

Balance.....	1,348 37
	\$90,963 17
By balance from last year.....	2,221 43
By net revenue, per account No. 1..	88,741 74
	\$90,963 17

By balance brought down..... \$1,348 37

Mr. Cumberland said he would make a few observations in reference to the report, but it was so satisfactory that his observations would be brief. The large increase of wages and in the price of materials, which had taken place would have led them to expect an increase in their expenses in comparison with their gross earnings. Wages had increased 20 to 25 per cent, and material had also increased in price, yet their working expenses were nearly two and one-half per cent less in the half year just ended, than in the corresponding half year in 1871. The outlay referred to in clause 4 of the report was owing to an increase of rolling stock. Since the 1st of May they had added to their stock 100 platform cars and three baggage cars, and had likewise added to their locomotive strength and passenger cars. These were the principal items of outlay referred to in clause 4. With regard to the leased lines, that between Barrie and Orillia had turned out most satisfactorily. Of course they would all understand that this section of the branch line was the best, and as they proceeded further north, into the more unsettled districts, they could not expect so large an amount of traffic as in the settled districts. He would not mislead the shareholders by leading them to expect so large an amount of traffic from the line north of Orillia, as from that to the south. But, after a few years, the country would become settled, and the traffic would increase year by year. Respecting the branch line to Thornbury, he could not say much as it had only just been opened, but they had every reason to expect a fair amount of traffic from that source. The first passenger train from Thornbury to Collingwood brought thirty-four passengers to the latter place. The post-office authorities had utilized the line for carrying the mails, and a good freight traffic would be sure to follow. Clause No. 7 was a more serious part of the Report. The traffic over the line was larger now than at any time heretofore. On account of the late opening of navigation the increase of traffic and freight had extended to such an extent that it was absolutely necessary that some immediate additions should be made to the rolling stock equipments. They had not sufficient means on hand to convey the freight over the line as fast as it accumulated. Merchants had been disappointed in consequence of their lumber not being carried with such despatch as could be desired. This was not owing so much to the inability of the Company to carry the traffic as their being unable to get rid of it at Toronto, where it accumulated. They could not obtain a sufficient number of vessels to carry it over the lake, and he thought, therefore, that more shipping facilities should be provided. If the recommendations in the report were carried out, he hoped that next season they would have some organization to place lake transport on a sufficient basis to relieve the line of its accumulation of freight. They should have more wharfage accommodation, and he trusted that during the coming winter his colleagues would devise some means to carry freight from the country adjacent to their line to Oswego and other cities across the lake. The last clause of the report referred to the damage done to the break-water at Collingwood last winter by the ice shove. The Legislature had appropriated the sum of \$35,000 for repairing the injury and dredging the harbor,

conditionally, that \$35,000 should also be appropriated for the same purpose by the local authorities or others. The estimate had been reduced from \$75,000 to \$70,000, and the Legislature had made an appropriation for half of this amount. He hoped that some arrangement would be made with the Collingwood authorities, but they seemed to have a latent feeling of hostility towards the Company. He trusted, however, that some arrangement would be made for carrying out the repairs to the harbor, which was so essential to the town of Collingwood. He did not see that the repairs were so essential to the Northern Company as to the town of Collingwood, as he saw other sources from which to protect the interests of the Company. He desired to build up Collingwood, but if they would not assist themselves a little he could not help it.

The report was then moved by the chairman, and seconded by Mr. Angus Morrison, and declared carried unanimously.

Mr. Reekie made some enquiries regarding the leases and bonds of the branch lines and other subjects, which were satisfactorily answered by Mr. Cumberland, after which the meeting adjourned.

THE TORONTO GREY AND BRUCE RAILWAY.

The annual meeting of the Toronto Grey and Bruce Railway was held at noon yesterday. The President, Mr. John Gordon, in the chair. Among those present were the Secretary, Mr. W. Sutherland Taylor, Messrs. Ald. Baxter, Hugh Miller, Henry Pellatt, W. S. Lee, E. Wragge, J. G. Worts, John McNab, Thomas H. Lee, C. J. Campbell, J. M. Trout, Hon. John McMurrich and Major Arthurs.

