

TORONTO
AND
NIPISSING
RAILWAY
DIARY

TORONTO GLOBE
C. H. RIFF

His and his fellow employees.
 NARROW GAUGE CARS.—Several freight
 and passenger cars for the Toronto and Nipissing
 Railway are now lying in the workshop
 of Hamilton's foundry ready for use; others
 are in course of construction. The passenger
 cars are 35 ft. in length, with a breadth of
 10 ft.,—only 1 ft. narrower than the ordinary
 broad gauge cars,—and stand 3 ft. from the
 rails. Each car has eighteen seats, nine on
 each side, 3 ft. long, with a passage way of
 2 ft. in breadth. The seats have cane bot-
 toms and cane backs, with iron arms, and are
 as comfortable as cushioned seats, and will
 be much freer of dust. Each car has an ele-
 vated roof, with four ventilating windows.
 They are plainly but tastefully ornamented,
 the outside is painted a straw colour,
 and they look very much like the
 cars of the New York Central. Two
 of these first-class cars are ready for service;
 two others only require painting, and four
 more are in course of construction. Thirty-
 five box cars and thirty platform cars are
 finished, and post-office and baggage cars
 will soon be ready to turn out. A track has
 been laid from the foundry to the railway,
 so that the cars can be moved down without
 difficulty.

December 6
 1870 Globe

[illegible]

December 2/
1870

12. It is a more undulating character, and
 13. constantly. There are some pretty steep
 14. grades, and sharp curves, yet the train—if it
 15. consists of a locomotive and a single car, which would cover
 16. the New York road can be properly so called
 17. — passed there with but little diminution of
 18. speed. About halfway miles of the road
 19. between Toronto and Uxbridge, a distance
 20. of nearly forty miles, has received the first
 21. "lift" of ballast. After the first lift, which
 22. is twelve inches in thickness, has been done,
 23. another lift of about four inches will be put on
 24. in a few days, and the ballasting will be com-
 25. plete. There are three or four places along
 26. the line, between Scarboro' Junction and Ux-
 27. bridge, at which is procured material for bal-
 28. lasting—chiefly sand. The ballasting at this
 29. end of the road, has been done with sand,
 30. but towards Uxbridge, near which there is
 31. a gravel pit, coarse material has been used.
 32. There are, at present, about 150 men engaged
 33. in ballasting, and about 200 in grading
 34. on this side of Uxbridge, and on the other
 35. side of that place about 250 men are at work
 36. grading a stretch of about 60 miles.
 37.
 38. The train reached Uxbridge at 11.30,
 39. which was in very good time, when the
 40. steamer with which it was necessary to go
 41. over those portions of the road which have
 42. not been ballasted at all is taken into ac-
 43. count. Here a very good station building
 44. and an engine shop have been erected, and a
 45. turn-table has been constructed. After spend-
 46. ing about an hour in looking around the vil-
 47. lage, the party started for home, and as the
 48. rails have not yet been placed on the turn-
 49. table, the engine ran backwards until the
 50. train arrived at Stoneville, where it was
 51. taken off, and another engine heading south-
 52. ward, which was employed in hauling a
 53. ballasting train, was substituted for it.
 54. From Uxbridge the following gentlemen ac-
 55. companied the committee for the distance
 56. of a few miles, viz:—Messrs Geo. Wheeler,
 57. Mayor of Uxbridge; Edward Wheeler, Mayor
 58. of Whitby; J. E. Carr, J. B. Campbell,
 59. and J. C. Fennell, of Uxbridge; and Messrs
 60. Jones, of Whitby. The party reached
 61. the city about a quarter past four, and
 62. would have done so much sooner but for
 63. waiting some time at the junction to admit of
 64. a down freight train on the Grand Trunk road.

May 24
 1871

December 21
 1870

their escape before the police could reach them was severely hurt.

Inquest. The inquest on the body of Donald McDonald, a workman on the Toronto and Niagara Railway, was held at the Hospital, yesterday afternoon by Dr. Hildet, Coroner. It appeared that Wednesday morning while the train was running into the city and passing through the tunnel at the Don River it received a slight shock from some cause which caused it to stop by some of the workmen on the Grand Trunk. These men were seen to jump over the side of the train and were rescued by the men on the morning train as they were passing. One of the men, a Canadian, who at the time was with McDonald, saw him fall. He thought he looked and saw the platform where he was standing and saw the accident. He jumped forward from the platform on the front end of the car and looking about him at 10 o'clock was the coroner of the fact. Immediately before the fact of the accident McDonald had not been damaged. The conductor signalled to stop the train. He was seen to assist the loading of the train. When the train stopped, the conductor sent the workman back to the Grand Trunk train that was following. McDonald, who at some distance the brakes were taken upon the accident. March told the people who had run back with him that McDonald had fallen and carry the man back to the car, about one hundred yards away, while he very judiciously, turned on to stop the Grand Trunk train. March stated that the coroner's head had been in contact with the floor of the car. The train was running at the rate of about 20 miles an hour. McDonald was in the car when taken up, and remained in the car until the Hospital between 9 and 10 o'clock. He was a young man, about 30 years of age, and had been married about a fortnight. Drs. Thompson and DeGroot gave evidence as to the nature of the injuries sustained by McDonald, which were a fracture of the lower jaw and probably fatal to the base of the brain. A verdict was rendered to the effect that McDonald was accidentally killed.

July 28
1871

The Court then adjourned.

A NEW GRAND TRUNK STATION.—We are told that the miserable combination of diminutive sheds that now constitute what is called the Union Station, are at length to be replaced by a large and substantial brick structure to be erected by the Grand Trunk Railway Company. Mr. E. P. Hannaford, the Chief Engineer of that road, has prepared the plans of the new edifice, which have been adopted, and from which it appears that the new building will be 480 feet long and about 110 feet wide. The foundations will be of stone, and the superstructure of white brick with stone dressings. It is expected that the roof will be of iron covered with slate. The front elevation will be towards the Bay, and the fine appearance it is expected it will present, will be enhanced by two Massard towers. The gables toward York and Simcoe streets will be enriched. As the present station encroaches several feet on Esplanade street, the front of the new building will be so far back that the whole of it will be on the company's ground. That there may be room, however, to bring two or three lines of rails from the eastward into the yard behind the building, the front will abut against Esplanade street, and the eastern end will be some distance from York street. The rails on which passenger trains will come into or leave the station will run through the building. As soon as the necessary lumber can be obtained a temporary station is to be erected west of Simcoe street, between the freight-shed and the Esplanade. The old station will then be removed, and we are assured the erection of the new one will commence at once. A gang of men began yesterday boring for the foundations for it. The new station is to be built on a large scale with a view to the furnishing accommodation at some future time for the whole traffic of all the railways entering the city.

CLARENCE

September 8
1871

THE TORONTO AND NIPISSING RAILWAY.	
ANNUAL GENERAL MEETING.	
<p>The annual general meeting of the shareholders of the Toronto and Nipissing Railway, for the election of Directors and the transaction of general business took place at noon yesterday in the company's board room; the President, Mr. John Shadish, in the chair. Among the gentlemen present were Hon. M. C. Cameron, Messrs. J. H. King, J. G. Woods, Wm. Goodrich, Jr., J. J. Vickers, Ald. Adamson, Charles Robertson, Joseph Gould, Urbridge, Henry Talbot, C. J. Campbell, T. C. Chisholm, John Lyle, F. W. Oakes, W. E. Elliot, Jan. Robert Spratt, J. Wheeler, Urbridge, E. McKee, Hammarville, Thos. Lee, W. H. Lee, G. Reesor, Markham; Hon. G. Reesor, do.; Wm. Cleveland, Hugh Miller, and Ald. Hamilton.</p> <p>Mr. James Graham, the Secretary, having read the notice convening the meeting, he, at the request of the Chairman, read the following reports:—</p>	
<p>DIRECTOR'S REPORT.</p> <p>The President and Directors of the Toronto and Nipissing Railway Company submit for the information of the stockholders the following account of the expenditures and receipts from the commencement of the enterprise to 31st August, 1871:</p>	
<p>EXPENDITURE.</p>	
<p>Cost of the railway.....</p>	<p>\$207,200 54</p>
<p>Cost of the Toronto and Nipissing Railway.....</p>	<p>1,000 00</p>
<p>Cost of the Toronto and Nipissing Railway.....</p>	<p>24,250 00</p>
<p>Cost of the Toronto and Nipissing Railway.....</p>	<p>27,150 00</p>
<p>Cost of the Toronto and Nipissing Railway.....</p>	<p>11,000 00</p>
<p>Cost of the Toronto and Nipissing Railway.....</p>	<p>26,300 00</p>
<p>Cost of the Toronto and Nipissing Railway.....</p>	<p>200,000 00</p>
<p>Cost of the Toronto and Nipissing Railway.....</p>	<p>175,000 00</p>
<p>Cost of the Toronto and Nipissing Railway.....</p>	<p>2,200 00</p>

