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TORONTO AND NIPISSING RAILWAY.

PROCEEDINGS

AT THE

ANNUAL GENERAL MEETING OF SHAREHOLDERS

OF THE

TORONTO AND NIPISSING RAILWAY

9TH SEPTEMBER, 1873;

WITH

REPORT BY THE DIRECTORS

AND

STATEMENTS

OF THE

CAPITAL AND REVENUE ACCOUNTS,

FOR YEAR ENDING 30TH JUNE, 1873.

The first Narrow Gauge Railway opened for traffic on the Continent of America.

TORONTO :

COPP, CLARK & CO. PRINTERS, COLBORNE STREET.

1873.

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TORONTO AND NIPISSING RAILWAY.

DIRECTORS :

WM. GOODERHAM, JUN., Esq., Toronto, *President and Managing Director.*
ALEXANDER T. FULTON, Esq, " *Vice-President.*
JAMES E. ELLIS, Esq., "
WILLIAM COPLAND, Esq., "
HUGH MACDONALD. Esq., "
HARVEY P. DWIGHT, Esq., "
JOSEPH GOULD, Esq., Uxbridge.
GEO. GOODERHAM, Esq., "
WALTER S. LEE, Esq., "
ALDERMAN WM. ADAMSON, " *ex officio*, for Corp'n of Toronto.

SECRETARY AND TREASURER :

JAMES GRAHAM, Esq., Toronto.

CHIEF ENGINEER :

EDMUND WRAGGE, Esq., Toronto.

SOLICITOR :

JOHN LEYS, Esq., Toronto.

AUDITORS :

MESSRS. WM. DORAN AND SIMPSON HILL.

EXECUTIVE OFFICERS :

President and Managing Director .. W. GOODERHAM, JUN.
Secretary and Treasurer .. J. GRAHAM.
Chief Engineer .. E. WRAGGE.
Superintendent .. A. W. BARBER.
Mechanical Superintendent .. J. HAGGAS.

TORONTO AND NIPISSING RAILWAY.

NOTICE is hereby given that the Annual General Meeting of the Shareholders of this Company will be held in their offices, corner of Front and Bay Streets, in TORONTO, on TUESDAY, the NINTH day of SEPTEMBER next, at TWELVE o'clock noon, for the purpose of receiving Report of the Directors, with Statement of the Accounts for the past year ; to elect Directors for the ensuing year, and dispose of any other business that may be brought before the meeting.

By order,

JAMES GRAHAM,
Secretary.

TORONTO, 1st August, 1873.

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TORONTO AND NIPISSING RAILWAY.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Shareholders of the Toronto and Nipissing Railway Company, called by notice in the *Ontario Gazette* and other newspapers, in terms of the Statute, was held in the Company's Offices, corner of Front and Bay Streets, in the City of Toronto, on Tuesday, the ninth (9th) day of September, 1873, at noon, when the following, among other gentlemen, were present:—Messrs. William Gooderham, jun., J. G. Worts, A. T. Fulton, John Fiskin, James E. Ellis, R. W. Elliot, Hugh Macdonald, Alderman Adamson, Edmund Wragge, James Graham (Secretary to the Company), John Leys, H. P. Dwight, George Gooderham, Henry Pellatt, and Charles Robertson, of Toronto; with Joseph Gould and George Wheler, of Uxbridge; Christian Reesor, of Markham; and Edward Wheler, of Stouffville.

Mr. W. Gooderham, jr., in the Chair.

The Secretary read the notice by which this Annual General Meeting was called, with Minutes of the Annual General Meeting held here on the 10th of September, 1872, which were confirmed and signed by the Chairman.

The Secretary also read the Report of the Directors to the Shareholders for the year ending 30th June last, with the Chief Engineer's Report, the Financial Statements, and the Auditor's Report.

The Chairman, after a few remarks on the result of the Traffic for the past year and the state of the roadway, Roll-

ing stock, &c., with the prospects for the present year, concluded by moving the adoption of the Report.

