

which is the most crowded portion of our system, has increased 10 per cent., while the delays to the trains have decreased by 38 per cent., which is a great saving, and another indication of "sleepy" management. As yet we are embarrassed with the construction trains, and with the disadvantage of having to build a second line alongside the running line ; but when these disadvantages have been got rid of, and our double line is complete, we shall find very much more value and advantage from it.

There is another point which I ought to mention to you. We had two serious accidents as you will remember during the past year ; one at St. George's, 20 miles west of Hamilton, and the other in what they call the Hamilton Junction Cut, both on the Great Western section. Some inquiries have been made as to whether we have charged out the cost of these accidents, or what has been done in regard to them. Well, as to the cost of the St. George's accident, I may mention that the coroner's verdict in regard to it was that it occurred from the breaking of the tyre of the engine wheel of the train, and the jury exonerated the company and its servants. The damage to the rolling stock amounted to £3,000, and other expenses to £2,000, or a total of £5,000, which has been all paid ; but there are suits pending, one of which is now before the Court. As this case is *sub judice* you will appreciate my not saying anything, except that I am hopeful as regards the result to this company. With regard to the Hamilton Junction Cut accident, that was to a limited express train from the west to New York. In this case the coroner's verdict attributes the accident to the breaking of the flange of the left leading wheel of the engine truck. The damage done to the rolling stock