

Toronto, Grey and Bruce Railway.

REPORT

FOR THE

YEAR ENDING 30TH JUNE, 1880,

SUBMITTED BY THE DIRECTORS

OF THE

TORONTO, GREY AND BRUCE RAILWAY COMPY

AT THE

ANNUAL MEETING OF THE SHAREHOLDERS,

HELD AT THE

COMPANY'S OFFICES, TORONTO,

ON

WEDNESDAY, 8TH SEPTEMBER, 1880,

Representative in London, England :

GEORGE THOMAS, Esq., 16 THROGMORTON STREET.

Toronto :

GLOBE PRINTING COMPANY, 26 & 28 KING STREET EAST,

1880

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DIRECTORS.

1880-81.

JOHN GORDON, Esq., of Messrs. Gordon, Mackay & Co., PRESIDENT.
WM. RAMSAY, Esq., of Messrs. W. Ramsay & Co., VICE-PRESIDENT.
JAMES G. WORTS, Esq.
DONALD. MACKAY, Esq.
WILLIAM HENDRIE, Esq.
GEORGE GOODERHAM, Esq.
ARTHUR B. LEE, Esq.
JOHN LEYS, Esq.
THOMAS GIBSON, Esq., M.P.P.
ALD. JAMES CROCKER, *Ex-officio*, for Corporation of Toronto.
J. J. MIDDLETON, Esq., *Ex-officio*, for Corporation of County of Grey.

OFFICERS.

JOHN GORDON, PRESIDENT.
WM. RAMSAY, VICE-PRESIDENT.
W. SUTHERLAND TAYLOR, SECRETARY AND TREASURER.
EDMUND WRAGGE, GENERAL MANAGER AND CHIEF ENGINEER.

General information connected with the Company can be obtained in England by addressing GEORGE THOMAS, Esq., 16 Throgmorton Street, London.

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Toronto, Grey and Bruce Railway.

ANNUAL GENERAL MEETING OF SHAREHOLDERS.

TORONTO, Sept. 8th, 1880.

The Annual General Meeting of the Shareholders of the Toronto, Grey and Bruce Railway Company, duly called by advertisement, was held this day at the offices of the Company, in the City of Toronto.

The following Shareholders, among others, were present :—
Messrs. Wm. Hendrie, Wm. Ramsay, Donald Mackay, John Leys, George W. Lewis, J. J. Vickers, J. G. Worts, A. B. Lee, E. Wragge, W. H. Beatty, James Good, George Gooderham, and E. S. Cox.

Mr. W. Ramsay, Vice-President of the Company, on motion, was appointed Chairman of the meeting.

The Secretary then read the following advertisement, convening the meeting :—

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

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 at the offices of the Company, corner of Bay and Front Streets, in the City of Toronto, on Wednesday, the eighth day of September, 1880, at the hour of twelve o'clock noon. By order.

W. SUTHERLAND TAYLOR,
Secretary.

The Chairman then briefly addressed the meeting, and called upon the Secretary to read the Annual Report, which he accordingly did as follows :

REPORT

OF THE

BOARD OF DIRECTORS

OF THE
Toronto, Grey and Bruce Railway Company,

FOR THE YEAR ENDING AT 30TH JUNE, 1880.

In presenting the various financial statements of the Company to the Shareholders which are herewith appended, and in recording the history of the Company during the past year, the Directors would draw attention to the fact that, as described more fully in another portion of this Report, the Board, as at present constituted, only came into office on 18th of June, 1880; or twelve days prior to the end of the Company's financial year. Excepting, therefore, in regard to the period from 18th June to the date of the Annual Meeting, this Report is presented by the present Board of Directors on behalf of their predecessors in office.

The Capital and Revenue Accounts of the Company for the year ending at 30th June, 1880, duly audited, are herewith submitted. The Directors have pleasure in recording that the traffic carried has increased slightly during the past year, both in the passenger and freight departments; the total increase, as compared with the previous year, being \$34,767.09. The following are the earnings under the various heads for the past year compared with the year ending at 30th June, 1879 :

	1879.	1880.	INCREASE.	DECREASE.
Passengers.....	\$101,188.47	\$104,477.52	\$3,289.05	\$.....
Mails and Sundries...	19,101.18	18,681.22	.....	419.96
Freight & Live Stock.	164,657.49	196,555.49	31,898.00	.....
	\$284,947.14	\$319,714.23	\$35,187.05	\$419.96

The increase during the past year is mainly caused by an additional grain traffic, the result of the good crop in 1879, and the

carriage of square timber, of which this year the Company carried 452,454 cubic feet as against 119,297 cubic feet in 1879.

The surplus earnings for the past year have been applied towards the purchase of material and the construction of works, in anticipation of the contemplated change of gauge, also in repayment of money which had been advanced for wages, and for the payment of interest on bonds in former years.

