the reduction of local earnings and of nett revenue. This source of revenue is again active, and, under the encouragement afforded to it upon this line, promises to assume its previous importance.

The passenger traffic has steadily increased in number and earnings, and the strict limitation of all pass privileges (heretofore much abused and now terminated by general agreement between all the Railway Companies), promises to augment this valuable class of revenue. Such a limitation, whilst it may result in some temporary disappointment to individuals, and some disfavor to the Companies, cannot fail to commend itself to the judgment of the public as a very proper and necessary reform in railway economy.

The revenue and expenditure of 1862 may be thus stated :—

#### GROSS EARNINGS.

"Through" Freight Traffic.....	\$ 92,692 70
"Local" Traffic,—Freight.....	\$209,065 69
Passenger.....	96,678 14
Mails and all other sources. ....	7,801 49
	<hr/> \$313,545 32
Total earnings,.....	\$406,238 02

#### EXPENDITURE.

Maintaining Roadway and Works.....	\$ 55,125 36
Repairs of Machinery and Rolling Stock,	46,205 52
Operating Road and Traffic.....	199,215 84
Special Works of Extension.....	8,106 34
	<hr/>
Total Expenditure.....	\$308,653 06
Nett Revenue .....	<hr/> \$ 97,584 96

Showing, as due to the exceptional causes before referred to, a decrease in revenue as in relation to 1861, although, even under these disadvantages, establishing an increase of 35 per cent. upon 1860, and a much larger advance upon all previous years.

The interest dividends accruing upon the First Preference Bonds have been duly paid, with a surplus to the credit of Second Preference Bonds equivalent to  $5\frac{1}{8}$  per cent., of which three per cent. has been appropriated, and the balance carried to the credit of Interest Fund at rest.

The position of the Nett Revenue Account on the 31st December, 1862, was as follows:—

(See Appendix.)

To unexpended balance 31st December, 1861.....	\$ 34,498 00
To nett earnings, year ending 31st December, 1862....	97,584 96
To interest on deposits, &c.....	4,159 52
	<hr/>
	\$136,242 48
By appropriations for interest dividends	
accruing due in 1862.....	\$105,820 80
By discounts, stamps, &c., thereon.....	600 33
	<hr/>
	\$106,421 13
Balance at rest to credit of Interest Fund.....	\$ 29,821 35
Or.....	£6,127 13 6 stg.

The Directors (in view of the large disbursements made from revenue on capital account, and necessary to effect the liquidation, in cash, of various then floating liabilities for which under the Act of 1859 provision had been made by an issue of securities) have, by the advice of the London Board, abstained from declaring a dividend for the past half-year on the Second Preference Bonds, preferring to fund the earnings to the credit of interest account for future distribution, than to continue the pressure upon revenue due to the appropriations above referred to, under the belief that the relief thus afforded to the current operations of the road will strengthen its ability for future economical working.

## 2ND—CONTRACT WORKS OF RESTORATION.

During the past half-year these works have been brought to full and successful completion. The estimated quantities of work, pro-

vided for under the Act of 1859, and approved by the Government, (in stone and iron bridging, earthworks, track, &c.,) have been substantially executed within the respective appropriations. The bridges and other works of the line are now of the most permanent construction, and not surpassed in stability of character by those of any other railway on this continent; whilst the rolling stock has been rebuilt and restored to a high standard of efficiency. These services should result in the relief of revenue account by future economy in maintenance and working.

By reference to the Engineer's Report, full details will be found relating to these works, and it is very gratifying to the Directors to be able to state that the whole of these operations have been carried out in such complete accordance with the original estimates and contracts, and with such entire safety and so little disturbance to the current traffic of the line, as to be most creditable to the Contractors and to the Company's Engineers.

The total outlay upon these services is represented by £200,000 sterling of First Preference Bonds, which, with the issue of £50,000 sterling of similar securities in adjustment of the floating liabilities now wholly provided for, compose the sum of the new capital account, (authorised by the Act of 1859,) now finally and satisfactorily closed.

On the completion of these works, the maintenance of way, heretofore under contract, has reverted as a Company's service. The Engineering Department has been abolished. Considerable rolling stock heretofore engaged on works has been released for ordinary traffic, and other economical measures have become possible and are in course of adoption.

### 3RD—SPECIAL WORKS.

These works, in part foreshadowed in the last Annual Report, have been proceeded with. Experience goes to prove that to promote an increase in the local traffic, the attraction and convenience of extended accommodation are essential as the production and trade of the tributary country are from time to time augmented.

The Directors have evinced their anxiety to serve and promote this trade by carefully watching and providing for its wants to the

limit of their ability, and by giving to it its due priority in the operation of their traffic.

A local grain elevator and storehouse, capable of receiving and loading 10,000 bushels of grain per diem, has been erected at Collingwood, to meet the wants of the grain trade of Owen Sound, Meaford, Durham, and the County of Grey generally. It has already been largely used, and with the facilities now afforded to that traffic, Collingwood is rapidly becoming an important grain market.

The storehouse and wharfage accommodation at this station, has, during the past year, been largely extended, whilst the wharf elevator has been reconstructed to increased power and capacity, and additions and improvements have been made to the Company's hotel. It is the policy of the Directors to promote the growth and strengthen the trade of this promising town by every effort to stimulate the enterprise and conciliate the co-operation of its inhabitants.

The station accommodations at Stayner and Sunnidale have been inadequate to the wants of those localities, and measures have already been taken for providing, in the ensuing spring, such additional accommodation as the growing trade of those stations demands.

At Barrie the Directors have afforded assistance and encouragement to the establishment of stave manufactories, and the trade has already assumed an importance which must be largely beneficial to that locality, and productive of a new and extensive traffic to the line.

At Angus and Gilford, convenient station and freight houses have been erected during the past year; and at Bell Ewart the wharfage accommodation for the service of Lake Simcoe has been extended. The Directors have it in contemplation to adapt the freight house at that station to the receiving of Lake Simcoe grain, in bulk, by the provision of an elevator in conjunction with barges about to be placed on those waters.

At Bradford the grain house sidings will be immediately extended to facilitate direct loading, an improvement demanded by the increasing traffic of this important station.

At Toronto, lumber staging has been constructed to facilitate the unloading, stacking, and shipping of lumber, and thus to obviate in future the detentions to stock, by which the operations of this trade

have hitherto been embarrassed. The Toronto elevator and storehouse have been reconstructed and enlarged, giving a receiving and shipping power of 4,000 bushels per hour, with additional storage capacity for 46,000 bushels of grain; the full capacity being already engaged under contract for use in the local grain traffic of the current winter. A new flour shed for Montreal consignments, capable of storing 6,000 barrels, has also been erected; and the whole establishment is now upon a standard which will secure the economical, safe, and rapid handling of the traffic of the line, whether "local" or "through."

Of these and minor wants of a special character, the particulars will be found in the Engineer's Report and its appendices. The Directors refer to them here, as illustrating the ruling policy of the Company in the promotion of the local traffic, and in the provision, from time to time, of such facilities as may assist to strengthen and extend it.

#### 4TH—OPERATION OF THE LINE.

For the details of this service the Directors refer to the Report of the Superintendent and the statements appended thereto.

It will be there seen that although the tonnage of freight carried shows an increase upon 1861, the mileage of trains has been sensibly reduced, and although this economy is unaccompanied by a reduction in the gross per centage of expenditure to earnings, it goes to prove that such expenditure is due to the external causes already cited, viz.: the advanced prices of materials, the unprecedented burden of exchange consequent upon a depreciated currency, and a fluctuation during the season in the price of gold, (and therefore in conversion to a Canadian Standard) ranging from par to 60½ premium. Against such conditions it was impossible to maintain a normal per centage of expenditure; and in the face of such difficulties, it is satisfactory and creditable to find that the proportionate expenditure has been 2¼ per cent. lower in 1862 than it was in 1860, when no such disturbing influences existed.

The line has been worked with the same regularity and safety as have marked the operations of previous years.

