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TORONTO AND NIPISSING RAILWAY.

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PROCEEDINGS

OF THE

*Seventh Annual General Meeting*

OF SHAREHOLDERS

OF THE

*TORONTO & NIPISSING RAILWAY,*  
115

HELD IN TORONTO,

ON THE 14th SEPTEMBER, 1875,

WITH

REPORT BY THE DIRECTORS

AND

STATEMENT

OF THE

CAPITAL AND REVENUE ACCOUNTS

FOR THE YEAR ENDING 30th JUNE, 1875.

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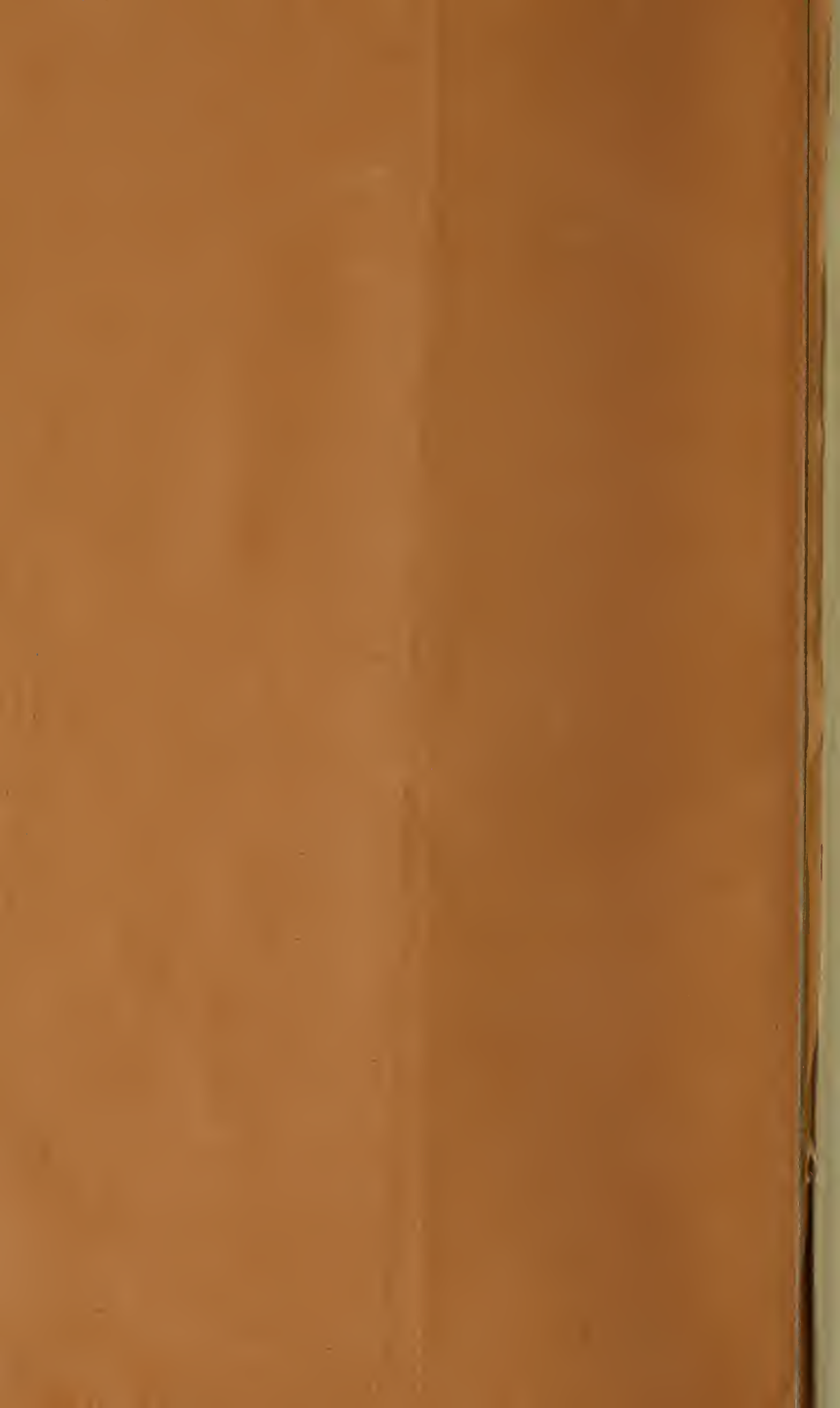
The First Narrow Gauge Railway opened for Traffic on the Continent of America.