September 13
1871

10	Amount of interest on bonds not paid.	322,976 00
11	Further calls upon stock.	24,478 25
12	Amount to be paid on these calls.	24,478 25
13	Total.	347,454 25
14	<p>Since the last annual meeting of the Company the road has been completed to Unbridge, and it will be seen by the report of the Chief Engineer, hereto appended, that before the end of the year a further portion to Woodville, a distance of 64 miles from Toronto, will be ready for traffic; and the remaining portion to Cobocook early next summer; and should the necessary aid be received from the Government, immediate action will be taken with a view of completing the road to its destination.</p>	
15	<p>The formal opening of the road has been fixed for Thursday, 14th inst., but for the convenience of the public the Directors deemed it advisable (before the ballasting was completed) to run an accommodation train for the conveyance of passengers and freight between Unbridge and Toronto. This train has been working since 12th July last, and has realized to 31st August, for</p>	
16	Passengers.	\$1,047 37
17	Freight.	3,013 33
18	Total.	\$7,985 08
19	<p>But owing to the short period the train has been running, and the early date of the meeting after the close of the month, no special statement of the receipts and working expenses on this account can be submitted to the present meeting.</p>	
20	<p>The Directors deem it expedient to apprise the stockholders that it will be necessary to call in the balance of the subscribed stock of the Company at the intervals laid down by Statute; this, with the expected aid from the Ontario Government of \$150,000, the Directors hope will complete and fully equip the road to Cobocook.</p>	
21	<p>From the results of the traffic upon that portion of the road already open, the Directors look forward with confident expectations to a large and sufficiently remunerative traffic upon the whole length of the road, not only to pay the interest of the Company's bonds, but to yield a fair percentage to the stockholders on their investments, and so fully justify the predictions of the promoters of the road.</p>	
22	<p>The Treasurer's account of bonuses granted to the road, and the Auditor's report, are appended for the information of the stockholders.</p>	
23	<p>(Signed),</p>	
24	JOHN SHEDDEN,	President
25	JAMES GRAHAM,	

September 13
1871

**TORONTO AND NIPISSING
RAILWAY.**

EXCURSION TO MARKHAM.

On Friday, September 1st,

An Excursion Train will leave Bercelby Street Sta-
tion, Toronto, at 9 a. m. Returning, leave Mark-
ham at 6 p. m.

Fare—75 cents the round trip.

A. W. SIMS,
Sept.

September 1
1871

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P. M. & J. P.

TORONTO AND NIPISSING RAILWAY.

(To the Editor of The Globe.)

Sir,—Will you allow me a short space in your valuable journal while I endeavour to show the above company how they stand in their own light; and at the same time do an injury to the village which at the present is the terminus of the road.

Now, sir, the great hobby of these Toronto gentlemen when bargaining for the Uxbridge by-law, (and I joined in the cry) was that it was to be a narrow gauge; and the advantages especially pointed out were, that the road would be cheap, and therefore the freight would be carried cheaper than by ordinary lines that cost an outlay of upwards of \$40,000 per mile. Are they doing so? Are they not charging the most extreme prices? I believe they charge as high a rate as any of the broad gauge, (if not higher.) Why should this be the case, and are the company so blind that they do not see that they are doing a great injury to themselves as well as to us? In the first place their fare to Uxbridge for passengers is \$1.25. Now what is the result? All those residing four miles, either East or West, go to Toronto by Grand Trunk from Whitby, (fare \$1.50 return) or by Northern from Newmarket, (fare \$1.) In the one case they save \$1., and in the other 50 cents on the trip. The company may say, what is that to us? It is this much; that it drives these passengers away from our village, who, if they came here, would leave something to benefit some of us. It is the prevailing opinion here that if the fare was reduced to that of the Northern from Newmarket that there would be nearly double the amount of passenger traffic.

Again, in reference to grain, they charge us nearly five cents per bushel for barley and six cents for wheat. It has been our wish from the beginning to be able to compete with Manchester and Whitby markets for the grain grown in the northern part of this county. It is very clear from the present rate of tariff that it cannot be done. Grain dealers have come here for the purchasing of the grain and have all gone with one exception, saying they could not pay the tariff and compete with the markets to the east of us. From Manchester they get barley, burned with waggons, for four cents, 17 miles to Whitby on the lake, while we have to pay five cents to get it to the lake. If, therefore, Manchester can pay one cent a bushel more than we can at Uxbridge they will still get the market, and instead of the Toronto and Nipissing carrying the 300,000 bushels of barley to the front it will go by the old

September
2
1871

is \$1.50. Now when a man comes from
 these reading four miles, either East or
 West, go to Toronto by Grand Trunk from
 Whitby, (fare \$1.50 return) or by Northern
 from Newmarket, (fare \$1.) In the one
 case they save \$1, and in the other 80 cents
 on the trip. The company may say, what is
 that to us? It is this much, that it drives
 these passengers away from our village,
 who, if they came here, would leave
 something to benefit some of us. It is the
 prevailing opinion here that if the fare was
 reduced to that of the Northern from New-
 market there would be nearly double
 the amount of passenger traffic.

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 six cents for wheat. It has been our wish
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 compete with the markets to the east of us.
 From Manchester they get barley, teamed
 with waggons, for four cents, 17 miles to
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 five cents to get it to the lake. If, there-
 fore, Manchester can pay one cent a bushel
 more than we can at Uxbridge they will still
 get the market, and instead of the Toronto
 and Nipissing carrying the 300,000 bushels
 of barley to the front it will go by the old
 route.

Again, they charge us eight dollars for a
 box car—loaded with shingles, for instance—
 to Toronto; but if we put grain in the same
 car and load and unload at our own expense,
 we have to pay twelve. The idea of charg-
 ing twelve dollars for a car-load of wheat
 (200 bushels) is simply extortionate.

Now, sir, have not the people of Uxbridge a
 right to demand a lower tariff. Uxbridge was
 the mainspring of the whole work. Had Ux-
 bridge refused the first bonus to this line, do
 these gentlemen believe the road would ever
 have been built?

But, they say (by their tariff) Uxbridge
 did give the first bonus, the road has been
 built, and we will make them pay for the use
 of it.

In conclusion, I will just point out to the
 board a danger likely to happen if they per-
 sist in their present rate of tariff. I do not
 do this as a threat, but simply to warn them.
 Do they not know that there is a road build-
 ing to the east of us, with a proposed branch
 to Uxbridge, for which branch a bonus of
 \$10,000 has already been voted. The people
 here, seeking a remedy for the high tariff,
 will naturally look to the other line, in order
 to create competition. Indeed it has already
 been talked of, and the people here see this
 road as a means of getting out of the diffi-
 culty. We at Uxbridge have done our duty
 to the railway, let them do the same to us,
 and reduce their passenger fare to a dollar,
 and their rate on grain from 10c per 100
 lbs. to 8c, and they will make more money.

Thanking you for your valuable space, and
 hoping that the company will see through
 clear glasses,

I remain yours, &c.,

UXBRIDGE

September
 2
 1871

JAMES GRAHAM,
Secretary and Treasurer.
BANKERS' TRUST CO.
Engineer's Office.
Toronto, 12th Sept. 1871.

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

Gentlemen:—During the past year the
works of the railway have been pushed for-
ward to completion as far as the village of
Uxbridge, a distance of 41 miles from Toronto,
and with the exception of the station build-
ing at Scarborough Junction, and one or two
small houses, the whole of this portion of the
road is finished.

Beyond Uxbridge, the grading is drawing
to a close, and if the present rate of progress
is maintained, and we have an open fall, it
should be completed to Cobocook by the end
of the year.

The track is laid for a distance of six
miles, and will be laid this fall as far as
Woodville. I anticipate that we shall be
able to place this portion of the road, say 23
miles, in operation before the end of the
year. This will make a total length,
from Toronto, of 64 miles, and will give the
company the benefit of a connection with
Lindsay and Deseronto over the Midland
Railway. The road can be completed to
Cobocook in good time next summer. The
shareholders will doubtless be interested
to learn to what extent the actual cost of
construction has agreed with the estimated
cost of \$15,000 per mile. The portion
of the Railway now almost entirely completed.

