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Toronto Grey & Bruce Railway

MINUTES

OF

ANNUAL GENERAL MEETING

OF THE SHAREHOLDERS,

HELD ON

SEPTEMBER 10th, 1873,

WITH

FINANCIAL STATEMENTS OF THE AFFAIRS OF THE COMPANY, BROUGHT DOWN TO JUNE 30, 1873,

INCLUDING

DETAILS OF THE WORKING OF THE LINE, FOR THE PERIOD FROM JUNE 30th, 1872, to 30th JUNE, 1873.

TORONTO:
GLOBE PRINTING COMPANY, 26 AND 28 KING STREET EAST,
1873.

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TORONTO:
GLOBE PRINTING COMPANY, 26 AND 28 KING STREET EAST,
1873.

JOHN
Wm. I
JOHN
B. H.
Wm. I
THON
JOHN
THOS
W. B.
ALD.
Dr. D

JOHN
Wm. I
W. S
N. W
EDM

DIRECTORS.

1873-74.

JOHN GORDON, Esq., *of Messrs. Gordon, MacKay & Co.*, President.
Wm. RAMSAY, Esq., Vice-President.
JOHN MORISON, Esq.,
B. H. DIXON, Esq.,
Wm. M. CLARK, Esq.,
THOMAS DICK, Esq.,
JOHN BAXTER, Esq.,
THOS. H. LEE, Esq.,
W. B. HAMILTON, Esq.,
ALD. ALEX. HENDERSON, *Ex-officio for Corporation of Toronto.*
Dr. D. McGREGOR, *Ex-officio for Corporation of County of Grey.*

OFFICERS.

JOHN GORDON, President.
Wm. RAMSAY, Vice-President.
W. SUTHERLAND TAYLOR, Secretary and Treasurer.
N. WEATHERSTON, General Superintendent.
EDMUND WRAGGE, Chief Engineer.

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TORONTO, GREY & BRUCE RAILWAY.

MINUTES

OF

ANNUAL GENERAL MEETING OF THE SHAREHOLDERS.

The Annual General Meeting of the Shareholders of the Toronto, Grey and Bruce Railway Company, was held at the offices of the Company, in the City of Toronto, at noon, on Wednesday, the 10th day of September, 1873. Among those present were Hon. J. McMurrich, W. B. Hamilton, John Gordon, W. S. Lee, H. Pellatt, John Morison, William Ramsay, George Lewis (of Rice Lewis & Son), J. J. Vickers, Thomas Hodgins, James Bain, G. Booth, John Baxter, Thos. McGaw, W. H. Beatty, &c., &c.

The President of the Company, John Gordon, Esq., took the chair and called upon the Secretary to read the advertisement convening the meeting.

The Secretary then read the following advertisement :—

> TORONTO GREY & BRUCE RAILWAY.—GENERAL MEETING OF THE SHAREHOLDERS.—The Annual General Meeting of the Shareholders of the Toronto Grey and Bruce Railway Company will, in accordance with the By-laws of the Company, be held in the offices of the Company, corner of Bay and Front Streets, in the City of Toronto, on Wednesday, the tenth day of September, 1873, at the hour of twelve o'clock noon
>
> "By order,
>
> "W. SUTHERLAND TAYLOR,
>
> "Secretary."

The President then in a few remarks explained the nature of the business to be brought before the meeting, and called upon the Secretary to read the Report of the Directors for the year ending 30th June, 1873.

The following Report was then read :—

REPORT

OF THE

BOARD OF DIRECTORS,

OF THE

Toronto, Grey & Bruce Railway Company,

FOR THE YEAR ENDING 30th JUNE, 1873.

The Directors have the honor to submit their Report for the year ending 30th June, 1873, accompanied by the usual audited statements of receipts and expenditure on capital account, and returns of income and expenditure and details of account, showing fully the result of the working of the first section of the Line from Toronto to Mount Forest, which has been open for traffic during the past year. Attached will also be found Reports submitted to the Directors by the Chief Engineer, and by the General Superintendent. The gross traffic earnings for the past year on 87 miles of the road, in operation, have been $178,149 75, and the working expenses $124,129 89, leaving a surplus of $54,019 86, of which your Directors have applied $53,328 00 in payment of the interest on the Bonds apportioned to the section of the road between Toronto and Mount Forest, the balance being carried forward to next year's account.

