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Toronto, Grey and Bruce Railway.

REPORT

FOR THE

YEAR ENDING 30th JUNE, 1878,

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, 11th SEPTEMBER, 1878.

Representative in London, England:

GEORGE THOMAS, Esq., 16 THROGMORTON STREET.

Toronto:

GLOBE PRINTING COMPANY, 26 & 28 KING STREET EAST.

1878.

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1878.

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WM. M. C
JOHN B.
THOS. H
W. B. HA
N. DICKI
S. J. LAN
ALD. P. C
DR. D. M

JOHN GO
WM. RAM
W. SUTH
EDMUND

*General
England by
London.*

DIRECTORS.

1878-79.

JOHN GORDON, Esq., of Messrs. Gordon, Mackay & Co., PRESIDENT.
WM. RAMSAY, Esq., of Messrs. W. Ramsay & Co., VICE-PRESIDENT.
B. H. DIXON, Esq.
WM. M. CLARK, Esq.
JOHN BAXTER, Esq.
THOS. H. LEE, Esq.
W. B. HAMILTON, Esq.
N. DICKEY, Esq.
S. J. LANE, Esq.
ALD. P. G. CLOSE, *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.
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 & Bruce Railway.

ANNUAL MEETING OF THE SHAREHOLDERS.

TORONTO, 11th September, 1878.

The Annual General Meeting of the Shareholders of the Toronto, Grey & Bruce Railway Company, duly called by advertisement, was held this day at the offices of the Company, corner of Bay and Front Streets, in the city of Toronto.

The following Shareholders, among others, were present:— Messrs. A. B. Lee, J. J. Vickers, E. B. Osler, T. H. Lee, N. Dickey, W. B. Hamilton, John Gordon, William Ramsay, H. L. Hime, John Baxter, W. H. Beatty, Edmund Wragge, W. Mortimer Clark and W. S. Lee.

John Gordon, Esq., President of the Company, on motion, was appointed chairman of the meeting. He 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 at the offices of the Company, corner of Bay and Front Streets, in the City of Toronto, on Wednesday, the Eleventh day of September, 1878, at the hour of Twelve o'clock, noon. By Order,

W. SUTHERLAND TAYLOR,

Secretary.

The chairman then called upon the Secretary to present the various audited statements of account, showing the financial position of the Company, at 30th June last, and the result of the past year's working of the line. These, and the Reports of the Chief Engineer and Auditors having been laid upon the table and taken as read, the Secretary read the following:

REPORT
OF THE
BOARD OF DIRECTORS,
FOR THE YEAR ENDING 30th JUNE, 1878.

The usual yearly statement of the capital and revenue accounts up to the 30th June, 1878, are herewith submitted to the shareholders.

The gross revenue for the year has been as follows:—Passenger traffic, \$124,610.56; mails and sundries, \$20,244.08; freight and live stock, \$178,845.49; total, \$323,700.13, as compared with \$349,416.11 in the previous year, being a decrease of \$25,715.98, or 7.38 per cent.

The expenditure on revenue account has amounted to \$207,001.11, as against \$226,544.16 last year, showing a decrease of \$19,543.05, or \$8.62 per cent. The working expenses of this year show a rate of 63.9 per cent. against 64.8 of last year, being 0.9 per cent. in favour of the year.

The net revenue, therefore, has amounted to \$116,699.02, as compared with \$122,871.95, a decrease of \$6,172.93, or 5.29 per cent.

It will be noticed that there has been an increase of \$3,099.34 from passengers, and \$1,438.17 from mails and sundries, while there has been a decrease of \$30,253.49 from freight and live stock. The tabulated summary of traffic during the six years from 1872 to 1878 shows that the chief falling off from last year has been due to the decreased quantity of timber, lumber and other products of the forest; general merchandise, and live stock, showing an increase in quantity—grain and flour maintaining about similar quantities to last year.

The Directors regret this decrease in traffic, the whole of which occurred in the half year ending June, 1878, thereby rendering it

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out of their power to meet the coupons on the bonds payable on the 1st July last.

The Directors have since last summer had under consideration a proposal brought under their notice by leading men residing along the line of railway, to change the gauge of the road from three feet six inches, to the standard gauge of four feet eight and a half inches, and to otherwise improve the line. It has been urged that the country adjacent to this railway has not been developed as rapidly as it would have been had the gauge been the national one of the country, new comers naturally preferring the superior advantages of the standard gauge. To this principle the Board assents, and active steps are therefore now being taken by the Directors, aided by the municipalities interested, to carry out the improvements proposed. It is intended to give to the municipalities in exchange for the municipal debentures, to be voted by them in aid of the undertaking, second mortgage bonds of the Company to an equal amount, the necessary authority for the issue of the second mortgage bonds having already been obtained from the Legislature. The Board feels that considerable benefit will accrue from the change of gauge by reason of the Company being able to secure traffic which cannot now be successfully handled, such as that to be derived, among others, from the Upper Lakes, and the Great North-west.

Appended hereto are the usual reports.

All of which is respectfully submitted.

JOHN GORDON,

President.