I give the following figures, which show
the actual money already expended, and the
amount required to finish the few small mat-
ters still remaining to be done.

Actual cash cost of construction from
Scarboro Junction to Uxbridge, when finish-
ed, 37 miles \$408,250, equivalent to a sum of
\$11,031 per mile. Out of this sum an
amount of \$220 per mile is properly charge-
able to reserves, being the amount paid
as a seven years' guarantee on the rails.
This reduces the cost to \$10,811 per mile.
As regards the equipment, it is estimated
that an outlay of \$3,000 per mile in cash will
be required to fully stock the road to Cob-
ocook. This is more than was originally esti-
mated, but it is a matter of congratulation
to the proprietary that they will have a
traffic which will reimburse the supply of
more rolling stock than was anticipated.

Adding the cost of equipment to that of
construction we have a total cost of \$13,811
per mile in cash, as against the estimate of
\$15,000.

It may, I think, be reasonably admitted,
therefore, that as far as we have gone the
comparison of the actual cash cost to the es-
timated cost is very satisfactory, and I be-
lieve the remaining portion of the road will
show as favourable a result when completed.

I have the honour to be,
Gentlemen,
Your obedient servant,
EDMUND WRAGGE,
Chief Engineer.

WEDNESDAY, 13th SEPTEMBER 1871.

September 13
1871

Your obedient servant,
EDMUND WRAGG,
 Chief Engineer.

ANDERSON'S REPORT.

The undersigned respectfully reports that
 he has audited the books and accounts of the
 Toronto and Niagara Railway Company for
 the past year, a correct and condensed state-
 ment of which will be found in the balance
 sheet herewith submitted.

The income receipts and expenditures for
 the short period the railway has been in
 operation, together with the various in-
 come items, have also been carefully ex-
 amined, and found correct.

The numerous details connected with the
 operation of the railway, the maintenance of the
 works necessary, and a more thorough
 knowledge of the system, would be required
 for a perfectly satisfactory statement.

All which is respectfully submitted.

CHAS. ROBERTSON,
 Auditor.

To the President and Directors of the To-
 ronto and Niagara Railway.
 Toronto, 24th September, 1871.

September 13
 1871



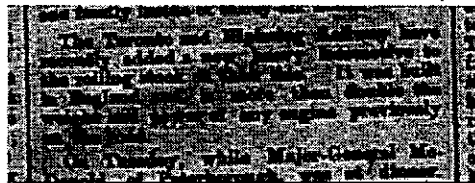
September 26
1871

THE DAILY GLOBE

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ent had really, the dilapid- and platform and
its waiting rooms constructed upon the
most approved prin- ciple of discomfort, are
now (early 1907) The work of con-
structing the temporary station which will
be used wh- the new one is being built has
already commenced, and will be ready for
use purposes in about a month. The
platform will be 400 feet by 18, and con-
venient offices and premises will be erected; in
point of fact, it will be far more appreciably
designed than the shanties now used as the
station. The building of the new station
proper will be pushed forward with all
speed, and are twelve months have elapsed
Toronto will be able to boast of a depot
which will be a credit to the city.

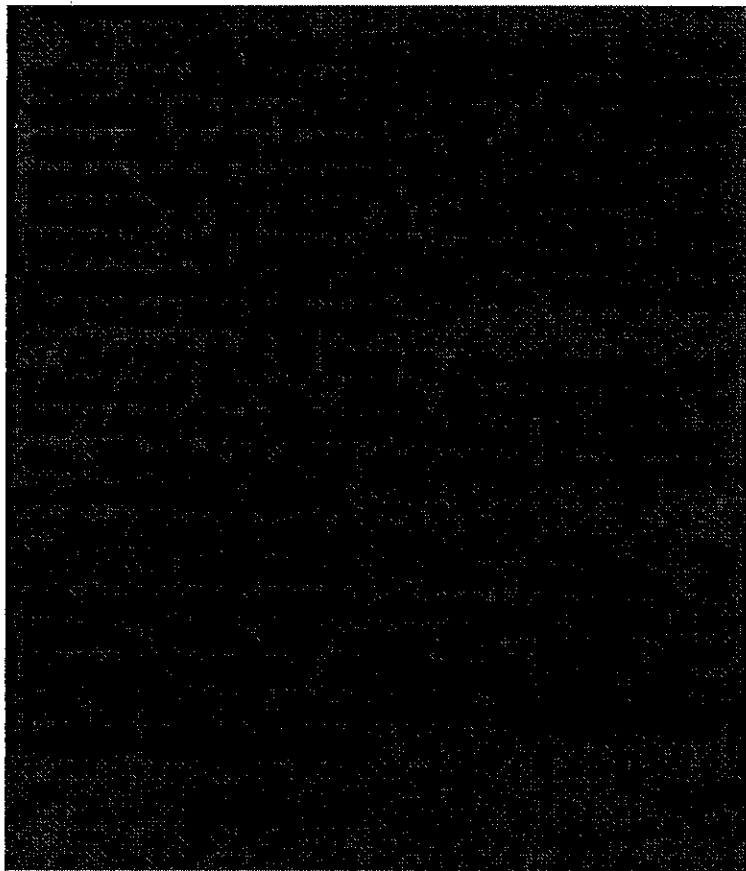
September 26
1891



January

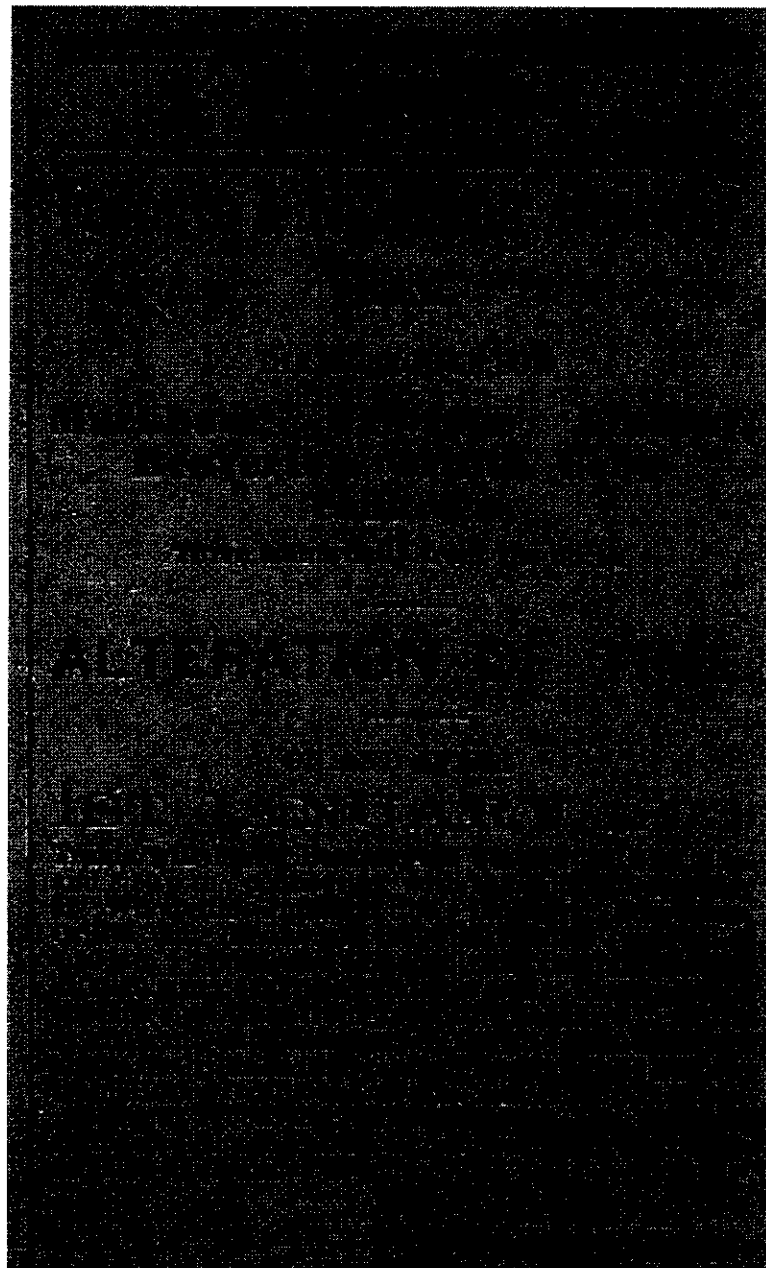
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1872



MAY 19, 1873

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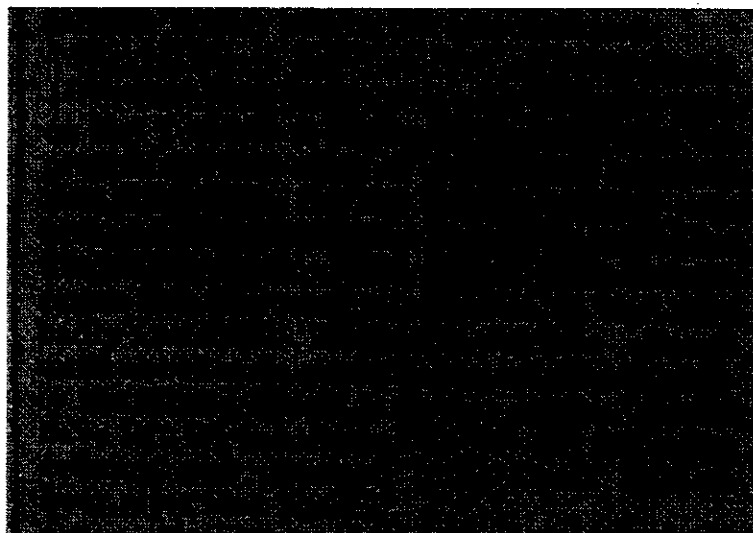
January 1873

THE FAIRLIE LOCOMOTIVE.