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TORONTO:

GEO. C. PATTERSON, PRINTER, KING STREET EAST.

1875.



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# Toronto and Nipissing Railway.

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## DIRECTORS :

1875-76.

WM. GOODERHAM, JR., Esq., Toronto, *President & Managing Director.*  
ALEX. T. FULTON, Esq., " *Vice-President.*  
JAMES E. ELLIS, Esq., "  
JOSEPH GOULD, Esq., Uxbridge.  
HUGH MACDONALD, Esq., Toronto.  
H. P. DWIGHT, Esq. "  
WILLIAM COPLAND, Esq., "  
GEORGE GOODERHAM, Esq. "  
WALTER S. LEE, Esq., "  
ALDERMAN JOHN BALL, *for Corporation City of Toronto.*

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## OFFICERS :

W. GOODERHAM, JUNR., - *President and Managing Director.*  
ALEX. T. FULTON. - - *Vice-President.*  
JOSEPH GRAY, - - *Secretary and Treasurer.*  
EDWIN GRAY, - - *Accountant.*  
JOHN LEYS, - - *Solicitor.*  
WILLIAM DORAN, - - } *Auditors.*  
SIMPSON HILL, - - }





# TORONTO & NIPISSING RAILWAY.

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*The Seventh Annual General Meeting of the Shareholders of the Toronto and Nipissing Railway Company, held in their Rooms, Exchange Buildings, Wellington street, Toronto, on Tuesday, the Fourteenth day of September, 1875, at 12 o'clock noon, in terms of notice given as required by Charter.*

Present.—Messrs. W. Gooderham, Jr., A. T. Fulton, Henry Pellatt, James E. Ellis, Alderman John Ball, George Gooderham, Hugh Macdonald, James G. Worts, W. Copland, Edmund Wragge, Joseph Gould, John Leys, Joseph Gray,

It was moved by Mr. Henry Pellatt, seconded by Mr. James G. Worts, and carried, that Mr. W. Gooderham, Jr., be appointed Chairman of the Meeting.

Mr. Gooderham having taken the chair requested Mr. Gray, the Secretary, to read the Notice, calling this meeting, which was then read, as follows :

## TORONTO AND NIPISSING RAILWAY.

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NOTICE is hereby given that the Annual General Meeting of the Shareholders of this Company will be held at their rooms, Exchange Buildings, on Wellington street, in the City of Toronto, on Tuesday, the 14th September, at 12 o'clock noon, for the purpose of receiving reports by the Directors with statement of Accounts for the past year ; to elect Directors for the ensuing year, and to dispose of any other business that may be brought before the meeting.

By order.

JOSEPH GRAY,  
Secretary and Treasurer.

Further read the Minutes of the last Annual General Meeting of the Shareholders of the Company, held on the 8th September, 1874, which were confirmed and signed by Chairman.

Also read, Report by the Directors to the Shareholders.

Report by the Chief Engineer.

The Financial Statement, and

Auditor's Report.

REPORT OF THE DIRECTORS  
OF THE  
TORONTO AND NIPISSING RAILWAY COMPANY,  
TO THE SHAREHOLDERS,  
*FOR THE YEAR ENDING 30th JUNE. 1875.*

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The Directors beg to submit their Report for the year ending 30th June, 1875, with all statements of Income and Expenditure together with the Auditor's Report.

The Gross Receipts for the year amount to \$221,812.51, being an increase of 3,605.20 over last year's earnings.

The working expenses for the year amount to \$135,733.21, being \$14,459.61 or about  $5\frac{1}{2}$  per cent. increase on the Expenditures of last year, which is mainly attributable to the severity of the weather last winter, and the large outlay incurred in keeping the road open during the heavy snow storms of January, February and March.

The Directors beg to state that 300 tons of steel rails to replace iron rails, have been laid this year, and 100 tons of heavy iron rails have been used as renewals. We also feel much pleasure in stating that in the operation of the Road not a single accident of any kind has occurred during the year.

It will be seen by the Engineer's Report that the Roadway, Bridges and Buildings of the Railway are in good condition, and that the North Bay Bridge has been materially strengthened.