The Chairman, in moving the adoption of the reports and accounts, said: He had but little to add to these. The past year had been a very anxious one for the Directors. Like all other railway companies in Canada, the Toronto, Grey & Bruce line had suffered severely from the long continued depression in business. He had caused the financial statements now submitted to be made as voluminous and complete as possible, in order that all interested in the Company, either as shareholders, bondholders, or municipalities about to vote bonuses in aid of the change of gauge, might have every information in regard to the Company's affairs. From the statement of receipts and expenditure it would be seen that the

Company's condition was not a prosperous one. There was, however, one redeeming feature in the accounts to which he would direct attention, namely, the increase which had taken place in the Passenger Traffic. The revenue from this source, he was glad to say, had increased from \$100,448.80 in 1875, to \$124,610.56 in 1878. It was a matter of congratulation also, that there had been no accidents to passengers during the whole of the past year. The accounts, he regretted to say, show a decrease in revenue from freight. This arose from the fact that less timber and other products of the forest had been shipped. It was his duty to refer to the proposal to change the gauge, as it materially affected the interests of the road. He thought the change would be a desirable one. It had been brought under the notice of the Company by leading men residing along the line. The belief he found had become general among those interested, that the country tributary to the line had not been developing its resources as fast as it would have done had the gauge of the railway been uniform with that of the trunk lines of the country. There is no doubt that ultimately, unless a change of gauge is made, a good deal of the traffic which now is subsidiary to this road will find other outlets. He had no hesitation in saying that the line, as a narrow gauge, had come up to expectations. It had carried all the freight that it had been called upon to carry, but he believed nevertheless that were the gauge widened the line would secure a great deal more business. He maintained that the Directors, under the circumstances, acted wisely in first building the line with a narrow gauge, or he might rather perhaps say that he thought a mistake would have been committed had the line been at first constructed with a gauge of 5 feet 6 inches, which at that time was the leading gauge of the country. The position of affairs since the line was first built had greatly altered. What was suitable to the requirements of the country then, was found to be no longer so. The line, as was well known, had been gradually surrounded by rival railways, all having the advantage of the standard or 4 feet 8½ inch gauge. He thought it was necessary both in the interests of the country served by the line, as well as of the Company, that the Toronto, Grey & Bruce Railway should be placed in as good a position for doing business as other railways were. He felt certain the widening of the gauge, and the proposed improvements, would effect this. The

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changes contemplated would certainly be of immense advantage to the country which the line traverses, and to the city of Toronto as well as to the Company. With proper elevators and other facilities at Toronto and Owen Sound, the Company would be able to command traffic at the dull time of the year, which they cannot do at present. A great part of the freight now carried, he reminded them, consisted of grain, and as the carriage of it runs over but three or four months in the year, a large supply of rolling-stock is required to do the business, a great part of which, when the grain-carrying season is over, lies idly by for the rest of the year. Were the gauge altered and grain elevators provided, a use would be found for the Company's rolling-stock pretty much all the year round. It may be true that the amount required from the municipalities in order to alter the gauge is considerable, but the security offered, in his opinion, was good, and the bondholders he thought would be willing to make some sacrifice. The bonded debt of the Company, when all was completed, would not, he said, be large. At present the road is bonded to the extent of \$10,000 a mile, and the proposed second mortgage bonds, if the widening scheme were carried out, would add only about \$3,000 per mile more, so that the whole bonded debt would then be but \$13,000 per mile. If there was any future in store for their territory—and he certainly believed there was—the road, with so light a bonded debt, would ultimately be a success. He hoped the people of Toronto would assist the Company to the extent of the amount asked from them. If they did so, there would be much traffic come to the city which is at present being taken across the Suspension Bridge at Clifton, and the Buffalo Bridge into the States. He hoped, before he severed his connection with the Company, to see it one of the standard lines of the country.

He concluded by moving the adoption of the Report, which, having been seconded by Mr. W. Ramsay, was carried unanimously.

Mr. A. B. Lee then moved, and Mr. J. J. Vickers seconded,

“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 last year.” Carried.

It was then moved by Mr. G. B. Osler, seconded by Mr. W. S. Lee.

"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, that the Board be empowered to appoint their successors." Carried.

It was moved by Mr. H. L. Hime, seconded by Mr. W. H. Beatty.

"That Messrs. E. B. Osler 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 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.

Mr. A. B. Lee then moved, seconded by Mr. J. J. Vickers,

"Whereas John Gordon, Esq., the President of the Company, has during the past year devoted a large portion of his time to the interests of the Company, and also rendered important services, and it is the desire of the Shareholders that he should be recompensed therefor,—*Resolved*, that the Directors of the Company for the ensuing year be and hereby are authorized to vote him such amount as they deem proper for such 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, B. Homer Dixon, W. Mortimer Clark, John Baxter, N. Dickey, J. H. Lee, W. B. Hamilton, and S. J. Lane.

The meeting then adjourned.

JOHN GORDON,
President.

W. SUTHERLAND TAYLOR,
Secretary - Treas.

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CHIEF ENGINEER'S REPORT.

CHIEF ENGINEER'S OFFICE,
Toronto, 11th Sept., 1878.

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

GENTLEMEN :

I have to report that during the past year the track and works of the Railway have been maintained in repair, the mild winter of last year having enabled us to get along with only a very small quantity of new rails. In order, however, to keep the Railway in efficient condition, a considerable quantity of new rails must soon be provided.

There have been 17,142 new ties put in the track, and 110 lineal feet of trestlework have been filled in between Weston and Orangeville.

The Locomotives and Rolling Stock are in a state of efficiency.

I have the honour, to be, Gentlemen,
Your obedient servant,

EDMUND WRAGGE,
Chief Engineer and General Manager.

AUDITORS' REPORT.

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

GENTLEMEN :

We have completed the audit of the Books of Account of the Toronto, Grey and Bruce Railway Company for the financial year ending 30th of June, 1878, and find them correct, and agreeing with the Vouchers and Banker's balances.

The several statements of Liabilities and Assets, Receipts and Expenditure, and the Revenue Accounts for the period above stated, herewith presented, have been compared with the Ledger Balances, and are certified as correct.

We are, Gentlemen,

Your obedient servants,

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

Toronto, 9th Sept., 1878.

TORONTO, GREY AND BRUCE RAILWAY COMPANY.
Capital Account at 30th June, 1878.