Your Directors regret that the result of the years' operations should fall so far short of the estimate made in the original Prospectus. The Board can hold out no prospect of a rapid increase of business on this section, as it is now apparent, that it is only by the gradual development of the country that the traffic can be materially increased, a fact which promoters of parallel and cross lines should weigh well before commiting the public to such enterprises.

Your Board cannot object to local funds being contributed and spent in such manner as the donors may deem best. They claim, however, some consideration for acquired and vested rights, on the faith of which, large sums received from home and foreign sources, have already been laid out. The failure to acknowledge

such rights would irrevitably check the flow of foreign capital towards this country, when its want is so much required for the development of its resources. The policy of the public funds being expended in aid of lines popularly called "competing," running into territories already fully occupied, and where the traffic, present and prospective, is so slight as to be insufficient to maintain the existing road, is at least questionable. The territory lying between the Northern Railway on the West, and the Grand Trunk and Buffalo and Lake Huron Railway on the south and east, estimated at 6,800 square miles, was in 1868 wholly unoccupied. It now has five lines or branches, four about completed to the Lakes, and the fifth rapidly being pushed in that direction. To invest more capital in new railways in that district for some years to come is more than the most sanguine railway promoter should venture, and it would be almost a crime to seduce foreign capitalists, to put money into such undertakings.

The Directors congratulate the stockholders on their having been enabled to open the Grey Extension from Orangeville to Owen Sound for traffic on the 9th of August, the very day called for in the Bond given by the Company to the County of Grey, upwards of two years ago. Since that date, one train daily each way from Toronto has been regularly run. Notwithstanding that the ballasting of that section of the line has not been yet fully completed, and that the train service has therefore been imperfect, the Directors are happy to say that the result of the working so far, satisfies their expectations. They have every confidence that as soon as the line is completed, and in full working order to Owen Sound, which they hope will be about the 1st of October of this year, there will be a satisfactory increase in the business of the Company.

The Directors have purchased sufficient rails to extend the road from Mount Forest to Harriston, a distance of 10 miles, and hope to have that section open for traffic this Fall, in time to secure a share of the seasons' business. It is believed that this extension (Harriston being the point of junction with the Wellington, Grey & Bruce Railway) will secure to the Company a considerable increase of traffic, without materially adding to the working expenses. The completion to Harriston will give the Company 165 miles of road.

A large portion of the Bruce extension from Harriston to Teeswater is nearly ready for the rails, and the Board trust their successors will be enabled to open it for traffic in good time next year.

The Board have to state that there are several Municipalities served by the Railway, who have not yet contributed towards its construction. They would, therefore, recommend their successors to press the claims of the Company on them, in order that the original intention of the promoters, viz.—equal justice to all—may be carried out.

In conclusion, your Board beg to state that a large portion of the works on the Grey extension has proved more difficult than was expected. The advance in labour and material of all kinds, not actually on hand or contracted for, has taxed the energy and resources of the Company greatly, and they call the attention of their successors to the following paragraph in the Report of the Directors presented at the last annual meeting, which is still, they think, pertinent to the present state of the Company's affairs.

"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 to 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 its remoteness from 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."

JOHN GORDON,

President.

The report having been read, on motion of the President, was adopted.

It was then moved by Mr. J. J. Vickers, seconded by Mr. W. B. Hamilton.

"That the thanks of the Shareholders be given to the President, Vice-President, Directors and 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 $5 for every Board meeting attended by him for the last year." Carried.

It was then moved by Mr. G. W. Lewis, seconded by Mr W. H. Beatty.

"That Messrs. H. Pellatt and W. S. Lee be appointed Scrutineers for taking the vote of the Shareholders on the election of Directors for the ensuing year, and that the poll be closed aftee it has been opened for five minutes without a vote being tendered or received, and that the Scrutineers be paid five dollars each for their services. Carried.