The upper lake connections of the through route (Chicago to

Collingwood) have been efficiently served by a first-class line of four propellers, and with the exception of the opening months of the season, the through traffic has been successfully worked, and the credit of the route maintained and strengthened. During those months, in consequence of the scarcity of vessels on Lake Ontario, due to the larger profits of long voyages, the arrangements originally made on the lower waters failed, and most serious embarrassments resulted in the delay and accumulation of freight arriving from the westward, and the consequent liability of the Company for damages, as illustrated in the account under that heading. These difficulties were subsequently removed by the provision of two propellers in the line, which, during the remainder of the season, prevented further accumulations by the shipment of the freight at the rates adjusted in the previous winter when the Upper Lake line was organized. The Directors have, by a committee, investigated the terms upon which the Lake Ontario freight was thus carried, and in a report upon the subject they have already expressed their unanimous opinion that the rates paid were below those current in the general trade, and that the service of the boats in question was necessary and advantageous to the interests of the Company, which without them would have suffered incalculable injury. The Directors have further submitted the whole question to the examination and judgment of the Company's Auditors, who, in their report, now appended, state that the rates paid to the propellers referred to were universally lower than those current on Lake Ontario, and in some cases very considerably so, thus justifying and endorsing the opinions formed by the Directors on their own personal examination of the facts.

#### 5TH—GENERAL.

The Directors have to congratulate the Proprietary on the position now attained by the Company in relation to the Relief Act of 1859.

The provisions of that Act have now been fully and faithfully complied with. The liabilities of the Company have been adjusted and paid off; the works of the line have been restored to a high standard of permanent efficiency, and without any additional impost upon the public by advance in tariff charges, the trade and revenues



of the railway have been so augmented as to secure its dividend ability, and establish its credit on a sound basis.

These successes imply great advantages to the trade and country served by the line, and they should secure, as indeed they have already largely conciliated, the confidence and support of the commercial community interested in its operation.

The Directors, however, regret to find that the long pending dispute (now ranging over a period of about nine years) in relation to the construction of a branch line into the town of Barrie, is still the subject of agitation.

The Directors cannot here enter into a discussion of the original merits of this dispute; but they think it their duty to state that, at the instance of certain local bondholders, the case has been carried into Chancery, and an injunction has issued declaring any expenditure on the branch line to be illegal, and in express contravention of the rights of the bondholders as established by the Act of 1859, and upon the security of which act the bonds were negotiated and issued. By that injunction the Directors are restrained from paying or otherwise disbursing any of the moneys of the Company in the service referred to, and the Directors await the final issue of the suit before complicating the matter by further discussion.

They observe with regret, however, that the parties promoting this claim have given notice of an application to Parliament to disturb and alter the provisions of the Act of 1859, not only so far as their own demands are affected and limited thereby, but in relation to questions connected with the general organization and operations of the Company.

The Relief Act, however, has so entirely fulfilled its purpose, and the advancement of the Company (under its provisions) to sound credit and extended operations has been so successful, that the Directors anticipate that no countenance will be given to efforts which seem to be suggested by motives coercive of a doubtful claim rather than by regard for the public interests represented in this railway.

The Directors have had under anxious consideration the subject of the re-organization of the through line for the season of 1863.

They find a most cordial desire on the part of all heretofore interested in that line, to maintain and strengthen their connections with this Company, and proposals have been made by competent parties to form a permanent propeller establishment on the security of the important traffic heretofore seeking this route.

The Directors, however, mindful of the commercial and financial embarrassment by which the American carrying trade is now burthened in Canadian lines, and having regard to the uncertainty and great risks which must attach to that trade during the ensuing season, have decided to exercise great caution in committing the Company to agreements in relation to it, believing that in the face of the extraordinary fluctuations to which it is subject, nothing but a safe basis would justify embarking in the service, to the possible injury of the revenue from local sources.

Negotiations are now pending, in which the Directors are guided by the above policy, and which have for their object the prevention of a recurrence of the burthens by which the profits of the through trade of 1862 were so seriously impaired.

At the close of the year the Directors received the resignation of Mr. Grant, who for upwards of seven years had held the position of Superintendent, with great advantage to the interests of the Company.

In consequence of the completion of the works of restoration, the Company also loses the services of Mr. Fleming, the Chief Engineer, to whose labors for the long period of ten years the Proprietary has been much indebted.

The Directors have appointed as Superintendent, Mr. James G. McGrath, who comes to them with the highest testimonials, justifying their entire confidence.

All which is respectfully submitted.

FRED. CUMBERLAND,  
MANAGING DIRECTOR.

JOHN BEVERLEY ROBINSON,  
PRESIDENT.

## AUDITORS' REPORT—APPENDIX No. 1.

TORONTO, February 10, 1863.

F. W. CUMBERLAND, ESQ.,  
*Managing Director,*  
 Northern Railway of Canada.

SIR,—In accordance with your request we have taken means to ascertain the comparative charges for Lake Freights by steamers during the past season. In order to arrive at this we examined the Bills of Lading of the steamers "Quincy" and "Madison," making extracts of the charges during the several months embraced in the period mentioned. We also made application to several of the prominent Forwarding Houses requesting them to give us in writing the prevailing rates on such articles as were carried by the two steamers above named. On a careful comparison we find that the rates charged by the "Quincy" and "Madison" are, without exception, lower than by any other steamers,—in some instances very considerably so.

We have the honor to be,

Sir,

Your obedient servants,

M. DRUMMOND,  
 J. BRENT.

## TREASURER'S REPORT—APPENDIX No. 2.

TORONTO, February 10, 1863.

*To the President and Directors of the Northern Railway of Canada.*

GENTLEMEN,—We have the honor to enclose Statement of Earnings and Expenditure for the year ending 31st December, 1862, together with Balance Sheet for the same period, and to state that after the usual audit we find them correct.

We have the honor to be,

Gentlemen,

Your obedient servants,

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

## TREASURER'S REPORT—APPENDIX No. 3.

STATEMENT  
Of Earnings and Expenditure for the Year 1862.

EARNINGS.		\$	c.	\$	c.	\$	c.
Through Freight Traffic,.....		90,276	71				
“ Passenger “ .....		2,415	99				
				92,692	70		
Local Freight Traffic, per							
Company,.....	\$206,476 66						
Contractors,.....	2,589 03						
		209,065	69				
“ Passenger Traffic,.....		96,678	14	305,743	83		
Mail Service,.....				3,453	44		
Wharfage,.....				1,023	93		
Storage,.....				2,112	28		
Other Sources,.....				1,211	84		
Gross Earnings,.....						406,238	02
EXPENDITURE.							
MAINTAINING ROADWAY :—							
Repairs of Track, per							
Contractors,.....	\$43,571 92						
Company,.....	5,730 57						
		49,302	49				
Repairs of Bridges,.....			80 50				
“ Fences,.....			141 48				
“ Wharves,.....			1,095 71				
“ Ditches,.....			162 90				
“ Buildings,.....			4,342 28				
				55,125	36		
MACHINERY AND ROLLING STOCK :—							
Repairs of Engines,.....		19,998	89				
“ Passenger Cars,.....		8,197	40				
“ Freight Cars,.....							
Expended,.....	\$24,060 66						
Less Restoration,.....	8,054 52	16,006	14				
Repairs of Tools and Machinery,.....		1,453	89				
“ Elevators,.....			191 88				
“ Snow Ploughs,.....			357 32				
				46,205	52		
OPERATING ROAD :—							
Station Masters and Clerks,.....		9,694	08				
Conductors, Baggage-men, and Brakes-							
men,.....			7,336 78				
Engineers, Firemen, and Cleaners,....		15,080	82				
Switchmen, Watchmen, and Porters,...		9,179	59				
Carried forward.....		41,291	27	101,330	88	406,238	02