	EXPENDITURE.	RECEIPTS.	Amount received at 30th June, 1877.	Amount received during year ending 30th June, 1878.	Total received.
To Cost of Road :					
.. Preliminary Expenses	\$ 30,683 27	By Stock or Shares	\$ 775,085 06	\$ 1,999 50	\$ 777,084 50
.. Right of Way	113,155 38	.. Bonds	1,700,913 07	82,733 33	1,783,646 40
.. General Construction	1,779,358 73	.. Bonuses	1,347,499 44	47,564 94	1,347,499 44
.. Rails and Fastenings	832,518 38	.. Net Revenue Account Transfer			47,564 94
.. Engineering	117,261 97				
.. Rolling Stock	573,297 06				
.. Interests and Discounts, and interest on Bonds during construction	207,632 08	By Balance :	\$3,823,497 51	\$132,297 77	\$3,955,795 28
.. Discount on Bonds, and Discount on Exchange of do. in 1876	597,157 94	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.....		\$216,030 72	
	\$4,251,064 81			222,915 50	
				\$438,996 22	\$295,269 53
					\$4,251,064 81

Audited and approved,
JAMES GRAHAM,
JAS. SYDNEY CROCKER,) AUDITORS.

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

TORONTO, GREY AND BRUCE RAILWAY COMPANY.

Dr.	Net Revenue Account at 30th June, 1878.		Cr.
To Balance from last Audited Statement.....	\$9,142 68		
“ Interest on Total Bonded Debt, half year ending 31st Dec. 1877.....	59,991 40		
“ Transfer to Capital Account, applied in reduction of Bank advances made for previous coupons.....	47,564 94		
“ Interest on Bonds issued half year ending 30th June, 1878, now unpaid.....	53,509 00		
	\$170,208 02		
To Balance—Unpaid July, 78 Coupons.....		\$3,509 00	
		\$170,208 02	
			\$116,699 02 53,509 00

Audited and approved.
 JAMES GRAHAM, }
 JAS. SYDNEY CROCKER, } AUDITORS.

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

NOTE.—To convert above figures into pounds sterling divide by 4.863.

TORONTO, GRAY AND BRUCE RAILWAY COMPANY.

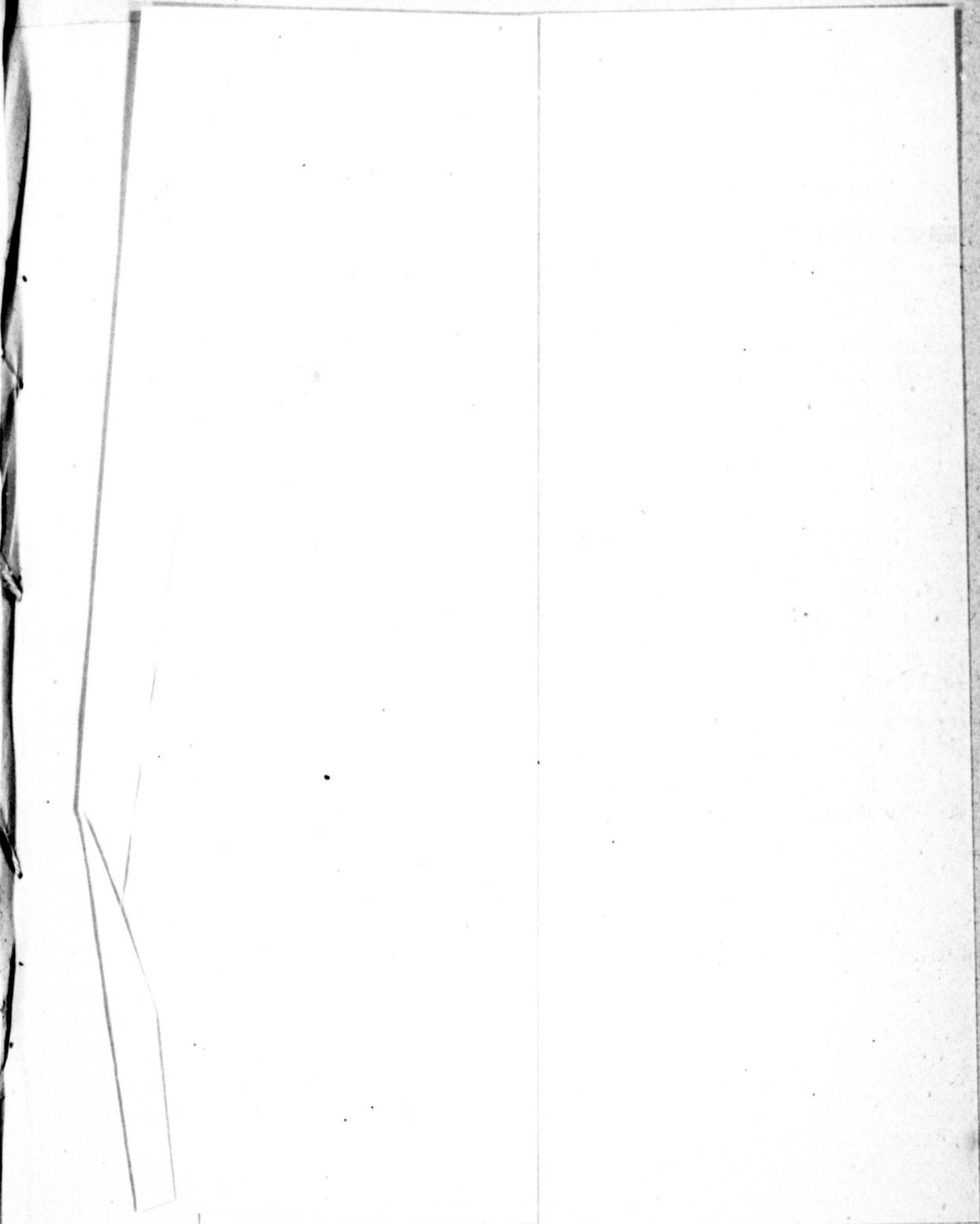
Balance Sheet at 30th June, 1878.

