

No. 43.

*J. Power*  
Great Western Railway of Canada.

REPORT.

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING 31st JULY, 1875;

WITH

STATEMENTS OF ACCOUNTS,

&c., &c., &c.

To be submitted to a Meeting of Shareholders to be held in London,  
on 11th November, by adjournment from 8th October, 1875.

LONDON:

WATERLOW AND SONS, PRINTERS, GREAT WINCHESTER STREET, LONDON.

1875.

*Also on gold basis*

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NOTICE IS HEREBY GIVEN, that the statutory HALF-YEARLY GENERAL MEETING of Shareholders is appointed to be held, *pro forma*, on Friday, the 8th day of October, 1875, at the London Tavern, Bishopsgate Street, London, England, at Twelve o'clock (noon), but such Meeting will be adjourned to Thursday, the 11th November, at the same time and place, for the purpose of submitting a Report and General Statement of Accounts for the Half-year ending on the 31st July last, for the purpose of Electing 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 24th September to the day of the Meeting, both days inclusive, and transfers cannot be received between those dates.

By Order,  
126, Gresham House, Old Broad Street, BRACKSTONE BAKER,  
London, E.C., 31st August, 1875. Secretary.

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GREAT WESTERN RAILWAY OF CANADA.—At a General Meeting of the Shareholders of the Great Western Railway of Canada, held at the London Tavern, Bishopsgate Street, London, on Friday, 8th October, 1875, at 12 o'clock noon, Seymour Clarke, Esq., Vice-President, in the chair, the Secretary read the advertisement calling the Meeting.

It was proposed by the Chairman, seconded by Mr. J. W. Maclure, and resolved,—

That this Meeting be adjourned to Thursday, the 11th November, at the London Tavern, Bishopsgate Street, at 12 o'clock noon, and it is adjourned accordingly.

The Meeting then separated.

BRACKSTONE BAKER,  
Secretary.

No. 126, Gresham House, Old Broad Street  
October 8th, 1875.

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GREAT WESTERN RAILWAY COMPANY OF CANADA.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of Shareholders is appointed to be held on Thursday, the 11th day of November, 1875, at the London Tavern, Bishopsgate Street, London, England, at 12 o'clock noon precisely (as adjourned from the 8th day of October, 1875), for the purpose of submitting a Report and General Statement of Accounts for the Half-year ending on the 31st July last, for the purpose of electing Auditors, and for the transaction of other business,

And Notice is hereby further given, that at the termination of the said Meeting, a Special General Meeting of the shareholders will be held at the said London Tavern, to authorise a reduction in the number of the Directors, to determine the order of rotation in which such reduced number shall go out of office, and the number that shall be a quorum at the Meetings of Directors, and also to authorise an arrangement with the Grand Trunk Railway Company of Canada for the regulation, interchange, and division of the traffic of the two Companies between certain points, and to authorise the necessary agreements to carry such arrangement into effect.

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 of October to the day of Meeting, both days inclusive, and transfers cannot be received between these dates.

By order,  
BRACKSTONE BAKER,  
Secretary.

No. 126, Gresham House, Old Broad Street, London, E.C.  
October 8th, 1875.

# Great Western Railway of Canada.

## LIST OF THE DIRECTORS.

### *President.*

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

### *Vice President.*

SEYMOUR CLARKE, Esq., Northcotts, Walthamstow, London.

JAMES BALD, Esq., 13, Hope Street, Glasgow.  
THOMAS BARKWORTH, Esq., 16, Austin Friars, London.  
GEORGE COCKBURN, Esq., Lingdale, Birkenhead.  
LIEUT.-COL. FRAS. D. GREY, Ludgrove, New 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, in excess of previous Statutory powers	..	....			608,309	608,309	0 0
<b>Total 31st July, 1875</b>	<b>\$28,965,000</b>	<b>£5,951,712</b>	<b>6</b>	<b>7</b>	<b>£4,316,632</b>	<b>£10,268,344</b>	<b>6 7</b>
Deduct difference on the nominal amount of shares at \$100 each exchanged at 109½, and their nominal sterling value of £20. 10s. each....	....	13,856	16	9			
<b>Amount as per Account No. 2</b>		<b>£5,937,855</b>	<b>9</b>	<b>10</b>			

# RAILWAY OF CANADA.

HALF-YEAR ENDED 31st JULY, 1875.