Mr. Worts seconded the motion, and, in doing so, expressed his pleasure in seeing that a large proportion of the expenditure of the past year was for rolling stock. He hoped to see all the additional cars made use of for bringing cordwood into the city. The Report was adopted.

Mr. R. W. Elliot moved that the thanks of the Shareholders be given to the Vice-President, Directors, and to the Officers of the Company for the efficient manner in which the works on the Railway have been carried out during the past year, and that each Director be paid the sum of five dollars (\$5) for every Board Meeting attended by him from 10th September, 1872, to this date, which, having been seconded by Mr. Walter S. Lee, was carried.

Moved by Mr. John Fiskin, and seconded by Mr. J. E. Ellis, that the sum of four thousand dollars (\$4,000) be paid to Mr. William Gooderham, Jun., Managing Director, for his efficient and valuable services during the past year. Carried.

Moved by Mr. Fulton, and seconded by Mr. Dwight, that Messrs. Charles Robertson and Henry Pellatt be appointed Scrutineers, and that the poll for the election of Directors shall be held as closed after it has been opened for five minutes without a vote being tendered or received. Carried.

On motion made by Mr. George Wheler, seconded by Mr. H. Macdonald, Messrs. William Doran and Simpson Hill were appointed Auditors of the Company's Accounts for the current year.

The election of Directors was then proceeded with, which resulted in the Scrutineers reporting as follows :—

TORONTO, 9th September, 1873.

*To the Secretary of the
Toronto and Nipissing Railway.*

DEAR SIR,—We, the undersigned Scrutineers appointed at the Annual Meeting of Stockholders held this day, beg to report the following gentlemen unanimously elected for the ensuing year, viz:—

William Gooderham, jun., Esq., A. T. Fulton, Esq., James E. Ellis, Esq., William Copland, Esq., Hugh McDonald, Esq., Harvey P. Dwight, Esq., Joseph Gould, Esq., George Gooderham, Esq., Walter S. Lee, Esq.

CHARLES ROBERTSON, }
H. PELLATT, } *Scrutineers.*

The Meeting then adjourned.

At a meeting of the Directors subsequently held, William Gooderham, jun., Esq., was unanimously elected President and Managing Director; and Alexander T. Fulton, Esq., Vice-President of the Company for the present year.

JAMES GRAHAM,
Secretary.

REPORT OF THE DIRECTORS
OF THE
TORONTO AND NIPISSING RAILWAY COMPANY
FOR THE
YEAR ENDING 30TH JUNE, 1873.

In submitting for the information of the proprietors the result of the traffic during the second year of operation, the Directors of the Toronto and Nipissing Railway Company have to deplore the lamentable accident at Cannington station on 16th May, 1873, by which their much esteemed and universally respected President, the late Mr. John Shedden, was so suddenly removed from their midst; and, in common with the shareholders, can but deeply regret that his life was not spared him to be present at this meeting, to announce the gratifying results to which his sagacity and earnest co-operation so largely contributed.

The Directors have the satisfaction to state that the revenue for the past year, from all sources, was \$183,896.03. The total expenditure was \$114,557.55, leaving a balance of \$69,338.48 available for interest of bonds, &c.

The interest on the Company's bonds during the year amounted to \$48,090, and on the floating debt to \$17,276.98, in all, \$65,366.98, leaving a balance of \$3,971.50, which, added to the balance of last year's account, \$7,730.28, still leaves \$11,701.78 at the credit of net revenue account.

Taking into consideration the facts that 23 miles of the road north of Midland Junction have only been worked for seven months of the year, and that during the present season there has been an unprecedented depression in the lumber

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trade, which is the source of the greatest revenue during the summer months, the Directors consider that the result which has been attained during the past year is highly satisfactory.

The expenditure on capital account to 30th June, 1873, was \$1,566,112.41, and it will be seen by the Engineer's Report that a further expenditure of \$33,887.59 for ballasting, workshops, &c., is still necessary, thus raising the capital account to \$1,600,000, made up as follows :

Municipal bonuses	\$375,072 59
Government bonus	104,860 00
Shares	197,100 00
Bonds	673,000 00
	<hr/>
	\$1,350,032 59

leaving a balance of \$249,967.41 for which it is necessary to provide before any dividend can be paid to the stockholders.

