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Great Western Railway of Canada.

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REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING 31st JULY, 1870;

WITH

STATEMENTS OF ACCOUNTS,

&c., &c., &c.;

*To be submitted to a Meeting of Shareholders to be held in  
London on Wednesday, 12th October, 1870.*

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LONDON:

WATERLOW AND SONS, PRINTERS, CARPENTERS' HALL, LONDON WALL.

1870.

**G**REAT WESTERN RAILWAY OF CANADA.—NOTICE  
IS HEREBY GIVEN, that the **HALF-YEARLY MEETING** of  
Shareholders is appointed to be held on **WEDNESDAY**, 12th October, 1870,  
at the London Tavern, Bishopsgate Street, London, England, at Twelve  
o'clock Noon precisely, for the purpose of submitting a Report and General  
Statement of Accounts for the half-year ending 31st July last, for the  
purpose of electing Four Directors and Three Auditors, and for the  
transaction of other business.

And Notice is also hereby given, that the said Meeting will be made  
**SPECIAL** for the purpose of considering the agreement for amalgamation  
entered into by the Directors with the Canada Air Line Railway Company,  
and ratifying or disallowing the same.

And Notice is further given, that the Books kept at this office for the  
Registration of Shares and Preference Stock will be closed on and from  
September 28th to the day of meeting, both days inclusive, and transfers  
cannot be received between those dates.—By order,

**BRACKSTONE BAKER**, Secretary.

126, Gresham House, Old Broad Street, London, E.C., 31st August, 1870.

**N.B.**—Holders of Preference Stock who have not yet  
received their Certificates, are requested to send their Bankers'  
receipts for the first instalment to the Office, to be exchanged  
for Certificates.

03897

# Great Western Railway of Canada.

## LIST OF THE DIRECTORS.

1869-1870.

### *President.*

Mr. ALDERMAN DAKIN, Creechurh Lane, London.

### *Vice-President.*

GILSON HOMAN, Esq., Sandford House, Kirkstall, near Leeds.

HONBLE. JOHN CARLING, M.P., London, Ontario, Canada.

JOHN FILDES, Esq., Woodlands, Crumpsall, near Manchester.

EDWD. H. GREEN, Esq., 22, Old Broad Street, London.

M. K. JESUP, Esq., New York.

DONALD MACINNES, Esq., Hamilton, Ontario, Canada.

HONBLE. WILLIAM MCMASTER, Senator, Toronto, Ontario, Canada.

PAUL MARGETSON, Esq., Clapham Common.

GEORGE SMITH, Esq., 30, Westbourne Terrace, Hyde Park.

WILLIAM WEIR, Esq., 10, Princes Terrace, Dowanhill Gardens,  
Glasgow.

### *Auditors.*

JOHN YOUNG, Esq., 16, Tokenhouse Yard, London.

SIDNEY SMITH, Esq., 31, Bush Lane, London.

### *General Superintendent.*

W. K. MUIR, Esq., Hamilton, Ontario, Canada.

### *Treasurer.*

JOSEPH PRICE, Esq., Hamilton, Ontario, Canada.

### *London Offices.*

126, Gresham House, Old Broad Street, E.C.

BRACKSTONE BAKER, Esq., *Secretary.*

WALTER LINDLEY, Esq., *Registrar.*

*Bankers in London.*—LONDON JOINT STOCK BANK.

„ *in Canada.*—THE CANADIAN BANK OF COMMERCE.



**RAILWAY COMPANY OF CANADA.**

No. 1.

*the Company on Capital Account to 31st July, 1870.***EXPENDITURE.**

	Total Expenditure to 31st July, 1870. Sterling. £ s. d.
By Total Amount expended on Capital Account to 31st Jan., 1870, as per last Report .....	5,237,436 10 7
Expended during the six months ended 31st July, 1870:—	
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.	
Land, Works, Permanent Way, and all incidental charges .....	£3,774 10 3
Stations, Warehouses and Wharves .....	581 7 4
Mechanical Buildings .....	2,093 11 6
Turntables, Tanks and Pumps.....	468 17 5
Rolling Mill .....	7,480 14 9
Rolling Stock, Locomotives .....	14,390 1 3
„ Cars .....	4,853 11 11
	1,561 4 10
	<u>20,513 18 0</u>
Total.....	5,257,950 17 7
By Difference on Conversion of 5 per cent. Preference Stock— For difference between the nominal amount of Preference Stock cancelled, and that of Ordinary Shares issued in exchange therefor during the half-year .....	4 0 0
By Detroit and Milwaukee Railroad Company .....	250,000 0 0
(The securities held for this sum amount to \$2,096,000.)	
„ Balance carried to Account No. 4 .....	55,807,954 17 7
	81,448 4 5
	<u>£25,559,408 2 0</u>

# THE GREAT WESTERN

## ACCOUNT

Dr.

Revenue Account for the

Half-year ended 31st July, 1869.	RECEIPTS	Half-year ended 31st July, 1870.
Sterling. £ s. d. 145,517 16 8 5,750 2 6 6,353 9 9 226,300 2 1 <hr/> 384,130 11 0 937 5 9 <hr/> <u>£385,067 16 9</u>	To Amount for the carriage of 361,152 Passengers ... .. Ditto ditto Mails ... .. Ditto ditto Express Freight ... .. Ditto ditto Freight and Live Stock ... ..  „ Rents ... ..	Sterling. £ s. d. 148,164 0 3 5,015 8 0 6,684 1 7 254,229 16 10 <hr/> 408,693 6 8 806 11 11 <hr/> <u>£408,899 18 7</u>
	<p>NOTE.—The Traffic Receipts above stated are exclusive of those of the Galt and Guelph, Wellington, Grey and Bruce, and Erie and Niagara Railway.</p>	

## ACCOUNT

Dr.

Net Revenue Account to

Half-year ended 31st July, 1869.		Half-year ended 31st July, 1870.
Sterling. £ s. d. 2,577 17 1 162,300 3 7 40 10 5 ... .. 7,951 18 2 <hr/> <u>£162,870 9 4</u>	To Balance of Net Revenue brought forward from half-year ended 31st January, 1870 ... .. To Balance from Revenue (No. 2) Account for the half-year to date... .. To Galt and Guelph Railway, profit on half-year's Working, per Account G ... .. Balance of Interest Account ... .. To Amount of Dividend for half-year to 30th June, 1869, on \$2,095,000 Detroit and Milwaukee Preference Shares held by this Com- pany, less proportion written off to the credit of "Detroit and Milwaukee Interest Account not received" ... ..	Sterling. £ s. d. 2,054 5 2 167,076 0 7 560 16 865 5 1 <hr/> £160,056 7 4 <hr/> <u>£35,469 12 10</u> <hr/> <u>£35,469 12 10</u>
	To Balance brought down ... ..	

# RAILWAY COMPANY OF CANADA.

No. 2.

Half-year ended 31st July, 1870.

£s.