The average receipt per passenger was 85 cents, and the quantity of freight moved was 115,257 tons against 92,855 tons last year, giving an average rate per ton of \$1.70 as compared with \$1.77 last year.

During the past year no efforts have been spared to secure the carrying out of the improvements to the line and the change of gauge which were referred to in the last Annual Report. As soon as practicable an appeal was made by the Directors, both to the Government of Ontario, and to the municipalities, for financial assistance. No success has, however, so far resulted from the application for aid made to the Government; a small sum towards the desired object has been voted by some of the towns and villages along the line, but the Directors regret to have to report that in the townships—from which the bulk of the money required was looked for—the efforts of the Directors have not, so far, been successful. In one township which was largely interested in the proposed improvements to the railway a by-law for a bonus of \$20,000 to aid the Company, which had been submitted to the vote of the people, was defeated by a large majority. The want of success in that township was accepted by the Directors as proof that the scheme, as then submitted, was not acceptable generally to the people of the townships. Other evidence was also forthcoming to show that the aid required would not be obtained from the municipalities on the terms proposed. The Directors, therefore, were finally reluctantly compelled to abandon altogether the scheme as then constituted, which they accordingly did. In the meantime, as the result of the defeat of the By-law referred to, a meeting of Bondholders resident in Canada was convened, to take into consideration the position of the Company's affairs. The Directors, at a Board Meeting held on the 15th June, submitted to the Bondholders the following resolution:

DECREASE.
\$.....
419.96
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\$419.96

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Resolved—"That the Board having heard the report of the Solicitor of the Company, and of the deputation sent to the municipalities in reference to the scheme for procuring bonuses for the changing of the gauge, and being satisfied from the result of the vote in the Township of Artemesia that it is at present hopeless to expect such aid as will enable the Board to complete the scheme as at present submitted, do report to the meeting of Bondholders to be held to-morrow, that the scheme cannot in their opinion be prosecuted with success under existing circumstances, and that the Secretary be instructed to communicate this resolution to the meeting of Bondholders." Carried.

In reply to the foregoing resolution, the Bondholders present at the meeting in question, which was held on the 16th June, 1880, adopted the following resolution, a copy of which was forwarded to the Board of Directors :

Resolved—"That the Directors of the Toronto, Grey and Bruce Railway Company be requested at once to hand over the control of the Railway and its affairs to the Bondholders, in accordance with the understanding which was arrived at some time ago, that in the event of the failure of the Company to carry out the general scheme for reorganizing the road and widening the gauge, the Bondholders would be at once placed in possession of the line." Carried.

The above resolution having been communicated to the Board, it was arranged that seven of the Directors, representing the Stockholders, would retire forthwith from the Direction, in order that their places might be filled by Shareholders who were also large Bondholders, which was accordingly done.

The Board, as newly constituted, without delay proceeded to negotiate anew with the municipalities, placing before them an amended scheme, and suggesting that an arrangement might possibly be made by which the Grand Trunk Railway Company would operate the line, if it were thought desirable to do so, in the interests of all parties. The Directors stated that they were led to believe that this could be accomplished, from interviews which had taken place with the General Manager of the Grand Trunk Company. As a means of obtaining the views of the municipal representatives on the subject, a Convention was called of the Mayors, Reeves, Deputy-Reeves, and Councillors of the various municipalities interested. The following resolution was finally adopted by those present at the Convention, and communicated to the Board :—

Resolved—"That having heard the explanation given by the Directors, this meeting is of opinion that in the interests of the district of country served by the road, the gauge of the line should be changed to the standard

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gauge of 4 feet 8½ inches, and that arrangements should be made to work the line after the change by the Grand Trunk Railway Company, and therefore that the Directors; in conjunction with the municipalities, should make every effort to carry out the change of gauge, and make the required arrangement with the Grand Trunk Railway Company." Carried.

Having obtained the views of the municipal representatives, as set forth in the above resolution, formal negotiations were then entered into with the General Manager of the Grand Trunk Company, for the purpose of making an arrangement with that Company to work the line. An agreement is now being prepared, and will be sent by the General Manager of the Grand Trunk Railway to London, to be submitted to the Directors of his Company there. When approved of by the Board of the Grand Trunk, the agreement will be then laid before you, for the purpose of obtaining your consent thereto. This agreement is based upon this Company receiving liberal support from the municipalities, and contributing as well a large sum of money, raised by means of an issue of Preference Debenture Stock, the total sum required amounting to \$1,000,000. The Board recommend their successors to endeavor to obtain the municipal assistance necessary, and to raise the remainder of the money through the Bondholders.

The Directors regret that during the past year, owing to continued ill-health and absence from Toronto, they have been deprived of the valuable counsels and assistance of the President of the Company, John Gordon, Esq.

All of which is respectfully submitted.

WM. RAMSAY,

Vice-President.

The Chairman moved and Mr. Worts seconded the adoption of the Report, which was carried unanimously.

