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SECOND ANNUAL

MEETING OF THE STOCKHOLDERS

OF THE

CANADA GRAND TRUNK

TELEGRAPH COMPANY

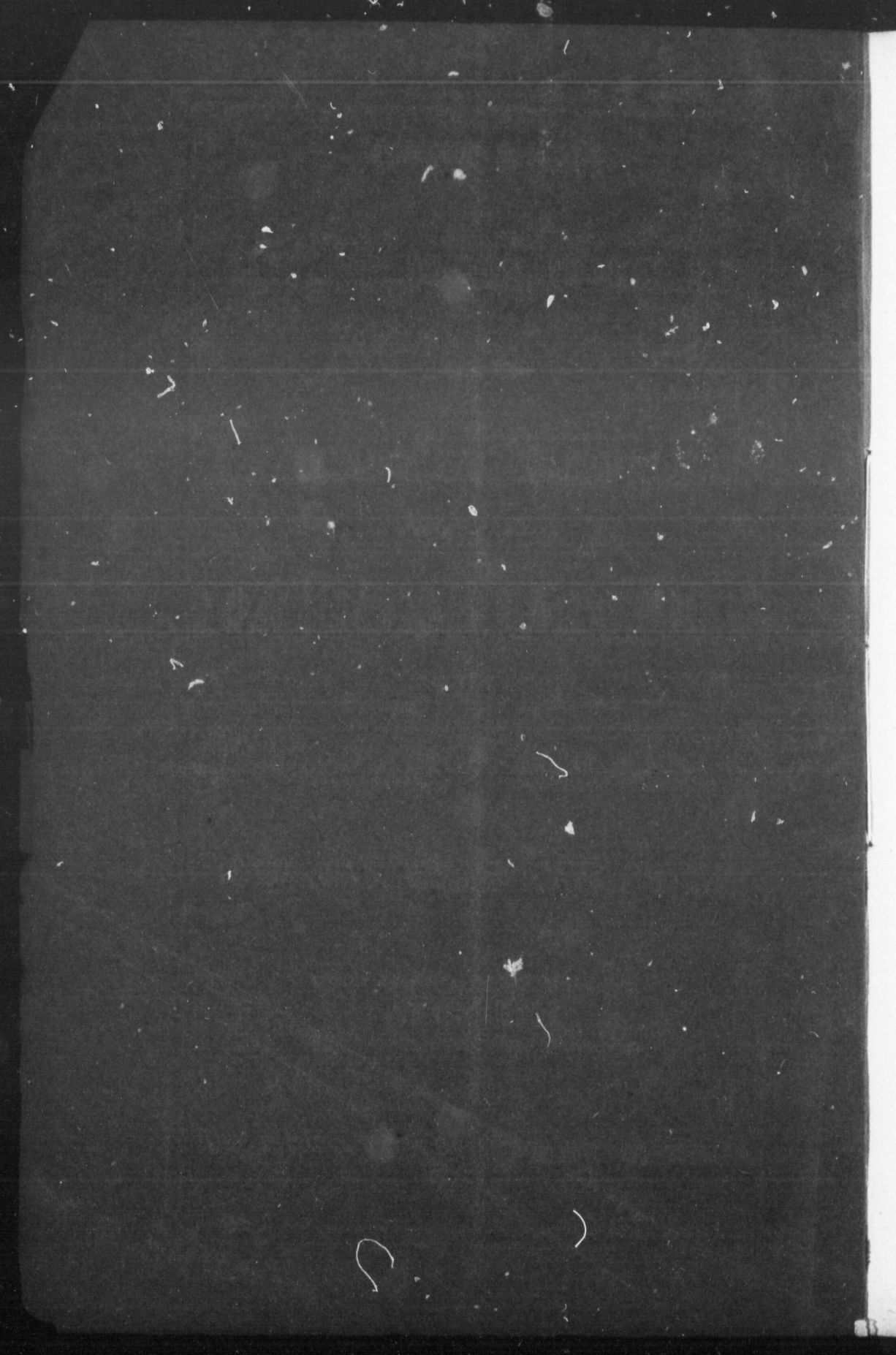
HELD IN KINGSTON,

ON WEDNESDAY, JULY 19, 1854.