To meet this liability the Directors would recommend that new shares be subscribed for by the present shareholders, *pro rata* according to the number of shares held by them, which will enable the Directors to issue additional bonds.

The total amount of bonds and stock necessary to cover the actual and estimated expenditure on capital account would stand at \$1,120,100, the annual interest on which, at 8 per cent., is \$89,608.

In submitting this proposal the Directors, after full consideration, desire to state that it appears to be the only feasible method that can be adopted to enable the stockholders at once to realize a return for their investment, as without the additional capital, the excess of profit each year, after paying the interest on the bonds, &c., will for many years to come have to be applied to the reduction of the floating debt.

The Directors have no hesitation in expressing their full conviction that the traffic of the present and subsequent years will realize sufficient profit to meet the above interest, and leave a considerable margin to provide for renewals; and for

the information of the shareholders, they annex the following estimate :

Estimated traffic for the current year—1st July, 1873, to 30th June, 1874	\$250,000 00
Working expenses, 55 per cent.	137,500 00
	<hr/>
Leaving a profit of	\$112,500 00

or \$22,892 in excess of what will be required to pay 8 per cent. upon the before mentioned amount of bonds and stock.

The reports of the Engineer, Auditor, &c., and the various financial statements necessary to enable the stockholders to fully realize the present condition, past results, and future prospects of the Company, are hereto appended, and which the Directors feel will sufficiently exhibit the necessity and desirability of adopting the course now proposed without further recommendation from them.

In conclusion, the Directors are happy to state that the various new saw mills, &c., referred to in their last annual report as in course of erection, have all been completed, and at the different stations along the line large quantities of lumber, &c., are ready for shipment when a suitable market can be obtained ; and as the most satisfactory reports have been received in regard to the harvest from the several stations, the Directors confidently look forward to a traffic during the present year largely in excess of that anticipated by their present report.

By order of the Board,

W. GOODERHAM, JUN.,

Vice-President and Managing Director.

TORONTO, 3rd September, 1873.

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ENGINEER'S REPORT.

TORONTO AND NIPISSING RAILWAY,
ENGINEER'S OFFICE,

Toronto, 26th August, 1873.

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

GENTLEMEN,—I am happy to be able to report that the Works of this Railway have now been carried so nearly to completion between Toronto and Coboconk, that it may, I think, be safely assumed that the total outlay on Capital Account will not exceed the sum of \$1,600,000.

I consider that in addition to the sum of \$1,566,112 expended under this head up to the 30th June, 1873, a further sum of \$33,888 will be all that is required to be charged against capital.

The Works still to be completed are Ballasting to a limited extent and the new Machine Shops; these, with some accounts now outstanding, will cost I estimate a sum of \$29,089. I anticipate that in issuing the requisite amount of Bonds to finish the Railway, there will be a discount of \$16,500. These two items added together represent a total of \$45,589, and if from this is deducted the balance of \$11,701 in hand from the Revenue Account, the total amount to be added to \$1,566,112 will be \$33,888, making a total of \$1,600,000.

The Roadway, Bridges, and Buildings have all been maintained carefully during the past year, and are all in a good state of efficiency.

I have the honour to be,
Gentlemen,

Your obedient servant,

EDMUND WRAGGE,

Chief Engineer.

AUDITOR'S REPORT.

TORONTO, 1st AUGUST, 1873.

W. GOODERHAM, JUN., ESQ.,
Managing Director, Toronto and Nipissing Railway.

SIR,—I have the honour to report that the books and accounts of the Company for the year ended 30th June, 1873, have been duly examined and audited.

Each entry in the cash books and journals has been carefully examined, and found to be supported by the proper vouchers; and I have great pleasure in testifying to the careful and accurate manner in which the accounts are kept.