It was then moved by Mr. J. J. Vickers, seconded by Mr. George W. Lewis :

"That the thanks of the Shareholders be given to the President, Vice-President and officers of the Company, for their services during the past year, and that each Director be paid \$5 for every Board Meeting attended by him during the past year." Carried.

It was then moved by Mr. A. B. Lee, seconded by Mr. Donald Mackay :

"That Mr. James Graham and Mr. J. Sydney Crocker be appointed Auditors of the accounts of the Company for the current year ; and that in

the event of the resignation during the year of one or both of them, the Board be empowered to appoint their successors." Carried.

It was then moved by Mr. W. H. Beatty, seconded by Mr. James Good :

"That Messrs. J. J. Vickers and E. S. Cox 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 after it has been opened for five minutes without a vote being tendered or received, and that the Scrutineers be paid \$5 each for their services." Carried.

The Scrutineers then proceeded to take the votes of the Shareholders for the election of Directors by ballot, and having done so, reported the following gentlemen duly elected :—John Gordon, William Ramsay, James G. Worts, Donald Mackay, William Hendrie, George Gooderham, Arthur B. Lee, John Leys and Thomas Gibson.

W. SUTHERLAND TAYLOR,
Sec.-Treasurer.

WM. RAMSAY,
Vice-President.

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CHIEF ENGINEER'S REPORT.

CHIEF ENGINEER'S OFFICE,

TORONTO, 7th September, 1880.

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

GENTLEMEN,—I beg to report that during the past year, owing to the proposed change of gauge of the Railway, the work which has been done upon the line has been carried out in such a manner as to render it available as far as possible for such change. With that view all the ties which have been renewed have been replaced by ties 8 ft. in length instead of 7 ft. 6 ins. as formerly. Of these a total number of 115,917 have been purchased, nearly the whole of which have been distributed, and the bulk of them laid in the track. They will all be laid in during this season.

A small quantity of steel rails, 205 tons in all, weighing 56 lbs. per lineal yard, have been laid, and it is absolutely necessary that a further quantity of at least 500 tons should be at once procured to enable the road to be kept open during the winter.

Snow-fencing ten feet high has been put up for a length of 1,445 rods or 7,947 lineal yards.

The Freight House at Orangeville was destroyed by fire on the night of the 14th August last, together with five large and two small box-cars. The new freight house is in course of erection, and will be completed by the end of the present month.

No more repairs have been done to Rolling Stock during the past year than were absolutely necessary, and the question of adaptation for the altered gauge has been kept in view with all work done.

I have the honor to be, Gentlemen,
Your obedient Servant,

EDMUND WRAGGE,
Chief Engineer and General Manager.

AUDITORS' REPORT.

TORONTO, 21st August, 1880.

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

GENTLEMEN,—We have carefully examined the Accounts of the Toronto, Grey and Bruce Railway Company for the year ending at 30th June, 1880, and we find them to be correct, agreeing with the several Vouchers and Bank Balances.

The following statements submitted herewith, viz.: The Ledger Balances, Liabilities and Assets, Capital, and Revenue Accounts to the 30th June, 1880, have been carefully compared with the Ledger Balances, and are certified to be correct.

We are, Gentlemen,

Yours faithfully,

JAMES GRAHAM,
JAS. SYDNEY CROCKER, } *Auditors.*

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Auditors.

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

Capital Account at 30th June, 1880.

EXPENDITURE.		RECEIPTS.		
		Amount received at 30th June, 1879.	Amount received during year ending 30th June, 1880.	Total received.
To Expenditure at 30th June, 1879, per last audited statement		\$ 783,234 50	\$ 1,800 00	\$ 785,034 50
<i>During Current Year.</i>		1,783,646 40	.....	1,783,646 40
To Interest on floating debt.....	\$4,274,888 29	1,347,499 44	.....	1,347,499 44
To Right of way, Orangeville Station Buildings and land purchase and expenses widening gauge...	\$14,245 22	Revenue applied to Capital.....	107,307 41	235,385 62
	14,319 53	\$4,042,458 55	\$109,107 41	151,887 08
		By Balance—Floating Debt : Towards Reduction of which, Company has Bonds unsold, but hypothecated. Shares or Stock not issued, but which Company has power to issue, and unpaid calls on subscribed stock.....	.....	.....
			\$216,080 72	
			214,965 50	
			\$431,046 22	
				\$4,303,453 04

TORONTO, 21st August.
Audited and approved.

JAMES GRAHAM,
JAS. SYDNEY CROCKER, } Auditors.

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

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Net Revenue Account at 30th June, 1880.