The Toronto, Grey and Bruce and the Toronto and Nipissing Railway Companies have each recently imported from England one of the Fairlie locomotives. This locomotive consists of two ordinary locomotives, minus the tenders, joined together at the rear so that they have the appearance of being only one. The cab is thus brought to the centre of the locomotive and is enclosed on all sides. The supply of water is kept in four tanks, one on each side of each end of the boiler, and on the top of the boiler, extending like the tanks from the cab to each end of it, is a gallery for the fuel. There is also a reservoir for water below the centre of the boiler and between the two pairs of driving wheels. The engine-driver occupies the same side of the cab no matter which end of the locomotive is ahead, and the stoker the other. The fuel is put into the furnace through doors in that side of the boiler on which is the stoker's seat. On each end of the locomotive is the ordinary cow-catcher, and above each is a long connecting rod, which admits of the locomotive being attached to a train without the cow-catcher on that which, for the time, is the rear end of the locomotive being removed. The boiler being of much more than ordinary length and the platform one piece from end to end, it might be supposed that the locomotive could not go around sharp curves; but this is not the fact; the two complete sets of wheels are connected with the body of the locomotive, and they work as independently of each other as though the engine were two entirely separate locomotives. The weight also is so disposed that there is no more pressure by any one of the wheels on the rail than there is by the corresponding wheel of the ordinary locomotive. These two locomotives are the first of the sort ever seen on the continent of America, and it is said that only about twenty of them have yet been manufactured. The distinguishing marks claimed for them are economy and much more than double the power of ordinary locomotives. Two are intended to be used for haul, three for passenger. It is proposed to make a trial trip with the one belonging to the Toronto, Grey and Bruce Company to-morrow.

March
22
1872

FAIRLIE



November 25 1872

net tonnage, 48,894. Average 21.30 per ton.
W. GOODERHAM, Jr.,
 Managing Director.
JAMES A. RUSSELL,
 Accountant.

STATEMENT OF ROLLING STOCK ON HAND,
Engines.

No.	Name.	Where built.	Description.		In good order.
			Rate of travel in miles per hour.	Driving wheels in locomotives.	
1	Gooderham & Worts	Delaware	16X18	4	In good
2	M. G. Cameron	Delaware	16X18	4	do
3	H. Walker & Son	Delaware	16X18	4	Equipped
4	H. Lewis & Son	Delaware	16X18	4	Under
5	Joseph Smith	Delaware	16X18	4	In good
6	Urbidger	Delaware	16X18	4	do
7	Ribon	Delaware	16X18	4	Equipped
8	Toronto	Delaware	16X18	4	In good

September
 11
 1872

Cmrs.		No.		Description.		Receipts.	
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12
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14	14	14	14	14	14	14	14
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34	34	34	34	34	34	34	34
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RAILWAY INSPECTION.

Uxbridge, May 25.

In accordance with invitations from Mr. Wm. Gooderham, Managing Director of the Toronto and Nipissing Railway, a large number of representative gentlemen from the county of Peel proceeded by the 7:45 train up the Toronto and Nipissing line to Uxbridge. Among those present were the principal directors of the Credit Valley Railway line; Judge Scott, Messrs. Matthew Elliott, George Graham, Brampton; Col. Mitchell, Cookville; H. Barber, Strickville; Hon. A. McKellar, Hon. Mr. McMurdoch, Wm. Gooderham, Jr., Judge Duggan, Messrs. Hugh Miller, George Laidlaw, C. J. Campbell, Toronto, and others. The visitors were highly delighted with the prosperity on and along the line, and spent an agreeable couple of hours inspecting the village of Uxbridge. They will return by the 4 o'clock train. Land has wonderfully increased in value, and farmers find ready market at good prices for all produce. The Credit Valley gentlemen were well satisfied with the efficiency of the road.

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cedented success.

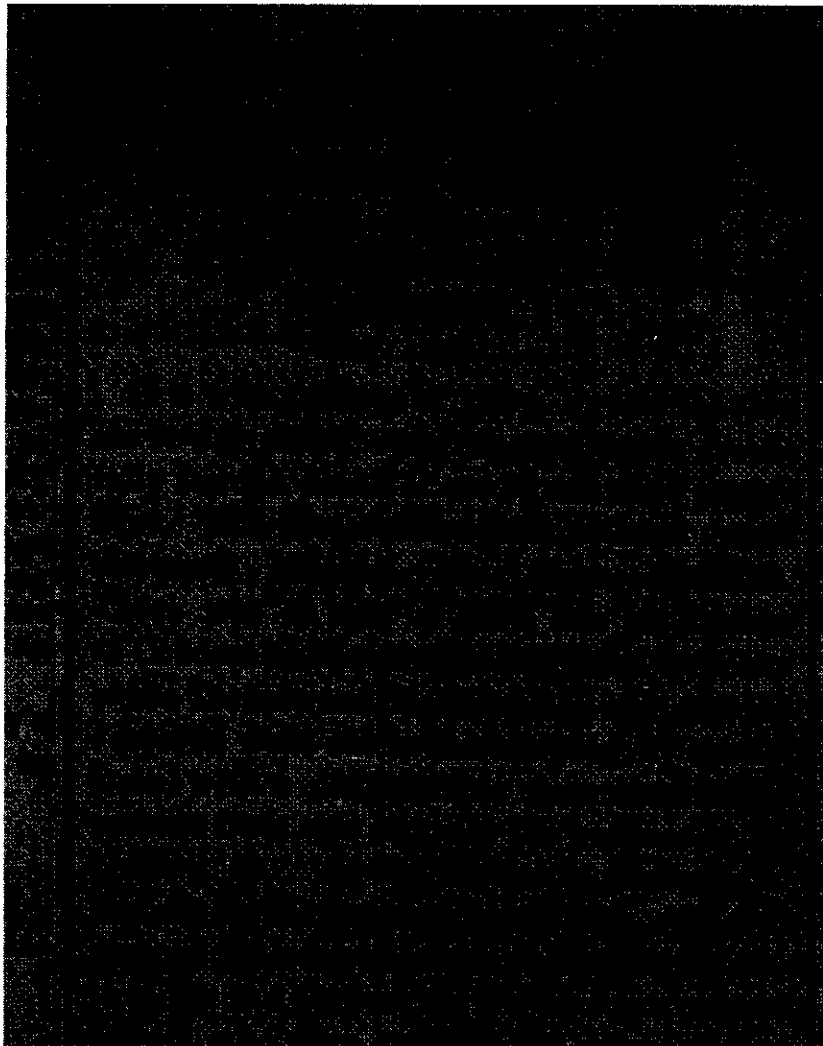
TRIP ON THE NIPISING.—Yesterday morning in invitation of Mr. Shedd, President of the Toronto and Nipissing Railway, Mr. Potter, Mr. Brydges and Mr. Spicer, took a trip over this line and inspected the working of the Narrow Gauge. The following gentlemen accompanied them, Messrs. J. C. Worle, W. Gooderham, sr., W. D. Matthews, John Feskin, Capt. G. H. Wynt, W. Wragge, G. Laidlaw, W. Beatty, W. Hamilton and others from the city. At Cannington the party were joined by Messrs. Crosby, M.P.P., J. H. Thompson, ex-M.P., C. Gibbs, Captain Cowan, Dr. Wilson, Captain Sinclair and others. The car used was a new one built for the use of the Directors by Hamilton & Son, and was much admired. A special train was waiting at the junction on the Midland railway, and the party were there received by Mr. Boulton, President of the Midland line, Col. Williams, M.P.P. and others from Port Hope. At a champagne lunch which followed, Capt. Cowan proposed the health of Mr. Potter and Capt. Sinclair the health of Mr. Brydges. Mr. Potter in reply said he had no hesitation in asserting that the renewal bonds of the Toronto and Nipissing Company could be placed on the English market at about 6 1/2 per cent. After seeing the management of the road and the country through which it passed, he felt assured of its success. The party returned to the city shortly after 6 o'clock. Before leaving the car a vote of thanks was passed to the President and Managing Director of the Nipissing line.