Half-year ended 31st July, 1869.	Per Cent. on Gross Receipts.	EXPENDITURE.	Half-year ended 31st July, 1870.	Per Cent. on Gross Receipts.
<b>Sterling.</b> £ s. d.			<b>Sterling.</b> £ s. d.	
58,602 13 11	15.22	By Maintenance and Renewal of Way .. per Abstract A	58,639 6 7	21.66
55,667 8 3	14.46	Locomotive Power .. .. do. B	54,596 7 1	13.36
30,654 19 7	7.96	Repairs and Renewal of Passenger & Goods Cars .. do. C	30,578 12 5	7.47
31,835 9 5	8.27	Coaching Transit Expenses .. .. do. D	28,118 15 0	6.37
38,062 2 1	9.89	Merchandise Transit Expenses .. .. do. E	22,455 9 8	7.94
9,694 5 10	2.61	General Charges.. .. .. do. F	9,105 8 3	2.23
<b>224,506 19 1</b>	<b>58.31</b>	<b>Total ORDINARY WORKING EXPENSES .. .. .</b>	<b>243,388 18 7</b>	<b>59.53</b>
		<b>ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.</b>		
1,726 0 7	0.45	By Taxes .. .. .	1,787 13 5	0.44
177 14 10	0.04	Railway Inspection Fund .. .. .	177 14 10	0.04
1,622 4 6	0.43	Insurance .. .. .	1,744 1 11	0.04
81 8 5	0.02	Clerks' Security Account .. .. .	108 3 6	0.03
4,623 5 9	1.20	Suspension Bridge Rent, for half-year .. .. .	4,623 5 9	1.13
<b>232,767 13 2</b>	<b>60.45</b>	<b>Total Revenue Expenditure .. .. .</b>	<b>251,923 18 0</b>	<b>61.59</b>
152,300 3 7		<b>Balance carried to Net Revenue No. 3 Account .. .. .</b>	<b>157,076 0 7</b>	
<b>£285,067 16 9</b>			<b>£408,899 18 7</b>	

No. 3.

31st July, 1870.

£s.

Half-year ended 31st July, 1869.	Half-year ended 31st July, 1870.
<b>Sterling.</b> £ s. d.	<b>Sterling.</b> £ s. d.
11,814 13 3	8,532 4 6
34,661 0 0	34,661 0 0
365 13 5	.. .. .
53,781 15 0	25,223 5 1
924 3 4	405 2 4
2,000 0 0	2,000 0 0
1,875 0 0	1,600 0 0
.. .. .	2,159 2 7
<b>57,718 4 4</b>	<b>85,469 12 10</b>
<b>£162,370 9 4</b>	<b>£160,056 7 4</b>
	11,463 19 0
	70,733 18 0
	3,302 15 10
	<b>£285,499 12 10</b>

By half-year's Interest on the Bonds issued to the Government to 1st July, 1870 .. .. .

By Interest on Ordinary Bonds .. .. .

By Balance of Interest Account .. .. .

By Discount and Charges on the conversion of American Currency, and Exchange on Remittances to England .. .. .

By Erie and Niagara Railway—Loss on Working .. .. .

By Amount set aside for Renewal of the Ferry Steamers .. .. .

By Special Vote to Directors .. .. .

By Toronto Esplanade Account .. .. .

By Balance carried down .. .. .

By Dividend on 5 per Cent. Preference Stock .. .. .

By proposed Dividend on Ordinary Shares at the rate of 4 per cent. per annum, free of Income Tax .. .. .

By Surplus carried to next half-year .. .. .

# GREAT WESTERN RAILWAY

ACCOUNT

Dr.

General Balance Sheet

		Sterling.	
		£	s. d.
To Amount Outstanding and due to the Company on Traffic Account ... ..			
„ Mechanical Stores on hand 31st July, 1870:—		39,370	11 8
General Stores ... ..			
Fuel Stores ... ..	£34,763	9	6
Old Material ... ..	44,713	5	9
	1,295	7	6
„ Engineering Stores on hand 31st July, 1870:—		80,772	2 9
General Stores... ..			
Rail Stock Account ... ..	£16,870	0	0
Rolling Mill Stock ... ..	33,741	2	1
	7,618	13	3
„ Municipal Bonds ... ..		58,229	15 4
„ Balance of Interest due to 31st July, 1869, on Loan to Detroit and Milwaukee Railroad Company, not received ... ..		9,945	4 1
„ Port Huron and Milwaukee Railroad Company ... ..		6,944	19 3
„ Balances in Bankers' hands, Loans, &c. ... ..		8,219	3 7
„ Deposit on Subscription of Stock in Canada Air Line Railway Company (\$100,000)		54,446	9 4
„ Sundry Assets and Debit Balances... ..		20,547	18 11
		26,745	5 7
		£205,221	10 6

## AUDITORS' REPORT.

### TO THE SHAREHOLDERS OF THE GREAT WESTERN RAILWAY OF CANADA.

We have examined the foregoing accounts and find them in accordance with the books and vouchers.

We have recently received the further explanations which, at the date of our last Report, we required from the Engineer and the Mechanical Superintendent on the subject of an annual charge for the repair and renewal of the permanent way and works and the rolling stock, but they both strongly recommend the postponement of the question for a short time, on the ground that in the present transitional state of the line and rolling stock, any attempt on their part to arrive at a reliable estimate of the future cost of repairs and renewals would be perfectly futile.

What is meant by the "transitional state of the line" we understand to be, the entire removal of the outer broad gauge line; the great improvement being effected in the permanent way in the narrow gauge, by relaying with steel rails, etc.; and as regards the plant, the adaptation of, part of the broad gauge rolling stock to the narrow gauge, and the sale and replacement of the remainder. These important changes will, in the opinion of the Engineer and the Mechanical Superintendent, very materially affect the wear and tear both of the line and the rolling stock. This being their opinion, we must admit that there is ground for postponing the question until these alterations have been effected; but we have no hesitation in saying that, until the principle has been adopted of charging the revenue of each half-year with a fair and legitimate amount for the repairs and renewals of the line and rolling stock, whether that amount has been expended or not, there will be no immunity from the irregular expenditure which, at times, becomes chargeable to revenue, and so seriously affects the dividends of particular half-years. The correspondence on this important subject will be valuable when we come to deal with the question. In the meantime, it can be seen at the Company's offices by any Shareholder who may wish to peruse it.

As regards the accounts for the past half-year, we have to remark that the cost of the maintenance of way has again been very heavy. The cause of this is fully explained in the Engineer's Report.



# COMPANY OF CANADA.

No. 4.

to 31st July, 1870.

£.

	Sterling.
	£ s. d.
By Balance from Capital Account No. 1 ... ..	
" Balance from Net Revenue Account No. 3 ... ..	81,448 4 5
" Ferry Steamers Renewal Fund ... ..	85,489 12 10
" Remission of Government Interest, Balance per last Report ... ..	18,271 11 0
Less Discount on payment in full on £160 Five per cent. Preference Stock converted into shares ... ..	£35,867 19 5
	17 12 0
" Balances due by the Company, and sundry Accounts not paid at 31st July, 1870	55,850 6 5
	64,161 16 4
	£305,221 10 6

Audited and approved subject to appended report.