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<p>To Balance from last Audited Statement.....</p> <p>“ Interest on Bonds issued, for year ending 30th June, 1880, now unpaid.....</p> <p>• “ Transfer of Revenue to Capital Account, applied in reduction of Floating Debt.....</p>	<p>\$160,527 00</p> <p>107,018 00</p> <p>107,307 41</p> <hr/> <p>\$374,852 41</p>	<p>By Revenue, year ending 30th June, 1880....</p> <p>“ Balance carried forward.....</p>	<p>\$107,307 41</p> <p>267,545 00</p> <hr/> <p>\$374,852 41</p>
<p>To Balance brought down :—</p> <p>Unpaid Coupons, July, 1878.</p> <p style="padding-left: 20px;">Jan'y, 1879.</p> <p style="padding-left: 20px;">July, 1879.</p> <p style="padding-left: 20px;">Jan'y, 1880.</p> <p style="padding-left: 20px;">July, 1880.</p>	<p>\$267,545 00</p>		

Audited and approved.

JAMES GRAHAM,
JAS. SYDNEY CROCKER,

} *Auditors.*

Toronto, 21st August, 1880.

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

Balance Sheet at 30th June, 1880.

LIABILITIES.		ASSETS.	
Sundry Accounts due by the Company		Cost of Road and Equipment	\$4,303,453 04
Wages due	\$ 68,906 54	Freight in course of collection	2,620 06
Unclaimed Interest Coupons	9,906 26	Accounts due to the Company	5,880 83
Due on Rolling Stock	333 90	Wood and Stores on hand	6,527 01
Bills Payable	10,131 59	Balance of Net Revenue Account	267,545 00
Outstanding Interest on Bonds	101,412 15	Cash in Bank and on hand	845 71
Stock	267,778 60	Rails, Ties, etc., held on account of re- construction of road	23,163 35
Bonds	\$ 785,034 50		
Bonuses	1,783,646 40		
Revenue	1,347,499 44		
	235,385 62		
	4,151,565 96		
	\$4,610,035 00		\$4,610,035 00

Toronto, 21st. August, 1880.

Audited and approved.

JAS. GRAHAM,

JAS. SYDNEY CROCKER, } AUDITORS.

W. SUTHERLAND TAYLOR,

Secretary-Treasurer.

Dr. 1880.

Year 30th Jun	Amount.	
\$40,735		Passengers.....
7,922		
22,351		Mails and Sundries....
46,072		
12,548		Freight and Live Stock
34,931		
17,556		
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\$182,119		
22,314		
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\$204,433		
80,513		
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\$284,947		

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TORONTO, GREY AND BRUCE RAILWAY.
REVENUE ACCOUNT FOR YEAR ENDING 30th JUNE, 1880.

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EXPENDITURE.					RECEIPTS.						
Year ending 30th June, 1879.			Half year ending Dec. 31st, 1879.	Half year ending June 30th, 1880.	Year ending June 30th, 1880	Per Cent.	Year ending June 30th, 1879.		Half year ending Dec. 31st, 1879.	Half year ending June 30th, 1880.	Year ending June 30th, 1880.
Amount.	Per Cent.		Amount.	Amount.	Amount.		Amount.		Amount.	Amount.	Amount.
\$40,735 05	14.3	Maintaining Roadway, as per Abstract A	\$23,767 91	\$18,811 29	\$42,579 20	13.3	\$101,188 47	Passengers.....	\$57,360 21	\$47,117 31	\$104,477 52
7,922 63	2.8	“ Works and Buildings, Abstract B ...	3,659 87	674 71	4,334 58	1.4	19,101 18	Mails and Sundries.....	9,430 66	9,250 56	18,681 22
22,351 78	7.8	“ Machinery & Rolling Stock, Abstract C	12,979 79	14,237 59	27,217 38	8.5	164,657 49	Freight and Live Stock...	97,340 65	99,214 84	196,555 49
46,072 97	16.2	Train Service, Mechanical, Abstract D.....	24,082 39	27,601 56	51,633 95	16.2					
12,548 24	4.4	Train “ Traffic, Abstract E	6,018 55	7,164 11	13,182 66	4.1					
34,931 84	12.2	Station “ Abstract F.....	15,741 33	17,659 81	33,401 14	10.4					
17,556 86	6.2	General Charges, Abstract G.....	6,724 55	6,690 11	13,414 66	4.2					
\$182,119 37	63.9	Total ordinary Working Expenses.....	\$92,924 39	\$92,839 18	\$185,763 57	58.1					
22,314 50	7.8	Miscellaneous Expenses, Abstract H..	14,359 26	12,283 99	26,643 25	8.3					
\$204,433 87	71.7	Total Revenue Expenditure.....	\$107,283 65	\$105,123 17	\$212,406 82	66.4					
80,513 27		Balance carried to net Revenue Account.....	56,847 87	50,459 54	107,307 41						
\$284,947 14	71.7		\$164,131 52	\$155,582 71	\$319,714 23	66.4	\$284,947 14		\$164,131 52	\$155,582 71	\$319,714 23

Toronto, 21st August, 1880. Audited and approved.

JAMES GRAHAM,
JAS. SYDNEY CROCKER, } *Auditors.*

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

Abstract A.—Maintaining Roadway.

Year ending
30th June, 1879.