Fulminis oclor alis.

PRINTED AT THE OFFICE OF THE "PICTON TIMES."

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CANADA GRAND TRUNK

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1854.

CANADA GRAND TRUNK TELEGRAPH COMPANY.

At the general meeting of the Stockholders of the Canada Grand Trunk Telegraph Company, held at Kingston, on Wednesday, 19th July, 1854, William Wilson, Esq., was called to the chair.

The following Reports were then read by the Secretary of the Company :—

“The Board of Directors of the Canada Grand Trunk Telegraph Company beg to present to the Stockholders, a Report of the proceedings of the past year.

When they came into office they found the line open from Hamilton to Kingston only, since which their operations have been extended from Hamilton through St. Catharines to Buffalo, and from Kingston to Montreal, and the poles and wire set between that City and Quebec, side lines have been made from Prescott to Kemptville, thence to Perth, the continuation from Kemptville to Bytown, although promised by 1st June last, is not yet finished, but merely (it is reported to the President) awaits the instruments for the offices. The Town of Belleville has been brought into the main circuit by a second wire from thence to Trenton.

At a meeting held in Kingston, in September last, Mr James R. Boyd was appointed Superintendent of the Line, since which time the Board cannot too strongly testify to his zeal and efficiency in struggling through the various difficulties in his path. The Board finding the work in various sections so imperfect as to have almost daily affect-

ed the working of the line, subjecting the Company to continued expenses for repairs, and seriously compromising the character of the line with the Public, it became imperative upon the Board to take such steps as would bring the line within their own control, this opportunity was afforded them in May last, at the meeting of the Board in Picton, when a final settlement with the Contractors was arrived at upon the basis of a reduction from their contract of an equivalent, as nearly as could be ascertained, for the defects of the work, the Board were chiefly guided by the estimate made of the defects by the Superintendent. Since that period the Officers of the Company have used every exertion to progress with the repairs, by re-setting poles and insulating afresh and removing obstructions, &c., thus placing the line in a reliable state. The rapid progress already made in thus re-modelling, and the results perceptible, are sufficiently detailed in the Superintendent's report, to hold every inducement to the Company not to relax in completing the line throughout, as the only certain means of rendering it remunerative to the Stockholders.

Working as we have done under every possible disadvantage, the line would have paid a dividend, had it not been for the enormous amount required in daily repairs.— To prove that it is only necessary to place the line in a reliable condition, take for example the Toronto Office, the actual expenses of which, per month, are as follows:—

Salaries,	£30	4	2
Rent, Taxes, Gas and Fuel,	7	9	2
Galvanic Battery,	1	10	0
Stationery,	2	10	0
	<hr/>		
	£41	13	4

Now take the actual cash receipts during the months of February, March and April, (two of which are among the very worst in the year for business.)

February was	£74	15	5
March	77	14	3
April	86	18	6
	<hr/>		
	£239	8	2
Deduct expenses for these 3 months,	£125	0	0
	<hr/>		
	£114	8	2

overplus, which would yield over 2 per cent for that period on the stock on the main line from Buffalo to Montreal, equal to 8 per cent per annum. Then again, take a country station of low average, Picton for instance. The monthly expenses are £6 15 0.

