

No. 45.

W. J. Powell
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Great Western Railway of Canada.

REPORT
OF
THE DIRECTORS
OF THE
Great Western Railway of Canada,
FOR THE
HALF-YEAR ENDED 31st JULY 1876;
WITH
STATEMENTS OF ACCOUNTS,
&c., &c., &c.

*To be submitted to a Meeting of Shareholders to be held in London,
on Thursday, 12th October 1876.*

LONDON:

WATERLOW AND SONS LIMITED, PRINTERS, LONDON.

1876.

GREAT WESTERN RAILWAY OF CANADA.—NOTICE IS
HEREBY GIVEN, that the HALF-YEARLY ORDINARY
GENERAL MEETING of Shareholders' is appointed to be held on
THURSDAY, the 12th day of October 1876, at the Cannon Street
Hotel, Cannon Street, London, England, at 12 o'clock at Noon, precisely,
for the purpose of submitting a Report and General Statement of
Accounts for the Half-year ended on the 31st July last, for the election
of three Directors and two Auditors, and for the transaction of other
business.

And Notice is further given, That the Books kept at the Office in
Canada, for the Registration of Shares and Preference Stock, will be
closed on and from the 28th September 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 1876.

A Proxy paper accompanies the Report, which, to be available
for the Meeting, must be signed and transmitted to the Offices
of the Company, so as to be received not later than Tuesday,
10th October 1876, at noon.

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Great Western Railway of Canada.

LIST OF THE DIRECTORS.

President.

The Right Honble. HUGH C. E. CHILDERS, M.P.,
17, Princes Gardens, London, S.W.

JAMES BALD, Esq., 13, Hope Street, Glasgow.
THOMAS BARKWORTH, Esq., 16, Austin Friars, London.
GEORGE COCKBURN, Esq., Lingdale, Birkenhead.
JOHN FELL, Esq., Dane Ghyll-in-Furness.
LIEUT.-COL. FRAS. D. GREY, Ludgrove, East Barnet.
JOHN WILLIAM MACLURE, Esq., Whalley Range, Manchester.

Auditors.

JOHN YOUNG, Esq., 16, Tokenhouse Yard, London.
THOMAS ADAMS, Esq., 6, Sydney Terrace, Lewisham.

General Manager.

FREDERICK BROUGHTON, Esq., Hamilton, Ontario.

London Offices.

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

BRACKSTONE BAKER, *Secretary.*
WALTER LINDLEY, *Accountant.*

GREAT WESTERN
STATEMENT of ACCOUNTS FOR THE
No. 1.—STATEMENT OF CAPITAL AUTHORISED

Under what Acts.	CAPITAL AUTHORISED.					
	Shares.			Loans.	Total.	
	\$	£	s. d.	£	£	s. d.
The Great Western Railroad Act, 8 Vic., cap. 86, March 29 1845	6,000,000	1,232,876	14 3	..	1,232,876	14 3
The Hamilton and Toronto Railway Act, 16 Vic., cap. 44, November 10th 1852 ..	1,800,000	369,863	0 3	..	369,863	0 3
The Great Western Railway Amendment Act, 16 Vic., cap. 99, April 22nd 1853 ..	2,000,000	410,958	18 .1	..	410,958	18 1
The Sarnia Railway Act, 16 Vic., cap. 101, April 22nd 1853	2,000,000	410,958	18 1	..	410,958	18 1
The Great Western Railway Amendment Act, 18 & 19 Vic., cap. 176, May 19th 1855	6,000,000	1,232,876	14 3	..	1,232,876	14 3
The Great Western Railway Amendment Act, 22 Vic., cap. 116, August 16th 1858 ..	8,000,000	1,643,835	12 5	3,674,419	5,318,254	12 5
The Canada Air Line Act (Glencoe Loop), 33 Vic., cap. 33, December 24th 1869 ..	3,000,000	616,438	7 1	..	616,438	7 1
The Great Western Railway Act, 1874, (Allanburgh Branch), 37 Vic., cap. 66, May 26th 1874	165,000	33,904	2 2	33,904	67,808	2 2
The Great Western Railway Act, 36 Vic., cap. 83, sec. 6, May 23rd 1873 .....	..	....	..	608,309	608,309	0 0
The Great Western Railway Act, 1876, 39 Vic., cap. 46, April 12th 1876 ..	308,300	63,349	6 4	719,530	782,879	6 4
Total 31st July 1876	\$29,273,300	£6,015,061	12 11	£5,036,162	£11,051,223	12 11
Deduct difference on the nominal amount of shares at \$100 each exchanged at 109½, and their nominal sterling value of £20. 10s. each....	....	14,004	13 1	..	14,004	13 1
Amount as per Account No. 2		£6,001,056	19 10			

NOTE.—Clause 11 of the Act of 1876 authorises, with the consent of the Shareholders, the alternative of issuing additional Ordinary Shares to realise the amount of any unexercised borrowing powers or to pay off or redeem Bonds or Debenture Stock already issued.

RAILWAY OF CANADA.

HALF-YEAR ENDED 31st JULY 1876.

AND CREATED BY THE COMPANY.

CAPITAL CREATED OR SANCTIONED.				BALANCE.		
Stock and Shares.		Loans.	Total.	Stock and Shares.	Loans.	Total.
£	s. d.	£	£ s. d.	£	£	£
1,232,876	14 3	....	1,232,876 14 3			
369,863	0 3	....	369,863 0 3			
410,958	18 1	....	410,958 18 1			
410,958	18 1	....	410,958 18 1			
1,232,876	14 3	....	1,232,876 14 3			
1,643,835	12 5	3,674,419	5,318,254 12 5			
616,438	7 1	....	616,438 7 1			
33,904	2 2	....	33,904 2 2	..	33,904	33,904
....	....	....	....	..	608,309	608,309
63,349	6 4	719,530	782,879 6 4	..	..	..
£6,015,061	12 11	£4,393,949	£10,409,010 12 11		£642,213	£642,213
			1105122 12 11			
			46204894 40			
			8840978 88			
			736748 24			
			22			
14,004	13 1					
£6,001,056	19 10					
			53782621 74			

£ 6015061.12 11
 4
 24060246 40
 4812049 28
 40100411 22
 £ 29273300.01

No. 3.

GREAT WESTERN RAILWAY OF CANADA.

CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

	Raised by Loans.				Total Loans.	Raised by issue of Debenture Stock.			Total raised by Loans and by Debenture Stock.
	At 5 per cent.	At 5½ per cent.	At 6 per cent.	Bonds matured, but not paid off.		At 5 per cent.	Calls in arrears.	Total.	
Existing at 31st Jan. 1876	1,000	547,000	1,127,000	..	1,675,000	260	1,999,100	3,674,400.	
Do. at 31st July 1876	1,000	547,000	1,003,100 2 500	10,200	1,561,800	260	2,001,740	3,563,040	
Increase .. ..	..	..	123,900	..	..	..	2,340	..
Decrease .. ..	..	..	123,900	10,200	113,700	..	..	111,360

Charge during Construction of W.R. #487,279.00; An. Genl #409,721.00; Unredeem Discount
 Comm on Bonds \$142,708.59 Total 1,039,709.59

GREAT WESTERN RAILWAY OF CANADA.

No. 4.

RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

	Amount expended to 31st January 1876.		Amount expended during Half-year.		Total to 31st July 1876.		By RECEIPTS. Shares ..	Preference Stock ..	Terminable Bonds ..	Debenture Stock ..	Less Bonds paid off ..	Amount received to 31st January 1876.		Amount received during Half-year.		Total to 31st July 1876.		
	£	s. d.	£	s. d.	£	s. d.						£	s. d.	£	s. d.	£	s. d.	£
To EXPENDITURE.																		
To Lines open for Traffic	7,014,174	9 10	10,555	1	17,024,729	10 11	By RECEIPTS.											
Ferry Steamers ..	101,519	0 3	..	..	101,519	0 3	Shares ..	5,462,330	18 6	..	..	..	..	1,617	10 0	5,463,978	8 5
Rolling Stock :-																		
Locomotives ..	644,898	17 5	..	..	644,898	17 5	Preference Stock ..	444,096	0 0	..	..	..	..	..	..	444,096	0 0
Cars ..	930,503	5 3	..	..	930,503	5 3											
Investments in Bonds and Stock of other Companies	242,553	15 1	3,868	4 5	246,421	19 6	Terminable Bonds ..	1,675,000	0 0	..	..	..	..	..	..	1,675,000	0 0
Discount on Debenture Stock	..	..	594	12 6	594	12 6	Debenture Stock ..	1,999,140	0 0	2,340	0 0	..	..	..	..	2,001,480	0 0
Detroit and Milwaukee Railroad Company ..	250,000	0 0	..	..	250,000	0 0	Less Bonds paid off ..	..	..	113,700	0 0	..	..	..	..	113,700	0 0
	9,183,649	7 10	15,017	18	9,198,667	5 10												
To Balance carried to General Balance Sheet, No. 13 ..	..	..	..	..	272,187	2 7											
	..	..	..	..	9,470,854	8 5											
					9,470,854	8 5												

* Payments on Shares, Debentures & Pref. Stock and Difference on Conversion of 5% Pref. Stock into Ord. Shares to date £ 792,524.3.4 = \$ 8,861,877.21. All the amount on Bonds \$ 142,708.59 Total \$ 4,004,526.00

GREAT WESTERN RAILWAY OF CANADA.

No. 5.

DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31st JULY 1876.

	£	s.	d.
Proportion of cost of Steel Rails laid down to replace Iron Rails—			
Sarnia Branch	1,800	0	0
Galt and Guelph Branch	1,327	10	0
	<hr/>		3,127 10 0
New Level Crossings on Main Line, Loop Line and Toronto Branch	181	8	4
New Passenger Station and new Freight Warehouse at Hamilton—Balance	645	0	0 ✓
Re-arrangement of Tracks in Hamilton Yard for ditto Balance	382	8	0 ✓
Proportion of cost of renewing Bridges in Stone and Iron—including £2,192. 13s. 5d. charged last half- year as on account of Wellington, Grey and Bruce	6,323	2	5 ✓
Iron Pump for new Well at Harrisburg	13	11	5
New frost-proof Tank, Engine-house, &c., at Galt— on account	140	0	0
Land purchases	141	13	1
			<hr/> 7,827 4 3
LOCOMOTIVE ACCOUNT.—Cr.—Proceeds of sale of two old broad-gauge Engines, in excess of amount credited to Capital Account as Scrap, on closing of the Change of Gauge Account in July 1875	£308	4	4
DETROIT TUNNEL ACCOUNT.—Cr.—Sale to the Michigan Central Road Company of the Great Western Railway Com- pany's Interest (one-half) in the Tools, &c., which had been used during pro- gress of work on the tunnel	91	8	10
			<hr/> 399 13 2
Carried forward			<hr/> <hr/> £10,555 1 1

Share to date £ 793,574.5.4 = \$ 8,861,877.21. All this amount on account of 5% Prof. Stock in to Crd. 4
 Total \$ 4,004,526.00

$$\begin{array}{r}
 476-12-10 \\
 399-13-2 \\
 \hline
 76-19-8
 \end{array}$$

No. 5.—continued.