Half Year
ending

Half Year
ending

Year ending

Abstract A.—Maintaining Roadway.

Year ending 30th June, 1879.	Half Year ending 31st Dec., 1879.	Half Year ending 30th June, 1880.	Year ending 30th June, 1880.
\$34,886 70	\$15,976 27	\$17,070 84	\$33,047 11
567 56	2 40	.....	2 40
1,672 37	245 47	650 00	895 47
2,431 28	4,470 48	.....	4,470 48
938 68	2,952 31	1,004 50	3,956 81
238 43	120 98	85 95	206 93
\$40,735 02	\$23,767 91	\$18,811 29	\$42,579 20

Abstract B.—Maintaining Works and Buildings.

Year ending 30th June, 1879.	Half Year ending 31st Dec., 1879.	Half Year ending 30th June, 1880.	Year ending 30th June, 1880.
\$6,978 87	\$3,166 40	\$460 75	\$3,627 15
523 09	346 38	68 94	415 32
17 25	138 16	86 39	224 55
238 68	8 93	37 00	45 93
164 74	.....	21 63	21 63
\$7,922 63	\$3,659 87	\$674 71	\$4,334 58

Abstract C.—Maintaining Machinery and Rolling Stock.

Year ending 30th June, 1879.	Half Year ending 31st Dec., 1879.	Half Year ending 30th June, 1880.	Year ending 30th June, 1880.
\$8,117 01	\$5,599 94	\$4,988 46	\$10,588 40
197 45	71 26	172 67	243 93
496 29	492 11	406 66	898 77
3,538 79	1,648 24	2,027 43	3,675 67
5,852 15	3,434 14	4,026 17	7,460 31
1,930 88	624 17	1,382 81	2,006 98
2,219 21	1,109 93	1,233 39	2,343 32
\$22,351 78	\$12,979 79	\$14,237 59	\$27,217 38
Repairs of Locomotive Engines and Tenders.....			
“ Stationary Engines.....			
“ Tools, Pumps, Fixed and Shop Machinery.....			
“ Passenger and Baggage Cars.....			
“ Freight and all other Cars.....			
Fuel for Workshops.....			
Mechanical Superintendence, Office Expenses, &c.....			

Abstract D.—Train Service.

Year ending 30th June, 1879.	Half Year ending 31st Dec., 1879.	Half Year ending 30th June, 1880.	Year ending 30th June, 1880.
\$16,742 42	\$ 8,064 01	\$ 9,721 65	\$17,785 66
26,175 25	14,461 17	16,026 66	30,487 83
2,181 03	1,010 34	1,316 02	2,326 36
974 27	496 87	537 23	1,034 10
\$46,072 97	\$24,032 39	\$27,601 56	\$51,633 95
Locomotive Foremen, Drivers, Firemen, Cleaners, &c.....			
Fuel for Locomotives.....			
Oil and Waste.....			
Small Stores and Car Cleaning.....			

Abstract E.—Traffic Train Service.

Year ending 30th June, 1879.	Half Year ending	Half Year	Year ending

\$16,742 42	\$ 8,964 01	\$ 9,721 63	\$17,769 00
26,175 25	14,461 17	16,026 66	30,487 83
2,181 03	1,010 34	1,316 02	2,326 36
974 27	496 87	537 23	1,034 10
\$46,072 97	\$24,032 39	\$27,601 56	\$51,633 95

Abstract E.—Traffic Train Service.

Year ending 30th June, 1879.	Half Year ending 31st Dec., 1879.	Half Year ending 30th June, 1880.	Year ending 30th June, 1880.
\$12,222 70	\$5,847 11	\$6,990 69	\$12,837 80
325 54	171 44	173 42	344 86
\$12,548 24	\$6,018 55	\$7,164 11	\$13,182 66
Locomotive Foremen, Drivers, Firemen, Cleaners, &c.....			
Fuel for Locomotives.....			
Oil and Waste.....			
Small Stores and Car Cleaning.....			
Conductors, Baggage-men, Brakemen, &c.....			
Train Supplies.....			

Abstract F.—Station Service.

Year ending 30th June, 1879.	Half Year ending 31st Dec., 1879.	Half Year ending 30th June, 1880.	Year ending 30th June, 1880.
\$13,869 77	\$6,806 82	\$7,367 83	\$14,174 65
6,858 76	3,434 42	3,328 61	6,763 03
6,070 40	1,785 18	513 50	2,298 68
3,173 34	1,572 63	1,419 49	2,992 12
1,874 77	994 65	1,120 61	2,115 26
2,844 75	1,147 63	1,856 25	3,003 88
240 05		2,053 52	2,053 52
\$34,931 84	\$15,741 33	\$17,659 81	\$33,401 14
Station Masters and Clerks.....			
“ Warehousemen, Switchmen, Porters and Watchmen.....			
“ Pumpers and Woodmen.....			
“ Telegraph Service.....			
“ Supplies and Scrubbing.....			
“ Fuel.....			
Timber Loading.....			