I enclose the statements of receipts and expenditure on account of capital and revenue, all of which are now certified to be correct.

The Audit Clerk's certificate of the correctness of the station balances is attached.

I am, Sir,
Your obedient servant,
CHAS. ROBERTSON,
Auditor

TORONTO, 26th JULY, 1873.

SIR,—Having inspected and audited the accounts at all the way stations on the Toronto and Nipissing Railway to the 30th June, 1873, I beg to report that I have found them correct, and that the several balances agree with the ledger.

I am, Sir,
Your obedient servant,
W. H. DUNWOODIE,
Audit Clerk.

W. GOODERHAM, JUN., ESQ.,
Managing Director.

TORONTO AND NIPISSING RAILWAY.

Dr. STATEMENT OF RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT TO 30TH JUNE, 1873. Cr.

RECEIPTS. \$ c. EXPENDITURE. \$ c. For Bal. and Cash. 226,070 81

TORONTO AND NIPISSING RAILWAY.

Dr. STATEMENT OF RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT TO 30TH JUNE, 1873. Cr.

RECEIPTS.	\$	c.	EXPENDITURE.	\$	c.
1,971 Shares of Stock at \$100 per Share	197,100	00	For Rails and Fish Plates	326,979	81
Payments made on Stock, 4 Shares, forfeited 19th July, 1871	40	00	" Spikes, Bolts and Track supplies	28,842	51
	197,140	00	" Ties	48,769	80
Less Arrears unpaid on 45 Shares	3,790	00	" Ballasting	95,737	38
Municipal Bonuses	193,350	00	" Fencing	52,728	37
Government Bonuses	375,072	59	" Road Crossings	1,577	44
Bonds authorized and issued \$673,000, of which are sold	104,860	00	" Bridges, Culverts and Cattle Guards	58,046	95
	526,500	00	" Stations	58,287	62
	1,199,782	59	" Station Fittings and Equipment	3,889	00
			" Machinery and Shop Tools	1,971	74
			" Engineers' Tools	1,479	38
			" Wharves and Booms	17,060	72
			" Semaphores and Signals	1,006	99
			" Rolling Stock	307,876	16
			" Engineering, including Sir Chas. Fox & Sons	57,046	37
			" Right of Way	49,528	38
			" Clearing and Grading	275,391	61
			" Tracklaying	38,297	07
			" Telegraph	2,750	75
			" Mileage boards	92	75
			" Temporary buildings	456	10
			" Preliminary expenses	37,004	64
			" Directors, Trustees and Office expenses	18,380	61
			" Advertising, Printing and Stationery	3,925	13
			" Legal charges	5,891	46
			" Interest and Discount	18,127	38
			" Discount on Bonds	51,500	00
			" Incidental expenses	3,405	29
				\$1,566,112	41

Examined, compared with the Ledger and found correct.
 CHARLES ROBERTSON, Auditor.
 JAMES GRAHAM, Secretary and Treasurer.

TORONTO, 12th August, 1873.

TORONTO AND NIPISSING RAILWAY.

REVENUE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1873.

Cr.

EXPENDITURE.	\$	c.	RECEIPTS.	\$	c.
Maintenance of way and buildings.. Abstract A.	22,311	28	81,802 Passengers	60,475	70
Toll to Grand Trunk Railway	5,535	72	Freight.....	108,694	76
Maintenance of Rolling Stock	17,447	17	Mails.....	6,371	63
Train service.....	41,346	05	Express	3,000	00
Station service	19,090	73	Wharfage.....	875	66
General charges	5,479	10	Boorage	36	65
Total ordinary working expenses 60.50 of receipts	111,210	05	Storage.....	140	89
Miscellaneous expenses	3,347	50	Sundries	4,300	74
Total expenses.....	114,557	35			
Balance to net revenue account	69,338	48			
	\$183,896	03		\$183,896	03

Examined and found correct.

CHARLES ROBERTSON, Auditor.

TORONTO AND NIPISSING RAILWAY.

Cr.

NET REVENUE ACCOUNT.