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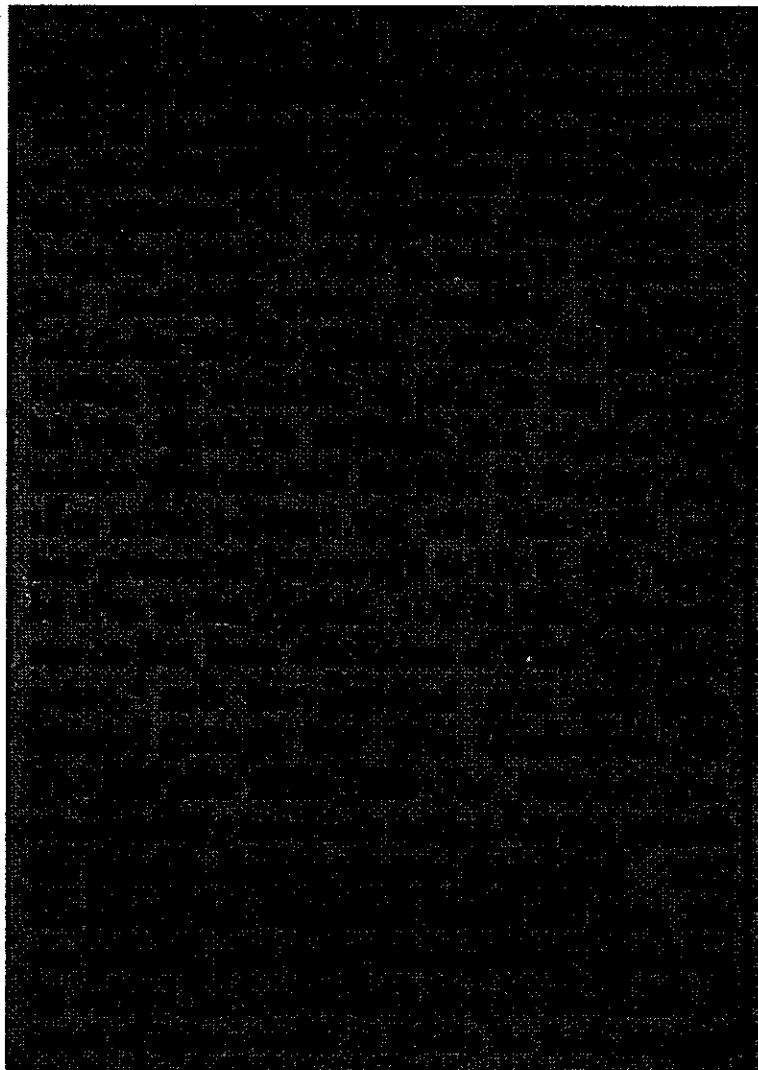
that he was the person referred to.

TORONTO AND NIPISSING RAILWAY.—The annual meeting of the Toronto and Nipissing Railway was advertised to take place at noon yesterday, but owing to the absence of the President and vice-President on a trip up the line with Messrs. Potter and Brydges of the Grand Trunk, it was postponed until to-day at eleven o'clock.

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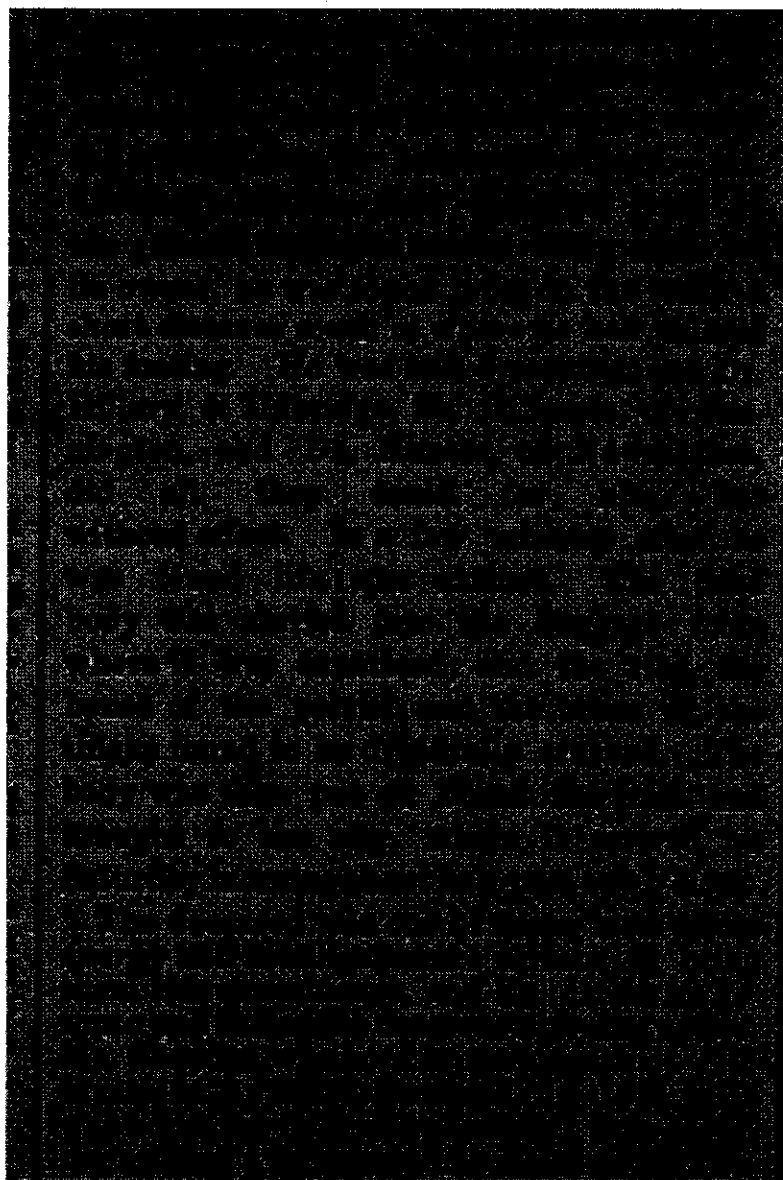


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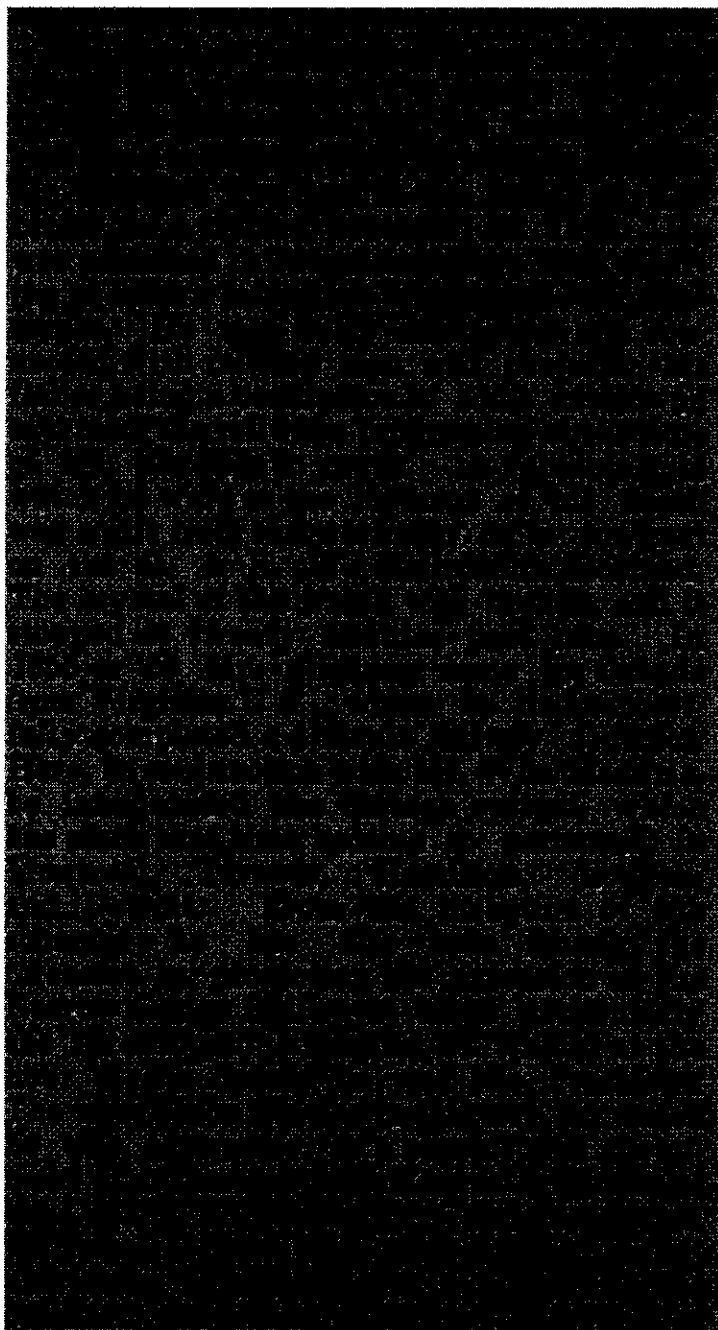