Abstract G.—General Charges.

Year ending 30th June, 1879.	Half Year ending 31st Dec., 1879.	Half Year ending 30th June, 1880.	Year ending 30th June, 1880.
\$5,820 70	\$ 615 00	\$ 100 00	\$ 715 00
7,079 16	3,774 06	3,819 98	7,594 04
401 35	139 65	340 40	480 05
1,815 62	1,039 72	1,291 48	2,331 20
1,974 85	919 63	1,008 16	1,927 79
190 59	110 45	115 49	225 94
274 59	126 04	14 60	140 64
\$17,556 86	\$6,724 55	\$6,690 11	\$13,414 66
Toronto Direction and Auditors.....			
General Officers and Clerks.....			
Travelling Expenses.....			
Supplies for General Offices, Advertising, &c.....			
Storekeeper's Department.....			
Postages, Telegraphs, Bill Stamps, &c.....			
Damages on Traffic Account.....			

Abstract H.—Miscellaneous Expenses.

Year ending 30th June, 1879.	Half Year ending 31st Dec., 1879.	Half Year ending 30th June, 1880.	Year ending 30th June, 1880.
\$3,469 72	\$2,891 47	\$ 1,832 49	\$4,723 96
2,718 09	1,328 72	1,203 06	2,531 78
266 43	63 00	177 27	240 27
2,521 25	1,115 00	1,265 15	2,380 15
35 00			
5,502 89	2,736 69	2,664 95	5,401 64
7,191 46	5,369 88	4,891 04	10,260 92
607 32	854 50	243 33	1,097 83
2 34		6 70	6 70
\$22,314 50	\$14,359 26	\$12,283 99	\$26,643 25
Taxes.....			
Legal Expenses.....			
Damages on Accidents and Casualties.....			
Insurance on Buildings and Freight.....			
Contingencies.....			
Rents.....			
Grand Trunk Lease and Tolls.....			
Exchange, London Agency and expenses.....			
Inspection of Weights, &c.....			

**TORONTO, GREY AND BRUCE RAILWAY.
GENERAL TRAFFIC STATEMENT, Year ending June 30, 1880.**

STATIONS.	No. Passengers.			Passenger Receipts.	Freight Forwarded.	Freight Received.
	1st	2nd	Total			

**TORONTO, GREY AND BRUCE RAILWAY.
DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED—YEAR ENDING 30th JUNE, 1880.**

STATIONS.	DESCRIPTION OF FREIGHT.											Live Stock, Head.	
	Grain, Bushels.	Lumber, Square Feet.	Square Tim-ber, Cubic Feet.	Cordwood, Cords.	Flour, Barrels.	Salt, Oil, &c., Barrels.	Hay, Tons.	Lime, Tons.	Coal & Stone, Tons.	Ties, Posts, &c., Tons.	Dressed Hogs, Tons.		General Merchandise, Tons.
Toronto.....	2,437	143,500	10,152	.....	.....	2,440	.....	.....	1,950	.....	.....	8,853	263
Weston.....	825	.....	.....	414	15,465	10,302	.....	.....	.....	.....	.....	50	13
Woodbridge.....	1,936	.....	2,077	151	13,060	.....	48	.....	.....	.....	.....	329	177
Kleinburg.....	39,962	.....	.....	36	8,560	.....	.....	.....	.....	.....	.....	129	578
Bolton.....	55,835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,072	983
Mono Road.....	5,885	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46	1,212
Charleston.....	6,700	7,000	.....	356	900	.....	.....	.....	.....	.....	.....	101	887
Alton.....	307,401	15,500	.....	140	9,127	.....	.....	.....	.....	.....	.....	1,030	3,476
Orangeville.....	152,032	235,000	.....	2,717	102	.....	160	.....	.....	.....	.....	315	1,767
Shelburne.....	106,272	140,000	.....	4,475	1,100	.....	.....	.....	.....	.....	.....	226	1,811
Dundalk.....	97,360	272,700	.....	3,140	250	.....	.....	.....	.....	.....	.....	462	3,689
Flesherton.....	85,542	51,375	.....	1,874	233	.....	.....	.....	.....	.....	.....	158	1,863
Markdale.....	38	63,000	.....	1,452	418	.....	44	.....	.....	.....	.....	8	333
Williamsford.....	56,672	67,900	.....	57	.....	.....	.....	.....	.....	.....	.....	139	2,616
Chatsworth.....	110,514	675,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,134	1,684
Owen Sound.....	73,361	47,500	.....	321	200	.....	.....	.....	.....	.....	.....	32	1,144
Waldemar.....	3,186	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	179	420
Arthur.....	161,632	66,000	.....	12	.....	.....	.....	.....	.....	.....	.....	11	3,625
Kenilworth.....	220	42,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	739	158
Mount Forest.....	250	97,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	558	15
Harriston.....	24,664	621,700	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	73
Fordwich.....	18,225	148,000	.....	6	4,005	.....	.....	.....	.....	.....	.....	276	123
Wroxeter.....	.....	.....	.....	.....	1,375	.....	.....	.....	.....	.....	.....	255	.....
Teeswater.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1,310,929	2,694,275	452,454	14,157	60,705	14,309	352	2,535	1,972	6,300	770	15,065	26,810

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TORONTO, GREY AND BRUCE RAILWAY.