The receipts for February.	£ 8	4	3
March,	12	7	4
April,	11	14	0
	<hr/>		
	£32	5	7
Deduct 3 months' expenses,	£20	5	0
	<hr/>		
	£12	0	7

leaves a surplus of £12 0 7, we have taken the worst months as in the Toronto statement, but it is fair to mention that the receipts at Picton for the month of May, amounted to £21 1 10. Now the £12 0 7 gives about 1-14 per cent on the same Stock, and including 20 offices within that circuit, comprising much larger stations, assuming Picton as the average of those 28 offices, they would yield 2 per cent in the 3 months, equal to 8 per cent per annum, leaving Montreal (which should be put on a par with Toronto,) out of the question, these 28 offices with Toronto, would therefore yield 16 per cent per annum, out of which have to be deducted the salaries of the Chief Officers of the Company. These calculations are of course based on the assumption that the business will never increase, whereas a large addition must be the result if the line be put in an effective state. It is evident therefore that the interests of the Stockholders will be best consulted by at once putting the line in thorough order from end to end, putting an effectual stop to extraordinary outlay, then this, the People's Line, cannot fail to pay handsomely.

The Board in connection with this subject would advert to the Treasurer's statement respecting the working of the line showing an excess of expenditures over receipts of £1656 17 2, this has arisen from the fact that in the articles of association it was provided that the whole amount of the Capital Stock was to be paid to the Contractors, thus making no provision for the necessary expenses of fitting up offices, providing operators and all the expenses incident to the commencement of a new enterprise.

The Board beg to recommend to their further consideration the extension of the line from Hamilton through Brantford and Woodstock to London, and when all the Poles shall have been properly re-set, to extend the printing line, already begun, through the chief Cities by a second wire; these suggestions contained in the Superintendent's report will be the work of time, but would afford an excellent opportunity of creating a fund for contingencies so unfortunately overlooked at the formation of the Company. These works can at any time be much more advantageously undertaken by the Company itself than by entrusting the same to contract, and the Stock from these additions will from the necessity to satisfy the demands of the Public, be readily got up so soon as our present line shall have been placed in a position to command Public confidence.

The Board beg to refer to the statement prepared by the Treasurer exhibiting the Capital Stock of the Company with its assets and liabilities, and as they can have no reason to doubt of the ultimate success of this enterprise and that its difficulties great as they are, yet temporary, cannot fail soon through the continued energy of the Board of Directors, to be surmounted. They in the first place recommend the early conversion of its assets to meet its few remaining liabilities which in the meantime they would recommend be met by loan, for which the Company is so fully responsible with a nearly paid up capital of £30,000.

And in conclusion they trust that an enterprise of such incalculable advantage in a social and commercial point of view to a rising and so fast progressing country as Canada, may meet with patient sympathy, forbearance and liberal support from a discriminating Public which its attendant vexations should not fail to secure to it.

All of which is respectfully submitted"

By the Board."

PH. LOW,"

President."

Picton, July 18th, 1854.

To the President and Directors Canada Grand Trunk Telegraph Company.

GENTLEMEN,

I beg most respectfully to submit my first annual Report.

On being appointed to the Superintendency of this line in October last, my first care was directed to the examination of the respective Offices, and then the connection of the wires therein, finding them imperfect, I was obliged to run them anew, soldering and making all complete.— Placing the operators on salaries according to the duties required, instead of allowing them to remunerate themselves by retaining a portion of the receipts (in many cases the whole) as they had been wont to do.

The line during the greater portion of the winter worked well, and there appeared a good prospect of doing a large amount of business, but as soon as the frost left the ground we were frustrated owing to the very imperfect manner in which the Contractors erected the line.

These difficulties are being rapidly removed, as ever since the line was taken from the Contractors in May last, gangs of men have been, and still are actively employed in re-setting the poles and re-insulating the whole afresh making the line perfectly substantial. The sum of £2000 however, will be required to repair the same from Buffalo to Montreal.

The sections between Napanee and Toronto, and Toronto and Hamilton are being finished, working well and bear evidence of the sum thus expended for re-building being laid out to advantage showing an increase of 12 per cent on the receipts for that section.