JOHN YOUNG,  
SIDNEY SMITH, } Auditors.

30th September, 1870.

The cost of the repairs and renewal of the rolling stock is £5,749 12s. 6d. less than it was in the corresponding half-year. The same system has been followed as in previous half-years of charging only the amount actually expended. The reduction, we understand, is to some extent attributable to the contemplated changes already referred to.

As stated in the Mechanical Superintendent's report, two shunting engines have been sold during the past half-year, reducing the stock of engines from 99 to 97. No credit is given in the Capital Account for the cost or the proceeds of these engines; but the amount of the proceeds (less a sum debited from the Mechanical Department) is included in the Balance Sheet in the item on the credit side, "Balances due by the Company, &c.," and, we are informed by the Directors, will be dealt with when the broad-gauge engines have all been converted into narrow-gauge ones, or otherwise disposed of, and the mode in which they are to be replaced has been determined upon.

London, 30th September, 1870.

JOHN YOUNG,  
SIDNEY SMITH, } Auditors.

GREAT WESTERN RAILWAY,

HAMILTON, ONTARIO,

1st September, 1870.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past half-year, been maintained in good working condition and repair.

GEORGE LOWE REID,  
Chief Engineer.

GREAT WESTERN RAILWAY,

HAMILTON, ONTARIO, CANADA,

26th August, 1870.

I hereby certify that the whole of the Plant, including Engines, Tenders, Cars, Machinery, and Tools, also the Ferry Steamers, with their Engines and Boilers, have, during the past half-year, been maintained in good working order and repair.

W. A. ROBINSON,  
Mechanical Superintendent.

# GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended 31st July, 1870.*

## ABSTRACT A.

Half-year ended 31st July, 1869.	MAINTENANCE AND RENEWAL OF WAY.	Half-year ended 31st July, 1870.
£ s. d.		£ s. d.
2,983 8 3	Repairs and Renewal of Bridges and Culverts	3,069 6 9
3,389 16 8	Station Sidings and Fences	4,683 9 7
1,778 7 5	Buildings	2,417 6 2
344 11 3	Signals	379 3 11
178 6 4	Approaches	202 0 6
49,048 3 9	Road Way	76,864 19 4
980 0 3	Engineering Superintendence, &c.	953 0 4
<u>£58,602 13 11</u>		<u>£88,530 6 7</u>

## ABSTRACT B.

Half-year ended 31st July, 1869.	LOCOMOTIVE POWER.	Half-year ended 31st July, 1870.
£ s. d.		£ s. d.
	Transit Expenses:—	
10,828 8 8	Wages of Enginemen and Firemen	12,286 5 9
1,657 8 10	Wages of Cleaners	1,542 19 3
19,877 3 10	Fuel	22,170 12 8
183 6 11	Oil	1,113 4 1
468 12 5	Tallow	565 5 7
431 10 5	Small Stores, including Signal Lamps, Waste, &c.	565 16 2
950 2 9	Pumping Engines	965 11 11
57 13 8	Salaries of Foremen and Clerks	80 2 9
107 15 1	Salary of Locomotive Engineer	160 5 9
34,569 7 7		39,450 3 11
	Repairs and Renewal of Engines:—	
8,979 16 10	Material and Fuel	£6,507 14 2
10,866 14 0	Wages	7,668 11 4
54,415 18 5		14,176 5 6
	Sundries:—	53,626 9 5
51 4 11	Lighting Shops, &c.	£96 15 5
249 10 2	Maintenance of Turntables	209 3 0
950 14 9	Maintenance of Tanks and Pumps	663 19 3
<u>£55,667 8 3</u>		<u>960 17 8</u>
		<u>£54,596 7 1</u>

1s. 1'83d.	Cost per Train mile run	1s. 0'38d.
0s. 9'83d.	Cost per Traffic Engine mile run	0s. 8'82d.

## STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February, to 31st July, 1869.		Miles run, 1st February, to 31st July, 1870.
389,202	By Passenger Engines	402,854
573,294	By Freight Engines	857,075
<u>962,496</u>	Total Train miles earning Revenue	1,059,429
396,034	By Piloting and Shunting Engines	426,109
<u>1,358,530</u>	Total Traffic Engine miles run	<u>1,485,538</u>

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st July, 1869.		REPAIRS AND RENEWAL OF CARS.		Half-year ended 31st July, 1870.	
£	s. d.			£	s. d.
Passenger Cars:—					
6,728	8 5	Materials	...		
5,131	13 6	Wages	...		
62	11 2	Salaries of Superintendent, Foremen, and Clerks	...	8,904	3 3
				10,547	3 10
				89	0 11
<u>11,920 13 1</u>				<u>15,440 7 11</u>	
Merchandise Cars, &c.:—					
12,326	10 4	Materials...	...	20,047	7 6
6,282	4 9	Wages	...	5,909	15 4
125	2 5	Salaries of Superintendent, Foremen, and Clerks	...	178	1 8
				15,135	4 6
<u>£20,054 19 7</u>				<u>£20,675 12 5</u>	
7-64d. ....				6-93d.	
0-56d. ....				0-49d.	
				Cost of Train Mile run .....	
				Cost of Car Mile run .....	

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st February, to 31st July, 1869.		Miles run, 1st February, to 31st July, 1870.	
1,547,969	Of 1st Class Cars	...	1,662,232
605,265	2nd Class Cars	...	531,645
1,206,361	Post Office, Express, Baggage, and Conductors' Cars	...	768,005
9,801,654	Freight and Platform Cars	...	12,013,375
<u>13,160,288</u>		<u>14,960,157</u>	
		Total Car Mileage earning Revenue .....	

ABSTRACT D.

Half-year ended 31st July, 1869.		COACHING TRANSIT EXPENSES.		Half-year ended 31st July, 1870.	
£	s. d.			£	s. d.
4,440	18 5	Salaries of Superintendents, Station Masters, and Clerks	...	4,063	8 10
4,370	11 1	Wages of Conductors, Baggage-men, and Breaksmen	...	4,323	19 11
1,714	5 6	Porters	...	1,454	16 6
801	12 6	Policemen	...	453	0 2
1,020	12 2	Switchmen	...	1,589	17 0
500	15 0	Watchmen at Level Road Crossings	...	716	11 5
317	8 1	Clothing	...	...	...
6,081	18 0	Compensation for Damages	...	...	...
64	8 0	Cattle killed on Track by Train	...	2,235	6 9
111	3 2	Lamps and Signals	...	291	6 6
715	12 11	Lights (including Oil) for Stations and Passenger Cars	...	624	20 5
1,034	4 8	Fuel for Stations and Passenger Cars	...	72	20 5
1,224	19 7	Stationery, Advertising and Printing	...	1,148	1 5
23	4 8	Office Furniture and Expenses	...	1,019	17 11
1,109	9 7	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.	...	85	18 7
626	12 6	Travelling and incidental expenses	...	94	7 4
4,085	15 11	Expenses of Advertising and Agency in United States	...	701	14 6
2,905	0 0	Proportion of Expenses of Ferry across the Detroit River	...	4,276	7 1
767	12 8	Proportion of Expenses of Telegraph	...	3,395	6 11
<u>£21,885 9 5</u>				<u>£26,116 15 0</u>	

Equal to 20-15 per Cent.  
on  
Coaching Traffic Receipts.