## STATEMENT—Continued.

	\$	c.	\$	c.	\$	c.
Amount brought forward, .....	41,291	27	101,330	88	406,238	02
OPERATING ROAD :—Continued—						
Telegraph Operators, .....	1,916	25				
Station Expenses, .....	2,553	63				
Freight Labour, .....	31,799	00				
Shunting Train Expenses, .....	366	56				
Contractors' Service, .....	371	88				
Clearing Snow, .....	286	39				
Oil and Waste, .....	8,093	35				
Water Supplies, .....	1,530	53				
Fuel, (consumed 13,625½ cords), .....	28,418	00				
Contingencies, .....	2,315	96				
Direction Expenses, .....	2,919	93				
London Agency, .....	1,303	16				
Office Expenses, .....	18,062	06				
Audit " .....	600	00				
Legal " .....	1,166	62				
Government Inspection Expenses, .....	475	00				
Through Traffic, Agents, Clerks, Rents, Commissions, &c., .....	8,614	44				
Engineering Expenses, .....	5,314	44				
Insurance, .....	984	64				
Taxes on Real Estate, .....	4,229	50				
Agencies and Commissions, .....	3,233	33				
Stationery, .....	2,276	40				
Miscellaneous Disbursements—embrac- ing Foreign Exchange, Interest, Dis- counts, &c., .....	22,596	92				
Damages, .....	8,496	58				
			199,215	84		
SPECIAL WORKS :						
New Elevator, Collingwood, .....	97	27				
" Water Service, .....	201	44				
" Elevator, Toronto, .....	2,480	29				
" Flour Shed, " .....	1,304	91				
" Lumber Staging, Toronto, .....	227	50				
" Offices, " .....	1,233	25				
" Turntables, " .....	1,146	86				
" Depot Improvements, " .....	629	63				
" Station Buildings, Angus, .....	154	67				
" " " Davenport, .....	260	12				
" Extension and Repairs Colling- wood Hotel, .....	370	40				
			8,106	34		
Gross Expenditure, .....					308,653	06
Excess of Earnings over Expenditure. ....					97,584	96

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

THO. HAMILTON,  
*Accountant.*

TORONTO, 22nd January, 1863.

## TREASURER'S REPORT—APPENDIX No. 4.

## CAPITAL ACCOUNT.

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

1	First Preference Bonds.....				£250,000	0	0
2	Second Preference Bonds:—						
	Amount issued in exchange of old Bonds.....	£233,900	0	0			
	Amount issued to Province under 6th condition of Order in Council.....	50,000	0	0			
					283,900	0	0
3	Government Lien.....				475,000	0	0
4	Interest Arrears' Bond to Province.....				68,239	14	11
5	Interest Arrears' Bonds to holders of old Bonds.....	43,434	8	4			
	Bonds issued to holders of Mortgage Bonds for balance not entitled to priority....	9,901	17	10			
					53,336	6	2
6	Stock Subscriptions.....				169,276	8	3
					£1,299,752	9	4

GEORGE BEATTY,

*Secretary & Treasurer.*

*January 1st, 1863.*

TREASURER'S REPORT—APPENDIX No. 5.

NEW CAPITAL ACCOUNT.

	Dr.				Cr.			
Issue of First Preference Bonds under 1st condition of Order in Council.....					£250,000	0	0	\$1,216,666 67
On account as follows:—								
Of Subscription List required under 3rd condition of Order in Council.....	£ 29,000	0	0	\$ 141,133 33				
Of Floating Debt as provided in 4th condition of Order in Council.....	49,600	0	0	241,386 67				
Of Preliminary Expenses.....	4,000	0	0	19,466 67				
Of Contract for Restoration of Works as provided in 5th condition of Order in Council:								
To 1st Jan. 1861.....	£ 21 900 0 0							
"      1862.....	101,100 0 0							
"      1863.....	37,500 0 0							
Certificates 25 and 26, Final..	5,400 0 0							
	165,900	0	0	807,380 00				
Remaining on hand applicable as follows:—								
To Liquidation of Floating Debt..	£ 400 0 0							
To Restoration of works for account of Interest advance.....	1,100 0 0							
	1,500	0	0	7,300 00				
	£250,000	0	0	\$1,216,666 67	£250,000	0	0	\$1,216,666 67

GEORGE BEATTY,

*Secretary & Treasurer.*

*January 1st, 1863.*

## TREASURER'S REPORT—APPENDIX No. 6.

## REVENUE ACCOUNT, 1862.

	STERLING.	DECIMAL.	STERLING.	DECIMAL.
Dr.				
To Unexpended Balance as per Report of Jan. 1st, 1862..	£ 7,088 12 7	\$34,498 00		
To Nett Earnings of 1862, as per Statement .....	20,051 14 1	97,584 96		
To Int'est on Deposits	854 13 11	4,159 52		
			£27,995 0 7	\$136,242 48
Cr.				
By Interest Dividends as follows:—				
By 5th Dividend on First Pref. Bonds	£ 6,174 0 0	\$30,046 80		
“ 4th do Sec'nd do do	8,385 0 0	40,807 00		
“ 6th do First do do	7,185 0 0	34,967 00		
“ Discounts, St'mps, &c... ..	123 7 1	600 33		
			21,867 7 1	106,421 13
Balance on hand....	.....	.....	£ 6,127 13 6	\$ 29,821 35

GEORGE BEATTY,

*Secretary & Treasurer.*TORONTO, *January 1st, 1863.*



## ENGINEER'S REPORT.—APPENDIX No. 7.

ENGINEER'S OFFICE,

Northern Railway of Canada,

TORONTO, February 10th, 1863.

*To the President and Board of Directors :*

GENTLEMEN,—I have the honour to submit my Annual and Final Report on the works of Construction, Restoration and Maintenance, which have been under my charge up to the commencement of this year.

I shall first allude to the several works which have been executed under contract, dated May 30th, 1860, with Thomas Brassey, of London, England.

This contract comprises the following services, viz. :—

1. *Permanent Way*, inclusive of new and re-rolled Rails, Chairs, Cross-ties, Spikes, repairs of Rails and Ballast.

2. *Bridges and New Works*, comprising Stone Culverts, Iron Girder Bridges, Earth Filling, Widening Embankments, &c.

3. *Road Crossings, Land and Fencing*, comprising Over-Bridges, Level Crossings, Land Damages, Compensation to Farmers, New Fencing, and renewal of Fencing.

4. *Restoration of Rolling Stock*, including purchase of Machinery for repairs and rebuilding Freight and Passenger Cars.

5. *Station Accommodation*, comprising grading and extension of Toronto Depot, erection of Freight House, Blacksmith Shop, Passenger House and Breast Work.

6. *Superintendence and Engineering*.—On these and all other services under the contract, except maintenance of way, which formed a charge against Revenue the total new capital appropriated, viz. : the sum of \$696,548 92 has been expended.

7. *Supplementary Works*, consisting of erection of General Offices, including purchase of Land for the same, extension of Wharf, with erection of Freight Shed thereon at Collingwood, erection of Grain House on Wharf, Toronto, Steam Engine and Elevating Machinery at Toronto and Collingwood, purchase of Iron and Tools for main-

tenance of way, Shops and Tools for repairs of Rails, extension of Wharf at Bell Ewart, payment for Right of Way of road diversion at Hog Back, and compensation to Township of Innisfil for Road through Barrie Station.

Appendix A gives an abstract of expenditure on all the services under the contract during each year the contract has been in force, and the total on each service at its close.

Appendix B gives an abstract of the total quantities of work and materials employed in completing the various services under the contract.

The old Timber Bridges have now been replaced by substantial new structures. With two exceptions, these structures are either Stone Culverts or Iron Girder Bridges—the one, Holland River Bridge, has been carried on piles, and the other at  $28\frac{1}{4}$  miles, a substantial trestle on stone foundation has been made in place of a small stone culvert at this point; the owners of the adjoining farm were minors, and they could not be arranged with for the change proposed. The abutments of the Newmarket Bridge still require some repairs, and an additional pier to carry the superstructure.

North of Barrie a number of small beam Culverts have yet to be completed; for this purpose the stone and material for superstructure is prepared, delivered, and paid for; but as the working season was closed before all the heavy structures were finished, it was found necessary to postpone the completion of the former until another season. As the work to be done on these small culverts is trifling, it was considered inexpedient to keep the contract longer open.