It was then moved by Mr. W. S. Lee, seconded by Mr. John Baxter,

"That Mr. G. A. Barber and Mr. Samuel Spreull be appointed auditors of the accounts for the current year." Carried.

The President then proceeded to give information concerning the working of the line for the month past, in Grey. An accomodation train, as stated in the Report, he said had been run to Owen Sound since the 11th of August, and he read a statement of the earnings on the extension for that period.

The Scrutineers then proceeded to take the vote for the election of Directors, for the ensuing year, whith resulted as follows:—

John Gordon, B. H. Dixon, Wm. Ramsay, Capt. Thos. Dick, John Baxter, John Morison, Thos. H. Lee, Wm. M. Clark, Wm. B. Hamilton,

The meeting then adjourned.

JOHN GORDON,
President.

W. SUTHERLAND TAYLOR,
Sec.-Treas.

At a meeting of the newly-elected Board, held after the adjournment of the annual meeting of the Shareholders, John Gordon, Esq., was unanimously elected President of the Company, and Wm. Ramsay, Esq., Vice-President.

GENERAL SUPERINTENDENT'S REPORT.

To the President and Directors of the Toronto, Grey and Bruce Railway.

GENTLEMEN,—The statements submitted, show the results of operation for the year ending 30th June, 1873.

During the first three months there were only 49 miles in full operation, since that time 87.

The cost of working was much increased by the exceptionally severe winter, and the general advance in wages and material.

I am happy to state that not a single passenger has been injured on the Toronto, Grey and Bruce Railway, during the year.

The opening of the line to Owen Sound in September and to Harriston in November, will give us 165 miles of Railway, and must add largely to the profits of the Company, if sufficient equipment is provided. The harvest prospects are unusually good, and I have every assurance that there will be a large accession of good paying traffic when these sections are in full operation.

With proper facilities and steamboat connections at Owen Sound, there is no doubt we shall secure a fair share of the passenger and freight traffic of the north-west via that port.

I have the honor to be, gentlemen,

Your obedient servant,

N. WEATHERSTON,
General Seperintendent.

CHIEF ENGINEER'S REPORT.

To the President and Directors of the Toronto, Grey and Bruce Railway.

GENTLEMEN,—I have the honor to report that, during the past year, the progress of the works on the Grey Extension has been satisfactory, and I anticipate that, with the exception of the Terminal works at Owen Sound, (the requirements of which place have only been temporarily provided for) the completion of the main

line in its entirety will be accomplished before the winter, and will be in such a forward state by the end of the present month that an increased service of trains may be then placed upon the road.

The Bruce Extension works have been progressing, although not at a rate to ensure any portion of that branch being opened this season beyond the point of intersection with the Wellington, Grey and Bruce Railway at Harriston, a distance of ten miles from Mount Forest. The remaining distance to Teeswater can be ready in good time next year.

The Stations, Bridges, and Track, between Weston and Mount Forest have all been maintained in a good state of efficiency during the past year, and the whole of that portion of the Railway is now in excellent order.

I have the honor to be, gentlemen,

Your obedient servant,

EDMUND WRAGGE,

Chief Engineer.

AUDITORS' REPORT.

To the President and Directors of the Toronto, Grey and Bruce Railway.

GENTLEMEN,—We beg respectfully to report having completed the audit of the Company's books for the financial year, ending at the 30th June, 1873.

And we have much pleasure in certifying that the Statements herewith submitted, as the result of said audit, contain a correct Abstract of the affairs of the Company at that date, as duly audited by the respective accounts in the several books of the Company.

We remain, gentlemen,

Your obedient servants,

G. A BARBER,
SAM'L SPREULL, } Auditors.

Statement of the Receipts and Expenditure of the Toronto, Grey and Bruce Railway Company, from June, 1869, when work was commenced, to 30th June, 1873.