Equal to 18-27 per Cent.  
on  
Coaching Traffic Receipts.

*Corrected as  
entered see  
R.D. letter  
10th 1870*



# GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT F.

Half-year ended  
31st July, 1869.

£	s.	d.
5,169	18	7
500	3	5
340	19	6
42	8	8
1,349	12	10
132	1	10
831	2	6
1,244	0	0
285	8	6
<hr/>		
£9,885	15	10
201	10	0
<hr/>		
£9,684	5	10

Equal to  
251 per cent. on  
Total Revenue.

### GENERAL CHARGES.

Half-year ended  
31st July, 1870.

£	s.	d.
3,920	0	5
554	11	9
334	14	7
80	15	10
1,040	11	7
108	9	5
651	19	6
1,367	13	4
233	19	4
<hr/>		
£9,302	15	9
197	7	6
<hr/>		
£9,105	8	3

Equal to  
222 per cent. on  
Total Revenue

## GUELPH RAILWAY.

G.

with the Galt and Guelph Railway Company (Working Account).

### EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year  
ended 31st  
July, 1869.

£	s.	d.
702	15	5
529	2	5
172	18	4
702	11	3
246	11	6
<hr/>		
2,353	18	11
40	10	5
<hr/>		
£2,394	9	4

31st July, 1869.

9,850
4,323
<hr/>
14,173

Half-year end-d  
31st July, 1870.

£	s.	d.
1125	16	8
680	17	11
253	14	5
739	7	4
246	11	6
<hr/>		
3,026	7	10
590	16	6
<hr/>		
£3,587	4	4

31st July, 1870.

11,860
3,324
<hr/>
15,183

NOTE.—The Mileage run by Engines during the Half-year, in working the Traffic on the Galt and Guelph Railway, is as follows:—

With Passenger and Freight Engines .....

Piloting and Shunting .....

©

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REPORT OF THE DIRECTORS  
OF THE  
**Great Western Railway Company**  
OF CANADA.

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1. The receipts on Capital Account during the half-year ending 31st July, 1870, amounted to £5,149. 7s. 8d., and consist of balance of arrears of calls on Original Shares, instalments on Preference Stock, &c., as detailed in Capital Account No. 1.

2. The outlay on Capital Account amounted to £20,513. 18s., which includes cost of additional sidings at Suspension Bridge, Hamilton, London and Petrolia; new car repair shop at London; additions to engine shed at Suspension Bridge; new machinery and building for rolling mill; expenditure on account of five new locomotives, being additional stock, &c., the particulars of which are shown in the Engineer's and Mechanical Superintendent's Reports.

The aggregate expenditure to 31st July amounted to £5,507,954. 17s. 7d., leaving a balance at the credit of Capital Account of £81,448. 4s. 5d.

3. The receipts and expenditure on Revenue Account for the half-year have been as follows:—

Gross receipts .. .. .	£408,899 18 7
Working expenses, including renewals .. .. .	251,823 18 0
	£157,076 0 7

	Brought forward ..	£157,076 0 7
From which is deducted—		
Interest on Bonds, &c., (less Interest received) ..	£42,857 19 5	
Discount and charges on conversion of American Funds, &c. . . . .	25,282 5 1	
Loss on working Erie and Niagara Railway ..	402 2 4	
Amount set aside for renewal of Ferry Steamers ..	2,000 0 0	
Balance of Account paid to Grand Trunk Company for use of Esplanade and Station at Toronto ..	2,159 2 7	
Special vote to Directors .. .. .	1,500 0 0	
	<hr/>	74,201 9 5
Add profit on working Galt and Guelph Railway ..	560 16 6	£82,874 11 2
Balance from last half-year .. .. .	2,054 5 2	
	<hr/>	2,615 1 8
Available for Dividend .. .. .		<hr/> <u>£85,489 12 10</u>

The half-year's dividend on the 5 per Cent. Preference Stock amounts to £11,452. 19s., leaving a balance of £74,036. 13s. 10d. From this balance the Directors recommend a dividend on the Ordinary Shares at the rate of 4 per cent. per annum, free of income-tax, payable in London on 26th October, which will absorb £70,733. 18s., and leave a balance of £3,302. 15s. 10d. to be carried forward to the next half-year.

The Renewal Fund for the Ferry Steamers stands on 31st July at £18,271. 11s. 6d.

4. The discount and charges on the conversion of American currency for the half-year amount to £25,282. 5s. 1d., as compared with £53,781. 15s. in the corresponding half-year. The average rate of conversions has been 114½, the average price of gold in the same period being 116½.

The amount of assets in American Funds at 31st July was \$220,121, as compared with \$182,009 at the commencement of the half-year.

5. The following table exhibits the receipts and expenses for seven corresponding half-years:—



Half-year ending	RECEIPTS.						EXPENSES.				
	Passengers, Mails and Sundries.		Freight and Live Stock.		Rents.	Total.	Including Renewals.	Per Cent. of Gross Receipts.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.			
July, 1864	125,281	12 6	199,081	0 0	877	6 8	314,939	19 2	171,463	1 9	54.44
July, 1865	139,820	19 1	144,028	8 0	716	0 6	294,565	7 7	158,803	19 3	55.81
July, 1866	172,731	2 11	169,576	16 11	854	7 7	343,162	7 5	175,746	13 2	51.21
July, 1867	165,366	19 11	199,221	4 4	1,115	19 9	365,704	4 0	182,768	9 6	49.98
July, 1868	155,081	17 6	200,619	4 3	948	2 3	356,649	4 0	208,461	14 3	58.45
July, 1869	157,930	8 11	226,200	2 1	937	5 9	385,067	16 9	232,767	13 2	60.45
July, 1870	153,863	9 10	254,229	16 10	806	11 11	408,899	18 7	251,823	18 0	61.58

6. The aggregate Traffic Receipts, compared with the corresponding half-year, exhibit a gross increase of £23,962. 15s. 8d., as follows:—

Increase in Local Passenger Traffic .. .. .	£8,473	2 2
„ Local Freight and Live Stock .. .. .	27,920	3 10
	<u>£36,393</u>	<u>6 0</u>
Decrease in Through Passenger Traffic ..	£11,560	16 3
„ „ Freight and Live Stock	356	0 5
„ Mails and Express Freight .. .. .	513	13 8
	<u>12,430</u>	<u>10 4</u>
	<u><u>£23,962</u></u>	<u><u>15 8</u></u>

7. The following is a summary of the revenue results of the past half-year compared with those of the corresponding period of 1869:—

Passenger earnings per mile—	1870.	1869.
	CENTS.	CENTS.
Receipts per Way Passenger .. .. .	2.778	2.858
Do. Through do. .. .. .	2.321	2.239
Freight earnings per mile—		
Receipts per ton Way Freight .. .. .	3.165	2.796
Do. Through do. .. .. .	1.368	1.515
Average Receipts per Train mile .. .. .	\$ 1.87	\$ 1.95
Ordinary Working Expenses per Train mile	1.12	1.13
The receipts for through freight and live stock have therefore		

during the half-year shown a lower average rate per ton per mile than in the corresponding half-year. The gross earnings of this description of traffic show a decrease of £356, whilst the tonnage carried has increased  $10\frac{1}{2}$  per cent. The Directors are, however, glad to report that the rates are now restored to about their former tariff.