The repairers are engaged between Buffalo and Hamilton and Napanee and Kingston, when finished they will immediately proceed to do the same with the Eastern division extending from Kingston to Montreal thence to Quebec, the Pins and Insulators for the Kingston and Montreal section are ready. The branch lines also will be attended to so soon as the main line will admit of it.

When the whole line shall have thus undergone this thorough repair, much expense will be saved and my time

can be better devoted in attending to the proper and efficient working of the offices and ensuring the prompt discharge of the duties of the operators.

I have much pleasure in drawing your attention to the fact that the business of the Company is steadily increasing and I feel certain, that when all our repairs are complete and the whole of the lines are reliable, we shall again receive our full proportion of public patronage, in fact, I have been repeatedly promised the business of the best firms in the Province so soon as our line can be depended on.

During the months of December, January, February and March, no Telegraph Office is expected to do much more than sustain itself. During the month of April, our receipts were £350 10 0, total disbursements, exclusive of constant repairs of line £159 4 2. May shews receipts £372 0 6, disbursements £170 13 8. Again June £292 4 7, and disbursements £137 0 7. The net receipts for these three months, therefore, on the line between Buffalo and Montreal were £547 16 8, and the net receipts for the next 5 months, at the same ratio, would be £913 7 10 in all £1461 4 6, for the eight months on this part of the line, yielding a profit of nearly eight per cent on the Capital Stock, which that portion of the line represents. I have not made any estimate of the business between Montreal and Quebec, because that part of the line has not been in operation since the winter. If, in the present imperfect state of the line, such results have been attained, what may we expect when it is complete?

It was found highly necessary (the submarine having been carried away so repeatedly owing to the rapidity of the current at St. Ann's) that masts be erected, which although at a cost of £70, has since proved a great saving,

The order passed for the extension of the Printing Telegraph from Hamilton to Toronto, is being put into execution. The Stock for that work was immediately taken up.

The poles are in the ground and the line would have been completed ere this, but the difficulty of procuring men to do this and the requisite repairs elsewhere, has retarded the work; deeming it more expedient to get the existing line into proper operation first, we hope to have it in full

working order during the ensuing month from Toronto to Buffalo, where we connect with the House Printing Telegraph Co., having a concentration of stations throughout the United States, which, coupled with their prompt attention to business, must prove a valuable connection to this Company.

These repairs, so urgently demanded, being perfected, and thus rendering the line reliable, public confidence will be restored and this Company must secure a due portion of the Telegraphic correspondence so rapidly increasing throughout the Province.

I feel persuaded from my observation of the business tendered (but owing to defects,) now necessarily refused by us daily, that this Company will feel compelled to add a second wire to the line, extending the printing method, already begun, to the principal cities to satisfy the public demand.

Having our present line finished I would strongly recommend extending from Hamilton to Brantford, Woodstock and London, where in addition to the great increase of business resulting to the line and save a large amount daily paid to the Montreal Company for communications to those places which although at full prices does not receive that attention we might reasonably expect.

The circuit would be a direct one from Toronto to London, without repeating at Hamilton. I would also recommend the line to be immediately put up between Belleville and Napanee, (twenty-two miles distance) so that in the event of any defect occurring to the submarine on the Bay the connection for through business will be uninterrupted.

Agreeably to a resolution of the Board I accompanied the President to Quebec to ascertain the true state of the line and endeavor if necessary to make some advantageous arrangement with the British N. A. Telegraph Company. We found that our line on the South Shore had been so imperfectly built as to render it a matter for serious consideration of the Board. Owing to our present circumstances, I have meantime reduced my staff and other expenses at Montreal, Toronto, Hamilton and Quebec, as well as at other stations, and such offices as proved not selfsustaining have been closed.

In procuring the supplies for the different stations every economy has been observed, a large saving to the amount of £1000 currency will be made per annum. The headings, envelopes, blank forms and books are got up in a neat and uniform style.