	Brought forward	£10,555 1 1
INVESTMENTS IN BONDS OF OTHER COMPANIES—		
In Bonds of the Wellington Grey and Bruce Railway under Traffic Agreements	2,700 0 0	
Expenditure on account of the Wellington Grey and Bruce Railway under Agreement of 1874, sanctioned by the Shareholders, for which Bonds and Stock of that Company have been received; including Expenditure on unfinished works and proportion of cost of Steel Rails	2,841 0 7	
Deduct amount charged last half-year for proportion of Bridge renewals, transferred to Main Line Expenditure	2,192 13 5	
		648 7 2
In Detroit and Milwaukee Railroad First and Second Mortgage Bonds		503 8 6
In Detroit, Hillsdale and South Western Railroad Scrip (repayable in five years) issued for an assessment of 2 per cent. on the Stock. Amount of Stock held by the Great Western Railway Company \$4,000 @ 2 per cent.		16 8 9
		<u>3,868 4 5</u>
DISCOUNT ON DEBENTURE STOCK—		
Difference in nominal amount of £2,340 5 per cent. Debenture Stock issued in exchange for £1,800 6 per cent. Bonds, due 15th July 1876, at the rate of £130 5 per cent. Debenture Stock, with interest from 1st February 1876, in exchange for each £100 Bond redeemed in terms of Circular to the Bondholders, dated 30th May 1876, &c.		

594 12 6

£15,017 18 0

No. 6.

GREAT WESTERN RAILWAY OF CANADA.

RETURN OF WORKING STOCK.

	MERCHANDISE AND LIVE STOCK CARS.											Total Carriage and Car											
	LOCOMOTIVES.	CARRIAGE STOCK.	Conductors.	Total Carriage Stock.	Freight and Express.	Blue Line.	Milwaukee Line.	Michigan Line.	Long 33 feet Cars.	Erie and North Shore.	Cattle Cars.		Platform & Timber Trucks.	Coal Platform Cars.	Auxiliary Cars.	Oil Tank Cars.	Total Goods Cars.	Ballast and Construction Cars.					
Stock in hand																							
31st January 1876	..	216	155	..	36	7	71	269	742	797	179	400	600	250	528	849	100	12	75	4502	225	4996	
31st July 1876	..	216	157	*3	38	7	71	276	742	797	179	400	600	220	528	849	100	12	75	4502	225	5003	
31 Jan 77		214	191	3	38	7	71	280	743	795	179	400	600	220	528	875	100	12	75	4522	225	5027	
Increase	2	3	2	4	1	26	20	24
Decrease	2	..	69	17	7

* Joint property, Great Western Railway and Michigan Central Railroad.

Amos Tamm
Dec. 31

GREAT WESTERN RAILWAY OF CANADA.

No. 7.

ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Particulars.	Estimated Amount required to com- plete at 31st July 1876.		
	£	s.	d.
Settlement with Town of Dundas, hydrants for water pipes at Lon- don, completion of slip dock at Sarnia, and turn-table at Glencoe	185	0	0
Land for new car shops at London, completion of car shops, tracks, traverse tables, &c.	1,140	0	0
Proportion of cost of sidings	300	0	0
Proportion of cost of wells at Copetown and Harrisburg, semaphores on main line and Sarnia branch, tank at Galt, new freight house at Fort Erie, bridge over Grand Trunk Railway and approaches to Fort Erie	2,335	0	0
Completing unfinished works on Wellington Grey and Bruce Railway	9,000	0	0
Level crossings and cattle guards—Authority per Board Minute, dated 13th May 1876	2,600	0	
Total	15,560	0	0

The additional charges to capital, on account of re-laying lines with steel rails, and substituting iron and stone for wooden bridges, will continue as the work progresses, within the limits stated in the report for the half-year to 31st July 1876, viz. :—

STEEL RAILS.—Average charge for 4 years, £8,000 per half-year.

BRIDGES.—Average charge for 20 years, £7,500 per half-year.

GREAT WESTERN RAILWAY OF CANADA.

No. 8.

CAPITAL POWERS, AND OTHER ASSETS TO MEET FURTHER EXPENDITURE.

	£	s.	d.	£	s.	d.
Share Capital created, but not received, as per Account No. 2						
New Share Calls in arrear				2,705	1	5
Amount unissued				15,969	10	0
				<hr/>		
Loan Capital created or sanctioned, but not issued				18,674	11	5
Amount created or sanctioned per Account No. 1 ..	£4,393,949	0	0			
Less amount issued per Account No. 3	3,563,040	0	0			
Balance	830,909	0	0			
Debenture Stock Calls in arrear	260	0	0			
				<hr/>		
Loan Capital authorised but not yet created or sanctioned				831,169	0	0
				<hr/>		
				642,213	0	0
				<hr/>		
Credit Balance on Capital, as per Account No. 4				1,492,056	11	5
				272,187	2	7
				<hr/>		
				£1,764,243	14	0
				<hr/> <hr/>		

* L H + B Bond £180,000 @ 90 162,000
 W of + B Bonds
 Acquired 28,000
 Paris Passer Bonds 74,400
 Lep drawn to 31 July }
 incl^d in 28,000 above } 1,800
 72,600
 @ 90 65,340 93,340
 Available powers on 31 July '76 in } £ 255,340
 report of £719,530 sanctioned)
 Bonds due 15 July '76 redeemed to
 31 July 113,700
 Lep Bonds + Deb Stock used 2340 111,360
 Remained under Act of 1858 19
 Not yet available of £719,530 (-255,340) £ 366,719
 464,190

GREAT WESTERN

No. 9.

REVENUE ACCOUNT for the

Per cent. of Gross Receipts.	Equal to per Train Mile.	Half-year ended 31st July 1875.		EXPENDITURE.	Half-year ended 31st July 1876.		Per cent. on Gross Receipts.	Equal to per Train Mile.
		£	s. d.		£	s. d.		
21.00	12.57	86,362	7 1	To Maintenance and Renewal of Way, per Abstract A	60,532	3 7	15.34	8.92
21.92	13.11	90,118	2 1	„ Locomotive Power, per Abstract B	76,712	17 8	19.43	11.31
10.48	6.27	43,080	0 7	„ Repairs and Renewal of Passenger and Goods Cars, per Abstract C ..	27,232	13 2	6.89	4.01
26.83	16.05	110,318	13 10	„ Traffic Expenses, per Ab- stract D	95,396	12 3	24.17	14.06
2.86	1.71	11,770	14 11	„ Rents and Tolls, per Ab- stract E	10,787	13 5	2.73	1.69
4.58	2.74	18,804	4 10	„ General Charges, per Ab- stract F	16,925	14 11	4.06	2.36
1.56	0.94	6,427	3 6	„ Compensations, Passenger	Cr. 125	17 8	0.03	0.02
0.43	0.26	1,771	6 11	„ „ Freight ..	1,330	0 3	0.34	0.19
0.66	0.39	2,712	6 7	„ Taxes	2,755	14 0	0.70	0.41
90.32	54.04	371,365	0 4		290,647	11 7	73.63	42.83
2.33	1.40	9,582	14 7	„ Locomotive Renewal Fund	8,480	19 9	2.15	1.25
0.17	0.10	693	9 0	„ Car Renewal Fund ..	19,109	8 7	4.84	2.82
				„ Rail and Bridge Renewal Fund	10,072	13 11	2.55	1.48
0.61	0.36	2,500	0 0	„ Ferry Steamers Renewal Fund	2,500	0 0	0.63	0.37
0.13	0.08	552	4 6	„ Insurance Fund	552	4 6	0.14	0.08
2.21	1.32	9,100	0 0	„ Change of Gauge ..	..	..	..	..
95.77	57.30	393,793	8 5	„ Balance carried to Ac- count No. 10	331,362	18 4	83.94	48.83
		17,394	3 3		63,406	9 2		
		£411,187	11 8		£394,769	7 6		

GREAT WESTERN

No. 10.

NET REVENUE ACCOUNT for the

Half-year ended 31st July 1875.		Half-year ended 31st July 1876.
£ s. d.		£ s. d.
19,987 17 0	To Loss on Working Leased Lines, per Abstract G	8,366 6 2
98,862 10 0	„ Interest on Bonds and Debenture Stock ..	98,557 12 6
6,500 0 0	„ Proportion set aside to the credit of Depreciation Fund to meet loss on realization of Sundry Assets	6,500 0 0
.. ..	„ Balance of General Interest Account ..	262 18 11
<u>£125,350 7 0</u>		<u>£113,686 17 8</u>
£107,275 6 2	To Balance brought down	50,280 8 6
34,288 7 10	To Balance from last Half-year (exclusive of Dividend on Preference Stock)	159,145 15 8
<u>£141,563 14 0</u>		<u>£209,426 4 2</u>
	To Half-year's Dividend on Preference Stock	
	to 31st July 1874 £6,269 13 0	
	„ 31st Jan. 1875 9,749 13 6	
	„ 31st July 1875 11,102 8 0	
	„ 31st Jan. 1876 11,102 8 0	
	„ 31st July 1876 11,102 8 0	
		<u>£40,326 10 6</u>

RAILWAY OF CANADA.

Half-year ended 31st July 1876.

Half-year ended 31st July 1875.		Half-year ended 31st July 1876.
£ s. d.		£ s. d.
17,394 3 3	By Balance from Revenue Account No. 9 ..	63,406 9 2
680 17 7	„ Balance of General Interest Account ..	.. ..
197,275 6 2	„ Balance (Loss) carried down	50,280 8 6
<hr/>		<hr/>
£125,350 7 0		£113,686 17 8
<hr/>		<hr/>

Note.

Since the termination of the half-year this amount has been written off to Capital Account No. 4, in conformity with Section 3 of the Great Western Railway Act of 1876, confirmed by resolution of the Shareholders on 28th April 1876

£209,426 4 2

Note.

Since the termination of the half-year, this amount has been funded in additional Preference Stock at par, in conformity with Section 4 of the Great Western Railway Act of 1876, confirmed by resolutions of the Shareholders on 28th April 1876, and of the Preference Stockholders on 31st August 1876

£49,326 10 6

2

11 102 8

60 628 10 6

12 328 3 3

GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended
31st July 1876.*

ABSTRACT A.

No. 12. MAINTENANCE AND RENEWAL OF WAY.

	Half-year ended 31st July 1876.		Half-year ended 31st July 1875.	
	£	s. d.	£	s. d.
Repairs and renewals of Bridges and Culverts	7,700	7 10	6,941	19 1
" Station sidings & fences	4,811	5 8	7,712	5 0
" Buildings	5,574	10 1	6,574	6 3
" Signals	581	19 3	693	15 4
" Approaches	369	6 10	770	0 1
" Roadway	39,982	19 3	62,761	2 8
" Turntables	236	16 10	.....	.....
" Tanks and Pumps	479	5 10	.....	.....
Engineering superintendence, &c.	795	12 0	903	18 8
	60,532	3 7		
Rail and Bridge Renewal Fund	10,072	13 11		
Miles Maintained—Double	79½			
Single	431			
	510½			
	£70,604	17 6	86,362	7 1

ABSTRACT B.

LOCOMOTIVE POWER.