The cost of ordinary working expenses per train mile for seven corresponding half-years is as follows:—

31st	July,	1864	..	..	4/5d.	sterling.
	"	1865	..	..	5/0 $\frac{3}{4}$	"
	"	1866	..	..	4/9	"
	"	1867	..	..	4/2 $\frac{3}{4}$	"
	"	1868	..	..	4/8 $\frac{3}{4}$	"
	"	1869	..	..	4/8	"
	"	1870	..	..	4/7	"

It will be observed that the amount expended during the half-year on maintenance and renewals is greatly in excess of the corresponding half-year. The Engineer refers at length to the causes which required this outlay, and the Directors deem it absolutely necessary that the track should be maintained in a thoroughly efficient condition.

8. Since the opening of the narrow gauge route over the main line in January, 1866, the traffic has been hauled by broad gauge engines. This system of a mixed gauge has not been found to work satisfactorily, and it involves the maintenance and renewal of a triple line of rails. At the last session of the Parliament of the Dominion of Canada, a clause was introduced into an amended Act which was then pending, whereby so much of the Act of 1851 as required the Company to construct the railway and branches with a gauge of 5 ft. 6 in. was repealed, and authority given to alter the gauge to that of 4 ft. 8 $\frac{1}{2}$  in., as more convenient and economical.

9. Preparations are now being made to take up the outside rail from Windsor to Komoka, 100 miles, and to sell the worn-out portion of the iron. The proceeds will be applied to the purchase of narrow gauge locomotives, of which 16 are ordered and will shortly be delivered by American makers, and 5 additional engines are under con-

struction in the Company's shops. The remainder of the outside rail on the main line and branches will be taken up as soon as the broad gauge locomotives are either converted into narrow gauge or disposed of.

Very great economy will result from working and maintaining a single track.

10. The alliance between this Company, the Michigan Central, and the Detroit and Milwaukee Railroad Companies, for the division of the joint through traffic in certain fixed proportions, has worked most satisfactorily, and has been productive of many collateral advantages; but as the arrangement is based upon average annual results, it is thought desirable to wait until the expiration of the year before the adjustment is made.

11. It will be remembered that at a Special General Meeting held on the 6th July last, the Proprietors concurred in the recommendation of the Board to construct a line of railway from Glencoe Station to Fort Erie, opposite the City of Buffalo. There can be no question as to the policy of this decision, and circumstances have justified its adoption.

A company has been organised under the auspices of the Great Western, by the title of "The Canada Air Line Company;" the capital stock has been subscribed for, a Board of Directors nominated, surveys have been made, and plans and specifications prepared. A first section of 38 miles in length has been contracted for by public tender on favourable terms.

The course of public events has lately been unfavourable to the promulgation of a scheme to raise the capital necessary for the construction of the line, but the Shareholders will be asked, as a preliminary measure, to ratify an agreement for the amalgamation of the Air Line Company with the Great Western, whereby the shares and securities of both Companies will become assimilated. A scheme, which is nearly matured, will then be issued to the Proprietors for raising the new Capital, in a mode which will not press on the earn-

ings of the Great Western, but will rather improve the ordinary shares of the Company.

12. The Board have to announce the retirement of Mr. T. Faulconer, and the election of Mr. Edward H. Green as a Director of the Company.

The amended Act, to which reference has been made (33 Vict. cap. 50), authorises the Shareholders to elect a third auditor, resident in Canada, who shall have free access to the books and papers of the Company. A properly qualified gentleman will be put in nomination to undertake the office.

Four of the present Board of Directors go out of office, who are Mr. G. Smith, Mr. W. Weir, Hon. W. McMaster, and Mr. D. McInnes, but they are eligible and offer themselves for re-election.

13. The receipts and expenditure of the Detroit and Milwaukee Railroad for the half-year ended 30th June, 1870, have been as follows:—

Gross earnings .. .. .	£138,776	12	8
Working expenses .. .. .	96,554	1	8
Net revenue .. .. .	<u>£42,222</u>	<u>11</u>	<u>0</u>

Which is sufficient to meet the interest on the ordinary bonds of the Company, but will not permit of the payment of dividend on the Preference Shares held by this Company. New lines recently opened in the State of Michigan have considerably interfered with the local traffic of the Detroit and Milwaukee road.

14. In conclusion, the greatly improved system of organization and management, with a narrow-gauge track in good order, improved freight rates, and diminished price of gold, encourage the Directors to anticipate with confidence a prosperous future for the undertaking.

On behalf of the Board of Directors,

THOMAS DAKIN,

London, 28th September, 1870.

President.

## REPORT OF THE ENGINEER.

ENGINEERING DEPARTMENT,  
GREAT WESTERN RAILWAY, HAMILTON,  
26th August, 1870.

TO THE PRESIDENT AND DIRECTORS—

GENTLEMEN,—I beg to hand you the following Report upon the operations of my department during the half-year ended 31st July last:—

### CHARGES TO REVENUE.

The total expenditure of this department during the half-year charge-able to Revenue amounts to ... ..	£	s.	d.
	88,539	6	7
As compared with the corresponding half of 1869, which amounted to	58,602	13	11

### CHARGES TO CAPITAL.

During the past half-year the undermentioned new Works were executed, forming a charge to Capital Account.