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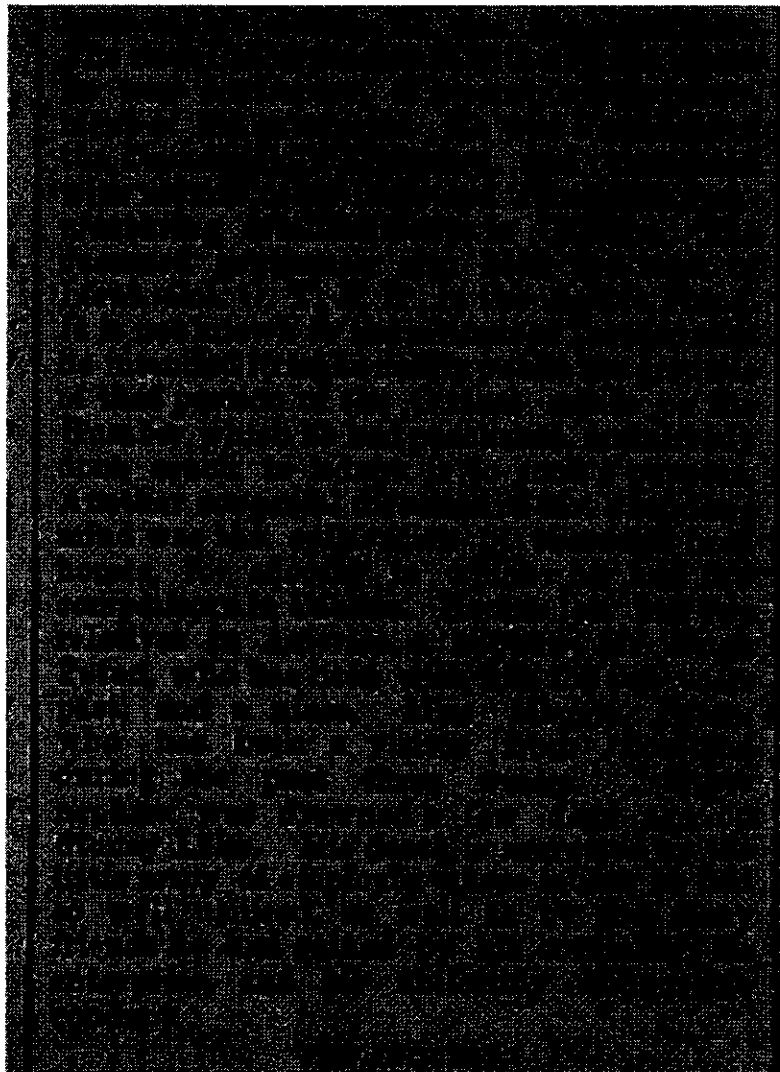