	Half-year ended 31st July 1876.		Half-year ended 31st July 1875.	
	£	s. d.	£	s. d.
Transit Expenses:—				
Wages of Enginemen and Firemen	19,322	2 6	20,450	9 1
Wages of Cleaners	2,527	3 1	2,621	7 6
Fuel	34,660	3 11	44,479	15 9
Oil	605	0 4	1,319	0 1
Tallow	586	12 3	887	10 4
Small Storcs	390	0 2	575	1 1
Pumping Engines	1,652	15 10	2,021	13 3
Superintendent, Foremen and Clerks... ..	1,508	8 3	1,583	5 6
Repairs and Renewal of Engines:—	61,252	6 4	73,938	11 7
Repairs—Material and Fuel ... £4,184 6 10			5,751	15 3
" Wages	9,261	10 8	7,607	10 0
Superintendent, Foremen and Clerks... ..	1,622	11 10	1,653	15 6
Renewals	329	11 8	7	13 6
	15,398	1 0		
Sundries:—				
Lighting Shops, &c.	£62 10 4	76,650 7 4	88,959 5 10	
Maintenance of Turntables	0 0 0		56 5 2	
Maintenance of Tanks and Pumps	0 0 0		274 13 2	
		62 10 4	827 17 11	
		76,712 17 8	90,118 2 1	
Renewal Fund		8,480 19 9	9,582 14 7	
		£85,193 17 5	£99,700 16 8	
Cost per Train mile run, exclusive of Renewal Fund 11.31d.			13.11d.	
Cost per Traffic Engine mile run		8.95d.	10.15d.	

ABSTRACT C.

REPAIRS AND RENEWAL OF CARS.

				Half-year ended	Half-year ended
				31st July 1876.	31st July 1875.
				£ s. d.	£ s. d.
Passenger Cars—					
Repairs.—Including cost of	{	Materials	}	987 13 0	4,403 3 1
cleaning Cars.		Wages		4,745 15 11	5,312 13 7
Superintendent, Foremen and Clerks	...		...	550 1 6	565 11 10
Renewals	...	...	...	1,610 10 9	3,464 12 1
				7,894 1 2	13,746 0 7
Merchandise Cars—					
Repairs—Materials	...	£11,331 14 6	...		17,757 8 0
„ Wages	...	6,569 11 1	...		7,241 2 9
Superintendent, Foremen and Clerks	...	1,100 2 10	...		1,131 3 9
Renewals	...	337 3 7	...		3,204 5 6
				19,338 12 0	
Renewal Fund ...	...		...	27,232 13 2	43,080 0 7
				19,109 8 7	693 9 0
				£46,342 1 9	£43,773 9 7
Cost per Train mile run, exclusive of Renewal Fund				4.01d.	6.27d.
„ Car				0.26d.	0.42d.

STATEMENT OF MILEAGE RUN BY CARS.

	Miles	Miles
	Run during	Run during
	Half-year	Half-year
	July 31st 1876.	July 31st 1875.
First Class Cars	2,144,056	2,323,981
Second Class Cars	1,298,893	1,205,419
Post Office, Express and Baggage Cars	1,006,271	1,098,635
Freight, Platform, and Conductors' Cars	21,172,426	20,017,364
Total Car Mileage earning Revenue	25,621,646	24,645,399

ABSTRACT D.
TRAFFIC EXPENSES.

	Half-year ended 31st July 1876.			Half-year ended 31st July 1875.		
	£	s.	d.	£	s.	d.
Salaries of Superintendents, Agents and Clerks	13,746	1	8	12,746	19	4
Wages of Conductors, Baggage-men and Brakesmen	16,400	17	2	16,218	7	8
„ Porters	16,879	11	0	18,866	3	1
„ Switchmen	4,654	0	6	4,876	19	7
„ Watchmen at Level Road Crossings	2,702	4	0	2,929	7	1
Clothing	189	0	10	565	7	8
Fuel, Lights, Lamps, and Signals	3,472	2	1	7,075	5	8
Stationery, Advertising and Printing	2,180	13	3	4,246	9	8
Office Furniture and Expenses	95	11	0	73	18	4
Small Stores	2,360	6	6	5,032	3	8
Travelling and incidental Expenses	521	14	8	1,428	18	6
Expenses of Telegraph	4,107	14	4	4,701	6	9
Do. Ferry Boats	7,012	15	7	4,402	16	2
Do. Advertising, and Agencies in United States	11,360	3	0	10,707	3	4
Hire of Cars	3,376	15	5	4,229	13	10
Foreign Terminal Charges at Chicago, Detroit and other Foreign Stations	6,337	1	3	12,187	13	6
	£95,396	12	3	£110,318	13	10
Total Tonnage carried	804,514	Tons.		754,454	Tons.	
Percentages on Traffic Receipts	24	20		26	87	

ABSTRACT E.
RENTS AND TOLLS.

	Half-year ended 31st July 1876.			Half-year ended 31st July 1875.		
	£	s.	d.	£	s.	d.
Suspension Bridge Rent... ..	5,136	19	8	6,120	1	6
International Bridge, Tolls, &c.	5,650	13	9	5,650	13	5
	£10,787	13	5	£11,770	14	11
Percentage on Total Receipts	2	73		2	86	

ABSTRACT F.

GENERAL CHARGES.

	Half-year ended 31st July 1876.			Half-year ended 31st July 1875.		
	£	s.	d.	£	s.	d.
Head offices in London	1,671	17	10	2,219	4	1
Do. Hamilton... ..	4,570	10	3	6,440	16	0
Stationery, advertising, and printing	535	3	0	711	4	1
Postages and stamps	368	17	3	368	15	9
Fuel and lights	54	12	7	127	4	2
Travelling and incidental expenses	1,763	8	6	1,669	5	1
Furniture, &c.	195	5	11	101	14	0
Law charges	975	16	1	956	9	8
Directors and Auditors	2,102	10	0	2,412	10	7
Telegraphing	339	6	10	528	9	2
Clerks' Security... ..	129	1	8	138	13	0
Insurance	3,507	17	6	3,467	13	5
	16,214	7	5	19,141	19	10
Less transfer fees	188	12	6	337	15	0
	£16,025	14	11	£18,804	4	10
Percentage on Total Receipts	4.06			4.58		

ABSTRACT G.

RESULT OF WORKING LEASED LINES.

Half-year ended 31st July 1876.

	£	s.	d.
Wellington Grey and Bruce Railway, Loss, per Sub-Account No. 2	11,260	4	8
DEDUCT—			
Galt and Guelph Railway, Profit, per Sub-Account No. 1	2,026	10	0
London and Port Stanley Railway, Profit, per Sub-Account No. 3	530	10	8
London, Huron and Bruce Railway, Profit, per Sub-Account No. 4	1,969	16	1
	4,526	16	9
ADD—			
Rent of Welland Railway and proportion of renewals, per Sub-Account No. 5	6,733	7	11
	1,632	18	4
Balance carried to Account No. 10	£8,366	6	3

GALT AND GUELPH RAILWAY WORKING ACCOUNT.

SUB-ACCOUNT No. 1 TO ABSTRACT G.

Half-year ended 31st July 1876.

Dr.	EXPENDITURE.	RECEIPTS.	Cr.
	£.	s.	d.
To Maintenance and Renewal of Way ...	4,134	11	7
Less Charge to Rail and Bridge Fund...	2,041	11	9
Locomotive Power ...	2,092	19	10
Use of Cars ...	1,185	17	11
Traffic Expenses ...	706	1	8
General Charges ...	1,110	13	6
	246	11	6
To Balance ...	5,342	4	5
	2,026	10	0
	£7,368	14	5
		MILEAGE.	
		Passenger and Freight Engines ...	23,095
		Piloting and Shunting...	3,608
			26,703
		By Passengers...	2,624
		Mails and Sundries ...	223
		Freight and Live Stock ...	4,520

LONDON AND PORT STANLEY RAILWAY WORKING ACCOUNT.

SUB-ACCOUNT No. 3 TO ABSTRACT G.

Half-year ended 31st July 1876.

DR.	EXPENDITURE.	RECEIPTS.	CR.
			£ s. d.
To Maintenance of Way	1,530 8 1	By Passengers	4,018 17 5
Locomotive Service	1,484 19 0	Mails and Sundries	281 17 8
Car Service	449 2 8	Freight and Live Stock	3,361 7 10
Traffic Expenses	924 7 2		
Stores	160 11 10		
Law Charges	13 13 7		
Proportion of cost of Renewals	513 14 0		
Rent	2,054 15 11		
	7,131 12 3		
To Balance	530 10 8		
	£7,662 2 11		£7,662 2 11

	MILEAGE.	
	Passenger and Freight Engines	25,160
	Piloting and Shunting	9,550
		34,710

LONDON, HURON AND BRUCE RAILWAY WORKING ACCOUNT.

SUB-ACCOUNT No. 4 TO ABSTRACT G.

Half-year ended 31st July 1876.

DR.	EXPENDITURE.	RECEIPTS.	Cr.																																																															
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">To Maintenance of Way</th> <th style="text-align: right;">£</th> <th style="text-align: right;">s.</th> <th style="text-align: right;">d.</th> </tr> </thead> <tbody> <tr> <td>Locomotive Service</td> <td style="text-align: right;">1,232</td> <td style="text-align: right;">17</td> <td style="text-align: right;">6</td> </tr> <tr> <td>Car Service</td> <td style="text-align: right;">1,969</td> <td style="text-align: right;">8</td> <td style="text-align: right;">4</td> </tr> <tr> <td>Traffic Expenses</td> <td style="text-align: right;">673</td> <td style="text-align: right;">8</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Stores</td> <td style="text-align: right;">1,576</td> <td style="text-align: right;">13</td> <td style="text-align: right;">11</td> </tr> <tr> <td></td> <td style="text-align: right;">349</td> <td style="text-align: right;">18</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Balance</td> <td style="text-align: right;">5,892</td> <td style="text-align: right;">6</td> <td style="text-align: right;">2</td> </tr> <tr> <td></td> <td style="text-align: right;">1,969</td> <td style="text-align: right;">16</td> <td style="text-align: right;">1</td> </tr> <tr> <td></td> <td style="text-align: right;">£7,772</td> <td style="text-align: right;">2</td> <td style="text-align: right;">3</td> </tr> </tbody> </table>	To Maintenance of Way	£	s.	d.	Locomotive Service	1,232	17	6	Car Service	1,969	8	4	Traffic Expenses	673	8	5	Stores	1,576	13	11		349	18	0	Balance	5,892	6	2		1,969	16	1		£7,772	2	3	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">By Passengers</th> <th style="text-align: right;">£</th> <th style="text-align: right;">s.</th> <th style="text-align: right;">d.</th> </tr> </thead> <tbody> <tr> <td>Mails and Sundries</td> <td style="text-align: right;">4,424</td> <td style="text-align: right;">19</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Freight and Live Stock</td> <td style="text-align: right;">55</td> <td style="text-align: right;">2</td> <td style="text-align: right;">1</td> </tr> <tr> <td></td> <td style="text-align: right;">3,292</td> <td style="text-align: right;">0</td> <td style="text-align: right;">9</td> </tr> <tr> <td></td> <td style="text-align: right;">£7,772</td> <td style="text-align: right;">2</td> <td style="text-align: right;">3</td> </tr> </tbody> </table>	By Passengers	£	s.	d.	Mails and Sundries	4,424	19	5	Freight and Live Stock	55	2	1		3,292	0	9		£7,772	2	3	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">MILEAGE.</th> <th style="text-align: right;">MILES.</th> </tr> </thead> <tbody> <tr> <td>Passenger and Freight Engines</td> <td style="text-align: right;">43,682</td> </tr> <tr> <td>Piloting and Shunting</td> <td style="text-align: right;">3,295</td> </tr> <tr> <td></td> <td style="text-align: right;">46,977</td> </tr> </tbody> </table>	MILEAGE.	MILES.	Passenger and Freight Engines	43,682	Piloting and Shunting	3,295		46,977
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WELLAND RAILWAY LEASE ACCOUNT.