	£	s.	d.
1st.— <i>Roadway and Sidings.</i> —Labour and materials used in laying down and ballasting new Sidings at Suspension Bridge, Hamilton, London and Petrolia ... ..	2,518	0	3
177 tons of rails used in same ... ..	1,454	15	11
	£3,972	16	2
2nd.— <i>Buildings.</i> —Cost of new fire proof brick vaults in course of erection for the use of general offices at Hamilton ... ..	224	0	3
Cost of building a new oil platform at London .. ..	61	9	3
Wages of men, and materials used in building a new foot-bridge across Windsor Station-yard, and a covered platform at the passenger-shed of same station ... ..	169	0	11
Cost of filling pool of stagnant water under and about Glencoe freight house with gravel ... ..	30	5	11
Wages of men, and materials delivered for new car repair shop at London ... ..	927	16	0
Cost of work in progress, adding six stalls to engine-shed at Suspension Bridge ... ..	874	5	0
Cost of building two dwelling-houses at Petrolia for engineman and conductor ... ..	83	8	0
Cost of erecting a new turntable at Chatham ... ..	6	17	2
Cost of building a small shed on emigrant platform at Toronto ...	13	3	0
Cost of building two oil tanks for the general store at Hamilton (charge from Mechanical Department) ... ..	152	18	2
Cost of erecting an oil purifying house at Hamilton (charge from Mechanical Department) ... ..	138	12	3
Cost of building a windmill-pump at Sarnia, and a tank at Newbury (charge from Mechanical Department) ... ..	462	0	3
Cost of machinery and fitting up the same for new puddle rolls and squeezer, with stationary engine and boilers at Rolling Mill, and cost of foundations and shed for the same ... ..	7,480	14	9
Total ... ..	£14,597	7	1

\* In the Capital Account No. 1 this amount is reduced by the sum of £198. 5s. 10d. balance of amount received for sale of surplus lands, and stands at £14,399. 1s. 3d.

The principal item in the above statement of charges to capital during the past half-year consists of the new machinery added to the Company's rolling mill. This comprises a train of puddle-rolls, and a rotary squeezer for shingling the puddle balls; hot shears for cutting the puddle bars; a stationary engine of 40 horse-power, with two boilers for the same; and an extension of the main building to cover the new machinery. The erection of these additions to the rolling mill machinery formed one of the conditions of the contract entered into with Messrs. Ward, Potter and Clement, of Detroit and Chicago, in the month of March last. The contract is for two years, during which period the above-named firm lease the Company's rolling mill, and re-roll all the old rails with a very superior quality of American iron in the rail heads, at the rate of twenty-seven dollars (£5. 11s.) per ton. This arrangement is working very satisfactorily, and the quality of the rails produced gives good promise of soundness and durability.

## REVENUE ACCOUNT.

	£	s.	d.
Repairs and Renewals of Bridges and Culverts ... ..	3,069	6	9
"    "    Buildings and Wharves ... ..	2,417	6	2
"    "    Sidings ... ..	2,607	2	10
"    "    Fences ... ..	2,046	6	9
"    "    Signals ... ..	379	3	11
"    "    Approaches ... ..	202	0	6
Platelayers' Wages and Extra Work for maintenance and renewals of Permanent Way ... ..	29,995	10	7
5,338 tons re-rolled rails ... ..	32,313	17	2
83,360 sleepers laid in track ... ..	5,652	9	10
Fish plates, bolts, nuts, spikes and chairs for switches, and small stores ... ..	5,381	11	5
Engine Service ... ..	3,521	10	4
Engineering superintendence ... ..	953	0	4
Total ... ..	£88,539	6	7

The expenditure on maintenance and renewals, as above detailed, exceeds that of the corresponding half-year by a sum of £29,936; and that of the preceding half-year by £11,755. The excess is almost entirely confined to the items of re-rolled rails, wages of track repairers, ballasting,

stores, and materials used for the Permanent Way. The weight of rails used for renewals exceeds that of the corresponding half-year by 2,154 tons, representing a cost of £17,273, whilst the increased amount paid for wages of track repairers reached a sum of £7,891. The average price of re-rolled rails at 31st July, 1869, was only twenty-three dollars (£4. 14s. 6d.) per ton, whereas, during the past half-year, the cost has averaged very nearly twenty-nine and a-half dollars (£6. 1s. 1d.) per ton. The contract price with the lessees of the Rolling Mill is twenty-seven dollars (£5. 11s.) per ton, but the cost of 1,121 tons of rails of superior quality re-rolled at Wyandotte and Chicago in the months of February and March, whilst the Company's Rolling Mill was undergoing alterations and repairs, averaged twenty-nine dollars forty-seven cents (£6. 1s. 1d.) per ton.

In my last half-yearly report, I intimated that in addition to the inferior quality of so much of our rails, the largely increased expenditure upon maintenance and renewals of the track, had been in a great measure forced upon this Company by the necessity of bringing up the efficiency of the Permanent Way to the same high standard as that now attained by the leading trunk lines between New York and Chicago.

These railways, as I stated in my last published report, have recently expended very large sums upon their permanent way, and have so materially improved the condition of their tracks as to admit of their running *through trains* direct from New York to Chicago during the whole of the winter months at a high speed and with almost as much regularity as during the period of summer.

Our position as a link in the chain of one of the most popular through routes to the Western States could only be maintained by adopting the same costly measures of improvement in our Permanent Way, and this has already been to a large extent accomplished by the extraordinary expenditures of the past twelve months.

It is intended to lay down in the track of the Main Line three thousand tons of steel rails during the half-year now begun, which, in addition to the re-rolled iron rails, and the ballasting and drainage works at present in progress, will go far to place us on a footing of equality at the end of the present year with our rival and connecting lines in the state of New York and the Western States. A continuation of the same liberal outlay upon the Main Line track for the following half-year, viz., to the end of

July, 1871, will, beyond all doubt, enable us to compete on equal terms, so far as regards the soundness and efficiency of our roadway, with the best appointed of our rivals.

The steel rails laid down in the month of November last give every indication of great durability, and (after the fracture of a few rails when first laid down) of perfect security against breakage. They were laid on our steepest gradients, where they are subjected to the severest stress of the heavy traffic.

The stock of surplus rails is 3,238 $\frac{1}{2}$ tons, valued at ... ..	£22,145 13 0
Value of Steel Rails and Fastenings purchased in England, but not received into stock on 31st July ... ..	11,595 9 1
	<hr/>
	£33,741 2 1
	<hr/>

GALT AND GUELPH BRANCH, 15 $\frac{1}{2}$  MILES.

Cost of maintenance, renewals and watching for the half-year	£1,125 16 8
The cost of the corresponding half-year was ... ..	702 15 5

The large expenditure during the past half-year was occasioned by extensive renewals of sleepers and rails. This work has been completed, and no extraordinary renewals will be required for a few years.

ERIE AND NIAGARA RAILWAY, 31 $\frac{1}{4}$  MILES.

Cost of maintenance for the half-year ... ..	£495 2 6
The cost of the corresponding half-year was ... ..	475 11 5

WELLINGTON GREY AND BRUCE RAILWAY, 13 $\frac{1}{4}$  MILES OPEN.

Cost of maintenance from 1st to 31st July ... ..	£116 0 6
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I have the honour to be, Gentlemen,

Your very obedient Servant,

GEORGE LOWE REID,

*Chief Engineer.*



## REPORT OF THE LOCOMOTIVE AND CAR SUPERINTENDENT.

MECHANICAL DEPARTMENT,

GREAT WESTERN RAILWAY, HAMILTON, ONTARIO,

26th August, 1870.

TO THE PRESIDENT AND DIRECTORS.