The principal structures erected along the line under the contract with Mr. Brassey are as follows:—

*First Girder Bridges,*

At $32\frac{1}{2}$ miles,	Clubine's Bridge,.....	A 24 feet span,
" $61\frac{1}{2}$ "	Barrie Bridge,.....	Three 50 ft. spans,
" 73 "	Nottawasaga Bridge, .....	Three 50 ft. spans,
" $73\frac{3}{8}$ "	Pine River Bridge,.....	One 60 feet span,
" 75 "	Mad River Bridge,.....	One 50 feet span,
" $91\frac{1}{4}$ "	Batteaux Bridge, .....	One 24 feet span,
" 93 "	Pretty River Bridge, .....	One 40 feet span,

*Second, Stone Culverts.*

These consist principally of Arch Culverts, ranging from 24 feet down to 5 feet, and in two cases, 3 feet openings. They number in all 22, and include several Open Beam Culverts of 10 feet span.

The net cost of each of the Structures built under the Contract, inclusive of Foundation Work, Pumping, Masonry, Earth Filling, &c., will be found in Appendix C.

*Renewal of Rolling Stock.*

The greater portion of all the Company's Rolling Stock has been thoroughly overhauled and renewed, and the amount expended thereon is a total sum of \$54,088 91.

The total number and cost of each class of Cars thus rebuilt is as follows :—

94 Box Freight Cars,.....	\$20,906 83
5 do. do. for Conductors,.....	759 30
124 Platform Freight Cars,.....	24,321 74
6 Passenger Cars,.....	5,276 48

The average expenditure on each description of Car has been as follows :—

On each Box Freight, .....	\$216
“ Conductors, .....	152
“ Platform,.....	196
“ Passenger, .....	880

The balance of the total expenditure has been

For purchase of Tools and Machinery,.....	\$2,744 56
And for Hand Cars,.....	80 00

Accompanying this Report will be found a statement of every detail connected with the works of Restoration executed under Brassey's contract, from their first commencement in 1860, up to the granting of my Final Certificate in December last.

*Special Works.*

The New or Special Works which have been executed during the past year, and charged against Revenue, consist of the following, viz. :

The erection of a Flour Shed in Toronto Depot, 212 feet by 36 feet; the completion of the General Offices; Repairs to Collingwood

Hotel, partially destroyed by fire; Lumber Dock along breast work, Toronto; Painting New Buildings; Construction of New Turntables, Station Gates, Gas Fittings in Toronto shops, Station Building at Davenport, and purchase of Gravel Lands for ballast.

The total sum expended on these services, as shown by the Accountant's books, as paid out of Revenue during the past year, amounts to \$8,106 34.

### *The Maintenance of Way.*

The maintenance of permanent way between the first point out of Collingwood Depot and the foot of Incline Toronto Depot, has been done under contract during the past year, and has cost, inclusive of all charges arising out of the contract, a gross sum of \$43,692 42.

The repair of tracks in Terminal Depots, including general yard service, ditching, repairs of fences, &c., has cost a further sum of \$5,994 95; the repairs of wharves have amounted to \$1,095 71, and repairs of buildings \$4,342 28, thus making a total charge of \$55,125 36 against revenue for these services.

For the future maintenance of the road—bed-gravel pits have been secured at convenient places and at short intervals apart, along the Northern Division of the road. On the Southern Division an ample supply has been purchased, sufficient, it is believed, for the service of the Company for many years to come. As natural gravel deposits rarely occur on this division, this circumstance renders the possession of a good ballast pit of special importance.

On the Southern Division of the road the permanent way is at present in most excellent order. On the Northern Division, where the iron has been simply repaired, a considerable expenditure will be required during the current year for new iron.

I have prepared a statement showing the expenditure in each year, and the total expenditure to date since the re-organization of the Company, on restoration and special works. For this statement reference is made to Appendix D.

With the view of closing up every matter appertaining to my department before the annual meeting, I visited Quebec during the past ten days, in order to secure patents for all the lands in the occupation of the Company, north of Toronto, the title of which

remained in the Crown. I succeeded in every case except two, and I have much satisfaction in accompanying this Report with all the Patents, (26 in number,) which I brought with me. Owing to the absence of the Commissioner of Crown Lands from Quebec the Patents in the two remaining cases did not issue; but as there is no particular difficulty in the way, I have every reason to believe that these cases will also be satisfactorily disposed of without further delay.

A Schedule of the Patents referred to as having been obtained will be found in Appendix E.

I have much pleasure in reporting that the Contractors have completed their work in a substantial and creditable manner—that they have carried out the substitution of new for old structures, with every regard to safety, and without interruptions of much consequence to traffic.

No serious accident of any kind has occurred on the line of Railway during the past year, and it gives me no little satisfaction to be able to state that there has not been, during my 10½ years connection with the Company, a single serious accident to passengers or workmen through failure or insufficiency of either temporary or permanent works, and that since the first opening of the line for traffic, all the works have been maintained and restored without interruption of more than a few hours at any time to the regular running of trains.

With the completion of the works of restoration my own services as Chief Engineer terminate, and in retiring from this office I may be pardoned for expressing the satisfaction I feel in transferring the works of the Railway, in their now complete and substantial condition, as well as my confident belief that a constantly increasing traffic in process of development, through the instrumentality of the Company's works, will render the latter permanently productive to the Proprietary, whilst they will continue to confer very great advantages to the country.

I have the honor to be,

Gentlemen,

Your Obedient Servant,

SANDFORD FLEMING,

*Engineer.*

# ENGINEER'S REPORT—APPENDIX A.

*ABSTRACT shewing the Total Cost of Works of Construction and Restoration paid out of New Capital, and embracing all Services under Contract of 30th May, 1860, with THOMAS BRASSEY, except Maintenance of Way, which is carried by Revenue.*

WORKS.	COST OF WORKS CONSTRUCTED.			
	Total up to Jan'y 1st 1861.	Total dur- ing the year 1861.	During the year 1862.	Total to close of Contract
	\$ c.	\$ c.	\$ c.	\$ c.
1. PERMANENT WAY, comprising—New and Re-rolled Rails, Chairs, Crossties, Ballast, &c.	71,724 39	122,626 32	40,450 09	234,800 80
2. BRIDGES AND NEW WORKS—Stone and Iron Girder Bridges, Embankments, &c.	22,531 97	150,320 34	61,824 69	234,677 00
3. ROAD CROSSINGS AND FENCING—Over Bridges, Level Crossings, Land Damages, and Fencing	2,856 00	40,444 36	13,369 79	56,670 15
4. RESTORATION OF ROLLING STOCK—Rebuilding Old Freight and Passenger Cars	15,983 15	34,384 20	10,212 23	60,579 58
5. STATION ACCOMMODATION, comprising—				
(1.) Earth Filling and other Works in improving the Depot, Toronto	15,899 97			15,899 97
(2.) Local Freight House, at Depot, Toronto	7,417 18			7,417 18
(3.) New Blacksmith Shop,         "         "	1,348 48			1,348 48
(4.) " Passenger House,         "         "	4,078 26			4,078 26
(5.) Construction of Breastwork, at Depot, Toronto	11,576 11			11,576 11
6. SUPERINTENDENCE AND ENGINEERING	4,000 00	11,232 79	4,146 21	19,379 00
7. SUPPLEMENTARY WORKS, comprising—				
(1.) General Offices in Toronto		418 88	7,508 57	7,927 45
(2.) Extension of Wharf, New Freight Shed, Elevation Tower, and Machinery at Collingwood			15,828 70	15,828 70
(3.) Wheat House, Elevator Tower, Conveyors' Steam Engine and other Machinery at Toronto			10,984 58	10,984 58
(4.) 179 Tons of Re-rolled and No. 1 Iron for Maintenance of Track			6,687 30	6,687 30
8. MISCELLANEOUS SERVICES, comprising—				
Purchase of Iron and Plant for Maintenance of Ways, Shops and Tools; for Repairs of Iron; Extension of Bell Ewart Wharf; Purchase of Land, for Hog-back, Road Division; Compensation to Township of Innisfil for Closing Road through Barrie Station and Law Costs thereon			8,694 36	8,694 36
Totals,.....	157,415 51	359,426 89	179,706 12	696,548 92

SANDFORD FLEMING, *Engineer.*

## ENGINEER'S REPORT—APPENDIX B.

ABSTRACT OF THE TOTAL QUANTITIES OF WORK DONE AND MATERIAL EMPLOYED IN COMPLETING THE VARIOUS SERVICES UNDER BRASSEY'S CONTRACT.