SUB-ACCOUNT No. 5 TO ABSTRACT G.

Half-year ended 31st July 1876.

	£ s. d.
Rent for Half-year at £1,500 per annum	900 0 0
Proportion of cost of renewals	732 18 4
	£1,632 18 4

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

HAMILTON, ONTARIO, CANADA,
23rd August 1876.

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 order and repair.

JOSEPH HOBSON,
Chief Engineer.

CERTIFICATES RESPECTING THE ROLLING STOCK.

HAMILTON, ONTARIO, CANADA,
August 31st 1876.

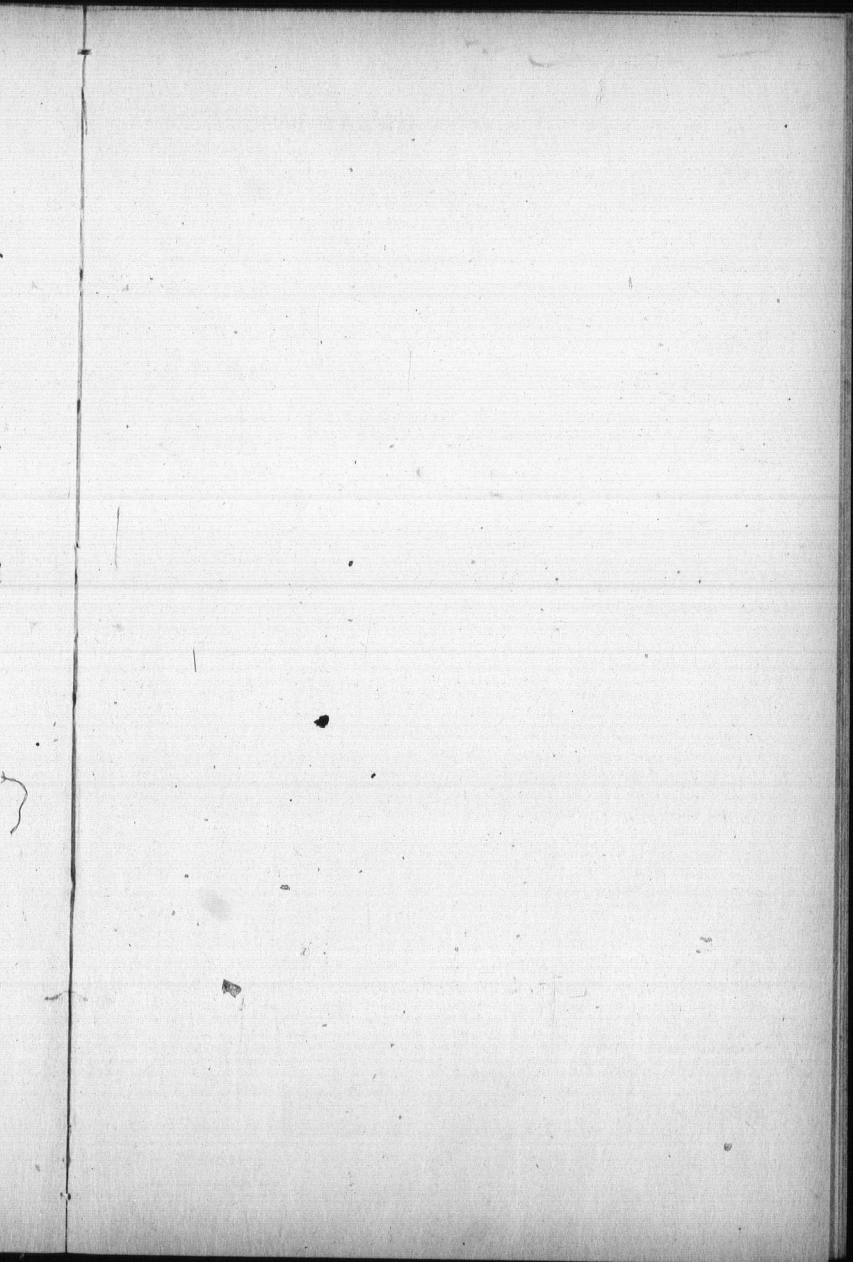
I hereby certify that the whole of the Locomotives, Machinery, Tools, and the Engines and Boilers of Ferry Steamers, have, during the past half-year, been maintained in good working condition and repair.

C. K. DOMVILLE,
Locomotive Superintendent.

LONDON, ONTARIO,
August 28th 1876.

I hereby certify that the whole of the Cars shown in report for half-year ending July 31st 1876, as actually in stock, have been maintained, and are now, in good and efficient order.

H. CHILDS,
Supt., Car Department.



GREAT WESTERN

No. 13.

Dr.

GENERAL BALANCE SHEET

	£	s.	d.
To Capital Account	272,187	2	7
.. Unpaid Dividends and Interest	3,623	3	8
.. Interest payable (due 1st August) and provided for	49,417	19	1
.. Interest on Bonds accrued to 31st July 1876	20,050	13	4
.. Dividends on 5 per Cent. Preference Stock to 31st July 1876 (authorised by resolution of the Preference Shareholders, on 31st August 1876, to be Capitalized)	49,326	10	6
.. Amounts due to other Companies	7,506	11	6
.. Ferry Steamers Renewal Fund (Sub-Account No. 6)	30,627	11	2
.. Locomotive Renewal Fund (Sub-Account No. 7)	104,411	3	5
.. Car Renewal Fund (Sub-Account No. 8)	25,419	19	5
.. Insurance Fund (Sub-Account No. 9)	2,761	2	7
.. Rail and Bridge Renewal Fund (Sub-Account No. 10)	8,385	3	2
.. Wellington Grey and Bruce Bond Acquisition Account— Balance of Bonds to be acquired under Agreements)	5,808	7	2
.. Sundry outstanding amounts due by the Company	94,918	15	0
.. Exchange Adjustment Account, reserve to meet loss on con- version of American currency in hand, and earnings in- American currency uncollected at 31st July 1876	7,239	6	10

Audited and approved,

JOHN YOUNG, }
THOMAS ADAMS, } Auditors.

28th September 1876.

£691,683 9 5

RAILWAY OF CANADA.

TO 31st JULY 1876.

Cr.

	£	s.	d.
By Revenue Account, Balance Account No. 10	209,426	4	2
„ Dividends on Preference Stock as <i>per contra</i>	49,326	10	6
„ Balance in Bankers' hands £53,392 14 8			
„ Less Temporary Advance upon Loan 45,000 0 0			
	8,392	14	8
Amount to be invested in Bonds of the Wellington Grey and Bruce Railway Co., not yet charged as capital expenditure	5,227	10	5
„ Stores in hand, 31st July 1876:—			
Locomotive and Car Stores £12,352 8 4			
Fuel 40,260 9 3			
Old Material 1,816 13 10			
Engineering Stores .. £5,256 10 5	54,438	11	5
Rolling Mill Stock .. 1,795 6 4			
Rail Stock—	7,051	16	9
Iron Rails.. 39,015 0 9			
Steel do. .. 47,816 18 0			
	86,831	18	9
General Stores 11,279 17 0			
„ Amounts due by other Companies	159,602	3	11
„ Amounts due to the Company on Traffic Account.. .. .	1,992	18	11
„ Leased Lines Suspense Account.. .. .	80,244	7	9
„ London, Huron and Bruce Railway advance Account, in process of liquidation	41,999	16	1
„ Sundry Assets and Debit Balances	34,631	9	9
„ Sundry Assets liable to depreciation	25,369	4	7
„ Depreciation Account (Assets probably irrecoverable)	51,247	6	1
	24,223	2	7
	<u>£591,683</u>	<u>9</u>	<u>5</u>

FERRY STEAMERS RENEWAL FUND.
 SUB-ACCOUNT No. 6 TO GENERAL BALANCE SHEET.
Half-year ended 31st July 1876.

1876. July 31st.	To Balance at credit of this Fund at date	£	s.	d.	1876. Jan. 31st.	By amount at credit of this Account	£	s.	d.
		30,627	11	2		July 31st. By Half-year's interest on above amount	729	9	7
					"	By amount received from Insurance Company for loss of Steamer "Union," burnt June 1876	3,082	3	10
					"	By amount carried to credit of this Account for the Half-year ..	2,500	0	0
		£30,627	11	2			£30,627	11	2

LOCOMOTIVE RENEWAL FUND.
 SUB-ACCOUNT No. 7 TO GENERAL BALANCE SHEET.
Half-year ended 31st July 1876.

1876. July 31st.	To amount expended on renewals of Locomotives during the half-year ..	£	s.	d.	1876. Jan. 31st.	By amount at credit of this Account	£	s.	d.
		329	17	7		July 31st. By half-year's interest on above amount	90,143	13	7
					"	By amount carried to credit of this Account for the half-year including transfer of £3,082 3 10 per Engineer's Report	2,704	6	2
		104,411	3	5			11,892	15	3
		£104,740	15	0			£104,740	15	0

CAR RENEWAL FUND.
 SUB-ACCOUNT No. 8 TO GENERAL BALANCE-SHEET.
Half-year ended 31st July 1876.

	£.	s.	d.	1876.	By amount at credit of this Account at date	£	s.	d.
1876. July 31. To amount expended on renewals of Cars during the half-year	1,947	14	4	Jan. 31.	20,217.	3	1	
” To amount paid in final settlement with Pullman Palace Car Company, to place the Cars on their return to that Company in the condition required by the terms of the agreement	2,182	3	10	July 31.	606	10	3	
” To one half cost and equipment of three Dining Cars to be run on joint account with Michigan Central Railroad Company	2,330	18	8	”	21,057	2	11	
” To balance at credit of this Fund at date	35,419	19	5	Account for the half-year				
	£41,880	16	3					

INSURANCE FUND.
 SUB-ACCOUNT No. 9 TO GENERAL BALANCE-SHEET.
Half-year ended 31st July 1876.

	£	s.	d.
Balance of Fund, 31st January 1876	2,208	18	1
Amount set aside as Premium on Insurance of Property not covered for 6 months to 31st July 1876	652	4	6
	£2,761	2	7

RAIL AND BRIDGE RENEWAL FUND.

Dr. SUB-ACCOUNT No. 10 TO GENERAL BALANCE-SHEET, HALF-YEAR ENDED 31st JULY 1876. Cr.