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
<b>£5,951,712</b>	<b>6 7</b>	<b>£3,674,419</b>	<b>£9,626,131</b>	<b>6 7</b>		<b>£642,213</b>	<b>£642,213</b>
13,856	16 9						
<b>£5,937,855</b>	<b>9 10</b>						

# GREAT WESTERN RAILWAY OF CANADA.

**No. 2. STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.**

	Amount created or sanctioned.		Amount received.		Nominal amount of future instalments.		Calls in arrear.		Amount reserved and unissued.	
	No. of Shares.	\$	£	s. d.	£	s. d.	£	s. d.	£	s.
ORDINARY SHARES..	227,918	22,791,800	4,672,349	9 10	4,475,554	9 8	179,003	0 2	1,822	10
5 per cent. Preference Stock—										
1869 Issue	..	£1,018,200								
1874 " "	..	216,436								
		1,234,636								15,969
Less converted into Ordinary Shares..	790,540	3,952,700	810,363	10 0	810,303	10 0				
Amount of present issue of 5 per cent. Preference Stock ..					441,996	0 0				
Reserve to meet the option of conversion of £444,096 5 per cent. Preference Stock at the rate of five £20. 10s. Shares for £100 Stock..	22,265	2,220,500	**455,202	10 0						11,106
	289,650	\$28,965,000	£5,937,855	9 10	£5,729,853	19 8	£179,003	0 2	£1,822	10
										£27,076
										0

\* Shares reserved to meet the option until Jan. 1880 of converting £444,096 5 per cent. Preference Stock into 22,265 Ordinary Shares of £20. 10s. each

Less 5 per cent. Preference Stock outstanding

Reserve

£455,202 10

441,996 0

£11,106 10

# GREAT WESTERN RAILWAY OF CANADA.

No. 3.

## 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 6 per cent.			Bonds matured, but not paid off.	At 5 per cent.			Calls in arrear.
	£	..	£	..			£	..		
Existing at 31st Jan., 1875	1,000	..	547,000	1,127,000	900	£	1,998,665	735	£	3,675,300
Do. at 31st July.	1,000	..	547,000	1,127,000	500	£	1,999,140	260	£	3,674,900
Amount paid off ..	..	..	..	..	400	£	..	..	£	400
Amount received..	..	..	..	..	..	£	..	475	£	..



# GREAT WESTERN RAILWAY OF CANADA.

No. 5.

## DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31ST JULY, 1875.

	£	s.	d.
Proportion of cost of Steel Rails laid down to replace Iron Rails—			
Main Line .. .. .	1,086	0	0
Sarnia Branch .. .. .	1,800	0	0
Galt and Guelph Branch .. .. .	337	10	0
	3,223	10	0
New Siding at various places .. .. .	1,313	11	1
Ditto for new Car-Shops at London .. .. .	105	17	10
	1,419	8	11
New Double Track Bridge at Thamesville—On account .. .. .	8,050	17	3
New Bridge over Jeanette's Creek .. .. .	250	10	8
New Passenger Station at Windsor .. .. .	850	13	3
Ditto Hamilton—On account .. .. .	1,013	3	4
New Freight Warehouse at Hamilton—On account .. .. .	1,377	3	6
New Car Shops at London—On account .. .. .	416	17	8
Other Buildings and Wharves .. .. .	548	3	6
	4,206	1	3
Less received from Michigan Central Railroad Com- pany for Freight Warehouse in Detroit .. .. .	657	10	8
	3,548	10	7
Land purchases .. .. .	96	19	11
Ferry Steamers—Fourth Car Ferry Boat—Balance .. .. .	163	11	0
	16,753	14	4
<b>LOCOMOTIVE ACCOUNT—CR.</b>			
Amount paid for Locomotive purchased from London and Port Stanley Railway now broken up for scrap .. .. .	1,027	8	0
	15,726	6	4
<b>GLENCOE AND BUFFALO LINE—</b>			
Paid Grand Trunk Railway Company for carrying materials over their Line for construction of the Glencoe and Buffalo Line .. .. .	596	12	7
Paid Canada Southern Railway Company for work done in 1873, making connection be- tween the Great Western Railway and International Bridge .. .. .	398	9	2
Land purchases .. .. .	24	14	1
	1,019	15	10
Carried forward .. .. .	16,746	2	2