In conclusion I beg leave to assure the Board that I will not stop short of having the line before the close of the season, placed in a reliable condition, thus restoring confidence and placing it in my power easily to trace defects to their true cause and to detect any inefficiency in the operators to whom heretofore all faults and delays have been but too often indiscriminately attributed, many of the complaints having been owing as much to the bad insulation and other defects in the erection of the line as to their negligence. The operators have therefore often felt consequent discouragement and depression in discharging their duties accompanied by vexations incident to no other occupation, at being made often responsible for matters beyond their power to remedy.

I therefore trust that having the remedy so ready at hand to complete repairs already so auspiciously progressing, the Company will not fail to place it in my power to complete the line forthwith, when there can be no doubt of the results proving at once remunerative to the Stockholders as well as beneficial to this fast advancing country.

I am Gentlemen,

Your obedient Servt.

JAS. R. BOYD,

Supt.

CANADA GRAND TRUNK TELEGRAPH COMPANY.

Account of Capital Stock.

Stock subscribed and paid for,	£24,168	10	10	
Stock subscribed on which instalments are not yet due, and Stock subscribed on which instalments are due and not yet paid,	3,961	9	2	
Stock not yet taken up.	1,870	0	0	
	£30,000	0	0	

Whole amount of Stock authorised by Articles of Association, as under, viz.,	£29,250	0	0	
1170 miles at £25 per mile,	6	do	Watercourses at	
£125 per mile,	750	0	0	
	£30,000	0	0	

ASSETS.

Cash on hand (30th June),	£	69	19	7
Supplies on hand, estimated at	235	0	0	0
Stock uncollected,	3,961	9	2	0
Stock not yet taken up,	1,870	0	0	0
	£6,136	8	9	

LIABILITIES.

Bills Payable,	£4,711	0	0	
Accounts,	711	6	8	
Salaries up to 30th June,	176	0	0	
J. R. Boyd, amount advanced by him,	101	6	7	
Balance due Snow & Dwight, on completion of Bytown line,	125	0	0	
Balance at credit of fund for repairing and re-building line.	311	15	6	
	£6,136	8	9	

CANADA GRAND TRUNK TELEGRAPH COMPANY.

General Statement of the working of the Line.

<p>5 General Expenses, £966 5 11</p> <p>Amount expended under direction of Superintendent for Repairs, Supplies, Travelling Expenses, &c. } 843 9 8</p> <p>10 Supplies for Line, 801 3 2½</p> <p>Amount paid W. D. Snow, on account of sums advanced by him at establishment of offices. } 362 10 0</p> <p>Excess of expenditures as follows:—</p> <p>12 Richmond Hill, £2 15 11</p> <p>15 Preston, 5 15 0</p> <p>17 Hamilton, 2 15 6</p> <p>18 Trenton, 16 2 9</p> <p>19 Thornhill, 4 3 9</p> <p>31 Prescott, (including payments to other lines.) } 89 18 5</p> <p>37 Cornwall, 9 16 9</p> <p>43 Coteau Landing, 15 0 10</p> <p>44 Quebec, 65 10 2</p> <p>47 St. Catharines, 24 10 6</p> <p>45 Montreal, 131 19 6</p> <p>58 Buffalo, (including payments to other lines.) } 150 13 8</p> <p>59 Brampton, 6 17 7</p>	<p>£900 0 0</p> <p>101 6 7</p> <p>350 13 6</p>
<p>Bills Payable, discounted, £224 7 8</p> <p>Amount advanced by J. R. Boyd, Chapman & Striker, balance due them on supplies, 1 2 6½</p> <p>Net receipts of the undermentioned Offices: } 17 13 3</p> <p>Toronto, 0 19 8</p> <p>Pictou, 12 0 9½</p> <p>Streetsville, 37 16 2½</p> <p>Berlin, 4 1 7</p> <p>Belleville, 30 4 9</p> <p>Kingston, 12 14 9</p> <p>Newcastle, 1 8 9</p> <p>Peterborough, 80 11 11</p> <p>Cobourg, 5 3 0</p> <p>Colborne, 11 18 7</p> <p>Guelph, 0 16 3</p> <p>Bowmanville, 22 3 11</p> <p>Galt, 10 4 6</p> <p>Port Credit, 17 3 9</p> <p>Brockville, £490 11 10½</p> <p>Georgetown, 1,656 17 2</p> <p>Port Hope, £3,499 9 1½</p> <p>Balance, 1½</p>	<p>£3,499 9 1½</p>