	£	s.	d.		£	s.	d.
1876.				1876.			
Jan. 31st	3,319	19	10	July 31st.			
July 31st							
To Balance at debit of Fund at date ..				By Half-year's proportion on Train			
" Revenue Expenditure during Half-year				Mileage placed to credit of this fund ..	29,230	15	7
in laying down Steel Rails and for							
Renewal of Bridges—							
Main Line and Branches £10,558	5	4					
Galt and Guelph Railway 2,676	9	3					
Wellington Grey and							
Bruce Railway ..	4,350	18	0				
Balance at credit of Fund, 31st July	17,585	12	7				
1876—							
Main Line and Branches	8,191	2	3				
Wellington Grey and							
Bruce Railway ..	2,982	11	2				
Galt and Guelph Railway	11,173	13	5				
Dr.	2,788	10	3				
	8,385	3	2				
	429,290	15	7				

Amount charged per Abstract A	£	s.	d.
Ditto per Sub Account, No. 2	10,072	13	11
to Abstract G	3,674	0	10
Less Amount credited per Sub Account No. 1 to Abstract G	13,746	14	9
Amount expended per Contra ...	2,041	11	9
	11,795	3	0
	17,583	12	7
	<u>429,290</u>	<u>15</u>	<u>7</u>

429,290 15 7

No. 14.—MILEAGE ACCOUNT.

HALF-YEAR ENDED 31ST JAN. 1876.			HALF-YEAR ENDED 31ST JULY 1876.		
Miles authorised.	Miles constructed.	Miles worked by Engines.	Miles authorised.	Miles constructed.	Miles worked by Engines.
495-80	495-80	495-80	495-80	495-80	495-80
291-09	291-09	291-09	291-09	291-09	291-09
786-89	786-89	786-89	786-89	786-89	786-89
		Lines owned by the Company ..			
		Lines Leased or Rented ..			

No. 15.—STATEMENT OF TRAIN AND ENGINE MILEAGE.

Half-year ended 31st July 1875.		Half-year ended 31st July 1876.
633,682	Passenger Trains ..	616,800
1,015,630	Freight Trains ..	1,011,537
1,649,312	Total Train Miles ..	1,628,337
481,457	Piloting and Shunting Engines ..	428,157
2,130,769	Total Traffic Engine Miles run..	2,056,494

Rail & Bridge Renewal Fund

Half year ending 31st January 1877

J. W. R., G. F. G. and W. G. & P. Rys

Train miles

<u>J. W. R.</u>	1,691,555
<u>G. F. G.</u>	24,880
<u>W. G. & P. Rys</u>	176,905
	<u>1,893,340 @ 7.76 per train mile</u>

<u>miles</u>	
893,340 @ 5.82 per mile for <u>rails</u>	= \$110,192.39
1.94 " " <u>bridges</u>	= 36,730.79
7.76	\$146,923.18

Rails

Bridges

J. W. R. 68.34% = 75,305.48	76.72% = 28,179.86
G. F. G. 2.60% = 2,865.00	87% = 319.56
W. G. & P. Rys 29.06% = 32,021.91	22.41% = 8,231.37
<u>100.00 \$110,192.39</u>	<u>100.00 \$36,730.79</u>

London Huron & Bruce Ry.

Train miles

50,389 @ 7.76 per train mile	
50,389 @ 5.00 per mile for <u>rails</u>	2,519.45
2.76 " " <u>bridges</u>	1,390.74
7.76	\$3,910.19

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

The Accounts for the half-year ended 31st July 1876, duly audited and approved, are now presented to the proprietors. The figures are reduced to a uniform gold basis, and the accounts are rendered in the form adopted in the Imperial Act of 1868.

2. HALF-YEAR'S REVENUE ACCOUNT.—The marked improvement in the result of the half-year's operations, as compared with those of the corresponding half-year ended 31st July 1875, will be apparent from the following figures.

July 31st 1875.		July 31st 1876.
£411,187	Gross Receipts	£394,769 ✓
371,365	Cash Working Expenses, exclusive of Credits to Reserve Funds (being at the rate of 73·63 per cent., as compared with 90·32 per cent. for the corresponding period) ...	290,647 ✓
£89,822		£104,122 ✓
115,521	Cash loss on working Leased Lines, Interest on Bonds, Debenture Stock, &c.	101,514
£75,699 <i>Deficit.</i>		Surplus £2,608

The improvement in the cash working of the last half-year therefore amounts to £78,307, notwithstanding a decrease in gross receipts of £16,418. The cash working expenses are reduced to the extent of £80,718.

The amounts charged to Revenue Account and placed to the credit of the various reserve funds for the respective periods, are as follows :—

Half-year ended July 31st 1875.				Half-year ended July 31st 1876.		
£	s.	d.		£	s.	d.
3,015	16	3	Ferry Steamers Renewal Fund, in-			
			cluding interest	3,229	9	7
11,563	17	1	Locomotive ditto ditto ...	11,185	5	11
845	2	4	Car ditto ditto ...	19,715	18	10
.....			Rail and Bridge Fund	11,705	3	0
552	4	6	Insurance Fund	552	4	6
6,500	0	0	Depreciation Account	6,500	0	0
9,100	0	0	Change of Gauge Fund ... ..	.....	
<hr/>				<hr/>		
£31,577	0	2		£52,888	1	10
75,699	0	0	<i>Dr.</i> Cash balances ...	Cr. 2,608	0	0
<hr/>				<hr/>		
£107,276	0	2	Net Revenue deficit ...	£50,280	1	10
<hr/>				<hr/>		

Hence the net results exhibit an improvement of £56,996, although the half-year's Revenue has borne an increased transfer to Reserve funds of £21,311, as compared with the half-year ended 31st July 1875.

3. YEAR'S REVENUE ACCOUNT.—It will be interesting to the Shareholders to see at a glance the operations of the past twelve months, the first complete year of the new General Manager's administration.

COMPARATIVE RESULTS OF ONE YEAR'S OPERATIONS.

Year ended 31st July 1875.		Year ended 31st July 1876.
£893,339	Gross earnings for twelve months	£830,857
731,648	Cash Working Expenses ditto	600,215
<u>£161,691</u>		<u>£230,642</u>
	Cash loss on leased lines, interest on Bonds	
223,106	Debenture Stock, &c.	203,467
<u>£61,415</u>	<i>Deficit.</i>	<u>Surplus</u> £27,175
<u>£58,317</u>	Amount placed to credit of Reserve and other funds	<u>£95,037</u>

Hence, while the gross earnings for the year are £62,482 less than those of the preceding year, the cash working expenses have been reduced by £131,433; and instead of a cash deficit on the year of £61,415, there is a surplus of £27,175, showing an improvement of £88,590. As, however, the credits to Reserve and other funds have increased by £36,720, the net improvement is £51,870.

This economy has been effected without in any way impairing the efficiency of the Railway, or its equipment, which have never been in better condition than at the present time. It is the best practical testimony to Mr. Broughton's eminent fitness for the office of General Manager; but the improvements which he is introducing into the working of the concern are by no means yet completed.

With a view to aid and support Mr. Broughton in these and other important arrangements, the President, at the special request addressed to him by his colleagues in

August last, consented again to visit Canada and the United States during the present autumn. He proposes to leave immediately after the General Meeting.

4. RENEWAL FUNDS.—The Renewal and other Funds during the Half-year have been maintained as heretofore, the balances being on 31st July 1876, as follows:—

	Credit Balance 31st January 1876.	Credit during Half-year, including Interest.	Balance 31st July 1876.
	£ s. d.	£ s. d.	£ s. d.
Ferry Steamers Re- newal Fund ...	24,315 17 9	3,229 9 7	27,545 7 4
Amount recovered from Insurance Company, for loss by Fire of Ferry Steamer "Union"	... ..	... ..	3,082 3 10
Locomotive Renewal Fund	90,143 18 7	14,267 9 10	104,411 3 5
Car ditto... ..	20,217 3 1	15,202 16 4	35,419 19 5
Rail and Bridge Fund	<i>Dr.</i> 3,319 19 10	<i>Cr.</i> 11,705 3 0	8,385 3 2
Insurance Fund ...	2,208 18 1	552 4 6	2,761 2 7
	133,565 12 8	44,957 3 3	181,604 19 9

It is proposed during the current half-year to make some modification in the present rates of mileage charge for Locomotive and Car renewals, in accordance with the explanations given at the last General Meeting. The exact rates are not yet determined.

5. FERRY STEAMERS.—The Directors have to report the loss by fire of the ferry steamer "Union" on 16th June

last. The amount of £3,082, received from the Insurance companies, has been placed to the credit of "Ferry Steamers Renewal Fund," which will have to be adjusted when further particulars have been ascertained. The "Union" (a wooden boat), was built in 1857, and had been laid up for some time. The remaining ferry steamers of the Company are fully adequate for present traffic requirements.

6. LEASED LINES.—The working of the Leased Lines during the half-year has involved a loss (including a net transfer of £1,632. 9s. 1d. to the Rail and Bridge Renewal Fund) of £8,366. 6s. 3d., as detailed in Abstract G. This is £11,621. 10s. 9d. less than in the corresponding half-year of 1875, when the loss amounted to £19,987. 17s. 0d.

The loss in working the Wellington Grey and Bruce alone amounts to £11,260. 4s. 8d., the charge for maintaining the line being still excessive; but as the defects in its original construction are remedied, better results are anticipated.

The traffic of the London, Huron, and Bruce Railway, the construction of which was undertaken by the present Board under special circumstances, is being gradually developed. The total Capital Expenditure is not yet exactly ascertained, but will not much exceed the former estimate.

7. EARNINGS.—The following table shows the increase

and decrease of the earnings of the half-year, discriminating the various branches of business :—

Decrease in Through Passenger earnings	...	...	£3,522	15	11
Do. Through Freight	do.	£24,236	13	0	
Do. Through Live Stock	do.	9,753	14	9	
					33,990 7 9
					£37,513 3 8
Increase in Local Passenger earnings	...	£978	11	8	
Do. Local Freight earnings	...	19,516	0	6	
Do. in Mails, Express, Freight and Rents	... ..	600	7	4	
					21,094.19 6
Total Decrease	...	£16,418	4	2	

The decrease is caused by the low rates at which the through traffic continues to be carried by all the railways of the district served by the Great Western. Thus the weight of through freight carried was 29,487 tons more than in the corresponding half-year, the receipts being £24,236 less. The decrease in the total earnings of this half-year, however, is much less than that of the half-year ended 31st January last (as compared with the corresponding period of 1874-5), which amounted to £46,063.

The receipts from all sources were 4s. 10 $\frac{1}{4}$ d. per train mile, against 4s. 11 $\frac{3}{4}$ d. per train mile to 31st July 1875.