The Directors would further state that although the earnings of the Railway are not as large as was expected and desired, yet they feel gratified in being able to shew an increase over last year. The general depression in business of every kind, particularly in

Lumber and Timber, has materially affected the earnings of this as well as of all other Railways. This depression is materially increased on our Line, from the destruction by Fire of three saw mills and one shingle mill, all of which were tributary to the Road, and will no doubt be rebuilt on a revival of the Lumber business. The abundant harvest, which has just been secured, cannot fail to increase the freights throughout the entire line, and a Steamer being now under construction to run between Cobocok and Fenelon Falls, and another Boat is to be put on between Elliott's Falls and Minden so soon as the Government construct a Lock at Mocre's Falls, to connect the navigation, which will then only leave about 7 miles of additional Railway to bring Minden and the surrounding country in direct communication with Toronto, all of which must have a beneficial influence on the future prosperity of the Road.

The Chief Engineer having accepted the position of General Manager of the Toronto, Grey & Bruce Railway Company, tendered his resignation, which your Directors accepted; and they cannot part with Mr. Wragge without expressing their regret at the severance of a connection which has existed since the formation of the Company, and have great pleasure in testifying to the able and efficient manner in which the duties connected with the office of Chief Engineer has been conducted under his direction.

In conclusion the Directors have much pleasure in stating that the Officers and Employees of the Road have given them entire satisfaction by their constant attention to their respective duties.

Respectfully submitted.

W. GOODERHAM, JR.,

*President and Managing Director.*

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The Chairman then moved the adoption of the Report, and Mr. James E. Ellis seconded the same.

The Chairman, in moving the adoption of the Report, regretted that the year's business had not been more satisfactory, but, taking into account the depressed state of the trade of the country during the year, he thought that the results of the year's opera-

tions would compare favorably with those of any other Railway in Canada. The great difficulty this Company had to contend with is the carrying of a large floating debt, which, at the present time, is very embarrassing, and, considering that the Government had granted a bonus of \$1,700 per mile to the Toronto, Grey and Bruce Railway Company, while this Company had only received \$1,300 per mile, the Directors feel that this Road has a strong claim upon the Government for further aid and ought to be placed on as good a footing as the Toronto, Grey and Bruce Railway, which would, to some extent, relieve the Road from its present financial embarrassments.

Mr. Worts complimented the Directors on the fact that the Road was maintained in first-rate order, and that no loss of life had occurred upon the Road during the year. The Bondholders were interested in seeing that the Road was kept in good order, and his firm, as large Bondholders, would rather see the Road maintained in first-class order, even if in order to do so it would be necessary for them to accept a deferring of the interest on their bonds. As shewing the interest his firm felt in the success of the Road they had on several occasions made large advances to the Company, without which the Road would not have been able to meet its obligations, and at the present time the Company owed his firm a large sum for such advances. He regretted the depressed state of trade but hoped, with the large crops now on hand and with the prospects of a revival of the lumber trade and business generally, that the Road would find plenty to do, and that is all that is required to make it satisfactory both to Bondholders and Stockholders.

The Report was carried unanimously.

It was moved by Mr. Henry Pellatt, seconded by Mr. Jas. G. Worts, and carried—

That the thanks of the Shareholders be given to the President, Directors and Officers of the Company for their services during the past year; and that each Director be paid the sum of \$5.00 for every Board meeting attended by him during the year from September 8th, 1874, to this date.

Moved by Mr. James G. Worts, seconded by Mr. A. T. Fulton,

and carried—that the sum of \$4,000 be paid to Mr. Wm. Gooderham, Jr., as President and Managing Director of the Company, for his able services during the past year.

Moved by Mr. A. T. Fulton, seconded by Mr. George Gooderham and carried—that Messrs. Wm. Doran and Simpson Hill be appointed Auditors for the current years.

Moved by Mr. Jas. E. Ellis, seconded by Mr. W. Copland—that Messrs. E. Wragge and J. Leys be appointed Scrutineers for the election of Directors during the ensuing year. That the poll shall be held as closed after it has been opened for five minutes without a vote being tendered or received. (Carried).

Mr. Gooderham having left the Chair, the election of Directors was then proceeded with.

The Scrutineers reported the result of the election of Directors for the ensuing year, which was found to be as follows:—

Messrs. W. Gooderham, Jr., Alex. T. Fulton, Wm. Copland, H. P. Dwight, W. S. Lee, Joseph Gould, George Gooderham, Jas. E. Ellis, Hugh Macdonald.

The General Meeting then adjourned.

At a subsequent meeting of the Directors Mr. W. Gooderham, Jr., was re-elected President, and Mr. A. T. Fulton, Vice-President of the Company for the ensuing year.

W GOODERHAM, JR.,  
*Chairman.*

JOSEPH GRAY,  
*Secretary.*

## ENGINEER'S REPORT.

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TORONTO, 2nd September, 1874.