GENTLEMEN,—I beg to hand you the following Report of the working of this department for the half-year ending July 31st, 1870.

### CHARGES TO CAPITAL.

Continuation of account for five new Locomotive Engines and Tenders, being constructed in the Company's Works as additional stock ... ..	£4,553 11 11
For one new narrow-gauge combination freight car, built in Detroit, as additional stock, being the last of 100 additional cars of this construction, the previous 99 having been supplied and charged under the capital account of last half-year ... ..	196 17 0
Continuation of account for addition to Express Train cars of Miller's patent platform and automatic coupler ... ..	1,364 7 10
Total ... ..	<hr style="border: none; border-top: 1px solid black;"/> <u>£6,114 16 9</u>

Referring to the above charges to capital it may be remarked—that,

The five new narrow-gauge Freight Engines and Tenders mentioned in the account will be completed about the end of the present month; two of them are already at work on the 4 ft. 8½ in. track, and are giving the highest satisfaction. They have copper fire-boxes, brass tubes, and wrought iron driving wheels.

The remaining items are sufficiently explained in the account.

## CHARGES TO REVENUE.

## LOCOMOTIVE DEPARTMENT.

The expenditure in this department during the half-year chargeable to revenue amounts to ... ..	£54,596 7 1
As compared with the corresponding half-year of 1869	55,667 8 3

## CAR DEPARTMENT.

The expenditure in this department during the half-year chargeable to revenue amounts to ... ..	£30,575 12 5
As compared with the corresponding half-year of 1869	30,654 19 7

## LOCOMOTIVE DEPARTMENT.

*Renewals.*—The amount expended for renewals of engines during the half-year, and included in the charge to revenue, is as follows:—

Continuation of account for six new narrow-gauge Passenger Engines, mentioned in last report as under construction to replace six nearly worn-out Engines of the Norris class ... ..	£2,323 14 7
On account of new material manufactured for other Engines ... ..	296 19 11
Total ... ..	<u>£2,620 14 6</u>

The boilers for six new narrow-gauge Passenger Engines mentioned last half-year under this heading as having been commenced, have been progressed with as far as our other narrow-gauge work permitted. Three of the boilers are completed, the remaining three, together with the tender tanks, are in a forward state.

*Repairs.*—33 Engines have received heavy, and 11 light repairs.

The following new material has been supplied, and charged in the revenue expenses of the half-year:—2 steel crank axles, 1 iron crank axle, 8 straight engine axles, 4 truck axles, 7 tender axles, 45 axle boxes, 13 pistons, 4 eccentric pulleys, 2 eccentric straps, 11 crank pins, 2 cross heads, 1 driving wheel, 217 chilled tender wheels, 15 engine springs, 40 tender springs, 3 engine bells, 2 tender trucks, 1 connecting rod, 4 valve spindles, 2 tender frames, and 88 steel tyres. Four copper flue sheets have also been supplied in the course of the boiler repairs.

*Stock of Engines.*—The number of Locomotives is as follows:—

	46	Passenger Engines.
	44	Freight Engines.
	6	Shunting Engines.
	1	Locomotive Fire Engine.
Total ...	<u>97</u>	

It will be seen by comparison with the statement of Locomotive stock in last Report, that the number has been decreased during the half-year by two shunting Engines. These (the St. Clair, No. 91, and the Simcoe, No. 93) have been sold to the Northern Railway of Canada, it being intended to apply the proceeds of the sale towards the purchase of new narrow gauge Engines to replace the same. One shunting Engine is under construction in Philadelphia at the present time for this purpose. Another of the shunting Engines, No. 92, has been converted into a narrow gauge tank Engine during the half-year.

The general condition of the Locomotive stock is satisfactory.

*Pumping Engines, Tanks, &c.*—All necessary repairs have been properly attended to as required in this section of the department.

The tank hitherto stationed at Baptiste Creek, being now rendered unnecessary by the supply of water at Chatham Station, has been removed and re-erected at Sarnia as a frost-proof tank, where a windmill pumping apparatus has also been constructed in place of steam power hitherto employed for raising water at that point.

At London, a new large frost proof tank has been erected in the wood yard, instead of replacing two small worn out tanks in the engine shed which required renewal. This arrangement produces much greater facilities for the expeditious watering of engines at that station.

A second frost-proof tank was also erected at Newbury in addition to the one mentioned in report for last half-year, to ensure an ample supply of water at this point, during calm weather the water being raised by a windmill.

All necessary repairs at other watering stations were executed as found necessary.

*Turntables.*—These have received all necessary repairs as required.

Preparations are in hand for the renewal of the turntable at Hamilton, mentioned in last report.

The narrow-gauge track has been laid down on the turntables at Suspension Bridge, Hamilton, London, and Windsor.

*Comparative Expenditure of the Department.*—The expenses of this department, compared with the corresponding period of 1869, show a decrease of £1,071. 1s. 2d., whilst the total tonnage hauled has increased nearly 23 per cent.

The following Table shows the total expenditure of the Locomotive Department for seven consecutive half-years, including that under report, and exclusive of the "Galt and Guelph" and the "Erie and Niagara" Railway charges.

	Half-Years ending July 31st.						
	1864.	1865.	1866.	1867.	1868.	1869.	1870.
Engine Mileage	1,012,072	842,527	999,609	1,141,901	1,202,913	1,358,530	1,485,538
Net Train Mileage .....	742,128	598,624	704,951	824,484	847,279	962,469	1,059,429
Expenditure exclusive of Fuel	£31,729	£28,563	£31,073	£32,395	£32,680	£35,959	£32,627
Cost per Engine Mile.....	7·52d.	8·13d.	7·46d.	6·80d.	6·52d.	6·35d.	5·27d.
Expenditure for Fuel.....	£9,433	£7,680	£9,726	£12,365	£20,338	£19,708	£21,969
Number of cords consumed ....	15,831	13,592	17,213	21,882	26,304	30,742	32,898
Cost of Fuel per Engine Mile..	2·23d.	2·18d.	2·33d.	2·59d.	4·05d.	3·45d.	3·54d.
Total Locomotive Expenses	£41,162	£36,243	£40,799	£44,760	£53,018	£55,667	£54,596
Cost per Engine Mile.....	9·75d.	10·31d.	9·79d.	9·39d.	10·58d.	9·83d.	8·81d.
Cost per net Train Mile ....	13·31d.	14·53d.	13·88d.	13·03d.	15·02d.	13·88	12·37d.
Per Centage on Earnings.....	13·07	12·73	11·89	12·24	14·87	14·46	13·36

## CAR DEPARTMENT.

*Renewals.*—The amount expended for renewal of cars during the half-year, and included in the charges to Revenue, is £4,515. 13s. 2d., the following renewals having been effected.

One first-class car re-constructed of latest improved design, 2 second-class, 1 conductor's, 3 cattle, 14 box, and 11 flat cars were also renewed.