The Earnings and Working Expenses, reduced to a similar gold basis, for the last five half-years, compare as follows :—

Half-years ended.	Earnings per Train Mile.		Cash Working Expenses, excluding Renewal and other Funds.		Working Expenses, including Renewal and other Funds.	
	s.	d.	Per train mile.	Per Cent. of Gross Receipts.	Per train mile.	Per Cent. of Gross Receipts.
July 31st 1874	6	3 $\frac{1}{2}$	5 0	79.38	5 3 $\frac{1}{2}$	84.31
January 31st 1875	6	8 $\frac{1}{4}$	4 11 $\frac{3}{4}$	74.38	5 4	79.82
July 31st 1875	4	11 $\frac{3}{4}$	4 6	90.32	4 9 $\frac{1}{2}$	95.77
January 31st 1876	5	7	3 11 $\frac{1}{2}$	70.99	4 4 $\frac{1}{2}$	78.77
July 31st 1876	4	10 $\frac{1}{4}$	3 6 $\frac{1}{2}$	73.63	4 0 $\frac{1}{2}$	83.94

in extenso with the last half-year's report) and in conformity with the resolution of the General Meeting on the 28th April 1876, the Revenue overdraft to the 31st July last, and the amount at which the Revenue assets are estimated to be over-valued, will, in the current half-year, be written off to Capital Account. The Revenue overdraft stands at £209,426. 4s. 2d., and the over valuation of assets will be about £65,000. The Act and the Resolution of the Shareholders empower, if necessary, a further sum of about £25,000 (making £300,000 in all) being written off on account of any deficiency during the current half-year; but the Directors trust that the improvement in the Company's business, now taking place, will obviate the necessity of any further use of these powers.

As provided by Section 4 of the same Act, the accrued dividend on the 5 per cent. Preference Stock, amounting at 31st July 1876 to £49,326. 10s., has, under the Shareholders' resolution of 28th April 1876, followed by the vote of the Preference Stockholders at a special meeting held in London on 31st August last, been funded at par, and additional Preference Stock has been issued accordingly.

Thus the net Revenue from the 1st August 1876 is clear of any arrear liability, and will in future be applicable to the cash payment of bond and debenture stock interest, and to dividend on the Preference Stock and the ordinary shares of the Company.

11. DETROIT AND MILWAUKEE RAILROAD COMPANY.—
In their last report the Directors referred to Sir Charles Young's mission to America on behalf of the London Committee of Bondholders; and expressed their hope that

a satisfactory arrangement would be made with the Great Western Company under Sir Charles Young's auspices. The report made by this gentleman and recently published by the Bondholders' Committee, recommends a settlement on the basis agreed with the Executive of the Great Western. The judicial proceedings in the American Courts will, it is expected, be further prosecuted during the present autumn, and the Directors will not relax their endeavours to protect the Company's interests to the utmost extent of their legal competence.

12. GRAND TRUNK RAILWAY COMPANY.—In their last Report the Directors stated that they had, on the 15th April, made a proposal to the Grand Trunk Board, for further arrangements between the two Companies. The negotiations, which ensued have been communicated to the Shareholders in two circulars, dated respectively the 20th June and the 20th July 1876.

The first proposal of the Great Western Board was for a return to the original policy of the Canadian Government and Legislature, under which the Great Western Company were to occupy the territory to the West of Toronto, and the Grand Trunk that to the East, the Great Western lines from Detroit to Toronto and Suspension Bridge forming part of the "Main Trunk" System of Canada, and being used equally for Canadian and American traffic. This proposal the Grand Trunk Board rejected, offering as counter proposals the amalgamation of the two Companies, or the "pooling" of their traffics. Finally, on the 12th July the two Boards agreed to carry out the division of the competitive traffic under their control, on a plan

similar to that known as the "Gladstone award," Mr. Leeman, the Chairman of the North Eastern Railway Company, acting as arbitrator, in the event of difference between the two General Managers. Such a division had been contemplated in the Memorandum of the 8th July 1875, but without the assistance of an arbitrator.

It was, however, agreed, that although the Managers were at once to proceed with the preliminary negotiations, the schedules should not be settled until the "Railway War" then raging between certain American Companies and the Grand Trunk, had come to an end.

This disastrous "Railway War" (it will be remembered) was predicted by the Directors in their last Report. Alluding to the low through rates then obtained, the Board said that "until within the last few weeks they had felt confident that wiser counsels might be expected to prevail for some time, but that recent information forbade them to be too sanguine in this respect." Whatever may have been the causes of this most injurious conflict, the Great Western Company had no voice in the matter; and for some time their only concern with it was the heavy loss entailed on all carriers interchanging through traffic with the combatants.

Later on, however, the Great Western Company became a more direct sufferer. On pleas of the most frivolous kind, which are set out at much length in the Grand Trunk circular to their Proprietors, of 22nd June last, and which on examination have been found to be groundless,*

* The charges made by the Grand Trunk against the Great Western are—
 "The violation of the principle agreed between the two Companies of equal rates, fares,
 "and favours, by the granting by the Great Western Company of annual passes to the
 "chief representatives of a body of Knights Templar, to influence and secure a large
 "excursion party then negotiating with the officers of this Company, the connivance by
 "conductors on the Great Western at a departure from agreed passenger rates between

the Grand Trunk Company suddenly put an end to the agreement of the 30th March 1875, and commenced a series of extreme reductions of rates and fares, selecting especially those districts in which their business was proportionally the smallest and that of the Great Western the largest.

From the first the object of this unprovoked attack was obvious. It was hoped that its effect on the receipts of the Great Western would assist the Grand Trunk in forcing upon this Company the plan of amalgamation, to which further allusion will be made in the present Report. What the Board foresaw has already taken place. At the last moment, when the present Report was in course of preparation, the agitation about to be described being sufficiently ripe, a letter was received from the Grand Trunk Board proposing to abrogate the agreement of the 12th July, 1876 (for the division of the competitive traffic under Mr. Leeman's arbitration), and to amalgamate the two Companies on

"Detroit and Buffalo, and the non-fulfilment by the Great Western of their agreement (for which an equivalent was given by the Grand Trunk), to forward all traffic for the Lower Provinces of Canada, as well from competitive as non-competitive points, "by the Grand Trunk via Toronto." (*Grand Trunk Circular of the 22nd June 1876, page 4.*)

The facts since ascertained by this Company are—

1. No passes were issued as stated.
2. The two representatives of the Masonic body referred to have held annual passes from this Company for many years as officers of a City Corporation, and the Grand Trunk Company have always given passes to both of them.
3. The Great Western proposed to undertake the conveyance of the excursion party at the tariff rate (\$23.40), whereas the Grand Trunk in violation of the agreement, first tendered at \$18.25, and when this, to their surprise, was not accepted, offered to take them for \$16.
4. One person, in ill-health, travelling to San Francisco with a through emigrant ticket, was allowed by a conductor to leave a smoking carriage for some miles, between Buffalo and Detroit, and travel in one of a higher class. No other case has occurred justifying the accusation.
5. The total amount of the Lower Province traffic from the Great Western system from the 1st January to the 11th May, when the Grand Trunk charge was first made, was 5,180 tons, of this 5,120 tons were actually handed to the Grand Trunk, and only 60 tons specially consigned via New York were conveyed to the American frontier, and at the full tariff rate.

the basis of the North Eastern Confederation. It was well known to the Grand Trunk Board that this scheme, which had been already fully discussed and shown to be unacceptable, could not be entertained by the Great Western Board. The Directors, accordingly, declined to do more than insist on the unconditional observance of the agreement of the 12th July, 1876; but they communicated to the Grand Trunk Board the authority which they had previously given to Mr. Broughton to conclude at once with Mr. Hickson (without reference to this Board) arrangements for improved rates and fares, and in other respects for the mutual benefit of the two Companies, pending the permanent peace which, it is hoped, will be established under Mr. Leeman's arbitration.

13. PROPOSED AMALGAMATION.—Within the last few months an agitation has been set on foot, mainly by persons interested in Grand Trunk securities, to induce the Shareholders of this Company to force on the Directors' amalgamation with the Grand Trunk Company. It has been for some time the declared object of those who manage the affairs of the Grand Trunk Company in Canada to bring about such an amalgamation; and it is manifestly their interest that it should be carried through (if at all) before the great improvement now being effected in this Company's business is fully developed, and while attention can be specially called to the disastrous period from which the Great Western has only lately emerged. Great endeavours have been made to put this scheme of amalgamation in the most favourable light. It has been recommended to the Dominion as having for its object the diversion from the United States to Canada of a con-

siderable traffic now passing through the former. It has been recommended in this country as the means of raising rates and fares in Canada, and thus securing a better interest on British Capital invested in Canadian Railways; and from time to time, the probability of such an arrangement being listened to by the Great Western, has been used to induce the American Companies to make exclusive arrangements for through traffic with the Grand Trunk, cutting off the Great Western at the frontier, or charging local rates on its interchanged traffic.

Such an amalgamation would have none of the merits of the great railway combinations sanctioned by the British Parliament. It would be neither a compact union of short lines in a limited district, like the Lancashire and Yorkshire or Great Eastern amalgamations, nor the formation of long continuous systems like those of the London and North Western and Great Western of England. It would be rather the union of one through system with a section of another independent through system; and analogies to it would be found in an amalgamation of the London and South Western with the (former) Bristol and Exeter; or of the North Eastern with the Caledonian. The scheme would no doubt bring under one management a larger mileage than that of any English Railway Company: but the Directors decline to be parties to such a project, however ambitious it may be. Whatever effect it might for a time have on some of the securities of the Grand Trunk Company, they are unanimously of opinion that it would be highly injurious to the interests of the Great Western. To say nothing of other objections, the preliminary assent to it of the Great Western would imperil, and its final adoption would throw

away, traffic worth several hundred thousand pounds per annum, now interchanged with American Companies.

The Board therefore earnestly invite the Shareholders, who have confidence in them and in the present Canadian management, to aid them by their personal vote, or by proxy, at the approaching meeting, in resistance to the threatened movement. They appeal confidently to the results of the first completed year's operations under the new management, in evidence of their ability to administer the Company's affairs with success; and they claim to be better judges of the true interests of their constituents, than either the managers of a rival Company, or the holders of its securities.

If, however, the majority of the Shareholders should be of a different opinion, the Directors will offer no further obstacles to the proposal, but will, one and all, give place to others, who, believing in the wisdom of this amalgamation, ought to be better able to carry it out.

14. DIRECTORS AND AUDITORS.—Mr. John Fell, of Dane Ghyll, in Furness, has been elected a Director of the Company in succession to Mr. Seymour Clarke, deceased.

The Directors who go out of office by rotation, and being eligible, offer themselves for re-election, are the Right Honourable Hugh C. E. Childers, M.P., Lieut.-Colonel Francis D. Grey and Mr. John William Maclure.

The Auditors, Mr. John Young and Mr. Thomas Adams, also go out of office, and are eligible for re-election.

On behalf of the Board of Directors,

HUGH C. E. CHILDERS,

President.

LONDON, 30th September 1876.

REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,
ENGINEERING DEPARTMENT,
HAMILTON,

22nd August 1876.

TO THE PRESIDENT AND DIRECTORS.

GENTLEMEN,—I have the honour to submit to you the following Report upon the operations of the Engineering department during the Half-year ended 31st July last :—

CHARGES TO CAPITAL.