*Restoration of Permanent Way.*—Rails, New and Re-rolled, 2,900 Tons, equal to about 32 Miles.

Rails, Cut and Forged,  $14\frac{1}{4}$  Miles, (1,309 Tons,)  
Wrought Iron Chairs, 8,000,  
Chairs, Re-cast, 3,391,  
New Cross-ties, 102,000,  
Spike, 65 Tons,  
Track Re-laid,  $60\frac{80}{100}$  Miles,  
Ballast, 82,993 Cubic Yards.

*Bridges and New Works.*—Excavation, 267,511 Cub. Yards,

Iron Girders, 123 Tons,  
Masonry, 8,591 Tons, 89 Cub. Yards,  
Concrete, 470 “ 54 “  
Spal filling in Foundations, 268,019 Cub. Yards,  
Plank in Foundations, 138,196 Feet, B. M.,  
Timber in do. 17,971 Lineal Feet,  
Sheet Piling in Cofferdams, 151,926 Feet, B. M.,  
Timber in Superstructure of Bridges and Open Culverts, Oak  
13,641 Feet, B. M., Pine, 75,831 Feet, B. M.,  
Round Piles, 37,667 Lineal Feet,  
Protection Piles, 25,504 Feet, B. M.,  
Iron Rods, Straps and Bolts in Cofferdams, &c., 15,566 lbs.,

*Road Crossings and Fencing and Clearing.*—Over Bridges, 9,

Level Crossings, New, 32,  
Do. Repaired, 52,  
Do. Single Cattle Guards, 14,

*Fencing.*—1,814 Rods Straight Panel Fence, No. 1,

6,894 do. do. do. No. 2,

21,659 Rods Stake and Rider Fence,

Total, equal to 95 Miles Fencing, (Single,)

Cleared, 282 Acres.

*Restoration of Rolling Stock.*—Freight Cars Renewed, Box, 97,  
 Freight Cars Renewed, Platform, 124,  
 Do do. Conductors' 5,  
 Passenger Cars, 6,

*Improvement Toronto Depot.*—Earth Filling, 141,000 Cub. Yards,  
 Erection of Local Freight House,  
 Do. do. Blacksmiths' Shop,  
 Do. do. Passenger House,  
 Draining, Metalling, Fencing, &c.,  
 Erection of General Offices,  
 Do. Wheat House and Elevator.

SANDFORD FLEMING,

*Engineer.*



## ENGINEER'S REPORT—APPENDIX C.

*STATEMENT showing the Nett Cost of the following Structures, built under contract with Thomas Brassey, including Foundation Works, Pumping, Masonry, Earth Filling, &c.*

Miles from Toronto.	Designation or Character of Structure.	Height of Emb'n km't	Cost.	
			\$.	c.
GIRDER BRIDGES.				
		Feet.		
32 $\frac{1}{2}$	Clubine's 24 feet span.....	26	8,616	05
61 $\frac{1}{4}$	Long Bridge, three spans, 50 ft. each,	32	35,867	16
73	Nottawasaga, Do. do.	22	32,056	64
73 $\frac{3}{8}$	Pine River, 60 feet span .....	8	13,361	31
75	Mad River, 50 feet span .....	5	11,811	65
91 $\frac{1}{4}$	Batteaux Creek, 20 feet span .....	20	4,336	15
93	Pretty River, 40 feet span.....	8	4,649	68
ARCH CULVERTS.				
17	Three feet Arch Culvert.....	10	446	74
24	Do. do. ....	10	505	24
24 $\frac{1}{2}$	Five feet do. ....	20	2,602	70
25 $\frac{1}{2}$	Do. Cattle Pass .....	18	2,498	65
31 $\frac{1}{2}$	Trent's 10 feet Arch Culvert .....	21	7,550	78
37 $\frac{1}{2}$	Three feet Arch Culvert.....	12	679	55
52 $\frac{1}{2}$	Groves' five feet Arch Cattle Pass....	13	1,652	35
67 $\frac{7}{8}$	Cameron's five feet Arch Culvert.....	15	3,071	12
72 $\frac{1}{2}$	Bear Creek, 10 feet Arch Culvert.....	31	11,199	94
72 $\frac{1}{2}$	Little Bear Creek, 5 feet Arch Culvert	15	2,189	66
78 $\frac{1}{2}$	New Lowell, three 8 feet Arches.....	36	12,769	28
85	McWatts' 5 feet Arch Culvert.....	17 $\frac{1}{2}$	2,266	78
86	Cathey's 6 feet Arch Culvert.....	20	4,162	18
87	King's 5 feet Do. ....	13	1,512	45
OPEN CULVERTS.				
5 $\frac{1}{2}$	Davenport Open Culvert.....	4	175	32
11 $\frac{1}{2}$	Nine feet Beam Culvert.....	4	929	10
17 $\frac{1}{2}$	Do. do. ....	7	1,213	21
27 $\frac{1}{2}$	Cannon's Cattle Pass, 9 feet beam....	10	1,115	48
30 $\frac{1}{2}$	Lount's Cattle Pass, beam.....	9	1,023	82
32 $\frac{1}{2}$	Gamble's 10 feet beam Cattle Pass....	14	2,442	09
43	Scanlan's 12 feet Beam Culvert .....	9	1,936	62
	Essa Culvert Beam.....	6	678	17
OTHER BRIDGES.				
28 $\frac{1}{2}$	Gamble Trestle Bridge.....	23	1,158	35
41	Holland River Pile Bridge.....	4	6,317	46

SANDFORD FLEMING,

*Engineer.*

# ENGINEER'S REPORT.—APPENDIX D.

*ABSTRACT showing the Expenditure in each Year, and the Total Expenditure to January 1st, 1863, since the Re-organization of the Company on Restoration and Special Works.*

* 5	WORKS.	In 1859.		In 1860.		In 1861.		In 1862.		Totals.	
		\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
	PERMANENT WAY, comprising—Iron Rails, Chairs, Cross-ties, Ballast, &c...	34,858	87	71,724	39	122,626	32	40,450	09	269,659	67
	BRIDGES AND NEW WORKS—Permanent Bridges, Embankments, &c.....	24,116	86	22,531	97	150,320	34	61,824	69	258,793	86
	ROAD CROSSINGS, FENCING, &c.—Over Bridges, Level Crossings, Land, and Fencing.....			2,856	00	40,444	36	13,369	79	56,670	15
	RESTORATION OF ROLLING STOCK—Re-building Freight and Passenger Cars..			15,983	15	34,384	20	10,212	23	60,579	58
	TORONTO TERMINUS WORKS, comprising—										
	1. Earth Filling to extend and improve Depot Grounds.....			17,830	48	3,334	78	629	63	21,794	89
	2. Construction of New Breastwork and Lumber Staging.....			11,576	11			227	50	11,803	61
	3. Building Local Freight-house.....			7,417	18	310	56			7,727	74
	4. New Blacksmith's Shop.....			1,348	48					1,348	48
	5. New Passenger House.....			4,917	94	137	92			5,055	86
	6. Erection of Store-house, Sheds, and Yard.....					1,224	69			1,224	69
	7. New General Offices.....					418	86	8,741	82	9,160	70
	8. Erection of Fences around Depot.....					1,476	34			1,476	34
	9. Ash-house.....					121	33			121	33
	10. Track Scales.....					352	48			352	48
	11. New Flour Shed.....							1,304	91	1,304	91
	12. Extension of Grain-House and Machinery.....							13,464	87	13,464	87
	13. New Turntable.....					1,045	73	1,146	86	2,192	59
	Carried forward.....	58,975	73	156,185	70	356,197	93	151,372	39	722,731	75

# ENGINEER'S REPORT.—APPENDIX D—Continued.

*ABSTRACT showing the Expenditure in each Year, and the Total Expenditure to January 1st, 1863, since the Re-organization of the Company on Restoration and Special Works.*