LIABILITIES.		ASSETS.	
Cash due to Banks.....	\$23,147 04	Balance of Capital Account.....	\$295,269 53
Sundry Accounts, due by the Company.....	71,923 41	Freight in Course of Collection.....	4,575 60
Wages due.....	12,359 16	Accounts due to the Company.....	6,734 63
Interest Coupons, payable prior to July 1878, unclaimed.....	582 10	Wood and Stores on hand.....	10,652 64
Interest Coupons due 1st July, 1878.....	53,509 00	Balance of Net Revenue Account.....	53,509 00
Due on Rolling Stock.....	27,767 82		
Bills Payable.....	181,452 87		
	<u>\$370,741 40</u>		<u>\$370,741 40</u>

Audited and approved.
 JAMES GRAHAM, } AUDITORS.
 JAS. SYDNEY CROCKER, }

W. SUTHERLAND TAYLOR,
 Secretary-Treasurer.





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TORONTO, GREY AND BRUCE RAILWAY.

Cr.

REVENUE ACCOUNT FOR YEAR ENDING 30th JUNE, 1878.

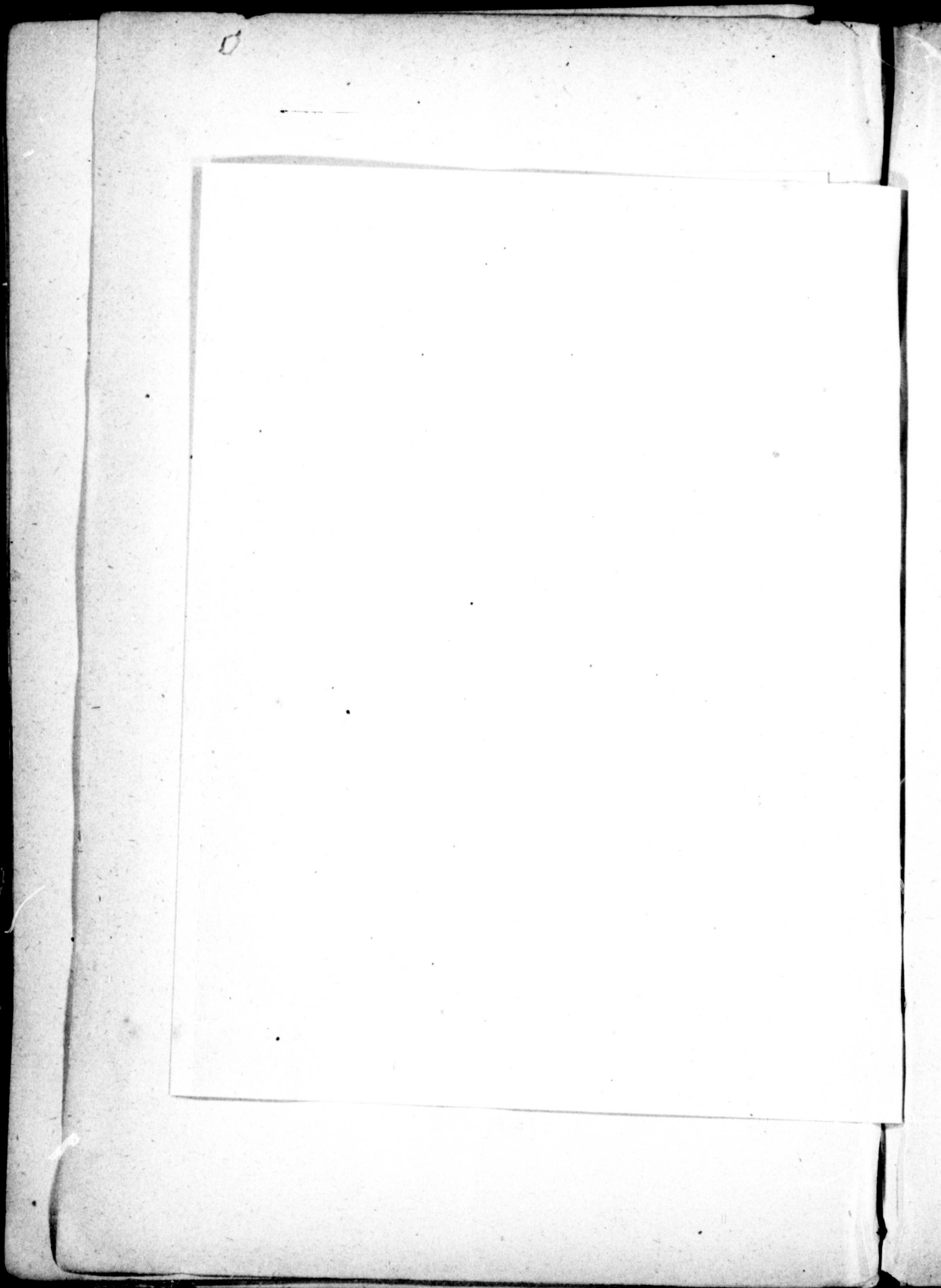
Dr.		EXPENDITURE.						RECEIPTS.				
Year ending 30th June, 1877.		Half year ending Dec. 31st, 1877.		Half year ending June 30th, 1878.		Year ending June 30th, 1878.		Year ending June 30th, 1877.		Half year ending Dec. 31st, 1877.	Half year ending June 30th, 1878.	Year ending June 30th, 1878.
Amount.	Per Cent.	Amount.	Per Cent.	Amount.	Per Cent.	Amount.	Per Cent.					
\$47,192 76	13.5	\$19,866 20	11.4	\$20,195 83	13.5	\$40,062 03	12.4	\$121,511 22	Passengers.....	\$69,398 44	\$55,212 12	\$124,610 56
3,927 07	1.1	1,260 53	.8	999 99	.7	2,260 52	0.7	18,805 91	Mails and Sundries.....	10,179 28	10,064 80	20,244 08
20,358 95	8.7	13,415 44	7.6	11,259 34	7.6	24,674 78	7.6	209,098 98	Freight and Live Stock...	95,062 65	88,782 84	178,845 49
51,454 62	14.7	23,567 62	13.5	21,435 17	14.4	45,002 79	13.9					
14,978 77	4.3	7,157 98	4.1	6,766 50	4.6	13,924 48	4.3					
26,788 31	10.5	16,674 28	9.6	16,775 19	11.2	33,449 47	10.3					
15,435 10	4.4	7,243 64	4.1	12,028 60	8.1	19,272 24	5.9					
\$200,135 58	57.2	\$89,185 69	51.1	\$89,460 62	60.1	178,646 31	55.1					
26,408 58	7.6	13,653 40	7.8	14,701 40	9.8	28,354 80	8.8					
\$226,544 16	64.8	162,839 09	58.9	\$104,162 02	69.9	207,601 11	63.9					
122,871 95		71,801 28		44,897 74		116,689 02						
\$349,416 11		\$174,640 37		\$149,059 76		323,700 13		\$349,416 11		\$174,640 37	\$149,059 76	\$323,700 13

