

Appendix.—Statement of Bonuses granted by Municipalities, and deposited with the Trustees:—

By the City of Toronto.....	\$150,000
Township of Scarborough.....	10,000
" Uxbridge.....	50,000
" Markham.....	30,000
" Scott.....	10,000
" Brock.....	50,000
" Eldon.....	44,000

\$344,000

Debentures sold by the Trustees, and the proceeds thereof:

Amount.	Proceeds.
\$150,000 City of Toronto, sold at a price yielding.....	\$138,054 60
10,000 Scarborough, do.....	9,800 00
50,000 Uxbridge, do.....	47,600 00
30,000 Markham, do.....	28,300 00
10,000 Scott, do.....	9,505 89
17,000 Brock, do.....	16,596 19
5,000 Eldon, do.....	4,784 52
72,000 Debentures still on hand value.....	67,680 00

\$344,000 \$322,321 20

August 31, 1870.

(Signed)

A. DEGRASSI,

Secretary of the Board of Trustees of Municipal Debentures.

Proceeds of \$150,000 bonds payable 1st October, 1875 \$125,962.20, which sum has been deposited in the Bank of Toronto, and subject to the cheque of the Company on depositing the bonds as agreed upon.

JAMES GRAHAM, Secretary.

Appendix,

Total Stock subscribed.....	\$200,000
Paid on 1st call.....	\$18,910
" 2nd ".....	17,570
" 3rd ".....	14,900
" 4th ".....	12,750
" 5th ".....	55
	\$64,185
Paid up Stock.....	1,640
	65,825
Balance.....	\$134,275

Appendix.—Pro rata Expenditure per mile by bonuses received from the Trustees, as at 31st of August, 1870.

Miles.	Expendi- ture.	Miles.	Expendi- ture.	Miles.	Expendi- ture.
7	\$1,800 00	29	\$2,353 04	51	\$162 56
8	2,737 56	30	3,494 59	52	253 12
9	1,811 72	31	2,868 37	53	253 12
10	2,412 58	32	3,873 75	54	127 68
11	1,817 86	33	2,793 12	55	65 60
12	1,532 28	34	3,086 98	56	120 32
13	1,915 00	35	4,145 00	57	46 26
14	1,988 62	36	2,587 58	58
15	1,801 40	37	1,641 14	59	99 84
16	2,630 78	38	1,198 80	60	20 00
17	3,600 14	39	1,136 17	61	282 00
18	4,145 00	40	191 70	62	359 40
19	2,460 65	41	310 30	63	742 40
20	3,027 32	42	205 00	64	484 20
21	2,423 99	43	126 10	65	531 00
22	1,803 84	44	211 00	66	859 80
23	3,403 51	45	250 00	67	400 00
24	881 48	46	135 40	68	400 00
25	1,366 26	47	143 90	69	320 00
26	1,543 46	48	90 00	70	800 00
27	2,845 26	49	167 90	71	640 00
28	1,939 76	50	373 12		
		Total			\$88,238 72

August 31st, 1870.

(Signed)

A. DEGRASSI,

Secretary to the Board of Trustees, for Municipal Debentures.

THE ENGINEER'S REPORT.

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

"GENTLEMEN,—In presenting you with a report upon the progress of the works upon your railway during the past twelve months, I will in this instance, it being my first annual report, describe as briefly as possible the character of the works as well as the extent to which they have been carried out up to the present time.

"The total length of the line under construction extends from a point in Scarborough, situate at the 324th mile from Montreal, and consequently about nine miles from Toronto, to a point on the Portage Road, in the township of Eldon, the total distance being 66 miles.

"There are no works upon the whole of this length which can in any way be termed heavy-works; the chief amount of excavation, however, is in the township of Uxbridge, where the country is rolling.

The only bridge of any size is that over the River Rouge, near Unionville, in the township of Markham, and which consists of three spans of 44 feet each, and four spans of 16 feet each. The whole structure is founded upon Rock Elm piles. The other bridges which are already executed are, three small bridges in the township of Scarborough, all over the Highland Creek or its branches, and two more over feeders of the River Rouge, in the township of Markham. There will be three small bridges in the township of Brock, over the Beaver Creek; and with the exception of a trestle bridge at Markham, 7 spans of 20 feet each and a few short trestles of 3 spans of 16 feet each, here and there, this constitutes the whole of the bridge work.