WORKS.	In 1859.	In 1860.	In 1861.	In 1862.	Totals.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Amount brought forward.....	58,975 73	156,185 70	356,197 93	151,372 39	722,731 75
COLLINGWOOD TERMINUS WORKS, comprising—					
1. Extension of Freight Wharf, Erection New Freight Shed, New Elevator Tower and Machinery.....				15,925 97	15,925 97
2. Works at Collingwood Hotel.....				370 40	370 40
WAY STATION SERVICE—Grading for Sidings Roads, &c.....	810 04	920 94	71 25		1,802 23
“ “ Station Buildings at Angus.....			832 70	154 67	987 37
“ “ “ “ Davenport.....			457 00	260 12	717 12
NEW WATER SERVICE at Thornhill Station.....	1,100 00	2,290 56	1,061 69	106 44	4,558 69
“ “ at Aurora “.....	690 99	1,624 83	84 19		2,400 01
“ “ at Barrie “.....			491 01	50 00	541 01
“ “ at Holland Landing.....				45 00	45 00
GENERAL BRIDGE REPAIRS.....	5,083 53	3,519 61			8,603 14
ENGINEERING—Superintendence of Works and Miscellaneous Expenses....	2,989 18	8,067 57	17,053 96	9,460 65	37,571 36
MISCELLANEOUS SERVICES, comprising Purchase of Iron and Plant for Maintenance of Way; Shops and Tools; for Repairing Iron; Extension of Bell Ewart Wharf; Payment for Land at Hog-back; Diversion and Compensation to Township of Innisfil for closing Road through Barrie Station, &c.....				15,381 66	15,381 66
Totals.....	69,649 47	172,609 21	376,249 73	193,127 30	811,635 71

## ENGINEER'S REPORT—APPENDIX E.

*SCHEDULE of Patents for Lands occupied by the Northern Railway  
of Canada, granted at Quebec, February 2nd, 1863.*

Township.	Lot.	Con.	Area.
			Acres.
Nottawasaga .....	40	8	1.53
“	34	6	3.75
“	33	5	3.25
“	28	4	1.00
“	27	3	3.65
“	21	1	2.81
Sunnidale .....	2	9	0.56
“	2 & 3	8	8.00
“	4	7	3.81
“	7 & 8	6	4.27
“	6	6	3.90
“	24	3	1.50
“	25	2	4.00
“	26	2	1.63
“	27	1	3.83
“	17	1	3.31
Essa .....	31	7	3.93
“	31	8	6.61
“	31	9	6.75
“	31	10	7.09
“	31	11	3.12
“	32	11	1.38
West Gwillimbury.	17	6	10.50
“	17	6	1.71
“	18	6	0.51
King, or Amsterdam	Vil'ge plot of Ams'am		5.50

SANDFORD FLEMING,

*Engineer.*

## SUPERINTENDENT'S REPORT.—APPENDIX No. 8.

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Northern Railway of Canada.

SUPERINTENDENT'S OFFICE,

*Toronto, December 31st, 1862.**To the President and Directors.*

GENTLEMEN,—Herewith I beg to submit the Traffic Returns and the usual Tabular Statements relative to the operations of the Northern Railway for the year ending this day. The reports show the train mileage to have been 347,249 miles, a decrease on the preceding year of 5,873 miles.

There has been during the year transported over the line 65,000 tons of Through Freight, an excess over the previous year of 39,000 tons, while of Local Freight the tonnage during the past year was 109,337 tons, showing a decrease on the previous year of 11,000 tons. Deduct the decrease in Local Freight from the increase in the Through, and the result gives during the year an excess of Tonnage hauled, over the year 1861, of 28,000 tons, with a decrease of train mileage of 5,873 miles.

The Lake Arrivals at Collingwood during the year have been as follows :—commencing with the steamer “Sun,” April 22nd, there have been from Lake Michigan 89 Steamers, (the last being the steamer “Sun” on the 28th November; Sail Vessels from Upper Lakes, 21. Steamer arrivals from Green Bay, 12. A Steamer weekly from Sault St. Marie, and daily (after 21st April) from Owen Sound.

From Owen Sound, Meaford and Penetanguishene, (early in the season,) the Steamer “Nicolet” made 9 trips with Grain, exclusive of several arrivals with tows of Pine Timber.

Cargoes of Grain by small sail vessels, from Owen Sound and Meaford, 22; making the total arrivals at Collingwood by Lake during the season of navigation, 360.

The Trains have been run throughout the year with great regularity and exemption from accident, notwithstanding the large number of Trains that were necessary upon the line during the early part of the season, and the carrying on of renewals and reconstruction of works.

There has been added to our Rolling Stock, by purchase of second

hand articles, as follows:—One Locomotive, Five Passenger Cars, Four Platforms, One Baggage, and One Box Car.

By converting five of the Second Class Cars into Conductors' Cars, we obtained the use of seven Box Cars, formerly used as Caboose Cars, making the number of Box Cars now in use One Hundred and Seventeen—an increase of Nine.

Several Platform Cars were broken up and their numbers supplied by renewals. By the purchase above referred to of four, and the building of new ones, over and above the number lost, this class of Stock is One Hundred and Seventy-four—the increase Seven.

The want of Rolling Stock of both classes, during the spring and fall, subjected both the patrons of the Line and the operations of the Company to inconvenience.

The list of Accidents and Casualties is very small, there being only two of fatal character, and those beyond control. This is very gratifying, as it shows carefulness and ability on the part of those having in charge the movement of the Trains.

I have the honor to be,

Gentlemen,

Your Obedient Servant,

J. LEWIS GRANT.

*Superintendent.*

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### ACCIDENTS AND CASUALTIES

*Which have occurred on the Northern Railway for the Year ending December 31st, 1862.*

June 5th, 1862.—Daniel Cain, a Brakeman, fell between the cars of freight train, at 5 o'clock, A. M., half a mile south of Thornhill, four wheels passed over his body, killing him instantly. Verdict on inquest—accidental death.

September 27th.—Eleanor Mills, an aged woman, was struck by engine, near Scanlon's Station; the whistle was blown, the bell rung, and every endeavour made to stop the train, but she took no notice of it. She was taken to Bell Ewart, where she died about twenty minutes after. On inquest it was proved that she had been deaf and dumb all her life. Verdict—accidental death, no blame attached to any one.

J. LEWIS GRANT,

*Superintendent.*

## SUPERINTENDENT'S REPORT—APPENDIX No. 9.

## CHARACTERISTICS OF RAILWAY.

---

Length of Main Track,.....	94.5 Miles,
Do. Bell Ewart Branch, .....	1.5 do.
Do. Side Track Rail including Depot Ground,.....	11.25 do.

---

Weight of Rail on Main Line, .....	58 lbs.
Minimum Radius of Curvature,.....	1,432 feet.
Maximum Grade going North, per mile,.....	60 feet.
Do. do. South, do. ....	52.80 feet.

---

Number of Stations, including Termini,.....	16
Do. Flag Stations, .....	9
Do. Telegraph Stations, .....	13
Do. Engine Houses, .....	2
Do. Stalls for Engines, .....	15
Do. Machine Shops, .....	1
Do. Turn Tables, .....	4
Do. Track Scales, Toronto,.....	1
Do. Station Houses with Dwellings attached, .....	3
Do. Hotel and Out Buildings at Collingwood, .....	1
Do. Dwellings, all classes, others than those above, .....	16
Do. Water Stations, including Termini,.....	15
Do. Fed by Springs,.....	3
Do. Supplied by Pumps, .....	12

J. LEWIS GRANT,

*Superintendent.*

## SUPERINTENDENT'S REPORT—APPENDIX No. 10.

## STATEMENTS

*Shewing the number and condition of Rolling Stock; also the mileage of Engines for year ending 31st December, 1862.*

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

Number.	Description.	Average weight.	In good order.	Requiring slight repairs.	Requiring heavy repairs.
18	Locomotive Engines.....	59,800	12	3	3
17	First Class Passenger Car, 8 wheels.....	28,750	17		
1	Directors' Car.....	30,250	1		
3	Mail and Baggage Cars.....	24,800	2		1
3	Baggage Cars.....	23,500	2		1
3	Second Class Cars.....	23,000		3	
5	Freight Conductors' Cars.....	25,100	5		
117	Box Freight Cars.....	16,975	117		
174	Long Platform Cars.....	14,950	170	4	
4	Short " ".....	14,800	4		
4	Spar Trucks, 4 wheels.....	4,700			4
4	Hand or Rubble Cars, 4 wheels.....		3	1	
2	Fire Engines.....		2		
2	Wood-sawing Engines (under repair) ..				
2	Caloric Engines.....		1	1	
2	Grain Elevator Engines.....		2		
1	Small Steam Engine not in use.....			1	
3	Large Snow Ploughs.....			3	
1	Hose Cart and Reel for Fire purposes..				