Statement of Quantity and Rate per Ton of Freight Traffic for year ending 30th June, 1880.

DESCRIPTION.	QUANTITY.	TONS.	AMOUNT.	RATE PER TON.
Grain	1,310,929 bushels.	32,940	\$ c.	\$ c.
Lumber	2,694,275 ft. B.M.	3,746	58,254 17	1 76
Timber	452,454 cubic feet.	11,864	5,398 54	1 44
Cordwood	14,157 cords.	24,660	13,198 34	1 11
Flour	60,705 barrels.	6,093	20,617 01	0 83
Salt, Oil, &c.....	14,309 barrels.	2,161	9,160 43	1 50
Hay	352 tons.	352	3,666 31	1 69
Lime.....	2,535 tons.	2,535	398 00	1 13
Ties, Posts, &c.....	6,360 tons.	6,360	2,484 20	0 97
Coal and Stone	1,972 tons.	1,972	6,034 98	0 94
Dressed Hogs	770 tons.	770	2,314 94	1 17
General Merchandise	15,665 tons.	15,665	2,661 17	3 45
Live Stock	26,810 head.	6,139	59,615 76	3 80
		115,257	12,751 64	2 07
			196,555 49	1 70

NOTE.—The average rate per ton was \$1.70.
 The rate per ton per mile was 2.42c.
 The average distance that freight was carried was 70.2 miles.

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TORONTO, GREY AND BRUCE RAILWAY.

SUMMARY OF TRAFFIC DURING EIGHT YEARS, FROM 1872 TO 1880.

Year ending 30th June,	Miles open.	No of Passengers carried.	Passenger Receipts.		Mails and Sundries.	Freight Receipts.		Total Receipts.		Receipts per mile.	Revenue. Expenditure.		Percentage of Gross Receipts.	Net Revenue.	DESCRIPTION OF FREIGHT CARRIED															
			%	c.		%	c.	%	c.		%	c.			%	c.	Grain, Bushels.	Lumber, Square feet.	Square Timber, Cu. Feet.	Cordwood, Cords.	Flour, Barrels.	Pork, Beef, Salt, Oil, Barrels.	Hay, Tons.	Lime, Tons.	Coal, Stone and Brick, Tons.	Ties, Posts, Poles, etc. Tons.	Dressed Hogs, Tons.	General Merchandise, Tons.	Live Stock, No. of head.	
1873.....	87	67,977	55,406	51	8,654	58	114,088	66	178,149	75	2,047	69	124,129	89	69.6	54,019	86	290,287	6,132,000	327,711	20,174	63,668	3,954	.....	562	.....	275	12,313	8,150	
1874.....	164	87,996	86,366	05	11,637	10	249,740	95	347,744	10	2,120	39	199,191	20	57.3	148,552	90	689,686	5,782,000	1,349,221	23,853	84,493	8,665	682	2,290	964	1,831	458	16,371	12,905
1875.....	191	103,950	100,440	80	14,195	58	216,902	10	331,538	48	1,735	80	258,104	27	77.8	73,434	21	798,392	5,866,000	271,779	28,058	79,720	9,278	130	2,860	3,747	1,052	428	19,754	16,981
1876.....	191	127,815	119,224	85	17,095	56	236,016	08	372,336	49	1,949	40	233,428	04	62.9	138,908	45	1,296,292	2,670,706	177,800	23,316	97,900	7,529	715	2,845	7,507	2,181	674	17,201	22,038
1877.....	191	131,529	121,511	22	18,805	91	209,098	98	349,416	11	1,882	75	226,544	16	64.8	122,871	95	746,034	3,379,250	567,722	20,013	73,861	9,983	727	2,652	2,555	2,555	798	17,127	22,344
1878.....	191	143,431	124,610	56	20,244	08	178,845	49	323,700	13	1,694	76	207,001	11	63.9	116,699	02	921,824	3,071,846	145,163	17,700	74,485	10,824	50	2,416	1,665	2,215	419	17,482	25,972
1879.....	191	118,652	101,188	47	19,101	18	164,657	49	284,947	14	1,491	87	204,433	87	71.7	80,513	27	727,145	2,194,050	119,297	12,143	89,935	13,688	138	2,494	1,879	3,675	420	15,665	26,735
1880.....	191	121,685	104,477	52	18,681	22	196,555	49	319,714	23	1,673	89	212,406	82	66.4	107,307	41	1,310,929	2,694,275	432,454	14,157	60,705	14,309	352	2,535	1,972	6,360	770	15,665	26,810

TORONTO, GREY AND BRUCE RAILWAY.