Audited and approved.

JAMES GRAHAM,
JAS. SYDNEY CROCKER, } AUDITORS.

W. SUTHERLAND TAYLOR,
Secretary-Treasurer.

NOTE.—To convert above figures into pounds sterling divide by 4.863



Maintaining Roadway.—Abstract A.

Year ending 30th June, 1877.	Half Year ending 31st Dec., 1877.	Half Year ending 30th June, 1878.	Year ending 30th June, 1878.
\$35,019 66	\$15,334 89	\$15,288 92	\$30,623 81
1,216 62	1,743 27	683 49	2,426 76
8,974 87	1,590 18	3,407 87	4,998 05
1,398 33	868 91	534 56	1,403 47
459 81	328 95	233 71	592 66
123 47			
		17 28	17 28
	\$19,866 20	\$20,195 83	\$40,062 03

Maintaining Werks and Buildings.—Abstract B.

Year ending 30th June, 1877.	Half Year ending 31st Dec., 1877.	Half Year ending 30th June, 1878.	Year ending 30th June, 1878.
\$2,778 67	\$373 44	\$426 22	\$ 799 66
695 25	656 25	377 74	1,033 99
32 30		84 80	84 80
278 59	60 13	27 55	87 68
95 81	118 11	83 68	201 79
46 45	52 60		52 60
	\$1,260 53	\$999 99	\$2,260 52

Maintaining Machinery and Rolling Stock.—Abstract C.

Year ending 30th June, 1877.	Half Year ending 31st Dec., 1877.	Half Year ending 30th June, 1878.	Year ending 30th June, 1878.
\$11,022 94	\$4,697 56	\$4,314 90	\$9,012 46
200 39	171 88	115 62	287 50
605 21	413 70	222 37	636 07
3,917 36	2,060 23	1,711 24	3,771 47
8,341 55	3,423 57	2,268 31	5,691 88
3,721 34	1,456 35	1,452 81	2,909 16
2,550 16	1,192 15	1,174 09	2,366 24
	\$13,415 44	\$11,259 34	\$24,674 78
\$30,358 95			
Repairs of Locomotive Engines and Tenders.....			
“ “ Stationary Engines.....			
“ “ Tools, Pumps and Machinery.....			
“ “ Passenger and Baggage Cars.....			
“ “ Freight and all other Cars.....			
Fuel for Workshops.....			
Mechanical Superintendence and Office Expenses.....			

Train Service—Locomotive.—Abstract D.

Year ending 30th June, 1877.	Half Year ending 31st Dec., 1877.	Half Year ending 30th June, 1878.	Year ending 30th June, 1878.
19,593 80	\$9,000 10	\$ 8,422 70	\$17,422 80
28,406 99	13,034 58	11,504 68	24,539 26
2,441 16	1,085 37	1,059 09	2,144 46
1,012 67	447 57	448 70	896 27
\$51,454 62	\$23,567 62	\$21,435 17	\$45,002 79
Locomotive Foreman, Drivers, Firemen, Cleaners, &c.....			
Fuel for Locomotives.....			
Oil and Waste.....			
Small Stores and Car Cleaning.....			

\$51,454 62	\$23,567 62	\$21,435 17	\$45,002 79
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Traffic, Train Service—Abstract E.

Year ending 30th June, 1877.	Half Year ending 31st Dec., 1877.	Half Year ending 30th June, 1878.	Year ending 30th June, 1878.
\$14,471 94 506 83	\$6,882 60 275 38	\$6,676 77 89 73	\$13,559 37 365 11
\$14,978 77	\$7,157 98	\$6,766 50	\$13,924 48
	Conductors, Baggage-men and Brakemen.		
	Train Supplies.		

Station Service.—Abstract F.

Year ending 30th June, 1877.	Half Year ending 31st Dec., 1877.	Half Year ending 30th June, 1878.	Year ending 30th June, 1878.
\$14,460 33 7,359 77 4,552 90 3,571 31 2,311 47 3,409 12 1,123 41	\$7,075 53 3,604 73 2,018 60 1,682 36 1,149 84 1,050 88 92 34	\$7,119 96 3,572 36 1,979 27 1,709 90 1,068 45 1,325 25	\$14,195 49 7,177 09 3,997 87 3,392 26 2,218 29 2,376 13 92 34
\$36,788 31	\$16,674 28	\$16,775 19	\$33,449 47
	Station Masters and Clerks.		
	“ Warehousemen, Switchmen and Porters.		
	“ Pumpers and Woodmen.		
	“ Telegraph Service.		
	“ Supplies and Scrubbing.		
	“ Fuel.		
	Timber Loading.		