Dr.

	\$	c.
To Interest actually due on \$691,500 Bonds between July, 1872, and 30th June, 1873.....	48,090	00
Do. on floating debt between 1st July, 1872, and 30th June, 1873.....	17,276	98
Balance to next account.....	11,701	78
	\$77,068	76
By balance from last account	7,730	28
“ balance from Revenue Account 1st July, 1872, to 30th June, 1873	69,338	48
	\$77,068	76

Examined and found correct.
CHAS. ROBERTSON, Auditor.

ABSTRACT A.
MAINTENANCE OF WAY AND BUILDINGS.

Detail of Expenditure.

1.	Wages of Roadmasters and Track Labourers	-	-	\$19,245 88
2.	Mileage allowance to G. T. R.	-	-	1,350 00
3.	Tools and Track supplies	-	-	1,069 23
4.	Repairs to Buildings	-	-	363 61
5.	Repairs to Bridges and Culverts	-	-	282 56
	Per centage of receipts $12\frac{1}{100}$	-	-	\$22,311 28

ABSTRACT B.
TOLL TO GRAND TRUNK RAILWAY.

Detail of Expenditure.

1.	43,092 Passengers at 6c	-	-	\$2,585 52
2.	19,668 Freight Cars at 10c. and 15c.	-	-	2,950 20
	Per centage of receipts 3	-	-	\$5,535 72

ABSTRACT C.
MAINTENANCE OF ROLLING STOCK.

Detail of Expenditure.

1.	Repairs to Engines	-	-	\$8,470 96
2.	Repairs to Passenger Cars	-	-	834 04
3.	Repairs to Freight Cars	-	-	7,883 90
4.	Repairs to Tools	-	-	258 27
	Per centage of receipts $9\frac{1}{100}$	-	-	\$17,447 17

ABSTRACT D.
TRAIN SERVICE.

Detail of Expenditure.

Locomotive Department, $17\frac{3}{100}$ per cent.	{	1.	Wages of Enginemen, &c.	-	\$10,912 18
		2.	Fuel	-	15,429 34
		3.	Oil and Waste	-	2,621 53
		4.	Pumping Engines	-	2,694 05
		5.	Stores to Engines	-	176 68
Traffic Department, $5\frac{1}{100}$ per cent.	{	1.	Wages of Conductors	-	2,961 62
		2.	Wages of Baggage and Brakesmen	-	4,589 49
		3.	Car Cleaners	-	280 48
		4.	Lights, Lamps, for Cars	-	187 12
		5.	Fuel for Cars	-	445 56
		6.	Stores for Trains	-	1,048 00
		Per centage of receipts $22\frac{1}{100}$	-	-	\$41,346 05

ABSTRACT E.
STATION SERVICE.

Detail of Expenditure.

1. Wages of Agents and Operators	-	-	-	-	\$7,562 52
2. Wages of Porters and Switchmen	-	-	-	-	7,111 63
3. Lights, Lamps, for Stations	-	-	-	-	417 40
4. Fuel for Stations	-	-	-	-	1,469 98
5. Stores for Stations	-	-	-	-	439 24
6. Books, Stationery, &c.	-	-	-	-	2,089 96
Per centage of receipts 10,100					\$19,090 73

ABSTRACT F.
GENERAL CHARGES.

Detail of Expenditure.

1. Salaries of Superintendent, &c.	-	-	-	-	\$4,512 98
2. Postage and incidentals	-	-	-	-	114 53
3. Advertising and Stationery	-	-	-	-	851 59
Per centage of receipts 3					\$5,479 10

ABSTRACT G.
MISCELLANEOUS EXPENSES.

Detail of Expenditure.

1. Taxes and Rents	-	-	-	-	\$692 45
2. Insurance	-	-	-	-	486 65
3. Compensation	-	-	-	-	293 48
4. Miller's Bridge Accident	-	-	-	-	1,874 92
					\$3,347 50

TORONTO AND NIPISSING RAILWAY.
MILEAGE RETURN FOR THE YEAR ENDED 30TH JUNE, 1873.