## No. 5.—continued.

Brought forward .. .. .	..	..	16,746	2	2
AMOUNTS EXPENDED IN PREVIOUS HALF-YEARS NOW TRANSFERRED FROM BALANCE SHEET—					
Rails laid down in various Sidings in previous half-years, hitherto included in Rail Stock Account .. .. .	6,417	2	6		
Locomotive Account. Amount paid for spare gearing in 1855, hitherto included in Mechan- ical Stores Account .. .. .	1,639	10	7		
Alteration of Gauge Account. 1870. Proportion chargeable on final adjustment .. .. .	19,497	1	0		
					<u>27,553 14 1</u>
					<b>44 299 16 3</b>
Investments in Bonds of the Wellington Grey and Bruce Railway under Traffic Agreements .. .. .	7,650	0	0		
Expenditure on account of the Wellington Grey and Bruce Railway under Agreement of 1874, sanc- tioned by the Shareholders, for which Bonds and Stock of that Company have been received: including Expenditure on unfinished works and proportion of Steel Rails .. .. .	40,871	1	2		
					<u>48,521 1 2</u>
DISCOUNT ON SHARES—					<u>42,920 17 5</u>
Discount on 2nd and 3rd Instalments on 44,876 New Shares .. .. .	235,599	12	8		
Discount on final Instalment on 6,987 New Shares paid in full and converted into Original Shares .. .. .	18,340	17	7		
					<u>253,940 10 3</u>
					<u><b>£346,761 7 8</b></u>

No. 6.

GREAT WESTERN RAILWAY OF CANADA.

RETURN OF WORKING STOCK.

Stock in hand	MERCHANDISE AND LIVE STOCK CARS.													Total Carriage and Car Stock.							
	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.			
31st Jan., 1875 ..	217	159	36	7	73	275	774	800	180	400	600	220	535	855	100	12	75	4551	225	5051	
31st July, 1875 ..	216	159	36	7	73	275	774	800	180	400	600	220	535	855	100	12	75	4551	225	5051	
31 Jan'y 76	155	86	7	71	269	742	797	179	400	600	220	528	829	100	12	75	4502	225	4996		
Decrease.. ..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
"	4	..	..	..	2	6	32	3	1	..	..	..	7	6	..	..	..	49	..	..	55

NOTE.—The decrease in the Locomotive Stock is accounted for by the breaking up during the Half-year of the broad gauge locomotive purchased from the London and Port Stanley Railway.

## GREAT WESTERN RAILWAY OF CANADA.

### No. 7.

#### ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Particulars.	Total.		
	£	s.	d.
Settlement with Town of Dundas, hydrants for water pipes at London, completion of slip dock at Sarnia, and turntable at Glencoe	390	0	0
Land for new car shops at London. Completion of car shops, tracks, traverse tables, &c. . . . .	1,260	0	0
Proportion of cost of sidings . . . . .	820	0	0
Ditto of new passenger station, new freight house, and re-arrangement of tracks at Hamilton . . . . .	4,000	0	0
Proportion of cost of wells at Copetown and Harrisburg, semaphores on main line and Sarnia branch, tanks at Galt, new freight house at Fort Erie, bridge over Grand Trunk Railway and approaches to Fort Erie . . . . .	3,080	0	0
Completing unfinished works on Wellington Grey and Bruce Railway . . . . .	1,550	0	0
	£11,100	0	0

In addition to the above, the following charges to capital are estimated to accrue:—

To complete the re-laying of the Wellington Grey and Bruce, Galt and Guelph, and Sarnia Branch with steel rails (£3 per ton), say on the average £8,000 per half-year for four years.