"The contract for grading between Scarborough Junction and Uxbridge village was placed in the hands of Messrs. Ginty & Co., on the 6th of November, 1869, and the contract for ties and fencing for the same distance was awarded to Mr. Edward Wheeler, of Stouffville, at the same time. The grading is very nearly completed, only some three or four miles of the distance yet remaining; the fencing is similarly advanced, and nearly all the ties are delivered. North of Uxbridge, the line has been cleared for a distance of some 12 miles, half of the ties have been delivered, and a considerable quantity of fencing has been erected. Messrs. Ginty & Co. having relinquished their contract on this portion of the line, Mr. McRae, of Eldon, who has received it from the company on the same terms as Messrs. Ginty & Co. is now busily making his preparations for prosecuting the work with vigour, so as to get through the swamps before winter.

"The tanks and tank-houses are now in course of erection, and will soon be completed.

"The engine shed at Scarborough is in course of erection, and will be ready in a week.

"The stations are being built by Mr. A. T. Button, of Uxbridge, and will be finished in November, I hope.

"The ballasting and tracklaying is being done by Messrs. Fittion & Ryan. Work was commenced upon this contract on the 5th inst.

"The advices I have received from Sir Charles Fox & Sons indicate that up to the present date 1,400 tons of rail and fastenings have been shipped from England, which will be sufficient to lay the track as far as Stouffville; and the total quantity to lay as far as Uxbridge will be shipped in a month from the present date.

"One of the locomotives ordered is on board the European, now daily expected at Montreal. The Kingston Engine Company of Canada have one engine nearly completed, and five more in progress.

"Messrs. Hamilton & Son have completed several of the platform cars, under their contract. They will have a couple of passenger cars ready by the 1st of October. The total order with them at present is for eight passenger cars, thirty platform cars and fifty box cars. The passenger cars

are 35 feet in length and capable of holding 44 passengers each. These, as well as the platform cars, are fitted with three pairs of wheels and radial axletrees, an arrangement enabling them to traverse sharp curves and bringing the centre of gravity as low as possible, the platform being only two feet six inches above the level of the rails. The platform cars are thirty feet in length by eight feet in width, and are capable of carrying ten tons each. The box cars are fifteen feet in length by eight feet in width, and will carry from five to six tons.

"In conclusion I would say that it is a matter of congratulation that within twelve months or so of the letting of the first contract the Company will have made and opened for traffic thirty-two miles of new line, with the works on the Grand Trunk nine miles in length, and will also be well advanced with an additional length of thirty-four miles.

"I have the honour to be, gentlemen,

Your obedient servant,

"EDMUND WRAGGE,

"Chief-Engineer."

TORONTO, Sept. 9, 1876.

The Chairman moved the adoption of the Report, and said the affairs of the Company were in a very satisfactory condition. There was no doubt that some time this fall the road would be open to Uxbridge, and next year he expected to see the line in operation to Cobocok. He was confident that the road was a good undertaking, and he hoped and believed that those who had put their money in it would receive a good return. It was important that a Board of Directors should be elected who would have the confidence of the Shareholders.

Mr. J. E. Ellis—what was your impression of the Norway Narrow Gauge Railway?

The Chairman—very favourable. We rode 56 miles over a road from a town about thirty miles from Christiana, with an engine weighing only ten tons, at the rate of 35 miles an hour the greater part of the way. That was not the ordinary rate, to be sure, but they made it, and the engine worked as steadily as any engine he ever saw. 180,000 passengers were carried over the road each year, and a large freight traffic. It was an expensive road, as it was over a very hilly country; and a company was about to build another over a very rough country, at \$30,000 a mile. With regard to the general principle of the narrow gauge, he had no doubt of its success. However, he only saw the railway in summer; how it would work in winter he could not say.

Mr. Wm. H. Boulton asked how much iron had been bought in England for the Nipissing road.

The Chairman—About 2,300 tons. The price was £8; but in order to get a guarantee on the iron for seven years, they paid £8 5s. The rails bought were what was called the steely rail; a combination of steel and iron. This rail had been in operation in England and had stood well, and was strongly recommended by Mr. Potter, the President of the Grand Trunk Railway Company. When they first went to England the iron trade was slack, and he believed that if they had had the money then they could have bought on more favourable terms and had the iron shipped sooner. But by the time they were in a position to give an order, the iron-masters would not take it without the cash down. They would not look at the bonds at any price; would not give even 20 cents for them. The iron they did get he believed was first-rate. Its weight was 40 lbs. to the yard. They had bought enough to build the road to Uxbridge, and it was to be on the ground this fall.

Mr. W. F. McMaster said that in one of Mr. Shedden's letters to the Board, he wrote that if he had bought the iron when he first went over, he would have saved about £1 on the ton. Now, the Company had at that time \$100,000 to its credit at the Bank of Toronto, and he wanted to know why that credit was not used, and the iron