RECEIPTS.		
Calls on stock		$248,212 09
Bonuses as follows :—		
Received from Government	$189,646 00	
Received from Trustees of Municipal Debentures	827,679 65	
		1,017,325 65
Bonds sold		1,200,533 67
Bills payable		242,108 52
Drawbacks retained from Contractors		18,874 91
		$2,727,054 84

EXPENDITURE.	
Expenditure to 30th June, 1872, per last audited statement	$1,862,338 72
From 30th June, 1872 to 30th June, 1873.	
Interest and discounts	21,074 16
Advertising and printing	2,370 43
Suspense account	300 00
Office expenses, including salaries	3,828 01
Law expenses, including Solicitor's salary and disbursements	3,382 14
Engineering	38,492 74
Office furniture	800 00
Ballasting and track-laying, Weston to Mt. Forest	22,929 94
Right of way, Weston to Mt. Forest	830 91
Stations, Weston to Mt. Forest	1,919 00
Construction, Weston to Mt. Forest	56,937 45
Directors' and Trustees' Fees	4,347 00
Discount on bonds	51,947 26
Interest on bonds	29,796 14
Rolling stock	74,564 59
Cordwood, Grey extension	21,981 75
Grey extension, construction	447,109 03
Bruce extension, construction	75,588 88
Cash in banks, and on hand	6,516 69
	$2,727 054 84

Audited and approved, September 8th, 1873.

G. A. BARBER,
SAM'L SPREULL, } AUDITORS.

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

Audited and approved, September [illegible]

G. A. BARBER,
SAM'L SPREULL, } AUDITORS.

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

	IOUNT. Cr.
	8,395 64
	13 34
	5,624 22
	4,033 20

asurer.

OUNT. Cr.
1,395 64
13 34
1,624 22
4,033 20

surer.

TORONTO, GREY AND BRUCE RAILWAY.

REVENUE ACCOUNT, YEAR ENDING 30th JUNE, 1873.

RECEIPTS.

Half year ending 30th June, 1872.		Half year ending 31st Dec., 1872.	Half year ending 30th June, 1873.	Year ending 30th June, 1873.
$22,668 94	Passengers	$29,722 47	$25,684 04	$55,406 51
4,858 93	Mails and Sundries	4,558 20	4,096 38	8,654 58
36,784 59	Freight and Live Stock	49,298 01	64,790 65	114,088 66
$64,312 46		$83,578 68	$94,571 07	$178,149 75

EXPENDITURE.

Half year ending 30th June, 1872. Amount.	Per Cent.		Half year ending 30th Dec., 1872. Amount.	Per Cent.	Half year ending 30th June, 1873. Amount.	Per Cent.	Year ending 30th June, 1873. Amount.	Per Cent.
$7,201 73	11	Maintaining Roadway, as per Abstract A	$10,335 92	12.5	$13,069 01	13.9	$23,404 93	13.1
205 53	½	" Works and Buildings, Abstract B	1,194 19	1.8	516 23	0.5	1,710 42	1.0
3,512 33	5½	" Machinery & Rolling Stock, Abstract C	7,413 63	8.8	7,615 17	8.0	15,028 80	6.2
9,297 61	14½	Train Service, Abstract D	9,437 79	11.2	13,212 41	13.9	22,650 20	12.7
6,476 13	10	Station " " E	6,611 90	8.0	7,558 37	8.0	14,170 27	8.0
1.554 84	2½	Freight and Wharfage, Toronto, Abstract F	1,571 21	2.0	1,761 27	1.8	3,332 48	1.9
9,614 03	15	General Supplies, Abstract G	10,547 80	12.5	15,884 94	16.8	26,432 74	14.8
3,175 00	5	Running over Grand Trunk, Abstract H	3,047 10	3.5	3,207 69	3.4	6,254 79	3.5
1,958 03	3	General Charges, Abstract I	2,257 66	2.5	2,375 55	2.5	4,633 21	2.5
$42,995 23	67	Total ordinary Working Expenses	$52,417 20	62.8	$65,200 64	68.8	117,617 84	66.0
1,654 10	2½	Miscellaneous Expenses, Abstract K	2,765 84	3.2	3,746 21	3.9	6,512 05	3.6
$44,649 33	69½	Total Revenue Expenditure	$55,183 04	66.0	$68,946 85	72.7	124,129 89	69.6
19,663 13		Balance carried to Net Revenue account	28,395 64		25,624 22		54,019 86	
$64,312 46			$83.578 68		$94,571 07		178,149 75	

Audited and approved.