Mileage Return for Year ending 30th June, 1880.

COST OF RUNNING PER
ENGINE MILE.

COST OF REPAIRS

TORONTO, GREY AND BRUCE RAILWAY.

Mileage Return for Year ending 30th June, 1880.

MONTH.	Engine Mileage Traffic.	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.		
		FUEL.		Oil and Waste.	Enginemen, Firemen, &c.	Conductors, Brakemen, &c.	Other Expenses.	Total.	Engines.	Cars.	Fuel.	Total.	Passengers.		Freight.	Passengers.	Freight.		
		COAL.	WOOD.															Passengers.	Freight.
		Ibs.	CUBIC FEET.																
July	29,202																		
August	27,004																		
September	30,807																		
October	35,406																		
November	32,579																		
December	33,701																		
January	30,580																		
February	30,940																		
March	32,922																		
April	36,680																		
May	40,241																		
June	36,513																		
Total	396,575																		
Average per Month		24,92	5.29	3.54	8.38	0.59	4.48	3.24	0.35	16.33	2.67	2.81	0.50	5.98	22.31	629,973	1,919,598	0.58	0.39

Average cost of Coal per Ton.....
 " " " Wood per Cord.....
 No. of miles run per Ton of Coal.....
 " " " " " Cord of Wood.....
 Average number of Cars on Passenger Trains.....
 " " " Mixed ".....
 " " " Freight ".....

TORONTO, GREY AND BRUCE RAILWAY.

Statement Showing the Condition and Particulars of the Locomotives at present date.

QUEEN'S WHARF, July 1st, 1880.

Number of Engine.	Name of Engine.	Cylinder.		Wheel.		Weight in tons in Working order.	Capacity of Tender in gallons.	Fuel used.	Mileage during year.	Condition.
		Diameter. Inches.	Stroke. Inches.	Diameter. Inches.	Number Coupled.					
1	Gordon	11 1/4	18	39	6	20	650	Coal.	22,526	In good order.
2	A. R. McMaster..	10	18	39	4	15	500	Wood.	3,927	do.
3	Kincardine.....	10	18	39	4	15	500	do.	.....	Wanting thorough repairs.
4	R. Walker & Sons	11	18	39	4	15	500	do.	22,178	In good order.
5	Albion	11	18	39	4	15	650	do.	19,840	Requiring light repairs.
6	Rice Lewis & Son	11	18	39	4	15	650	do.	24,233	In good order.
7	Caledon.	12 1/2	18	39	12	40	1200	do.	1,972	do.
8	Mono	14	20	39	6	25	1400	do.	27,647	do.
9	Toronto.....	11	18	37	6	17	1000	do.	15,802	do.
10	Amaranth.....	11	18	37	6	17	1000	do.	5,173	do.
11	Holland.....	11	18	39	6	20	700	Coal.	32,697	do.
12	Sydenham	11	18	39	6	20	700	do.	30,426	Requiring repairs.
13	Artemesia.	11	18	39	6	20	700	do.	31,661	In good order.
14	Owen Sound.....	14	20	39	6	25	1400	Wood.	33,472	do.
15	Mount Forest.....	16	20	41	8	32	1500	do.	21,006	Requiring heavy repairs.
16	Orangeville.....	16	20	41	8	32	1500	do.	14,553	do.
17	Sarawak	16	20	41	8	32	1500	do.	17,641	Requiring light repairs.
18	Melancthon.	16	20	41	8	32	1500	do.	32,040	In fair working order.
19	Howick	16	20	41	8	32	1500	do.	24,216	do.
20	Culross.....	16	20	41	8	32	1500	do.	15,565	In good order.

D. PRESTON, Master Mechanic.

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In fair working order.
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In good order.

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D. PRESTON, *Master Mechanic.*

TORONTO, GREY AND BRUCE RAILWAY.

Statement Showing Car Stock at Present Date.

QUEEN'S WHARF, 30th June, 1880.

NUMBER.	DESCRIPTION.	CONDITION.
10	Passenger Cars.	Nos. 3, 7, 9 and 10 require painting and renovating, inside and out.
2	Parlour do:	In good repair.
3	Post Office and Express Cars.	" "
3	Smoking and Baggage do	" "
6	Conductors' Vans, large class.	" "
3	Do. do. small class.	" "
146	Long flat cars with trucks.	Considerable repairs wanted.
55	Short do.	" " "
89	Box Cars, Standard Class.	In good order.
94	Short Box Cars.	In poor condition.
20	Cattle Cars.	In good order.
8	Short Cattle Cars.	In fair order.
2	Lime Cars.	In good order.
3	Auxiliary Cars.	" "
3	Snow Ploughs.	" "
1	" " under construction.	" "

D. PRESTON,
Master Mechanic.