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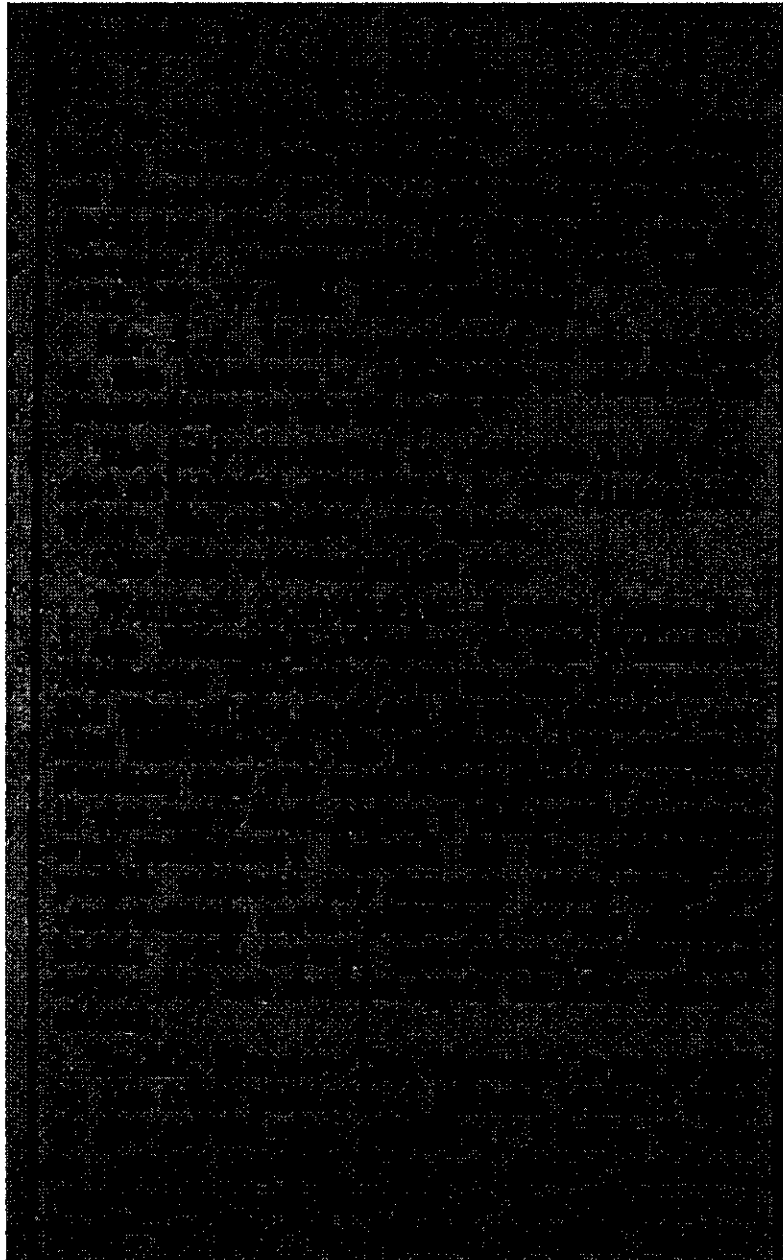
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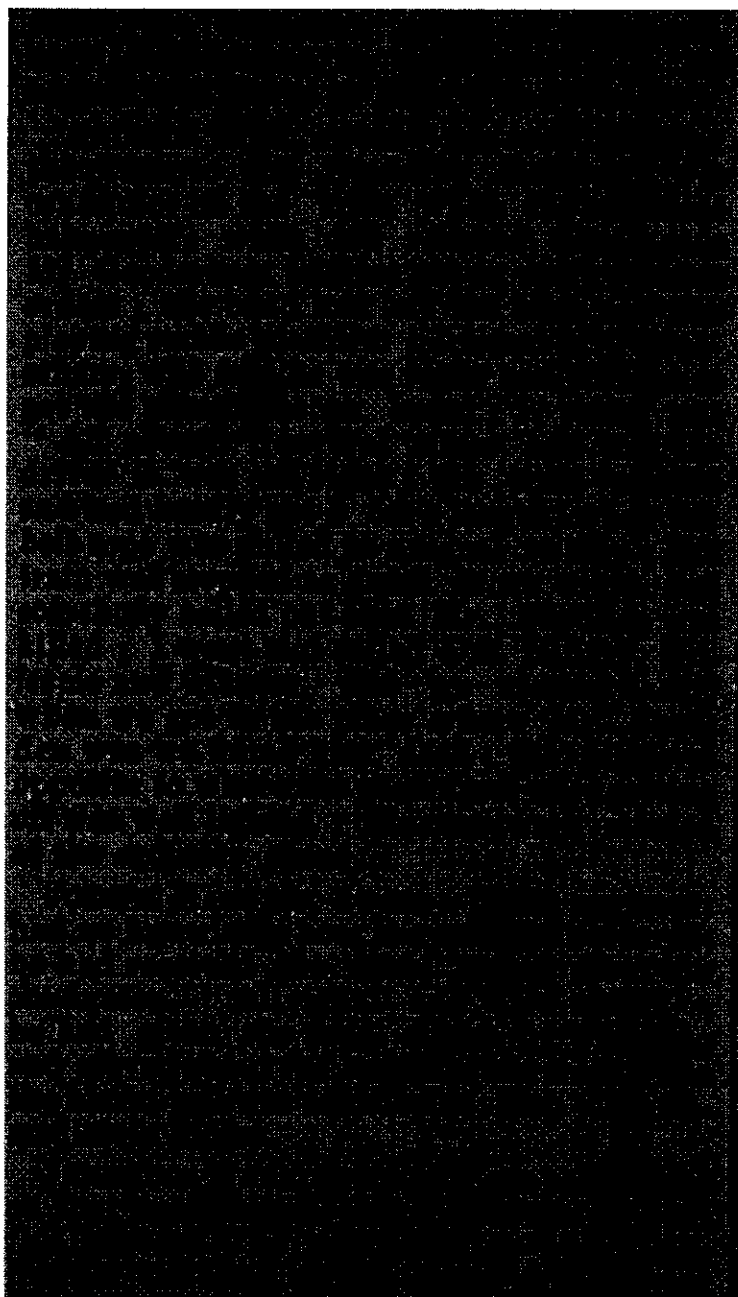
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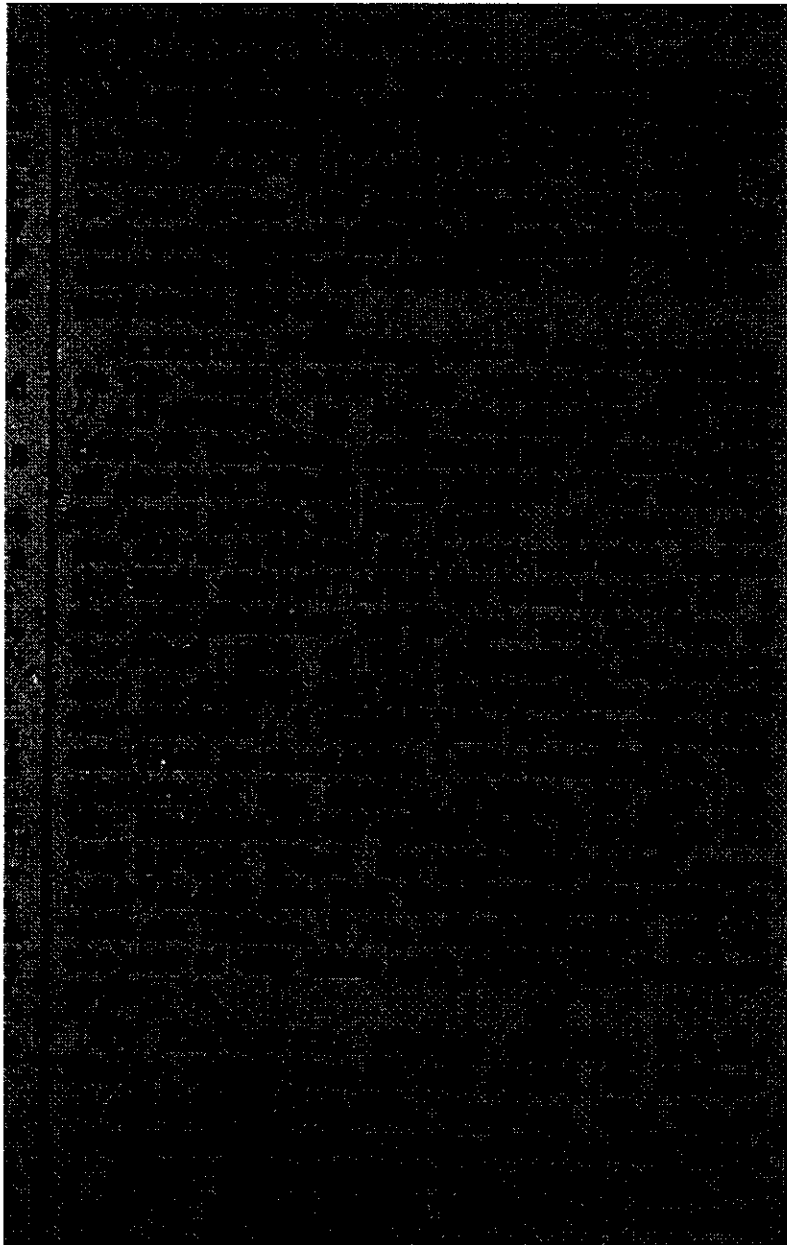
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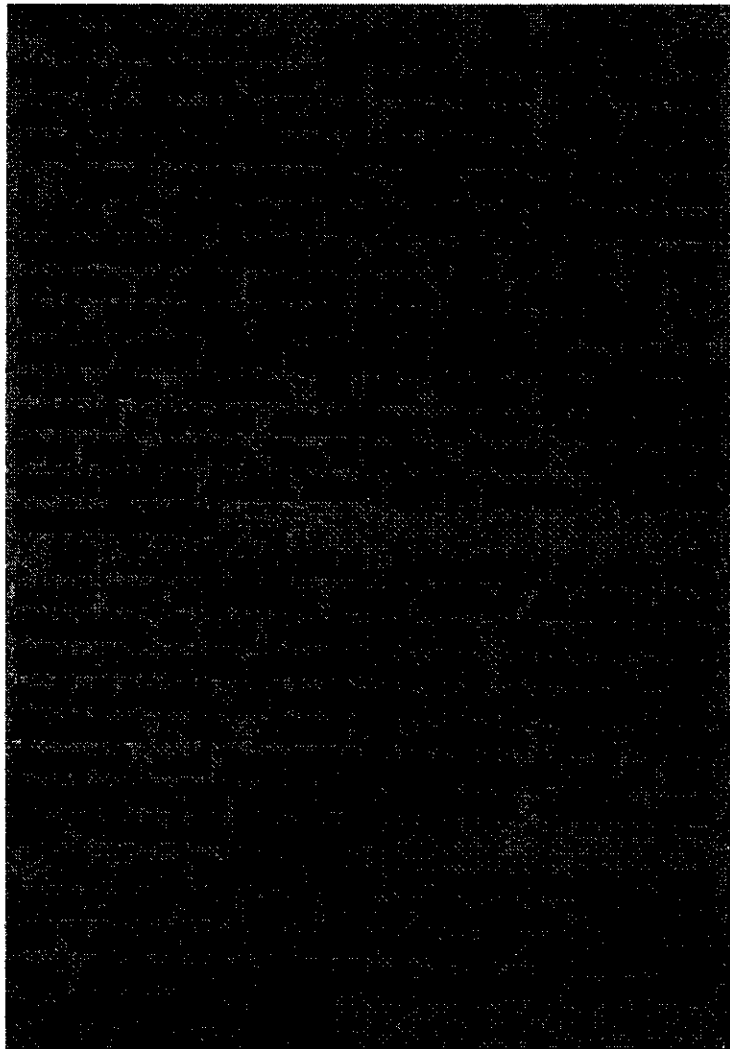
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DAILY GLOBE, TORONTO

OUR MINERAL RESOURCES.

EXCURSION TO SNOWDON IRON MINES.