G. A. BARBER,
SAM'L SPREULL, } AUDITORS.

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

m June,

2,338 72
1,074 16
2,370 43
300 00
3,828 01
3,382 14
8,492 74
800 00
2,929 94
830 91
1,919 00
6,937 45
4,347 00
1,947 26
9,796 14
4,564 59
1,981 75
7,109 03
5,588 88
3,516 69
7 054 84

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TORONTO, GREY AND BRUCE RAILWAY.

Net Revenue Account, Year ending 30th June, 1873.

	AMOUNT. DR.		AMOUNT. CR.
To Twelve Month's interest on $666,600 Bonds, at 8 per cent per annum, that being the amount of the Bonds issued on that portion of the Road between Toronto and Mount Forest, or the section opened for traffic	$53,328 60	By Balance from Revenue Account, 1st half year	$28,395 64
		" Interest on Deposits, 1st " "	13 34
		" Balance from Revenue Account, 2nd " "	25,624 22
To Balance carried to next year	705 20		
	$54,033 20		$54,033 20

Audited and approved.

G. A. BARBER, } AUDITORS.
SAM'L SPREULI, }

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

Maintaining Roadway,—Abstract A.

Half Year Ending 30th June, 1872.		Half Year Ending 30th Dec., 1872.	Half Year Ending 30th June, 1873.	Year Ending 30th June, 1873.
6,983 96	Track Labor	9,910 13	12,671 89	22,582 02
.....	" Iron	.....	5 00	5 00
182 70	" Supplies	365 79	379 77	745 56
.....	Fences, Gates, Crossings, and Cattle Guards	60 00	12 35	72 35
35 07	Ballasting	.....	.....	.....
$7,201 73		$10,335 92	$13,069 01	$23,404 93

Maintaining Works and Buildings.—Abstract B.

Half Year Ending 30th June, 1872.		Half Year Ending 30th Dec., 1872.	Half Year Ending 30th June, 1873.	Year Ending 30th June, 1873.
84 82	Repairs of Bridges and Culverts	422 26	13 12	435 38
.....	" " Buildings	179 62	125 27	304 89
80 48	" " Turntables and Track Scales	20 90	78 86	99 76
40 21	" " Tankhouses, Pipes and appurtenances	571 41	298 98	870 39
$205 53		$1,194 19	$516 23	$1,710 42

Maintaining Machinery and Rolling Stock.—Abstract C.

$205 53		$1,194 19	$516 23	$1,710 42

Maintaining Machinery and Rolling Stock.—Abstract C.

Half Year ending 30th June, 1872.		Half Year ending 30th Dec., 1872.	Half Year ending 30th June, 1873.	Year Ending 30th June, 1873.
1,385 51	Repairs of Locomotives	2,543 37	2,623 92	5,167 29
180 56	" " Tools and Machinery	262 64	435 85	698 49
453 09	" " Passenger and Baggage Cars	464 90	619 90	1,084 80
1,223 17	" " Freight and all other "	3,779 72	3,060 61	6,840 33
270 00	Superintendence, Office Expenses, &c	363 00	498 00	861 00
.....	Fuel for Workshops	.....	376 89	376 89
$3,512 33		$7,413 63	$7,615 17	$15,028 80

Train Service.—Abstract D.

Half Year ending 30th June, 1872.		Half Year ending 30th Dec., 1872.	Half Year ending 30th June, 1873.	Year Ending 30th June, 1873.
5,386 58	Engine Drivers, Firemen, and Cleaners	5,234 91	7,503 94	12,738 85
3,546 38	Conductors, Brakesmen, and Baggagemen	3,739 56	5,251 52	8,991 08
126 27	Train Labor	45 10	170 86	215 96
238 38	" Supplies	418 22	286 09	704 31
$9,297 61		$9,437 79	$13,212 41	$22,650 20

Station Service.—Abstract E.