J. TILLINGHAST, Supt. Motive Power.



## SUPERINTENDENT'S REPORT—APPENDIX No. 11.

## STATEMENT

*Relative to Movement of Trains in 1862.*

	Through Trains between Toronto and Collingwood.	Way Trains.	Total No. of Trains run in 1862.	Total No. of Cars drawn to and from Toronto.	Total No. of Miles run by all Trains.	Average No. of Cars to each Class Train.
Mail Trains .....	626	.....	626	3945	} 126025	6.30
Express and Accom. Trains.	625	.....	625	3278		5.24
Special & Extra Pass. Trains	8	7	15	138		9.20
Military Trains.....	.....	34	34	134		3.94
Freight Trains .....	1341	670	2011	29527	170269	14.68
Wood Trains.....	36	212	248	2995	15326	12.08
Engineering Trains.....	13	63	76	688	9039	9.05
Snow Trains .....	4	8	12	42	880	3.50
Pilot, Shunting and Light do.	2	6	8	.....	25710	.....
Totals .....	2655	1000	3655	40747	347249	11.17
1861 .....	2579	1362	3941	40847	353122	10.40
Increase in 1861.....	76	.....	.....	.....	.....	0.77
Decrease in do .....	.....	*362	286	100	5873	.....

\* The number of Engineering Trains in 1861 was 297 in excess of 1862.

Miles run by Passenger Cars ..... 252,052  
Miles run by Baggage Cars ..... 126,025  
Miles run by Box Freight and Platform Cars..... 2,743,242

Total..... 3,121,319

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

J. LEWIS GRANT,  
*Superintendent.*

# SUPERINTENDENTS REPORT—APPENDIX No. 12.

NORTHERN RAILWAY SHOPS,  
Toronto, 31st December, 1862.

STATEMENT of Number of Miles run by Locomotives for twelve months, ending this date.

1862.	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.	No. 11.	No. 12.	No. 13.	No. 14.	No. 15.	No. 16.	No. 17.	No. 18.	Totals.
Jan'y.	1000	.....	.....	1705	636	1000	620	1235	.....	1700	160	2060	2600	1900	200	2100	2000	.....	18916
Feb'y.	1000	.....	.....	750	2245	1000	1910	2140	1001	840	1430	2200	1300	2400	.....	2000	1200	.....	21416
March.	1000	.....	.....	.....	1511	1000	1735	810	2075	550	1645	1860	2600	2600	1965	2600	1500	.....	23451
April..	1000	.....	1304	.....	1925	1000	2375	2430	2600	1960	1939	1995	2600	1530	1643	2600	2700	.....	29601
May...	1500	200	2700	.....	3030	1500	2480	2220	2700	2120	1692	2630	2700	800	2490	2700	2600	.....	34052
June..	1500	2255	2810	.....	2670	1500	1850	2790	2500	710	910	2540	1500	1050	2415	2225	3200	400	32825
July...	1500	2605	3600	.....	2390	1500	2000	2560	2300	2540	2810	2500	3155	790	2642	2737	3400	210	39239
Aug't.	1500	2817	2900	.....	2511	1500	1590	2430	2600	2500	1835	2400	2200	1200	2706	1987	2900	1205	36780
Sept...	1500	2420	1800	.....	2120	1500	.....	1510	1840	1700	1650	2200	3200	2300	2100	2763	2000	1631	32234
Oct...	1500	1490	2600	.....	1010	2400	1500	.....	760	1620	2200	2095	2400	2700	640	1320	2500	2200	30195
Nov...	1500	1965	1500	.....	1710	2300	.....	.....	2340	1520	2185	2000	1500	2340	1840	2500	1400	1500	28100
Dec...	1000	740	2300	.....	2200	1400	.....	.....	400	1300	1040	1490	400	1100	1170	2500	2200	1200	20440
	15500	14492	21514	7375	25137	13000	14560	18885	21976	19640	19391	26275	26455	18650	20481	29212	27300	7406	347249

Total miles run in 1861..... 353,122  
Decrease,  $1\frac{3}{4}$  per mile..... 5,873

J. TILLINGHAST.

SUPERINTENDENT'S REPORT.—APPENDIX No. 13.

LOCAL FREIGHT TRAFFIC.

CLASSIFICATION OF FREIGHT IN TONS OF (2000 lbs.) FOR 1862.

DESCRIPTION OF FREIGHT TRANSPORTED NORTH.			DESCRIPTION OF FREIGHT TRANSPORTED SOUTH.		
	Tons.	Lbs.		Tons.	Lbs.
Of the Products of the Forest .....	1430	.....	Of the Products of the Forest .....	70917	.....
Animal .....	58	741	Animal .....	307	1365
Vegetable Food .....	57	1773	Vegetable Food .....	68	170
Agriculture, including Flour, 134 <sup>55</sup> / <sub>60</sub> brls. ....	14	999	Agriculture, including Flour, 62,307 brls. ....	6729	312
Wheat, 495 <sup>29</sup> / <sub>60</sub> bus. ....	14	1720	Wheat, 532,758 bus. ....	15982	1480
Corn, 7 <sup>1</sup> / <sub>2</sub> bus. ....	.....	420	Corn, 16,215 bus. ....	454	40
Barley, 2,722 bus. ....	65	656	Barley, 9,220 bus. ....	221	560
Oats, 899 bus. ....	15	556	Oats, 2,481 bus. ....	42	354
Peas, 1,000 bus. ....	3	.....	Peas, 213 bus. ....	6	780
Manufactures .....	655	1342	Manufactures .....	455	1210
Merchandise .....	7549	770	Merchandise .....	396	316
Other articles .....	2703	1608	Other articles .....	1161	1765
	12575	595	Total number of Tons, 109,337 <sup>947</sup> / <sub>2000</sub> ..	96742	352

J. LEWIS GRANT, *Superintendent.*

## APPENDIX No. 14.

NUMBER OF BARRELS OF FLOUR OF 216 LBS.  
CARRIED IN 1862.

Barrels of Flour carried North—Local .....	134
Do do do South—Local.....	62,307
Do do do Through.....	311,276
<hr/>	
Total Number.....	373,717

BUSHELS OF WHEAT AND OTHER GRAIN.

Bushels of Wheat and other Grain carried North—Local...	5,123
Do do do do South—Local...	560,887
Do do do do Through .....	668,466
<hr/>	
Total Number.....	1,234,476

NUMBER OF TONS OF LUMBER.

Carried North—Local .....	1,430
Do South—Local .....	70,917
<hr/>	
Total Tons .....	72,347

PASSENGER TRAFFIC.