General Charges.—Abstract G.

Year ending 30th June, 1877.	Half Year ending 31st Dec., 1877.	Half Year ending 30th June, 1878.	Year ending 30th June, 1878.
\$1,120 00	\$381 00	\$5,510 00	\$5,891 00
8,310 62	4,047 94	4,064 90	8,112 84
916 65	446 93	496 00	942 93
2,816 28	1,117 60	851 02	1,968 62
1,693 12	845 67	861 88	1,707 55
250 96	109 30	182 39	291 69
327 47	295 20	62 41	357 61
\$15,435 10	\$7,243 64	\$12,028 60	\$19,272 24
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			

Miscellaneous Expenses.—Abstract H.

Year ending 30th June, 1877.	Half Year ending 31st Dec., 1877.	Half Year ending 30th June, 1878.	Year ending 30th June, 1878.
\$3,544 00	\$2,224 70	\$ 492 98	\$2,717 68
3,752 37	1,317 48	1,342 69	2,660 17
707 85	267 37	2,638 74	2,906 11
4,978 75	1,900 00	1,500 00	3,400 00
15 00		25 59	25 50
4,770 69	2,432 74	2,678 75	5,111 49
	124 00		124 00
8,603 32	5,369 91	5,311 70	10,681 61
36 60	17 20	8 70	25 90
		702 34	702 34
\$26,408 58	\$13,653 40	\$14,701 40	\$28,354 80
Taxes			
Legal Expenses			
Damages on Accidents and Casualties			
Insurance on Buildings and Freight			
Contingencies			
Rents			
Car Hire			
Grand Trunk Tolls and Lease			
Inspection of Weights and Measures			
Exchange, London Agency and expenses			

TORONTO, GREY & BRUCE RAILWAY.

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED - YEAR ENDING 30th JUNE, 1878.

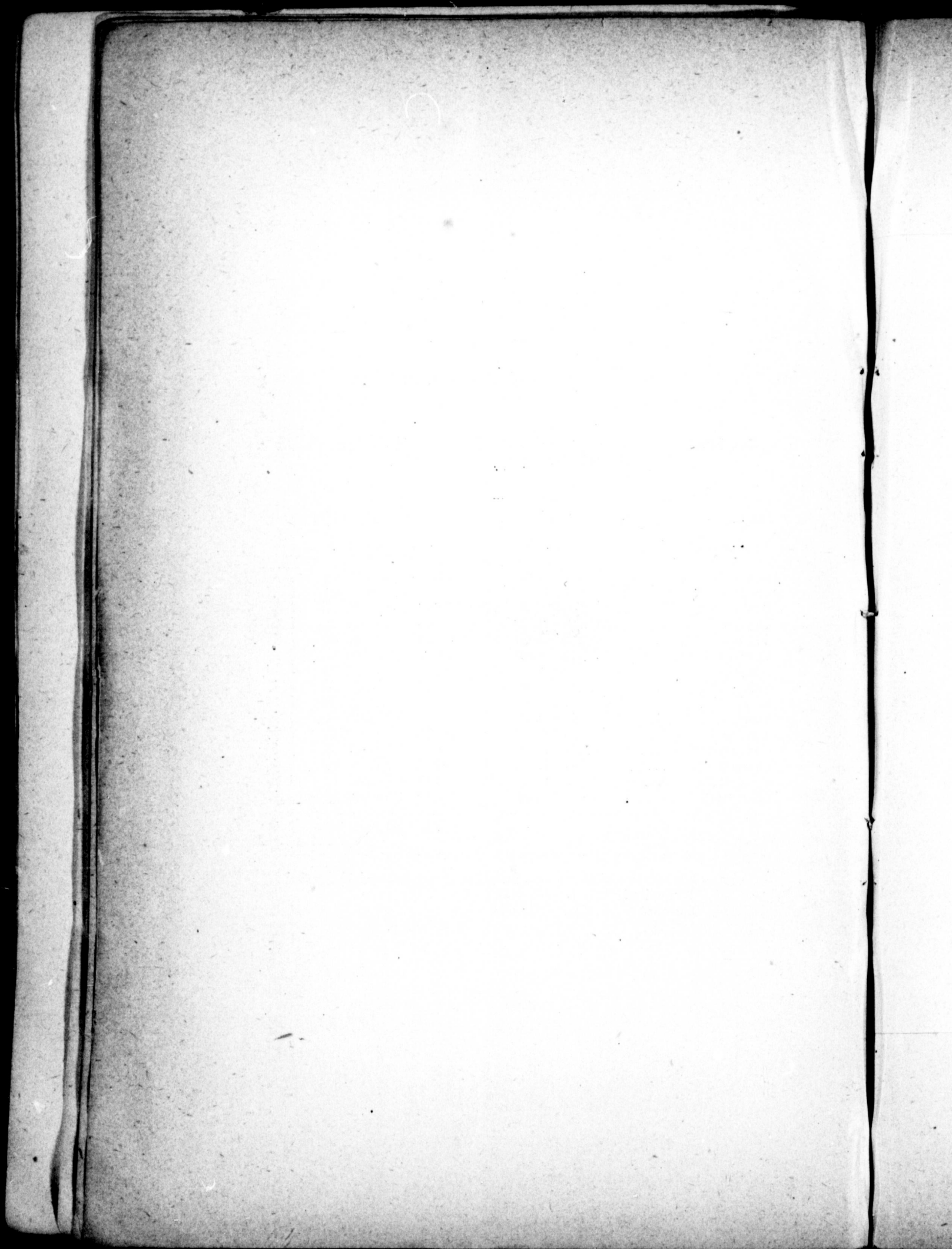
STATIONS.	DESCRIPTION OF FREIGHT.													Live Stock, No. of head.
	Grahd. Bushels.	Lumber, Sq. Feet.	Square Tim- ber, Cubic Feet.	Co. wood, Cords.	Flour, Barrels.	Salt, Coal, and Rock Oil, Barrels.	Hay, Tons.	Lime, Tons.	Coal & Stone, Tons.	Ties, Posts, Poles, &c., Tons.	Dressed Hogs, Tons.	General Merchandise, Tons.		
Toronto.....	15,937	280,000	.....	.....	101	2,032	.....	.....	1,398	.....	.....	11,706	176
Weston.....	.....	35,000	.....	.....	101	6,512	.....	.....	.....	.....	.....	88	55
Woodbridge.....	1,332	21,000	5,700	213	5,205	.....	.....	.....	.....	.....	.....	301	28
Kleinburg.....	5,422	7,000	.....	475	13,150	.....	.....	.....	.....	.....	.....	149	1,198
Bolton.....	19,870	.....	.....	60	13,700	.....	.....	.....	.....	.....	.....	143	1,200
Mono Road.....	55,392	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	336	2,413
Charleston.....	6,850	14,500	.....	114	2,000	.....	.....	.....	.....	.....	.....	47	713
Alton.....	1,750	33,000	.....	72	12,179	.....	.....	.....	.....	.....	.....	70	105
Orangeville.....	104,953	57,000	.....	5,495	.....	.....	.....	.....	.....	.....	.....	36	706
Shelburne.....	105,483	24,785	.....	3,420	.....	.....	.....	.....	.....	.....	.....	36	2,587
Dundas.....	40,742	140,000	.....	4,225	.....	.....	.....	.....	.....	.....	.....	34	1,725
Flesherton.....	39,635	8,000	.....	1,111	217	50	.....	.....	.....	.....	.....	58	1,449
Markdale.....	43,261	16,750	.....	205	265	.....	.....	.....	.....	.....	.....	26	2,185
Williamsford.....	175	28,000	3,150	390	.....	.....	.....	.....	.....	.....	.....	18	211
Chatsworth.....	65,984	59,000	5,250	.....	200	.....	.....	.....	.....	.....	.....	46	2,408
Owen Sound.....	48,271	1,754,511	7,813	.....	3,508	2,174	.....	.....	.....	.....	.....	30	1,116
Waldemar.....	4,729	97,000	.....	1,185	.....	.....	.....	.....	.....	.....	.....	18	605
Arthur.....	37,308	25,000	10,000	18	.....	.....	.....	.....	.....	.....	.....	22	442
Kenilworth.....	919	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mount Forest.....	77,842	53,000	.....	.....	1,700	.....	.....	.....	.....	.....	.....	13	.....
Harrison.....	.....	206,000	12,150	.....	30	56	.....	.....	.....	.....	.....	96	3,261
Fordwich.....	586	26,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	838
Gorrie & Wroxeter.....	46,152	185,500	91,650	717	7,904	.....	.....	.....	.....	.....	.....	42	27
Teeswater.....	4,362	.....	9,450	.....	14,326	.....	.....	.....	.....	.....	.....	10	90
Totals.....	727,145	3,071,846	145,163	17,700	74,485	10,824	50	2,416	1,665	2,215	419	17,482	25,972	