Half Year ending 30th June, 1872.		Half Year ending 30th Dec., 1872.	Half Year ending 30th June, 1873.	Year Ending 30th June, 1873.
2,561 23	Stationmasters and Clerks	2,756 95	2,911 36	5,668 31
1,107 30	Station Switchmen	916 59	1,195 90	2,112 49
1,328 31	" Pumpers and Woodmen	980 50	1,417 02	2,397 52
789 03	" Telegraph Service	594 30	588 00	1,182 30
289 25	" Supplies and Scrubbing	707 92	848 57	1,556 49
218 75	" Porters	652 64	453 35	1,105 99
182 26	" Freight Labor	3 00	144 17	147 17
$6,476 13		$6,611 90	7,558 37	$14,170 27

Freight and Wharfage, Toronto.—Abstract F.

Half Year ending 30th June, 1872.		Half Year ending 30th Dec., 1872.	Half Year ending 30th June, 1873.	Year Ending 30th June, 1873.
489 54	Agents, Clerks, &c.	564 93	757 25	1,322 18
923 71	Warehousemen, Switchmen, &c.	900 41	812 84	1,713 25
14 13	Office Expenses	9 20	44 88	54 08
127 46	Freight Labor	96 67	146 30	242 97
$1,554 84		$1,571 21	$1,761 27	$3,332 48

General Supplies.—Abstract G.

$1,554 84		96 67	146 30	242 97
		$1,571 21	$1,761 27	$3,332 48

General Supplies.—Abstract G.

Half Year ending 30th June, 1872.		Half Year ending 30th Dec., 1872.	Half Year ending 30th June, 1873.	Year Ending 30th June, 1873.
865 93	Oil and Waste	1,224 55	1,292 09	2,516 64
5,404 06	Fuel Purchase	4,604 50	8,929 21	13,533 71
1,672 51	" Cutting and Piling	1,445 09	2,570 71	4,015 80
257 61	" Extra Labor	976 86	956 34	1,933 20
542 65	" Train Service	1,273 64	1,042 52	2,316 16
403 60	Stationery, Printing, Advertising	340 66	374 17	714 83
93 17	Supplies, Head Office	231 52	133 50	365 02
374 50	Storekeeper's Department	450 98	586 40	1,037 38
$9,614 03		$10,547 80	$15,884 94	$26,432 74

Running over Grand Trunk.—Abstract H.

Half Year ending 30th June, 1872.		Half Year ending 30th Dec., 1872.	Half Year ending 30th June, 1873.	Year Ending 30th June, 1873.
675 00	Share of Maintenance of Way	675 00	675 00	1,350 00
892 86	Passenger Toll	1,251 75	1,063 14	2,314 89
1,607 14	Freight Car Toll	1,120 35	1,469 55	2,589 90
$3,175 00		$3,047 10	$3,207 69	$6,254 79

General Charges.—Abstract I.

Half Year ending 30th June, 1872.		Half Year ending 30th Dec., 1872.	Half Year ending 30th June, 1873.	Year Ending 30th June, 1873.
1,775 64	Salaries of General Officers	2,054 66	2,136 00	4,190 66
182 39	Travelling Expenses	203 00	239 55	442 55
$1,958 03		$2,257 66	$2,375 55	$4,633 21

Miscellaneous Expenses.—Abstract K.

Half Year ending 30th June, 1872.		Half Year ending 30th Dec., 1872.	Half Year ending 30th June, 1873.	Year Ending 30th June, 1873.
139 44	Taxes	986 96	159 70	1,146 66
240 10	Damages on Traffic Account	208 83	83 99 } 151 57	360 40
46 75	" " Accidents and Casualities	496 59	67 58 } 220 63 } 546 02	1,042 61
386 50	Insurance Buildings and Freight	327 10	325 39 } 1,759 34	2,086 44
4 02	Postages and Telegraphs	10 00	5 00	15 00
148 50	Contingencies	21 90	218 49	240 39
562 10	Rents	714 46	906 09	1,620 55
126 69	Legal Expenses			
$1,654 10		$2,765 84	$3,746 21	$6,512 05

$1,654 10	$2,765 84	$3,746 21	$6,512 05

TORONTO, GREY & BRUCE RAILWAY.