For many years past, travellers on the Cameron Road have been aware of the existence, at a certain point on the route, of indications that iron ore was abundant. This point is a high ridge over which the road passes, situated on Lots 19 and 20, First Range, County of Victoria, and distant from Coboconk, the present terminus of the Toronto & Nipissing Railway, some fifteen miles "as the crow flies." Mr. J. Campbell, Port Perry, one of the bushrangers for the Government in that district, whose attention had been directed to the indications referred to, determined some time ago upon making an exploration of the vicinity, with a view of ascertaining, if possible, their extent. The result was sufficient to convince him that the matter was worth some amount of attention, as the same aspects were presented at more than a dozen points where the earth was removed from the surface of the rock, and extending over the entire area of the elevation. These facts having been laid before several capitalists interested in mining enterprises, Messrs. Savigny & Shortiss, of this city, finally became purchasers of the property, with a view to developing its hidden wealth, analyses of specimens of the ore, by Professors Croft and Chapman, Toronto University, convincing them of its comparative value. But before taking any active

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ore. Although there was a good deal of snow on the ground, he was able to trace the length of the bed a distance of nearly 2,000 feet, with an average breadth of 900 feet. The thickness could not be definitely ascertained, but Professor Chapman believes it will exceed fifty feet, although inter-seamed with occasional partings of thin rock. Allowing, however, the thickness to be only ten feet—and it is evidently greatly in excess of this—the above dimensions would give an aggregate of nearly three millions of tons of ore. The ore is very favourably situated for mining, as it can be removed without any, or at any rate with very little, “dead work” in the shape of useless rock. The mine produces a fine granular magnetic ore, and the beds dip in an easterly direction. Crystalline limestone, of good quality as a flux, and in any quantity is also found in the immediate vicinity. As has already been stated, the mine is located in lots 19 and 20, close to the Burnt River, which will afford, with about \$200 of expenditure, the necessary water-power, with a fall of from eight to ten feet. The surface of the ground, from the beds to the water-power, forms an inclined plane suitable for a tramway. As to the transportation of the products of the mine, as matters stand now, it can be conveniently shipped in barges to Port Perry where of course it catches the Port Perry Railway; or it can be conveyed by teams to Coboconk, distant, as already stated, from fifteen to twenty miles. If the undertaking proves successful, no doubt the Toronto & Nipissing Railway Company will extend their system so as to catch the carrying traffic it will create. If the known intention of the Company to extend the line in the course of time to Lake Nipissing, by the valley of the Gull River, is carried out, it will pass within about a mile of the situation of the mine.

The following analyses of the ore by Professors Chapman and Croft show its quality:—

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THE EXCURSION.

An excursion party having for its chief purpose a visit to Snowdon, but also intent upon pleasure, left the city on the afternoon of Monday. It consisted of the Hon. J. B. Robinson, M.P., Prof. Chapman, Messrs. Shotten, Savigny, J. F. Blake, J. McNab, and a representative of THE GLOBE. The Managing Director of the Toronto and Nipissing Railway, Mr. Gooderham, kindly placed the Company's Directors' car at the disposal of the party, and it is unnecessary to say that the journey to Cobocok was comfortably and safely made. On the way we were joined by Mr. Edward Majors, of Uxbridge, and upon arriving at Cobocok we found Mr. Campbell, the discoverer of the mine, waiting, he having provided two sleighs to convey the party.

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FATAL ACCIDENT AT STOFFVILLE.—The Fairlie engine recently introduced on the line of the Toronto and Nipissing Railway exploded her boiler at eleven o'clock on Saturday night while standing at Stoffville station. William Goddard, the driver, who had been removed from No. 10 train and was making his first trip on the new locomotive, was, along with the fireman, John Carruthers, killed almost instantly, and another employee of the train was seriously injured. The station house and freight shed were badly damaged, the roof of the latter being completely blown off. The bodies of the unfortunate men were brought to this city yesterday for interment. No warrant for an inquest has as yet been lodged with the authorities.

HOW ITEMS ARE SOMETIMES MADE.—On

February 2 1874 Toronto Globe

UXBRIDGE.

Elevator Burned.

UXBRIDGE, March 8. — About two o'clock this morning a fire broke out in Mr. Gould's elevator, adjoining the Toronto and Nipissing Rai'way Company's buildings, but by great efforts on the part of the villagers the tank and engine-house were saved. About 300 barrels of flour were burned in the elevator, which is supposed to have been set on fire.

MARCH 9, 1874

EMIGRANTS IN CANADA.

(To the Editor of the Times.)

SIR,—In a previous communication I mentioned the arrival of some 350 emigrants from Iceland. I also stated that it was intended to locate them on the free grant settlements in the township of Lutterworth, about 100 miles north of Toronto. In the meantime they are to be employed on the new railway now in course of construction in that district. Yesterday the last detachment, numbering 135 persons all told, left the immigration sheds at Toronto, and proceeded to their present destination. They went by rail to Cobocok, and thence by waggon to Kinmount, a distance of fifteen miles, where shanties built of logs had been prepared for their reception about a mile back, into the forest. It was a strange sight, and full of deep interest to one unaccustomed to the rude manners of the settlers in a new country, to witness what it was my privilege to do in the transportation of this company to their new homes. Arrived by train at Cobocok, there was a good dinner provided at the hotel, which, after a very trying ride in an emigrant train, was very acceptable to them. During the journey in the railway car an infant died, and the parents left it behind them to be buried by strangers. Another poor woman, who was evidently enduring the pangs incident to the latest extremities of pregnancy, had also a child in her arms which was near death, being watched fearfully and sorrowfully by father and mother. There were some old people, too, for whose closing days one could desire to see more comfort and repose; and there were children, who although apparently looking as hard as old nails, were several of them giving indications of cough and cold. The weather has lately been very damp and cold, and yesterday especially so, which rendered a drive into the forest not a thing to be coveted, but which under other conditions would have been most enjoyable. Fifteen waggons, each drawn by a span of horses, were drawn up and loaded with women and children and

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T.P.N.

into the forest not a thing to be coveted, but which under other conditions would have been most enjoyable. Fifteen waggons, each drawn by a span of horses, were drawn up and loaded with women and children and luggage; the greater number of the men having to walk. This journey (fifteen miles) was accomplished in about five hours. The roads were fearfully rough, and the severe joltings in a waggon with no springs I shall not attempt to describe. For a considerable part of the journey we were benighted, and it was with feelings of no ordinary character that we jolted along a most rugged road, fully in possession of the knowledge that on either side of us there was a dyke prepared to receive any of us who by accident, blundering, or incapacity of the driver deviated from the narrow beaten track. However, the back always seems fitted to the burden, and so at such times all is not sadness, as was proved by the enthusiastic singing of the people on the journey. The woods resounded with their shouts; and although there may be something doleful in reading of the hardships which it is the lot of many to encounter, which causes the chair to be drawn still closer to a warm fire in the drawing-room, and which draws forth a sigh for the poor unfortunates who are the victims of such unfavourable circumstances, still there is a charm and romance in this life even which seems to compensate the heroic soul; and he finds his reward in the accomplishment of his task, and his pride, in his valour. As we proceed on the journey and talk of its difficulties we are reminded by the old settlers of the immensely greater ones they had to endure when, 20 years ago, there were no roads at all to their settlements, and they had to carry their provisions for 20 miles on their backs through the forest. It is intensely interesting to hear these old settlers speak of their beginnings, and their struggles and ultimate victories; and it is pleasing to observe with what pride and satisfaction they reflect on the fact that after 20 years' battling with life, by degrees adding store to store, they are now in possession of value to the amount of from \$8 000 to \$20,000.

1874

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THE VICTORIA RAILWAY.

CEREMONY OF TURNING THE FIRST SOD.

(By Telegraph from our own Reporter.)

LINDSAY, Aug. 5.

By invitation of the President and Directors of the V. R. R. a numerous company of gentlemen from Toronto went out to Lindsay on Wednesday, to assist in the ceremony of turning the first sod on this the youngest of the Ontario railways. The instructions were that the excursionists would go out on an early train on the T. & N. R. R.; and the train, comprising one first-class car and the Directors' car, moved out from the station shortly after 8 o'clock under the immediate direction of Mr. W. Gooderham, jr., President of the T. & N. R. R., who accompanied the party as far as Woodville, when they were transferred to the Midland Railway. The acknowledgements of the company en route were justly due to Mr. Gooderham for his attention and presence. The President of the Road, Mr. Geo. Laidlaw, was unavoidably absent, for some reason which was as much regretted by the Company as by himself. There were on the train from Toronto the Hon. Attorney-General Mowat, Hon. Mr. Fraser, Commissioner of Public Works, Mr. C. J. Campbell, Vice-President of the Victoria Railway; A. MacNabb, Secretary of the Victoria Railway; Angus Morrison, ex-M. P. for Inverness, Mr. James Stewart,

August 5
1874

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and Middlesex. The stock of the undertaking store is a total loss.

UXBRIDGE.

Round-House Burned.

UXBRIDGE, Jan. 13.—This morning between 1 and 2 the alarm of fire was given, the roundhouse of the Midland Railway Company, in which four locomotives were enclosed, having been discovered in flames. The firemen were delayed for a short time on account of no water, it being shut off at Mr. Gould's mill dam, but after some little difficulty they managed to get a small stream to play on the surrounding buildings, it being evident that they could not save the roundhouse. The loss is estimated at \$50,000. The building is said to be insured to a certain extent.

QUEBEC.

January 15 1883