*To the President and Directors of the  
Toronto and Nipissing Railway.*

GENTLEMEN,—I have to report that the roadbed and structures have during the past year been maintained in good order. It has been found necessary to strengthen the large bridge over the North Bay of Balsam Lake, near Coboconk so as to enable it to carry the heaviest engines, and this it will now do in perfect safety, it having been in the first instance designed for the small engines.

During the past year 300 tons of steel and 100 tons of iron rails have been laid down on the Main Line, between Scarboro' Junction and Uxbridge, these are all of 56 lbs. weight, and the 40 lb. rails which they replace are all either laid in sidings, or are available for such a purpose, none of them being altogether worn out. A considerable number of new ties have been put into the the Track this past year and the whole of it throughout is now in very good condition.

I have the honor to be,

Gentlemen,

Your obedient servant,

EDMUND WRAGGE,

*Chief Engineer.*

---

AUDITOR'S REPORT.

*To the President and Directors of the  
Toronto and Nipissing Railway.*

GENTLEMEN,—We beg to report that after a careful examination of the Books and Accounts, together with Statements of income and expenditure of the Company for the year ending 30th June, 1875, we have found them correct.

Your obedient servants,

WM DORAN.  
SIMPSON HILL,

} *Auditors.*



# TORONTO AND NIPISSING RAILWAY.

JUNE 30TH, 1875.

ASSETS.	LIABILITIES.
Railway Equipment.....	Bonds issued .....
Cash on hand.....	Trustees Mr. Geo. Laidlaw & wife .....
Freight due .....	Township of Eldon .....
General Post Office Advt. Co., etc., .....	Bills payable .....
Mortgage .....	Grand Trunk Railway Spcl. ac... ..
Material on hand .....	“ “ Toll ac....
Gov. Emigration and Militia Dept., .....	Salaries and Wages due .....
Accounts owing.....	Accounts due for material .....
Balance .....	Sundries .....
\$1,600,000 00	\$672,500 00
\$1,878 94	12,500 00
7,916 24	6,000 00
2,268 82	691,000 00
12,064 00	236,585 83
644 44	
8,410 61	15,053 77
916 85	3,007 62
1,778 21	7,907 84
12,759 60	4,454 80
	5,281 77
	35,705 79
	LIABILITY TO THE PUBLIC .....
	Stock paid up . . . . .
	Municipal bonuses .....
	Government .....
	\$963,291 12
	193,350 00
	375,072 59
	104,860 00
	673,282 59
	\$1,636 573 71

WILLIAM DORAN, }  
Auditors. }  
SIMPSON HILL.

# TORONTO AND NIPISSING RAILWAY.

## REVENUE ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1875.

EARNINGS.	EXPENDITURES.
Freight.....	General Management <sup>1</sup> ..... Abstract A.....
Passengers.....	Traffic Department..... " B.....
Mails, Express, etc. ....	Train Service, No. 1..... " C.....
Storage, Wharfage and Boomage.....	Do. " 2..... " C.....
Sundries.....	Rolling Stock, Maintenance... " D.....
	Roadway and Bdgs., " "..... E.....
	Tolls Grand Trunk Railway..... " F.....
	Miscellaneous..... " G.....
	EXPENDITURE, 61 1/4 %.....
	Net Revenue.....
\$221,812 51	\$9,156 05
	20,838 16
	20,254 90
	27,867 77
	18,840 62
	29,176 36
	5,848 89
	3,750 46
	\$135,733 21
	86,079 30
	\$221,812 51

WILLIAM DORAN, {  
Auditors.  
SIMPSON HILL, }



# TORONTO AND NIPISSING RAILWAY.

## NET REVENUE ACCOUNT. — JUNE 30TH, 1875.

<p>June 30th, 1875.</p> <p>Interest paid on bonds to date ..... \$55,565 00                      Do. " floating debt to date.....24,948 20</p> <p><i>New Works, &amp;c.</i></p> <p>Lathe ..... \$2,635 67                      Fairlie Boiler ..... 6,026 20                      Pile Driver ..... 67 45                      Levelling Station Grounds, Uxb., ..... 275 00                      Stouffville Siding ..... 219 00                      Car Shed, Uxbridge ..... 825 00                      Dwelling for Employee's ..... 682 00                      Tankhouse, etc., Cannington ..... 306 82                      Straightning Line ..... 287 95                      Land &amp; Survey of Switch at Md. J. ..... 277 00                      Water Closet, Sunderland ..... 25 00                      New Steel Rails .....20,959 68</p> <p style="text-align: right;"><u>32,586 77</u></p>	<p>June 30th, 1874.</p> <p>Balance ..... \$15,261 07</p> <p>June 30th, 1875.</p> <p>Revenue for year ending this date ..... 86,079 30                      Balance to next account..... 12 759 60</p>
<p>June 30th, 1875. Balance..... \$114,099 97</p>	<p style="text-align: right;"><u>\$114,099 97</u></p>
<p>June 30th, 1875. Balance..... \$12,759 60</p>	<p style="text-align: right;"><u>\$12,759 60</u></p>