TRAFFIC STATEMENT, Year ending June 30, 1873.

STATIONS.	No Passengers.			Passenger Receipts.			Freight Forwarded.			Freight Received.		
	1st Half.	2nd Half.	Total.	1st Half.	2nd Half.	Total.	1st Half.	2nd Half.	Total.	1st Half.	2nd Half.	Total.
				$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Toronto	9342	8897	18239	9761 86	9179 52	18941 38	14941 92	9932 77	24874 69	29193 53	49327 29	78520 82
Weston Junc.	1538	915	2453	752 26	420 95	1173 21	687 68	263 98	951 66	2605 66	2796 82	5402 48
Woodbridge	3644	2505	6149	1724 81	1192 27	2917 08	3633 19	3539 32	7172 51	1976 98	1854 32	3831 30
Kleinburg	2615	1356	3971	1117 68	770 64	1888 32	1657 12	2694 01	4351 13	460 41	497 19	957 60
Bolton	2991	2297	5288	1825 59	1453 21	3278 80	1803 91	2576 92	4380 83	872 81	958 95	1831 76
Mono Road	2410	1566	3976	1454 16	1104 10	2558 26	1161 92	1380 94	2542 86	542 81	537 76	1080 57
Charleston	1701	1224	2925	908 89	684 01	1592 90	2676 95	1617 46	4294 41	469 62	410 80	880 42
Alton	1692	1211	2903	691 90	546 61	1238 51	893 96	2301 49	3195 45	476 85	356 64	833 49
Orangeville	7019	5129	12148	6114 85	4733 09	10847 94	7214 00	14591 50	21805 50	8947 52	4123 34	13070 86
Waldemar	240	425	665	140 75	288 65	429 40	3385 41	2481 91	5867 32	79 05	192 27	271 32
Arthur	1277	1359	2636	1055 82	1404 53	2460 35	3426 17	6419 55	9845 72	529 75	592 24	1121 99
Kenilworth	286	243	529	273 27	221 24	494 51	2244 15	1429 49	3673 64	49 81	30 32	80 13
Mount Forest	3371	2724	6095	3900 63	3685 22	7585 85	5571 63	15561 31	21132 94	3093 21	3112 71	6205 92
	38126	29851	67977	29722 47	25684 04	55406 51	49298 01	64790 65	114088 66	49298 01	64790 65	114088 66

DESCRIPTION OF FREIGHT FORWARDED.

STATIONS.	Grain Bushels.	Lumber, Cars.	Square Timber Cubic Feet.	Cordwood, Cords.	Flour, Barrels.	Pork, Beef, Salt, Coal Oil, Barrels.	Dressed Hogs, lbs.	Coal, Tons.	General Merchandise, Tons.	Total Forwarded, Tons.	Head of Live Stock.			
											Horses.	Cattle.	Sheep.	Pigs.
Toronto	6,529	16	.....	.....	.....	2,550	.....	562	7,974	8,952	7	6	10	.....
Weston Junction	.....	32	.....	.....	650	1,400	.....	.....	310	780	1	.....	.....	.....
Woodbridge	.....	489	8,802	372	19,901	.....	.....	.....	577	7,787	8	1	71	.....
Kleinburg	.....	33	.....	1,191	22,170	.....	.....	.....	269	4,640	.....	.....	.....	.....
Bolton	25,336	.....	8,377	1,228	13,537	.....	23,969	.....	167	4,422	1	9	.....	.....
Mono Road	10,850	1	.....	1,202	720	.....	7,278	.....	299	2,636	1	106	1,059	29
Charleston	4,659	15	.....	3,108	.....	3	3,716	.....	88	5,097	..	36	391	26
Alton	.....	17	6,566	993	5,085	1	.....	.....	313	2,688	1	.....	.....	.....
Orangeville	139,000	47	71,874	4,799	50	.....	133,060	.....	1,696	14,943	12	797	2,166	235
Waldemar	2,250	75	.....	2,870	.....	.....	.....	.....	294	5,298	...	96	70	.....
Arthur	14,865	116	88,292	1,602	195	.....	22,650	.....	406	6,379	4	74	2	4
Kenilworth	.....	1	.....	1,532	.....	.....	.....	.....	21	2,552	..	.....	.....	.....
Mount Forest	86,798	34	143,800	1,277	1,360	.....	360,000	.....	499	9,271	15	2,250	543	119
	290,287	876	327,711	20,174	63,668	3,954	550,673	562	12,313	75,445	50	3,375	4,312	413