Moved by J. P. Downes, Esq., seconded by H. Mortimer, Esq., and Resolved—That the reports and statements now read be adopted and printed.

Moved by T. Kirkpatrick, Esq., seconded by I. B. Aylesworth, Esq., and Resolved—That whenever a local Committee shall guarantee to the Company the amount necessary to cover the expenses of keeping an office open in any of the several Villages and stations on the line, in which an office was originally designated, that then an operator be furnished by the Company and an office opened in such place.

Mr. Wilson being obliged to leave the meeting John Counter, Esq., was called to the chair.

Moved by P. Low, Esq., seconded by J. R. Forsyth, Esq., and Resolved—That the annual meetings of the Stockholders be held hereafter on the third Wednesday in the month of May, instead of the third Wednesday in the month of July.

F. A. Whitney, and David Barker, Esquires, were appointed Scrutineers It was ordered that the ballot box be closed at 6 P. M., and the meeting adjourned.

The Stockholders reassembled at 6 P. M.

William Wilson, Esq., in the chair.

The ballot box having been closed the Scrutineers reported that the following gentlemen were elected Directors :—

William Bellhouse,	} <i>Hamilton,</i>
M. W. Browne	
H. B. Bowman,	<i>Berlin.</i>
G. J. Grange,	<i>Guelph.</i>
George H. Cheney,	} <i>Toronto.</i>
Larratt W. Smith,	
F. A. Whitney,	
James Patton,	<i>Barrie.</i>
W. Fraser,	<i>Port Hope.</i>
W. Cluxton,	<i>Peterborough.</i>
W. Weller,	<i>Cobourg.</i>
H. Bull,	<i>Belleville,</i>
A. McFaul,	<i>Wellington.</i>
David Barker,	} <i>Picton.</i>
J. P. Downes,	
Philip Low,	

J. R. Forsyth,	}	<i>Kingston.</i>
T. Kirkpatrick,		
John Miller,	}	<i>Prescott.</i>
Alfred Hooker,		
Hon. R. Matheson,	}	<i>Perth.</i>
Robert Anderson,		
John Leeming,	}	<i>Montreal.</i>
William Workman		
John Anderson,	}	<i>Quebec.</i>
J. F. Bradshaw,		

Moved by Herbert Mortimer, Esq., seconded by F. A. Whitney, Esq., and Resolved—That the Transfer Books of the Company be closed on the First Wednesday in May and not opened again till after the annual meeting of the Stockholders and that the Secretary do lay on the table at the annual meeting a list of the Stockholders of the Company.

Thanks were voted to the Chairman and the meeting separated.

On the following morning those of the Directors who were present in Kingston, met and elected George H. Cheney, Esq., President, and P. Low, and William Workman, Esquires, Vice-Presidents.

William Bell	}	<i>Kingston.</i>
M. W. Brown		
H. B. Bowman	}	<i>Perth.</i>
G. I. Granger		
George H. Cheney	}	<i>Montreal.</i>
James W. Smith		
F. A. Whitney	}	<i>Quebec.</i>
James Patton		
W. Brown	}	<i>Kingston.</i>
W. Johnston		
W. Weller	}	<i>Perth.</i>
H. Bell		
A. McNeil	}	<i>Montreal.</i>
David Barker		
J. R. Downes	}	<i>Quebec.</i>
Philip Low		