WILLIAM DORAN, }  
 Auditors. }  
 SIMPSON HILL,

## TORONTO AND NIPISSING RAILWAY.

ABSTRACT OF EXPENDITURE FOR THE YEAR ENDING 30TH JUNE, 1875.

### *Abstract A.*

#### MANAGEMENT.

Officers' Salaries .....	\$7,270 88
Postage and Travel .....	331 06
Printing and Advertising .....	507 58
Stationery, etc .....	1,046 53
	-----
4.15 per cent .....	\$9,156 05
	-----

### *Abstract B.*

#### TRAFFIC DEPARTMENT.

Agents and Operators .....	\$11,532 37
Porters and Switchmen .....	7,493 96
Supplies .....	1,811 83
	-----
9.35 per cent ..	\$20,838 16
	-----

### *Abstract C.*

#### TRAIN SERVICE, No. 1.

Conductors, Baggage-men and Brakemen .....	\$8,547 24
Enginemen and Firemen ..	8,002 20
Cleaners .....	2,199 97
Supplies .....	1,505 49
	-----
9.15 per cent ..	\$20,254 90
	-----

#### TRAIN SERVICE, No. 2.

Fuel, Oil, Waste, &c.,—Engines and Trains.....	\$23,481 18
Water Service, Fuel, &c.,—Stations and Tankhouses.....	4,386 59
	-----
12.60 per cent.....	\$27,867 77

*Abstract D.*

## MAINTENANCE OF ROLLING STOCK.

Locomotives .. .. .	\$11,627 65
Passenger and Freight Cars . . . . .	5,677 59
Machinery and Tools (including new tools).....	1,535 38
	<hr/>
8.50 per cent... ..	\$18,840 62
	<hr/>

*Abstract E.*

## MAINTENANCE OF WAY AND BUILDINGS.

Roadmaster, Fireman, Laborers and Supplies .....	\$19,272 87
Extra expenses incurred cleaning snow .....	7,880 04
Mileage Grand Trunk Railway .....	1,350 00
Bridges, Culverts and Fences .....	588 11
Buildings .. .. .	1,115 34
	<hr/>
13.15 per cent .....	\$29,176 36
	<hr/>

*Abstract F.*

## TOLLS GRAND TRUNK RAILWAY.

48,511 Passengers, 6c.....	\$2,910 69
19,588 Freight Cars, 15c. . . . .	2,938 20
	<hr/>
2.65 per cent .....	\$5,848 89
	<hr/>

*Abstract H.*

## MISCELLANEOUS.

Taxes... .. .	\$1,315 76
Insurance . . . . .	1,030 81
Loss and Damage .....	303 89
Legal Expenses, etc. . . . .	1,100 00
	<hr/>
1.70 per cent .....	\$3,750 46
	<hr/>

## SUMMARY.

TOTAL..... .61.25 per cent.

## TORONTO AND NIPISSING RAILWAY.

## MILEAGE REPORT FOR THE YEAR ENDING 30TH JUNE, 1875.

MONTHS.	ENGINE MILEAGE.			CAR MILEAGE.			
	Passenger.	Freight.	Shunting.	Total.	Passenger.	Freight.	Total.
1874.							
July .....	8,249	6,230	2,000	16,479	18,180	68,340	86,520
August .....	8,249	5,871	2,000	16,120	25,189	85,685	110,874
September .....	8,454	7,711	2,200	18,365	26,549	78,535	105,084
October .....	7,944	12,126	2,700	22,769	23,722	174,964	198,686
November .....	7,638	10,958	2,500	21,096	17,395	120,766	138,161
December .....	8,330	7,833	2,200	18,363	18,826	91,591	110,417
1875.							
January, .....	9,664	6,319	2,000	17,983	16,154	86,894	103,048
February .....	4,916	4,461	1,800	11,177	6,813	30,905	37,718
March .....	7,459	6,776	2,100	16,335	15,129	80,331	95,460
April .....	9,204	9,014	2,500	20,718	18,055	110,647	128,702
May .....	9,425	5,653	2,000	17,078	22,253	104,662	126,915
June .....	11,596	4,400	2,500	18,496	22,252	90,499	112,751
Total .....	101,127	87,332	26,500	214,979	230,517	1,123,819	1,354,336