DATE.	ENGINE MILEAGE.						CAR MILEAGE.			COST OF TRAIN SERVICE PER ENGINE MILE.						Cost per Engine Mile for Repairs.
	Passenger Trains.	Mixed Trains.	Freight Trains.	Construction Trains.	Shunting.	Total.	Passenger Cars.	Freight Cars.	Total.	Wages of Enginemen, &c.	Fuel to Engines.	Oil and Waste.	Wages of Conductors, &c.	Other expenses.	Total.	
1872.																
July	6,993	.....	4,990	2,483	2,592	17,058	12,243	57,911	80,154							
August	7,044	304	2,680	3,253	2,592	15,873	14,576	53,501	68,077							
September ..	6,688	1,857	2,538	3,340	2,400	16,823	16,803	75,783	92,586							
October	7,472	2,082	3,622	2,968	2,592	18,736	18,889	82,587	101,476							
November	7,213	2,444	3,611	1,785	2,784	17,837	18,205	80,315	98,580							
December	6,779	2,303	3,885	717	3,744	17,428	15,977	69,819	85,796							
1873.																
January	6,691	2,350	4,352	.....	3,976	17,369	16,154	73,501	89,655							
February	6,262	3,434	3,907	.....	2,304	15,907	15,480	79,944	95,424							
March	6,297	5,024	4,131	.....	3,688	19,140	19,422	83,254	102,676							
April	6,920	4,250	5,470	634	3,976	21,250	20,001	110,429	130,429							
May	7,909	4,050	4,739	1,197	3,874	21,769	25,469	77,865	103,334							
June	7,866	4,400	5,281	1,294	3,976	22,817	23,450	90,920	114,370							
Totals	84,134	32,498	49,206	17,671	38,498	222,007	216,729	945,828	1,162,557	5,347,551	283,831	2,202,378	5,347,551	2,202,378	5,347,551	2,202,378

REMARKS.—Length of line open for traffic, 88 miles; 64¾ miles from 1st July, 1872; 88 from 26th November, 1872. 4,310 cords wood consumed, being 47½ miles per cord. Average receipts, 90 cents per train mile; average expenses, 56 cents per train mile.

TORONTO AND NIPISSING RAILWAY.

ABSTRACT OF PASSENGER AND FREIGHT TRAFFIC FOR YEAR ENDED 30TH JUNE, 1873.

TORONTO AND NIPISSING RAILWAY.
ABSTRACT OF PASSENGER AND FREIGHT TRAFFIC FOR YEAR ENDED 30TH JUNE, 1873.