TORONTO, GREY AND BRUCE RAILWAY.

Statement of Quantity and Rate per Ton of Freight Traffic
for year ending 30th June, 1878.

DESCRIPTION.	QUANTITY.	TONS.	AMOUNT.	RATE PER TON.
			\$ c.	\$ c.
Grain	727,145 bushels.	20,326	37,911 82	1 86
Lumber	3,071,846 ft. B.M.	4,708	6,624 22	1 40
Timber	145,163 cubic feet.	1,310	2,443 02	1 86
Cordwood	17,700 cords.	28,683	26,599 34	0 93
Flour	74,485 barrels.	7,448	12,714 99	1 70
Salt, oil, &c.....	10,824 barrels.	1,617	3,097 34	1 91
Hay	50 tons.	50	85 00	1 70
Lime.....	2,416 tons.	2,416	2,343 19	0 97
Ties, posts, &c.....	2,215 tons.	2,215	2,555 15	1 15
Coal and Stone	1,665 tons.	1,665	2,441 06	1 46
Dressed Hogs	419 tons.	419	1,603 23	3 80
General Merchandise	17,482 tons.	17,482	66,301 11	3 79
Live Stock	25,972 head.	5,961	14,126 02	2 37
		94,300	\$178,845 49	1.89

NOTE.—The average distance that freight was carried was 59.9 miles.
The average rate per ton was \$1.89.
The rate per ton per mile was 3.15c.



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Freight.

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CE RAILWAY.
YEARS, FROM 1872

Net Revenue.		Grain, Bushels.	Tons.	Live Stock, No. of head.
\$	c.			
019	86	290,287	6,133	8,150
552	90	689,686	5,781	12,905
434	21	798,392	5,864	16,981
908	45	1,296,292	2,671	22,038
871	95	746,034	3,377	22,344
699	02	727,145	3,072	25,972

MONTH.

July
 August
 September
 October
 November
 December
 January
 February
 March
 April
 May
 June

Total
 Average per
 Month

A N A

Rate of Freight per Mile.

c. 45

TORONTO, GREY AND BRUCE RAILWAY.

SUMMARY OF TRAFFIC DURING SIX YEARS, FROM 1872 TO 1878.