## TORONTO AND NIPISSING RAILWAY.

## STATEMENT OF EARNINGS,

*Showing the Classification and Tonnage of Freight, Passenger Traffic, &c., for the year ending 30th June, 1875.*

TOTAL EARNINGS, \$221,812.51

DESCRIPTION OF FREIGHT.	Quantities.	Tons.	\$	c.	Rate per ton
Cordwood, in cords .....	28,389 $\frac{1}{4}$	49,680 $\frac{3}{4}$	43,809	25	88
Square Timber, cubic feet. ....	1,980	44 $\frac{1}{2}$	79	94	1 80
Sawn Lumber, in feet, B. M..	11,210,532	18,618	22,469	17	1 20 $\frac{3}{4}$
Shingles, in thousands .....	4,606	575 $\frac{3}{4}$	1,104	96	1 92
Wheat, in bushels .....	218,780	6,563 $\frac{1}{2}$	11,680	92	1 77 $\frac{1}{2}$
Coarse Grains, in bushels .....	299,785	5,995 $\frac{3}{4}$	10,294	26	1 71
Potatoes, in bushels.....	8,149	244 $\frac{1}{2}$	465	39	1 90
Flour and Meal, in barrels.....	35,533	3,553 $\frac{1}{2}$	5,365	50	1 51
Salt, Plaster and Lime, in brls.	9,785	1,469 $\frac{1}{4}$	1,600	14	1 08 $\frac{1}{2}$
Live Stock, in car loads.....	293 $\frac{1}{2}$	1,761	2,377	80	1 35
Sundries, in car loads .....	732	6,100	8,597	37	1 40
Coal, in tons .....	961	961	1,257	25	1 30
Merchandise, in tons .....	8,690	8,690	29,567	27	3 40 $\frac{1}{4}$
		104,257 $\frac{1}{2}$	\$138,669	32	1 33

## PASSENGER TRAFFIC.

88,685 Passengers .....\$71,439 69

## SUMMARY OF EARNINGS.

Receipts for Freight.....	\$138,669 32
“ Passengers .....	71,439 69
“ Mails, Express and Sundries ...	11,703 50
Total Earnings.....	\$221,812 51

## TORONTO AND NIPISSING RAILWAY.

Statement of Rolling Stock on hand on the 30th June, 1875.

## LOCOMOTIVES.

No.	NAME.	WHERE BUILT.	DESCRIPTION.				CONDITION.
			Weight in tons.	Size of Cy- linder in inches.	Driving Wheels.		
					No.	Diam in in.	
1	Gooderham & Worts	Bristol...	15	10 x 18	4	39	Good order.
2	M. C. Cameron .....	Kingst'n	15	11 x 18	4	39	Under repairs.
3	R. Walker & Son...	do.	15	11 x 18	4	39	Requires g'l "
4	Rice Lewis & Son...	do.	15	11 x 18	4	39	Good order.
5	Joseph Gould .....	do.	15	11 x 18	4	39	do.
6	Uxbridge .....	do.	15	11 x 18	4	39	do.
7	Eldon .....	do.	15	11 x 18	4	39	do.
8	Toronto .....	Bristol...	25	14 x 20	6	39	do.
9	Shedden ..	do.	40	11½ x 18	12	39	do.
10	Cobocok.....	do.	25	14 x 20	6	39	do.
11	Bexley .....	do.	20	11½ x 18	6	39	Under repairs.
12	Brock .....	do.	20	11½ x 18	6	39	Good order.

## CARS.

No.	DESCRIPTION.	CONDITION.
6	Passenger .....	Good order.
1	Do. ....	Under repairs.
3	Baggage and Express .....	Good order.
10	Conductor's Vans, large and small..	do.
31	Box, Large....	do.
31	Do. Small .....	do.
12	Live Stock, Small .....	do.
11	Lime do. ....	do.
137	Platform, Large..	do.
50	Do, Small .....	Need general repairs.
1	Plough for Snow .....	Undergoing alterations.
293	Total.	

JOS. HAGGAS,

Mechanical Superintendent.













