

The Northern Pacific Junction Railway.

RETURN

REQUIRED BY THE

MINISTER OF RAILWAYS AND CANALS

SHOWING THE CONDITION OF THE

CAPITAL AND REVENUE ACCOUNT, &c., &c.,

OF THE

RAILWAYS

IN THE

DOMINION OF CANADA.

Northern & Pacific Junction Railway.

—————
Toronto, 1 March 1886

Ellingwood Schreiber Esq
Ottawa
Canada

In reply to yours of 25th ulto
beg to inform you that the
Rate of interest of the Bonds of this
Company is 5 per cent; none of the
Company's Bonds have been issued
to the public — All that
has been issued, have been
added to the Contractors and
Financial institutions and
according to the terms of the
Contract and other agreements,
not to be returned again to the
Company, when the Company
will probably substitute Debenture
Stock for the Bonds, under Legislation
which is sought for at the
present session of Parliament
with reference to particulars of Engineering,
Enclosed copy of letter received

copy

Toronto, Feby 27

1886

Dear Sir

Between Gravenhurst and Bracebridge
on the first ten miles there are five level crossings over
public roads, and one where we cross over the Mus-
koka Road by an iron viaduct at the HawkRock,
thirty feet over road.

There may be more level crossings at
some future time, but at present no other roads than
the above are open. There are no overhead bridges
the first ten miles

yours truly
Sgd. J C Bailey

W. Townsend Eng
Secy. N & P. R. Ry.

Statement containing copies of all Contracts made by the Company, for the construction of any part of the
airway.

To the Contract between the Company
and the contractor, for the construction of the
airway, dated
21 August 1887.

Date	Description	Amount	Rate
21 Aug 1887	Cost of material	£1000	per ton
21 Aug 1887	Cost of labour	£500	per ton
21 Aug 1887	Cost of machinery	£100	per ton
21 Aug 1887	Cost of transport	£200	per ton
21 Aug 1887	Cost of tools	£50	per ton
21 Aug 1887	Cost of stores	£50	per ton
21 Aug 1887	Cost of overhead	£100	per ton
21 Aug 1887	Cost of insurance	£20	per ton
21 Aug 1887	Cost of profit	£200	per ton
21 Aug 1887	Cost of interest	£50	per ton
21 Aug 1887	Cost of contingencies	£50	per ton
21 Aug 1887	Total cost	£1000	per ton

To the Contract between the Company and the contractor, for the construction of the airway, dated

21 August 1887.

To the Contract between the Company and the contractor, for the construction of the airway, dated

21 August 1887.

6^o

Return by the ~~with full details of the~~ *Railway of the Capital Account of said*
Railway; also the Revenue and Expenditure, &c., for the year ended

NO. I.—CAPITAL ACCOUNT.

		Authorized.	Subscribed.	Paid up.	* Rate of Interest or Dividend.
Total Amount of Ordinary Share Capital.....		20000	23000	23000	
do Preference Share Capital...					
do do					
do do					
do do					
do Ordinary Bonds.....	1.320,000				5%.
do do					
do do					
do do					
do do					
do Government Loans.....					
do do Bonuses.....	1.320,000			1574440	
do do Subscription to Shares.....					
do do do Bonds.....					
do Municipal Loans.....					
do do Bonuses.....					
do do Subscription to Shares.....					
do do do Bonds.....					
do Capital from other sources.....					
Total Capital.....	2.840,000	23000	1774440		

This Statement to agree with the totals shown in the Report of the Company, a copy of which is to be transmitted also.
If there are more than one issue of preference shares or bonds, state them and the amount of each class.
If any Floating Debt exists it must be stated, so as to make the total agree with the Published Report.

* State whether Dividend is cumulative or not.

LOCATION AND GENERAL DESCRIPTION

The Northern & Pacific Junction Railroad,
SHEWING THE

Country or Counties through which the Road runs, the Terminal Points, Connections, if any, and giving a general description of the Line, and the Country through which it passes.

Runs through the Districts of
Neskota Parry Sound & Kipissing.
Terminal points being Gravenhurst
and La Tare - connecting with the
Northern & North Western & Canadian
Pacific Railways -

The general features of the country
throughout are rough, broken
and rocky, with however a great
deal of excellent land in the
valleys, being well watered and
eminently adapted for grazing,
raising stock &c &c -
There are timber limits in almost
every township and the traffic in pine
alone will form one of the leading
articles of export, valuable minerals
have also been discovered -
The country is being rapidly settled
and a great deal of timber

in directions, Bracebridge and
Innisfil being the principal ones.

No. 6.

FLOATING DEBT.

TOTAL AMOUNT.	RATE OF INTEREST	REMARKS.
\$ 174000	7%	
59002.19	7½%	

Total Length
Granbury & Junction with Can. Pac.
Rails laid - 30 June /85
11
St. under construction -
No. 6.

111.25

10

101.25

CHARACTERISTICS OF ROAD, &c.

		MILES.
	OWNED.	
*Length of Main Line from.....	to.....	
do Branch from.....	to.....	
do do to.....		
do do to.....		
do do to.....		
	LEASED.	
Length of..... Railway from..... to		
do do to.....		
do do to.....		
do do to.....		
	Total Mileage.....	
Length of Road laid with Iron Rails.....	ob.	
do do Steel Rails.....	ob.	10 -
do Sidings	ob.	ob.
do Double Track (if any).....	ob.	ob.
Weight of Rail per yard, Main Line, Iron.....	lb.	56 lbs
do do do Steel.....	lb.	do
do do Branches, Iron.....	lb.	do
do do do Steel.....	lb.	do
Number of Engine Houses and Shops.....		
do Engines owned by the Company.....		Line not yet completed
do do hired.....		ad to ourself
do First Class Passenger Cars owned by the Company.....		to residents
do do do hired.....		

*If the line or any portion of it is under construction, the length being constructed to be given.

CHARACTERISTICS OF ROAD, &c.—Continued.

Number of Second Class and Emigrant Cars owned by Company.....							
do do do hired							
do Baggage, Mail and Express Cars owned by Company.....							
do do do hired							
do Cattle and Box Freight Cars owned by Company.....							
do do do hired							
do Platform Cars owned by Company.....							
do do hired							
do Coal Cars owned by Company.....							
do do hired							
do Ties to a Mile, Main Line.....							
do do Branches.....							
Nature of Fastenings used to secure Joint or Rail.....							
Number of Grain Elevators.....							
†Capacity of do at.....							
do do							
do do							
Number of level road crossings at which watchmen are employed.....							
do do without watchmen.....							
do overhead bridges.....							
Height of do above rail level.....							
Number of level crossings of other Railways.....							
do Junctions with other Railways.....							
do do branch lines.....							
Radius of sharpest curve.....							
Number of feet per mile of heaviest gradient.....							
Auger of Railway.....							

+ State where these are situated and the capacity of each.

NAMES AND RESIDENCES OF DIRECTORS AND OFFICERS OF THE COMPANY.

NAMES OF DIRECTORS.	RESIDENCES.
W'ltton McCarthy Jr	Toronto
Wm Frank Smith	"
Jpm Linc	"
C. J. Campbell	"
Samuel Parker	"
Wm James Turner	Hamilton
John Stuart	"
Adam Beamer	"
John Proctor	"
W'ltton McCarthy Jr	President.
Walter Townsend	Secretary and Treasurer.
Samuel Parker	General Manager.
J. C. Bailey	Engineer and Superintendent.
	Superintendent.

The following is the official name and address of the Company.

The Northern and Pacific
 Junction Railway Company
 Toronto
 Ontario