During the past half-year the undermentioned expenditure was incurred, forming a charge to Capital Account :—

	£	s.	d.	£	s.	d.
<i>1st.—Roadway and Sidings—</i>						
Proportion of cost of 600 tons of steel rails laid in track of Sarnia Branch at £3 sterling per ton	1,800	0	0			
Ditto for 442½ tons of steel rails laid in track of Galt and Guelph Railway at £3 sterling per ton	1,327	10	0			
Proportion of cost of steel rails laid down for the re-arrangement of Hamilton Station Yard	382	8	0			
Cost of making new level crossings on Main Line, Loop Line, and the Toronto Branch	181	8	4			
				3,691	6	4
<i>2nd.—Bridges and Culverts—</i>						
Proportion of half the actual expenditure for work done upon new bridges which are being renewed in stone and iron for this half-year, including £2,192. 13s. 5d. charged last half-year as on account of the Wellington Grey and Bruce				6,323	3	5
Carried forward				£10,014	9	9

	£	s.	d.	£	s.	d.
Brought forward ..				10,014	9	9
<i>3rd.—Buildings and Wharves—</i>						
Proportion of cost of new passenger and freight houses erected at Hamilton, final charge ..	645	0	0			
Cost of iron pump and placing same in new well at Harrisburg	13	11	5			
Proportion of cost of work done erecting a new frost proof tank and engine house, &c., at Galt ..	140	0	0			
Amount paid for Land				798	11	5
				141	13	1
				<u>£10,954</u>	<u>14</u>	<u>3</u>
<i>Wellington Grey and Bruce Railway—</i>						
Proportion of cost of 680 tons steel rails laid in track, at £3 sterling per ton				2,040	0	0
Cost of building snow fences, putting in new sidings, rails included, building dwelling for Station Master at Walkerton, new Station House at Henfryn, coal platforms at Palmerston, Paisley, and Wingham, and completing unfinished works on Main Line and Kincardine Branch				898	10	6
Total ..				<u>£2,938</u>	<u>10</u>	<u>6</u>

REMARKS ON CAPITAL EXPENDITURE.

The charges to capital require very little explanation, as they are principally for works which have been in progress during one or more of the preceding half years, and to which reference has, therefore been made in previous reports.

The charge for the re-arrangement and extension of the tracks in the Hamilton Yard is the final one.

The new level crossings are on roads which were legally established before the Railway was made, but which were not brought into public use until within the last six months.

No further charge will appear in Capital Account for the new Passenger Station and Freight House at Hamilton.

A frost-proof tank has been built at Galt; one half of the cost of which has been charged to capital, and the remainder to revenue.

CHARGES TO REVENUE.

The total expenditure by this department chargeable to Revenue upon the whole of the lines forming the Great Western Railway

system, during the half-year ended 31st July 1876, and during the corresponding period of the previous year, was as follows:—

	Miles.	During half-year ending			
		31st July 1876.		31st July 1875.	
		£	s. d.	£	s. d.
Great Western Railway, proper	590.07	70,604	17 6	86,441	4 11
Galt and Guelph Railway	15.25	2,093	0 0	3,305	1 1
Wellington Grey and Bruce Railway ..	168.35	25,169	12 3	22,455	4 9
London and Port Stanley Railway .. .	23.66	1,530	8 2	3,858	16 9
London Huron and Bruce Railway .. .	68.89	1,232	17 6	.. ..	.. ..
Total	866.22	96,630	15 5	116,060	7 6

DETAILS OF MAINTENANCE AND RENEWALS OF
PERMANENT WAY.

MAIN LINE.		£	s.	d.
Renewals of Bridges in Stone and Iron ..	..	4,130	9	11
Repairs of Bridges and Culverts .. .. .	..	3,569	17	11
Repairs and Renewals of Sidings .. .. .	..	2,084	2	11
" " Fences .. .. .	..	2,727	2	9
" " Buildings and Wharves .. .. .	..	5,574	10	1
" " Turntables .. .. .	..	236	16	10
" " Signals .. .. .	..	581	19	3
" " Approaches .. .. .	..	369	6	10
" " Tanks and Pumps .. .. .	..	479	5	10
Wages of men on roadway .. .. .	..	23,270	13	2
Renewal of Steel Rails .. .. .	..	6,427	15	5
Charge for 50 tons partially worn Steel Rails used .. .. .	..	61	12	10
Cost of 500 tons partially worn Iron Rails in track of Sarnia Branch and Main Line Sidings, &c. .. .. .	..	1,027	7	11
102,000 Sleepers laid in Track .. .. .	..	7,335	12	4
Engine service .. .. .	..	796	15	4
Stores and other materials .. .. .	..	1,063	2	3
Engineering Superintendence .. .. .	..	795	12	0
		£60,532	3	7
Amount placed to credit of Rail and Bridge Renewal Fund... .. .	..	10,072	13	11
Total		£70,604	17	6

GALT AND GUELPH RAILWAY.

	£	s.	d.
Wages of men	886	12	1
Renewal of Steel Rails	2,676	9	3
Cost of 100 tons partially worn iron rails used	205	9	7
Sleepers and other stores	366	0	8
	<hr/>		
	£4,134	11	7
Less amount placed to debit of Rail and Bridge Fund	2,041	11	9
	<hr/>		
Total	£2,092	19	10

WELLINGTON GREY AND BRUCE RAILWAY.

	£	s.	d.
Wages of Men	8,554	13	1
Renewal of steel rails	4,350	18	0
Cost of 1,200 tons partially worn iron rails used	2,465	15	0
Sleepers and other stores	2,124	5	3
	<hr/>		
	£17,495	11	4
Amount placed to credit of Rail and Bridge Fund	3,674	0	10
	<hr/>		
Total	21,169	12	2

LONDON AND PORT STANLEY RAILWAY.

	£	s.	d.
Wages of men	1,154	10	3
Cost of sleepers and other stores	375	17	10
	<hr/>		
Total	£1,530	8	1

LONDON, HURON AND BRUCE RAILWAY.

	£	s.	d.
Cost of maintenance during half-year	1,232	17	6
	<hr/>		

REMARKS ON CHARGES TO REVENUE.

MAIN LINE.—Brown's Creek Bridge on the Sarnia Branch and the Bridge at the 12½ Mile Post on the Toronto Branch, which were in course of renewal at the close of last January, have been finished. The Embanked Approaches to the former are not however completed,

but will be, I fully expect, before the beginning of Winter; the quantity of Earthwork in these will be a little more than 20,000 cubic yards.

The subjoined Table shows the lengths of the Bridges which have been renewed or converted into Embankments during the Half-year just ended, and of those in progress at the close of it; also the lengths of the old Bridges. These are all on the Main Line:—

Miles from Suspension Bridge.	Names of Bridges.	Number and lengths of spans in		Length over all.		REMARKS.
		Old Bridges.	New Bridges.	Old Bridges.	New Bridges.	
10½	12 Little Creek	1 of 60 ft.	1 of 60 ft.	75 ft.	75 ft.	One stone abutment, and new iron trusses in place of wood. In progress.
52½	Smoky Hollow	3 ,, 30 ,,	1 ,, 30 ,,	93 ,,	94 ,,	Stone arch. Finished.
53	Private Road...	3 ,, 26 ,,	1 ,, 16 ,,	91 ,,	24 ,,	Stone abutments & iron girders. Finished.
62½	Public Road ...	3 ,, 30 ,,	1 ,, 23 ,,	93 ,,	30 ,,	Double track bridge; stone abutments and iron girders. In progress.
92½	Private Road...	3 ,, 25 ,,	.....	79 ,,	.....	Filled up with earth. Finished.
Total .....	.....	.....	.....	431 ft.	163 ft.	

The earth filling at the backs of the abutments of the Bridge at the 58 Mile Post is finished; at the other Bridges it is in progress.

The quantity of Earthwork done during the present Summer in connection with Bridges, including some of those which were built last year, is about 15,000 cubic yards.

Eight over-head Bridges and 33 Culverts have been renewed, the charge for these is included in the debit to Revenue for Repairs of Bridges and Culverts.

The following new Works have been executed during the Half-year; and in accordance with the instructions received from the General Manager that nothing was to be charged to Capital without the sanction of the Board of Directors, they have been debited to Revenue account:—

- (1.) A new combined Passenger and Freight Station at Middlemiss; the grading of a part of the Station Ground; and the clearing and fencing of an addition of $12\frac{4}{10}$ acres of Land to the property of the Company at this point.
- (2.) A fire-proof brick Building 30 feet long and 20 feet wide near the General Offices at Hamilton, for the safe keeping of a portion of the old books and records of the Company.
- (3.) A small Station at Wanstead.
- (4.) Removal of a part of the Landing Dock on the Welland Canal near the Loop Line; this work is not yet finished.
- (5.) Enlargement of Waterdown Station by adding 50 feet to its length; this extension was required for the storage of flour.
- (6.) A new Warehouse at Lynden.
- (7.) Two short Sidings, one at London, the other at Chatham.

The aggregate cost of these Works amounts to rather more than £1,000.

At Windsor a large portion of the Coal Wharf has been renewed; the re-construction of the remainder is being proceeded with.

The Turntable at Hamilton has been thoroughly overhauled. That at Clifton is undergoing extensive repairs. The other Tables are in good order.

The Tanks are all in excellent condition, having received the most careful repairs whenever required.

The condition of the Permanent Way continues to be good. On the Loop Line Division a Ballast Train was employed during the months of May, June, and July, between Fort Erie and Cayuga.

After deducting the debits for the maintenance of tanks and turntables (as these were not kept up by the Engineering department during the year ending 31st July, 1875), and the amount charged for new works enumerated above, the actual expenditure on revenue account during the past half-year is £68,861. 6s. 10d. The total cost of maintenance per mile during this half-year and the corresponding half of last year was respectively £116. 14s. 0d. and £146. 9s. 10d., although we have not reduced the number of men

employed on the permanent way, believing it to be sound economy to keep the track in a very high state of repair.

LONDON HURON AND BRUCE RAILWAY.

The total amount expended upon this line, chargeable to capital, was at the close of the half-year £271,048 13 4

The amount which I estimate will be required to complete it, is in round numbers £11,815 0 0

It may not however be necessary to expend the whole of this sum during the present season. There are some works, the execution of which may perhaps be deferred until the requirements of the traffic are more clearly ascertained. One portion of the construction which is being pushed forward, is the ballasting, as it is essential to the safe and economical working of the road, that it should be completed before the wet weather of autumn sets in.

NEW STEEL TRACK.

The steel rails laid during the past half-year were as follows: —

On the Sarnia Branch	6.66 miles.
„ „ Galt and Guelph Railway	4.91 „
„ „ Wellington Grey and Bruce Railway	7.55 „
Total	<u>19.12 „</u>

The additions to sidings (exclusively of those on the London Huron and Bruce Railway) during the past half-year have been very trifling.

On the Main line only two have been laid, one at each of the following places:—

At London	290 feet
At 181 $\frac{1}{2}$ mile post near Chatham	400 feet
	<u>690 feet</u>

On the Wellington Grey and Bruce Railway, the undermentioned sidings were laid or extended :—

Siding at Mildmay	...	...	...	644 feet
Dunkeld siding extended	...	...	...	170 "
Siding at Port Elgin	...	...	...	94 "
Three sidings laid at Wingham	...	...	...	648 "
				<u>1,556 "</u>

The total lengths of steel and iron tracks, and of sidings, on the Great Western system are as follows:

DIVISIONS.	Length in Miles of			
	Steel track.	Iron track.	Total track	Sidings.
Lines owned by the Great Western Railway Company	532.42	42.82	575.24	160.31
Lines leased by the Great Western Railway Company	117.95	173.03	290.98	24.18
Totals	650.37	215.85	866.22	184.49

Of the sidings shewn in the above table, 4.98 are on the London Huron and Bruce Railway.