Year ending 30th June	Miles open.	No of Passengers carried.	Passengers 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.	\$	c.		\$	c.	\$	c.	Grain, Bushels.	Lumber, Square feet.	Square Timber, Cubic Feet.	Cordwood, Cords.	FLOUR, Barrels.	Pork, Beef, Salt, Oil, Barrels.	Hay, Tons.	Lime, Tons.	Coal, Stone and Brick, Tons.	Ties, Posts, etc. Tons.	Dressed Hogs, Tons.	General Merchandise, Tons.	Live Stock, No. of head.
1872	87	67,977	55,406	51	8,654	58	114,083	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	682	2,290	562	1,831	458	12,313	8,150
1873	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	130	2,860	964	1,052	16,371	12,905	
1874	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	715	2,845	7,507	2,181	674	17,201	22,038
1875	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	727	2,652	2,555	2,555	798	17,127	22,344
1876	191	131,529	121,511	22	18,805	91	209,098	98	349,416	11	1,882	75	226,577	16	64.8	122,871	95	746,034	3,379,250	567,722	20,013	73,861	9,983	50	2,416	1,665	2,215	419	17,482	25,972
1877	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	727,145	3,071,846	145,163	17,700	74,485	10,824	50	2,416	1,665	2,215	419	17,482	25,972
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	727,145	3,071,846	145,163	17,700	74,485	10,824	50	2,416	1,665	2,215	419	17,482	25,972

MONTH.

July
 August
 September
 October
 November
 December
 January
 February
 March
 April
 May
 June

Total.....
 Average per Month.....

A N A

TORONTO, GREY AND BRUCE RAILWAY.

Mileage Return for Year ending 30th June, 1878.

COST OF RUNNING PER ENGINE MILE.	COST OF REPAIRS PER ENGINE MILE.	Total cost of	CAR MILEAGE.	Cost of Repairs to Cars per Car Mile.
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**TORONTO, GREY AND BRUCE RAILWAY.
Mileage Return for Year ending 30th June, 1878.**

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.	Engines, Firemen, &c.	Conductors, Brakemen, &c.	Other Expenses.	Total.	Engines.	Cars.	Fuel.		Total.	Passengers.	Freight.	Passengers.	Freight.	
		COAL.	WOOD.															Passengers.	Freight.
		lbs.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.		
July	33,504													70,595	115,291			
August	31,471													76,470	95,815			
September	32,472													67,032	136,422			
October	37,573													71,269	194,136			
November	34,800													66,728	126,744			
December	33,160													61,827	119,836			
January	34,140													61,886	125,448			
February	33,025													56,862	138,188			
March	31,738													60,729	98,828			
April	31,832													52,639	104,138			
May	33,323													56,621	150,579			
June	31,329													73,892	100,308			
Total	398,367													776,550	1,505,733	c.	c.	
Average per Month		23.8	4.90	2.71	6.84	0.41	4.40	3.40	.31	14.73	2.53	2.97	0.74	6.24			.64	.45

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 of Locomotive Stock at present date.

QUEEN'S WHARF, 30th June, 1878.

Number of Engine.	Name of Engine.	Cylinder.		Wheel.		Weight in tons in Working order.	Capacity of Tender in gallons.	Fuel used.	Mileage made during year.	Condition.
		Diameter.	Stroke.	Diameter.	Number Coupled.					
1	Gordon	11½	18	39	6	20	650	Coal.	29,118	In good order.
2	A. R. McMaster..	10	18	39	4	15	500	Wood.	17,608	Requiring thorough repairs.
3	Kincardine.....	10	18	39	4	15	500	do.	do	do
4	R. Walker & Sons	11	18	39	4	15	650	do.	20,005	In good order.
5	Albion	11	18	39	4	15	500	do.	2,092	do.
6	Rice Lewis & Son	11	18	39	4	15	650	do.	34,536	do.
7	Caledon.	11½	18	39	12	42	1200	do.	4,243	do.
8	Mono	14	20	39	6	25	1400	do.	34,514	do.
9	Toronto.....	11	18	37	6	17	1000	do.	7,553	do.
10	Amaranth.....	11	18	37	6	17	1000	do.	14,465	do.
11	Holland.....	11½	18	39	6	20	1000	Coal.	33,674	Requiring repairs.
12	Sydenham	11½	18	39	6	20	1000	do.	32,676	Under thorough repairs.
13	Artemesia.	11½	18	39	6	20	1000	do.	32,751	In good order.
14	Owen Sound.....	14	20	39	6	25	1400	Wood.	37,180	Requiring repairs.
15	Mount Forest...	16	20	41	8	32	1500	do.	16,717	In fair order.
16	Orangeville.....	16	20	41	8	32	1500	do.	10,999	In fair order.
17	Sarawak	16	20	41	8	32	1500	do.	16,054	Under repairs.
18	Melancthon.	16	20	41	8	32	1500	do.	9,867	In good order.
19	Howick	16	20	41	8	32	1500	do.	29,032	In fair order.
20	Culross.....	16	20	41	8	32	1500	do.	15,283	Requiring repairs.

D. PRESTON, Master Mechanic.

NUM
10
2
3
6
4
158
63
96
93
20

TORONTO, GREY AND BRUCE RAILWAY.

Statement Showing Car Stock at Present Date.

QUEEN'S WHARF, 30th June, 1878.

NUMBER.	DESCRIPTION.
10	Passenger Coaches.
2	Parlour do.
3	Post Office and Express Cars.
3	Smoking and Baggage do.
6	Conductors' Vans, large class.
4	Do. do. small class.
158	Long Flats with trucks.
63	Short flats.
90	Box Cars, Standard Class.
95	Short Box Cars.
20	Large Cattle Cars, Standard Class.
9	Short Cattle cars, Short Class.
2	Lime Cars, in good order.
2	Auxiliary Cars.
3	Snow Ploughs.

D. PRESTON,
Master Mechanic.