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

Mileage Return for Year ending June 30th 1873.

MONTH.		Engine Mileage.	Cost of Running per Engine Mile.							Cost of Repairs per Engine Mile.				Total cost of Train Service per Engine Mile.	Car Mileage.		Cost of Repairs to Cars per Car Mile.	
			Wood.		Oil and Waste.	Enginemen, Firemen, &c.	Conductors, Brakesmen, &c	Other Expenses.	Total.	Engines.	Cars.	Fuel.	Total.		Passenger.	Freight.	Passenger.	Freight.
			Cubic Feet.	Cents.														
July	.....	12,696	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34,042	29,505	.....	.....
August	.....	13,889	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,377	50,069	.....	.....
September.	.....	14,361	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34,930	49,389	.....	.....
October	.....	20,067	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35,715	91,398	.....	.....
November.	.....	19,168	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32,599	94,397	.....	.....
December.	.....	18,630	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32,115	84,406	.....	.....
January.	.....	20,636	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32,662	90,557	.....	.....
February	.....	20,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,159	102,163	.....	.....
March.	.....	17,694	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,550	69,362	.....	.....
April	.....	20,341	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,198	97,890	.....	.....
May	.....	21,681	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22,323	142,437	.....	.....
June	.....	19,931	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21,328	115,706	.....	.....
Total	.....	219,271													345,998	1,017,279		
			c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.			c.	c.
Average per Month	.....	18,273	2.64	7.44	0.71	5.81	4.20	1.68	19.84	2.35	3.61	1.74	7.70	27.54	28,833	84,773	.31	.67

TORONTO, GREY AND BRUCE RAILWAY.

Return of Engines, June 30th, 1873.

No.	NAME.	REMARKS.
1	Gordon	In good condition, has had a thorough Repair.
2	McMaster	Requires repair.
3	Kincardine	Has had a partial repair.
4	R. Walker & Son	Requires repair.
5	Albion	" "
6	Rice Lewis & Son	" "
7	Caledon	" extensive repairs to Fire Box, &c., &c.
8	Mono	" " " Flues, &c.
9	Toronto	In fair condition.
10	Amaranth	" "
11		New, in good condition.
12		" " "
13		" " "
14	Owen Sound	" " "

W. BOWSTEAD,
Master Mechanic.

TORONTO, GREY AND BRUCE RAILWAY.

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Return of Cars in Traffic and Construction.

Number of Cars.	DESCRIPTION.	REMARKS.
8	Passenger Coaches	Require painting and Repairs.
2	Post Office and Baggage Cars	In good condition.
2	New Conductors' Vans, (on Trucks)	" "
7	Old " " (4 Wheels)	In fair "
44	Long Truck Flats	Require repairs.
5	Long Cattle Cars, (on Trucks)	In fair condition.
10	Short " " (on 4 Wheels)	" " (24 inch Wheels).
38	" Flat " " "	" " (30 " ").
33	" " " " "	" " (24 " ").
47	Old Box " " "	" " (24 " ").
50	New " " " "	" " (30 " ").
2	Robertson's Lime " " "	" "
25	T. R. S. & F. Company's Long Flats	In good condition.
39	Old Six Wheel Cars, (24 Wheels)	Require Trucks.
6	" " " " (with new Trucks)	In fair condition.

W. BOWSTEAD,
Master Mechanic.