STATIONS.	PASSENGERS AND FREIGHT RECEIPTS.			DESCRIPTION OF FREIGHT CARRIED.															
	PASSENGERS.		FREIGHT.	GENERAL MERCHANDISE.			SUNDRIES.				SUNDRIES.								
	No.	Amount.	Amount.	1st Class. Tons.	2nd Class. Tons.	3rd Class. Tons.	Flour, Brls.	Wheat, Bshs.	Barley, Bshs.	Oats, Corn.	Peas, Bshs.	Lumber, Feet.	Cordwood.	Shingles.	Bundles, Cars.	Salt, Plasters.	Coal, Tons.	Live Stock, Cars.	Square Tim. bet, Feet.
TORONTO	20,492	\$ 20,675 55	\$ 21,588 40	1,831	1,329	1,972	500	840	1,224	5,848	...	...	...	...	52	7,103	454	1	
SCARBORO	869	403 30	970 91	108	442	197	600	..	..	..	..	..	..	..	1	710	..	..
AGINCOURT	2,546	1,048 64	636 40	3 3/4	15	2 1/2	..	..	400	..	13,800	1,272 1/4	..	..	..	..	..	..
UNIONVILLE	4,116	1,797 42	1,748 23	98	15	5	9,609 3/4	52	11,257	..	179,100	646	..	..	..	..	..	31	3,861
MARKHAM	7,678	3,794 93	3,393 42	188	50	32	9,100	2,500	14,625	8,000	154,291	1,312	12	2	..	..	..	25	500
STOUFFVILLE	6,306	3,042 40	8,353 61	42	22	20	9,920	..	13,677	5,386	1,746,271	2,769	19	4	..	..	..	13	500
GOODWOOD	3,219	1,503 90	5,988 04	42	22	20	250	6,460	10,810	4,459	3,746,755	6,905	21	27	..	..	..	91	11,004
UXBRIDGE	10,579	7,769 71	19,000 92	201	146	132	3,850	17,934	24,439	10,215	4,299,097	3,756	..	28	..	..	..	..	..
WICK	1,686	1,053 03	2,364 60	34	12	4 1/2	..	610	787	..	11,000	2,213	4	8	..	..	..	..	..
SUNDERLAND	4,298	2,777 96	8,278 76	56	44	21	..	36,262	23,955	1,105	1,659,266	790	..	65	..	..	..	..	2,619
CANNINGTON	4,965	3,342 11	4,241 93	100	31	37	..	17,140	17,900	900	279,900	304 3/4	..	45	..	..	..	..	..
WOODVILLE	4,015	3,913 59	5,417 43	77	24	86	..	20,200	12,220	4,513	583,000	191	1	..	..	..	..	..	..
MIDLAND JUNCT'N	2,235	2,396 34	391 35	42	32	43	..	..	..	740	..	..	6	60	..	..	..	..	..
ELDON	447	193 98	3,956 04	9	3	3 1/2	..	..	..	..	756,371	528	6	60	..	..	..	..	..
PORTAGE ROAD	77	66 25	695 13	1	..	..	..	..	..	..	111,050	60	..	10	..	..	..	..	..
KIRKFIELD	562	331 67	3,720 58	6	4	9 1/2	..	..	..	..	564,200	39	12	29	..	..	..	..	21,534
VICTORIA ROAD	680	433 47	6,243 96	10	1	1	..	3,420	..	..	519,700	1,007	2	8	..	..	..	..	38,157
COBOCONK	902	1,144 84	2,602 05	15	2	2	..	13,258	..	..	329,000	67	1	24	..	..	..	..	..
COLLECTIONS ON TRAINS	6,066	4,044 00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
EMIGRANTS	64	82 95	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	81,802	60,475 70	108,694 76	2,872 1/2	2,212 1/2	2,502	24,850	119,068	137,294	35,041	14,996,801	21,860	78	363	7,813	464	165	77,705	

TORONTO AND NIPISSING RAILWAY.

STATEMENT OF ROLLING STOCK ON HAND.

ENGINES.

No.	NAME.	WHERE BUILT.	DESCRIPTION.				REMARKS.
			Weight in tons.	Size of Cylinder in inches	Driving wheels		
					No.	Diam'r in inc.	
1	Gooderham & Worts	Bristol..	15	10 x 18	4	39	In good order.
2	M. C. Cameron ..	Kingston	15	11 x 18	4	39	Do.
3	R. Walker & Son..	Do.	15	11 x 18	4	39	Do.
4	R. Lewis & Son ..	Do.	15	11 x 18	4	39	Do.
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	Under repairs.
8	Toronto	Bristol..	25	14 x 20	6	39	In good order.
9	Shedden	Do.	40	11½ x 18	12	39	Do.
10	Coboconk	Do.	25	14 x 20	6	39	Do.
11	Bexley	Do.	20	11½ x 18	6	39	Do.
12	Brock	Lo.	20	11½ x 18	6	39	Do.

CARS.

No.	DESCRIPTION.	REMARKS.
7	Passenger.....	In good order.
2	Baggage and Express	Do.
2	Freight Conductors' Vans	Do.
31	Long Box	Do.
51	Short Box	Do.
137	Long Platform.....	Do.
102	Short Platform	Require general repairs.
30	Six-wheel Platform.....	Unserviceable.
362	Total.	

J. HAGGAS,
Mechanical Superintendent.

1st July, 1873.