Thirty first-class, 4 second-class, 3 post-office and baggage, and 2 baggage van flats were fitted with the Miller platform and automatic coupler.

1,005 new side-springs, 16 sets new lateral motion springs, 372 axles, and 1,316 new chilled wheels were supplied and charged to the Car Stock during the half-year.

*Repairs.*—All necessary repairs to the stock have been properly executed.

*Stock of Cars.*—The stock of cars has been increased during the half-year by one combination box car, built in Detroit.

In addition to this, the following cars have been converted to narrow gauge at the expense of revenue; 16 first-class, 24 second-class and emigrant, 4 conductors' and 3 post-office and baggage cars, 4 box, 1 grated door and 4 flat cars.

The following Table will show the present total number of cars, including the alterations above-mentioned.

Description of Cars.	Broad Gauge.	Narrow Gauge.	Total.
First Class ... ..	51	32	83
Second Class ... ..	17	29	46
P. O. and Baggage ... ..	15	7	22
Baggage Van Flats ... ..	...	7	7
Composite ... ..	10	...	10
Conductors' ... ..	19	14	33
Blue Line ... ..	...	320	320
Milwaukee Line Box ... ..	...	80	80
"    "    Combination ... ..	...	100	100
Box (Freight and Express) ... ..	521	22	543
Grated Door ... ..	114	91	205
Cattle ... ..	50	60	110
Flat or Platform ... ..	325	5	330
Timber Flats (4 wheels) ... ..	6	...	6
Gravel and Construction ... ..	120	...	120
Total ... ..	1,248	767	2,015
Compared with last half-year ... ..	1,304	710	2,014

The general condition of the car stock is satisfactory.

The following table shows the expenditure of the car department for seven consecutive half-years, including that under report, and exclusive of the "Galt and Guelph" and "Erie and Niagara" Railway charges.

	Half-years ending July 31st.						
	1864.	1865.	1866.	1867.	1868.	1869.	1870.
Expenditure for maintenance of Passenger Train Cars .....	£7,944	£8,465	£7,744	£5,579	£10,956	£12,025	£15,440
Mileage .....	2,164,720	1,992,532	2,385,822	3,023,304	3,080,312	3,358,594	2,946,782
Cost per mile ..	0·88d.	1·02d.	0·77d.	0·44d.	0·85d.	0·85d.	1·25d.
Expenditure for maintenance of Merchandise cars .....	£11,254	£9,385	£10,885	£12,974	£13,159	£18,630	£15,135
Mileage .....	7,208,418	5,603,549	5,689,513	7,650,630	7,403,059	9,801,694	12,013,375
Cost per mile ..	0·37d.	0·40d.	0·46d.	0·41d.	0·43d.	0·45d.	0·30d.
Expenditure for maintenance of all cars .....	£19,198	£17,850	£18,629	£18,553	£24,115	£30,655	£30,575
Mileage .....	9,373,138	7,596,081	8,075,335	10,673,934	10,483,371	13,160,288	14,960,157
Cost per mile ..	0·49d.	0·56d.	0·55d.	0·42d.	0·55d.	0·56d.	0·49d.

#### STEAMERS.

"Great Western" and "Union."—These boats are in good running order. The engines of the car ferryboat have been overhauled. The paddle-wheels have been thoroughly repaired, and the pilot houses extended so as to afford better shelter during storms or in winter weather.

The only work remaining to be done to this boat is the overhauling of the outboard bearings of the paddlo shafts, and the re-rivetting of some of the iron braces outside the hull.

The following new gear has been supplied:—Two new cylinder covers with safety valves fitted to same, two new cylinder port-hole covers also fitted with safety valves, new delivery pipes, and other smaller parts. We have also had prepared ready for finishing, one main crank, one crank shaft, one steel crank pin, and one steel rock shaft, to be kept for spare gearing in case of accident or sudden requirement.

The "*Union*" has had her spare pistons put in and boilers overhauled. The hull of this boat requires repairs. This will occupy about ten days, and is arranged to be done at the end of September next.

#### BUILDINGS AND TOOLS.

These are in general good condition. The narrow gauge rail has been laid into the necessary portions of the workshops at Hamilton.

A new car wheel boring machine has been supplied to the stock of tools, resulting in great economy of time and labour in the performance of this part of our work.

I am, Gentlemen,

Your obedient Servant,

W. A. ROBINSON,

*Mechanical Superintendent.*





# GREAT WESTERN RAILWAY OF CANADA.

## At a General Meeting of Shareholders

OF THE

### GREAT WESTERN RAILWAY OF CANADA,

*Held at the London Tavern, Bishopsgate Street, on Wednesday,  
October 12th, 1870, at 12 o'clock.*

MR. ALDERMAN DAKIN in the Chair.

The Secretary read the Advertisement calling the Meeting.

The Minutes of the Ordinary General Meeting of Shareholders held in London on April 13th, 1870, and of the Special Meeting held on July 6th, 1870, were read and approved.

The Report and Accounts for the half-year ending July 31st, 1870, were taken as read.

It was proposed by the CHAIRMAN, seconded by Mr. FILDES and resolved—

“That the Report and Accounts for the half-year ending July 31st, 1870, this day submitted, be received and adopted, and that a dividend on the Preference Stock at the rate of 5 per cent. per annum, and on the Ordinary Shares at the rate of 4 per cent. per annum, free of Income Tax, be now declared payable in London on 26th October.”

To which, as an amendment, it was proposed by Mr. F. S. HEAD, seconded by Mr. H. H. CANNAN—

“That a Committee of four Shareholders, with power to elect a fifth, be appointed to enquire into the circumstances under which the bad rails were purchased in 1866, and to report upon the expediency of the outlay on steel rails now proposed.”

On a show of hands being taken, the amendment was declared to be lost, and the original motion was adopted.

The four retiring Directors having been put in nomination were duly re-elected as follows:—

Mr. George Smith,  
Mr. William Weir,

Hon. William McMaster,  
Mr. Donald McInnes.

The following gentlemen were elected to serve as Auditors for the ensuing year:—

Mr. John Young,  
Mr. Sidney Smith, } of London.  
Mr. Samuel Spreull, of Toronto.

The Ordinary Half-yearly Meeting having terminated,  
A SPECIAL GENERAL MEETING WAS CONSTITUTED.

The heads of an agreement for the amalgamation of the Great Western Railway of Canada with the Canada Air Line Railway Company having been read,

It was proposed by the CHAIRMAN, seconded by Mr. JOHN FILDES, and resolved—

“That the agreement for the amalgamation of the Great Western Railway of Canada with the Canada Air Line Railway Company, dated October 12th, 1870, this day submitted, be ratified.”

It was proposed by Capt. GEORGE COLEMAN, seconded by Mr. JULIAN HILL, and resolved—

“That the thanks of this Meeting be given to the Chairman and his Colleagues for their attention to the interests of the Company.

The Meeting then separated.

BRACKSTONE BAKER, *Secretary.*

126, Gresham House, Old Broad Street,  
London, 12th October, 1870.