The notice calling the meeting having been read, the Secretary read the annual report, which was as follows:—

ANNUAL REPORT.

Toronto, 11th Sept., 1872.

The Directors have the honor to submit their report for the period ending 30th June, 1872.

It is accompanied by a report from the Chief Engineer, recording the progress made with the construction of the railways, and by the audited balance sheet of receipts and expenditure relating thereto; also by appendices giving in detail the results of the working of the traffic during the first six months of the present year. Since the last annual meeting, the Directors have entered into agreements with the townships of Minto, Howick, Turnberry and Culross, under which by-laws granting bonuses in aid of the extension of the railways from Mount Forest through Harriston, Gorrie and Wroxeter to Teeswater, have been passed in those Townships. A contract has been entered into with Messrs. Mackenzie & Co., for the construction of this extension from Mount Forest to Gorrie and Wroxeter station, a distance of 22 miles. The Government of Ontario have granted aid to this Company from the funds placed at their disposal by Parliament to the extent of \$230,000 to be applied to that portion of the railway between Orangeville and Harriston, and to the Grey extension of the amount of \$76,000 had been paid over to the Company by the Treasurer. The Board claimed \$3,000 per mile from the Government for the Grey extension, who, however, only awarded them \$2,000 per mile, but the rough nature of the country for railway construction, the quantity of land still unsold there, together with the large amount owing the Government by settlers who have taken up land in the county of Grey, and who are unable to pay for the same by reason of the remoteness from the markets, thereby preventing its development as fast as its general character would otherwise warrant, and which is an evident fact

from its already increased price along the route of the Railway, lead the Board to hope that their reasonable demand may yet be acceded to by the Government.

The suit instituted by the Township of Luther for the recovery of the \$20,000 debentures granted as a bonus to the railway and held by the Provincial Treasurer has been decided against the Company. The bond-holders still, as before, believe the municipality if not legally, to be morally entitled to pay these bonds, and in the event of their not coming to terms, would recommend their successors to ask such legislative action as the case of this municipality, and those of the others who still refuse to grant their quota of aid, may demand in order to mete equal justice to all.

The Directors congratulate the Stock-holders on their having been enabled to purchase the whole of the rails required for the Grey extension, amounting to 5,000 tons, before the present high prices of iron were attained. The saving of the Company over the rates current for some time amounts to upwards of \$100,000; but it is a source of regret to the Directors that owing to the delay in obtaining engines from England, they will be unable to open the line for traffic at Owen Sound in January next, which otherwise might have been accomplished.

The revenue accounts have been made up only since the commencement of the present year, as owing to the railway being last year still in the hands of the contractors, it was worked only for the accommodation of the public, and the earnings made during that period have been therefore credited to the capital account.

During the present year the road between Orangeville and Mount Forest has been for the whole period under construction, and has, in consequence, only been worked to accommodate the public. The working expenses and earnings of this portion have nevertheless been placed to the revenue account.

The gross traffic receipts for the half-year ending the 30th June, 1872, have with these drawbacks amounted to \$64,312.46, while the working expenses have been \$44,649.33, being at the rate of 69 per cent of the gross traffic receipts. This leaves a net profit of \$19,663.13 as the result of six months' working, and this provides for interest on the entire issue of the bonds from Toronto to Orangeville, and for more than half the interest between Orangeville and Mount Forest.

The traffic receipts are showing a steady increase, and this fact, as well as the completion of the railway to Mount Forest, leads the Directors to feel sure that the working of the present six months will ensure an ample profit to meet all the interest on the bonds issued, and current charges for that section of the railway. All of which is respectfully submitted.

(Signed) JOHN GORDON,
President.
W. SUTHERLAND TAYLOR,
Secy. and Treasurer.

Statement of the Receipts and Expenditure of the Toronto, Grey and Bruce Railway Company, from June, 1869, when work was commenced, to 30th June, 1872:—

RECEIPTS.

Calls on stock	\$175,400 00
Bonuses as follows:—	
Received from Govt.....	\$76,500 00
Received from Trustees of Municipal Debentures.....	652,125 53
	728,625 53
Bonds sold.....	709,000 00
Bills payable.....	229,247 59
Drawbacks retained from Contractors.....	43,533 07

\$1,885,806 19