I have the honour to be,

Gentlemen,

Your obedient servant,

JOSEPH HOBSON,

Chief Engineer.

REPORT OF THE LOCOMOTIVE SUPERINTENDENT.

GREAT WESTERN RAILWAY,
LOCOMOTIVE SUPERINTENDENT'S OFFICE,
HAMILTON, *August 31st 1876.*

TO THE PRESIDENT AND DIRECTORS.

GENTLEMEN,

I have the honour to report that I entered on the duties of the Locomotive Superintendent to your Line on the 1st April, and have during the last five months had an opportunity of examining the Locomotive Stock. I am able to say that, with the exception mentioned below, I found that it has been well maintained.

The average age of the Stock at 31st July 1876, is only $4\frac{1}{4}$ years, but there are four small Tank Engines which have not been running for two years and are quite unfit for service.

I find that there is ample provision in the Locomotive Renewal Fund to meet this demand and other renewals which are required from time to time, the amount at the present time being £104,411. 3s. 5d.

The conversion of the remaining two Broad Gauge Engines to Narrow Gauge was completed during the half-year, the expenditure thereon being £329. 11s. 7d. This sum was, however, charged among the ordinary Working Expenses. I find that during the progress of the conversion of the last five Broad Gauge Engines no charge was made against the "Change of Gauge" account, but all against Renewal Fund.

The sum of £3,082. 3s. 10d. which was set aside for the Cost of Conversion has now, therefore, been transferred to the Renewal Fund.

During the Half-year 54 Engines have received heavy repairs and 28 light repairs. The Stock in other respects has been efficiently maintained in good working repair.

The Accounts of the Locomotive

Department for the Half-year		
show a total expenditure of ..		£85,193 17 5
As compared with the corresponding		
Half-year of 1875	£99,700 16 8	
Less Tanks, Pumps, and Turn-tables	1,102 11 1	
	<hr/>	98,598 5 7
		<hr/>
A decrease of		£13,404 8 2
		<hr/> <hr/>

The cost per mile is 9.94d., as against 11.12d. for the Half-year ending July 31st, 1873, a decrease of 1.18d. per mile.

The principal items of decrease are in the consumption per mile of fuel and oil, but there are other economies in actual expenditure the benefit of which is not so apparent as in these items, because by the present system of accounts the saving effected in repairs merely tends to augment the amount set aside for renewals.

The following table will show the comparative working and expenditure of the Locomotive Department for the past seven corresponding half-years, exclusive of charges and mileage for the Galt and Guelph, Wellington Grey and Bruce, London and Port Stanley, and the London Huron and Bruce:—

	Half-Years ended July 31st.						
	1876.	1875.	1874.	1873.	1872.	1871.	1870.
Engine Mileage.	2,056,494	2,130,769	2,250,613	2,570,485	2,037,113	1,630,727	1,485,538
Net Train Mileage	1,028,337	1,649,312	1,643,530	1,641,333	1,418,308	1,178,071	1,059,429
Expenditure exclusive of Fuel	£50,644	£54,467	£58,363	£66,337	£49,340	£36,054	£31,754
Expenditure for Wood	£24,303	£33,697	£27,861	£37,473	£31,095	£23,698	£21,969
Expenditure for Coal.....	10,246	10,461	20,950	13,329			
Total Expenditure	£85,194	£98,625	£107,174	£117,139	£80,435	£59,752	£53,723
Quantity of Fuel consumed							
Cords of Wood	£31,332	£42,781	£36,157	£48,632	£42,036	£32,951	£32,898
Tons of Coal	12,162	8,485	16,993	11,496			
Cost of Fuel per Engine Mile..	4·03d.	4·98d.	5·21d.	4·74d.	3·60d.	3·48d.	3·54d.
Total cost per Engine Mile ..	9·94d.	11·09d.	11·42d.	10·93d.	9·49d.	8·79d.	8·67d.
Total cost per Train Mile	12·55d.	14·34d.	15·64d.	17·12d.	13·61d.	12·17d.	12·17d.
Amount carried to Reserve Fund for future renewal of engines included in above total expenditure	£8,481	£9,583	£9,886	£9,538	£7,842		

The following is a tabulated statement of the locomotive stock:—

Description of Engines.	Narrow Gauge Engines in Service.		Under Renewals & reconstruction to Narrow Gauge.		TOTAL.	
	July 1876.	Jan. 1876.	July 1876.	Jan. 1876.	July 1876.	Jan. 1876.
Passenger	54	54	...	...	54	54
Freight	141	139	...	2	141	141
Shunting.....	21	21*	...	...	21	21
TOTAL	216	214	...	2	216	216

* Of these 4 are unserviceable. (See above.)

FERRY BOATS.

On the 16th June last, the "Union" Passenger ferry boat took fire from a spark of a passing tug and was completely destroyed. The boat at the time was laid up out of service, being very old and of course much depreciated in value from the original cost.

Full provision is made in the Steamboat Renewal Fund for its replacement when the circumstances of the Company require it.

The engines and boilers of the "Great Western" and "Michigan" have been kept in good running order, and will not, I anticipate, require any large expenditure for some time to come.

The "Transit" is at present undergoing extensive repairs to machinery which are nearly completed.

The "Saginaw" will shortly require heavy repairs to boilers.

SHOP TOOLS.

These are in fair condition and repair.

I am,

Gentlemen,

Your obedient Servant,

C. K. DOMVILLE,

Locomotive Superintendent.

REPORT OF THE CAR SUPERINTENDENT.

GREAT WESTERN RAILWAY,
CAR DEPARTMENT,
LONDON, ONTARIO, *August 28th 1876.*

TO THE PRESIDENT AND DIRECTORS.

GENTLEMEN,—I beg to submit to you the following report upon the operations of the Car Department for the half-year ending July 31st, 1876:—

CHARGES TO CAPITAL.

There has been no expenditure on this account during the half-year.

CHARGES TO REVENUE.

The expenditure under this head for the half-year amounts to.	£46,342 1 9
As compared with the corresponding period of 1875	£43,773 9 7

During the half-year the sum of £1,947. 14s. 4d. has been expended on Renewals of the Car Stock, the following Cars having been constructed, viz.:—2 First Class and 2 additional Baggage.

We have also thoroughly repaired and painted 18 First Class, 2 Second Class, 30 G. W. R. Blue Line, 107 Box, 12 Cattle, 44 Platform and 15 Conductor's Cars, and the necessary running repairs to Cars of all classes were duly executed.

The sum of £25,284. 18s. 10d. has been expended for repairs of Cars, and £1,947. 14s. 4d. for renewals, or together making £27,232. 13s. 2d., and the Reserve Fund has been credited with £19,109. 8s. 7d., or the difference between the £27,232. 13s. 2d. and the Car Mileage Rate of 0.73d. per passenger and 0.37d. per Freight Car, but in the items for the half-year a special charge of £2,182. 3s. 10d. occurs for the repairs of Pullman Sleeping Cars. The Cars in question had to be surrendered to the Pullman Company upon the expiration of the agreement in April last, in as good a condition as the terms of agreement called for, and the above-named amount was paid in final settlement instead of the work necessary to put these Cars in the condition required being done by this Company.

A further special charge of £2,330. 18s. 8d. occurs for this Company's proportion of building and equipping 3 Dining Cars, which are the joint property of the Michigan Central and Great Western Railways.

The balance at credit of the Reserve Fund, including £20,217. 3s. 1d. brought forward from the last half-year, with accrued Interest, is £35,419. 19s. 5d.

Owing to the continued depression of the Company's business during the half-year, the work done to Cars has not been so extensive as it would have been had the business been more prosperous.

Stock of Cars.—After consulting with the General Manager upon the deficient Car Stock mentioned in my last half-yearly report, it was decided that as our passenger train Cars are inadequate for the business, we should build 5 first class smoking Cars and charge their value against the value of the cars out of stock, good progress was made during the half-year with 2 of these Cars, and I hope to be able to show in my next report the Car stock complete either in number or value.

The following table shows the particulars of the Car stock as at present.

The 2 additional Baggage Cars represent 2 of the Freight Cars shown as out of stock.

DESCRIPTION OF CARS.	NUMBERS.		
	In Stock.	Out of Stock and requiring rebuilding.	Total Car Stock.
First Class	98	0	98
Dining Cars (Joint Property of the G. W. R. and M. C. R.)	3	0	3
Second Class	59	2	61
Post Office and Baggage	38	0	38
Baggage Van Flats	7	0	7
Conductors	71	2	73
Box (Freight and Express and Grated Door)	742	30	772
Cattle	528	7	535
Flat or Platform and 4-wheeled Timber Trucks	849	6	855
Coal Platform Cars	100	0	100
Oil Tank Cars	75	0	75
Auxiliary Cars	12	0	12
Blue Line Box	797	3	800
Milwaukee Line Box	79	1	80
" " Combination Box	100	0	100
Michigan Line Box	350	0	350
" " Saginaw Valley Box	50	0	50
Long 33-foot Box (called Star Cars)	600	0	600
Erie and North Shore Box	220	0	220
Engineers' Department—Gravel and Construction Cars, including Snow Ploughs and Auxiliary Cars	225	0	225
Total	5,003	51	5,054

COMPARATIVE EXPENDITURE.

The following Table shows the working and expenditure of the Department for the past seven corresponding half-years:—

	Half-years ended 31st July.						
	1876.	1875.	1874.	1873.	1872.	1871.	1870.
Expenditure for Maintenance of Passenger Train Cars	£7,894	£14,318	£13,766	£11,926	£11,605	£10,551	£15,440
Mileage	4,449,229	4,628,035	4,466,456	3,869,384	3,765,078	3,024,349	2,946,782
Cost per Mile, including Reserve Fund	0·74d.	0·74d.	0·74d.	0·73d.	0·71d.	0·84d.	1·25d.
Expenditure for maintenance of Merchandise Cars	£19,339	£30,102	£36,026	£35,078	£29,425	£22,978	£15,135
Mileage	21,172,426	20,017,364	23,668,735	22,761,572	19,093,292	15,530,636	12,013,375
Cost per Mile, including Reserve Fund	0·369d.	0·369d.	0·365d.	0·369d.	0·359d.	0·355d.	0·302d.
Reserve Fund charge for future renewals of Cars	£19,109	£693	£450	..	£1,117	..	..
Total Expenditure	£46,342	£45,113	£50,242	£47,004	£41,029	£33,529	£30,575
Mileage	25,621,646	24,645,399	28,135,191	26,630,956	22,858,370	18,554,985	14,960,157
Total cost per Mile all Cars ..	0·43d.	0·44d.	0·43d.	0·42d.	0·43d.	0·43d.	0·49d.

BUILDINGS AND TOOLS.

These have been maintained in efficient order, and new Stationary Engine Boilers are building.

Yours respectfully,

H. CHILDS,
Car Superintendent.