Number of Passengers Ticketed from Stations .....	82,344
Do do Paying on the Cars.....	13,059
Do do Foreign Through Passengers .....	1,575
Do do Free and for Construction .....	4,551
<hr/>	
Total Number of Passengers Carried.....	101,529

Number of Miles Travelled by Passengers.....	3,516,151
Average of Miles Travelled by each Passenger.....	34 $\frac{2}{10}$
Average Amount of Fare paid by each Passenger exclusive of those carried Free.....	\$1 02 $\frac{18}{100}$

## SUPERINTENDENT'S REPORT.—APPENDIX No. 15.

## STATEMENT

*Of the Number of Passengers and the Miles travelled by each Passenger  
on the Northern Railway of Canada, for the year ending 31st  
December, 1862.*

TICKETS ISSUED.	No. of Passengers.	No. of Miles.
Toronto.....	21,613	985,641
Thornhill .....	1,708	46,371
Richmond Hill .....	2,233	54,365
King.....	3,481	84,504
Aurora .....	5,060	128,155
Newmarket .....	7,283	193,915
Holland Landing.....	2,845	67,482
Bradford.....	7,825	230,245
Lefroy.....	3,064	78,747
Bell Ewart.....	1,399	51,243
Barrie .....	10,956	365,375
Angus .....	2,199	53,348
Sunnidale .....	1,641	42,230
Nottawasaga .....	3,609	120,189
Collingwood .....	5,795	312,274
Emigrants.....	312	23,364
Grand Trunk.....	96	8,137
St. Andrew's Society .....	2	142
St. George's Society.....	11	768
Paying on the Trains.....	13,059	322,886
Commissariat.....	32	1,425
Foreign Passengers.....	1,575	149,625
Excursion.....	1,080	51,840
Free and for construction.....	4,551	143,880
	101,529	3,516,151

Ticketed at Stations .....	82,344
Paying on the Cars.....	13,059
Foreign Passengers .....	1,575
Free and for construction .....	4,551

101,529

J. LEWIS GRANT,  
Superintendent.

## SUPERINTENDENT'S REPORT—APPENDIX No. 16.

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

MONTH.	Flour.	Wheat.	Timber, &c.
January .....	6,840	116,935	510,000
February .....	7,043	119,264	1,180,000
March .....	10,064	60,423	1,974,000
April .....	6,689	39,995	7,587,000
May .....	6,337	30,459	5,352,000
June .....	4,422	15,711	5,817,000
July .....	2,117	21,015	5,079,000
August .....	1,802	11,298	5,283,000
September .....	2,809	23,162	3,774,000
October .....	4,772	45,414	2,184,000
November .....	4,570	26,449	2,802,000
December .....	4,842	22,633	1,008,000
Total .....	62,307	532,758	42,550,000

Classification of Timber and Lumber is as follows:—

Square Timber .....	17,988,000
Rafting .....	1,374,000
Sawed Lumber .....	27,626,000
Cords Wood, equal to .....	5,562,000
	42,550,000

*From what Station Received.*

STATIONS.	Flour.	Wheat.	Timber, &c.
Thornhill .....	1,278	.....	.....
Richmondhill .....	.....	.....	270,000
King .....	1,676	2,668	3,240,000
Aurora .....	1,667	1,716	996,000
Newmarket .....	15,163	81,456	360,000
Holland Landing .....	5,639	4,780	55,000
Bradford .....	8,383	231,095	1,770,000
Lefroy .....	39	59,138	3,834,000
Bell Ewart .....	604	3,958	9,555,000
Barrie .....	9,761	35,193	5,424,000
Angus .....	2,145	9,208	5,979,000
Sunnidale .....	31	625	2,649,000
Nottawasaga .....	1,117	37,513	1,092,000
Collingwood .....	14,804	65,408	7,326,000
	62,307	532,758	42,550,000

J. LEWIS GRANT,

*Superintendent.*

SUPERINTENDENT'S REPORT—APPENDIX No. 17.

*STATEMENT of Principal Articles of Through Freight transported over the Collingwood Line, season of 1862, from Lake Michigan Ports, and the Route by which shipped from Toronto.*

ARTICLES.	Toronto.	Kingst'n.	Prescott.	Montreal Steam'rs.	G. T. R.	Oswego.	Cape Vincent.	Ogdens- burgh.	TOTAL.
Bushels Wheat.....	105,075			30,002	5,132	51,976		15,070	209,255
“ Corn.....	157,891	17,990			2,566	185,954		29,368	393,769
“ Barley.....	675								675
“ Rye.....	33,855							978	34,833
“ Oats.....	28,724					1,210			29,934
Sacks Mill Feed.....								250	250
Barrels Flour.....				60,505	55,078	105,012		90,681	311,276
“ Beef.....	7					4,228		500	4,735
“ Pork.....	1,807	690	2,711	7,296	171	17,749		6,745	37,169
“ Hams.....	14			14	5	2			35
Hhds. do.....	58	7	1	93		268		20	447
Boxes do.....	30			10		399			439
Tierces Lard.....				124	42	1,729		1,337	3,233
Barrels do.....				67	26	303		377	773
Kegs do.....				255	2	591		995	1,843
“ Butter.....				1,400	9	1,492		190	3,091
“ Grease.....						125		50	175
Bbbs do.....	18		6			334			358
“ Tallow.....	121	22	21	212	5	374		98	853
“ Glue.....	55	5		86		57		118	321
“ Oil.....	4			5	4	39		24	76
“ Fish.....				22	100			2	124
“ Potash.....				299	4	24		19	346
“ Alcohol.....					23			428	451

SUPERINTENDENT'S REPORT—APPENDIX No. 17—Continued.

*STATEMENT of Principal Articles of Through Freight transported over the Collingwood Line, season of 1862, from Lake Michigan Ports, and the Route by which shipped from Toronto.*

ARTICLES.	Toron.to	Kingst'n.	Prescott.	Montreal Steam'rs	G. T. R.	Oswego.	Cape Vincent.	Ogdens- burgh.	TOTAL.
Hbds Bones .....	.....	.....	.....	.....	.....	120	.....	.....	120
Bbbs Oil Cake.....	.....	.....	.....	806	.....	629	.....	.....	1,435
Sacks do .....	.....	.....	.....	.....	.....	1,421	.....	.....	1,421
Bbbs Beans.....	.....	.....	.....	.....	.....	130	.....	118	248
Bags do .....	.....	.....	.....	.....	.....	191	.....	298	489
“ Seed.....	262	.....	52	.....	389	486	1,535	752	3,476
Bales Broom Corn.....	421	12	.....	.....	.....	.....	16	221	670
“ Hemp.....	.....	40	.....	145	.....	.....	.....	.....	185
“ Wool .....	.....	.....	66	.....	.....	.....	.....	421	487
Bundles Hides.....	.....	378	429	376	650	31	846	4,372	7,082
“ Leather.....	.....	.....	.....	.....	.....	.....	.....	252	252
Ship Knees .....	.....	.....	.....	.....	.....	50	.....	.....	50
Packages Furs.....	.....	.....	.....	67	.....	.....	.....	.....	67
“ Sundries.....	120	.....	.....	140	3	266	.....	18	547

CHARLES W. ROGERS,  
*General Freight Agent.*



SUPERINTENDENT'S REPORT,—APPENDIX, No, 18.

NUMBER OF TONS (2,000 LBS.) OF FREIGHT CARRIED IN 1862.

MOVING.		1st Class.	2nd Class.	3rd Class.	Flour.	Wheat.	Corn.	Barley.	Oats.	Peas.	Beef and Pork.	Various.	Total Tons.
North	{ Local...	11791 <sup>635</sup> <sub>2000</sub>	4,856 <sup>269</sup>	4,989 <sup>330</sup>	14 <sup>999</sup>	14 <sup>1720</sup>	<sup>420</sup>	65 <sup>556</sup>	15 <sup>566</sup>	30	....	1,430	12,595 <sup>595</sup>
	{ Through.	....	....	2,966 <sup>53</sup>	....	....	....	....	....	....	....	....	2,966 <sup>53</sup>
South	{ Local...	694 <sup>315</sup> <sub>2000</sub>	461 <sup>553</sup>	1,233 <sup>1258</sup>	6,729 <sup>312</sup>	15,982 <sup>1480</sup>	454 <sup>40</sup>	221 <sup>560</sup>	42 <sup>354</sup>	6 <sup>780</sup>	....	70,917	96,742 <sup>352</sup>
	{ Through.	....	....	631 <sup>1990</sup>	33,617 <sup>1616</sup>	6,277 <sup>1300</sup>	12,000 <sup>1712</sup>	16 <sup>400</sup>	478 <sup>1888</sup>	....	8,018 <sup>270</sup>	1,000	62,041 <sup>1176</sup>

Total amount Tons Local Freight..... 109,337<sup>947</sup><sub>2000</sub>

“ “ “ Through Freight,..... 65,007<sup>1252</sup><sub>2000</sub>

Total Tons,..... 174,345<sup>208</sup><sub>2000</sub>

J. LEWIS GRANT, *Superintendent.*