Proportion of cost of substituting iron and stone for wooden bridges, say on the average £7,500 per half-year for twenty years.

## GREAT WESTERN RAILWAY OF CANADA.

### No. 8.

#### CAPITAL POWERS, AND OTHER ASSETS TO MEET FURTHER EXPENDITURE

	£	s.	d.	£	s.	d.
Loan Capital authorised but not yet created or sanctioned as per Account No. 1 .. .. .				642,213	0	0
Share Capital created but not received as per Account No. 2.						
Balance of Nominal Amount of final Instalment on 37,889 New Shares issued at the price of £10 per £20. 10s. Share .. .. .	179,003	0	2			
Less Proportion of Discount thereon .. .. .	99,459	3	11			
				79,543	16	3
Calls in arrear .. .. .				1,822	10	0
Amount unissued .. .. .				15,969	10	0
					97,335	16 3
Loan Capital created, but not yet issued .. .. .	19	0	0			
Debenture Stock Calls in arrear .. .. .	260	0	0			
					279	0 0
					739,827	16 3
<b>DEDUCT—</b>						
6 per Cent. Bonds due 15th November, 1873, not yet presented for payment .. .. .				500	0	0
					739,327	16 3
Credit Balance on Capital as per Account No. 4.. .. .				521,046	10	3
					£1,260,374	6 6

## GREAT WESTERN

No. 9.

REVENUE ACCOUNT for the

Half-year ended 31st July, 1874.		EXPENDITURE.	Half-year ended 31st July, 1875.		Per cent. on Gross Receipts in 1875.	Equal to per Train Mile.
£	s. d.		£	s. d.		d.
109,229	7 6	To Maintenance and Renewal of Way, per Abstract A .. .. .	86,362	7 1	21-00	12-57
98,244	18 4	„ Locomotive Power, per Ab- stract B .. .. .	90,118	2 1	21-92	13-11
48,272	12 3	„ Repairs and Renewal of Pas- senger and Goods Cars, per Abstract C .. .. .	43,080	0 7	10-48	6-27
121,617	4 6	„ Traffic Expenses, per Abstract D .. .. .	110,318	13 10	26-83	16-05
6,099	8 3	„ Rents and Tolls, per Abstract E .. .. .	11,770	14 11	2-86	1-71
14,835	2 6	„ General Charges, per Ab- stract F .. .. .	19,356	9 4	4-71	2-82
7,737	17 7	„ Compensations, Passenger ..	6,427	3 6	1-56	0-94
1,875	5 9	„ „ Freight .. .. .	1,771	6 11	0-43	0-26
2,465	15 1	„ Taxes .. .. .	2,712	6 7	0-66	0-39
177	14 10	„ Railway Inspection .. .. .	..	..	..	..
410,555	6 7		371,917	4 10	90-45	54-12
9,836	9 8	„ Locomotive Renewal Fund ..	9,582	14 7	2-33	1-46
341	7 0	„ Car Renewal Fund .. .. .	693	9 0	0-17	0-10
2,500	0 0	„ Ferry Steamers Renewal Fund .. .. .	2,500	0 0	0-61	0-36
9,100	0 0	„ Change of Gauge—Proportion charged this half-year ..	9,100	0 0	2-21	1-32
3,169	10 8	„ Expenses of Committee of In- vestigation .. .. .	..	..	..	..
435,502	13 11		393,793	8 5	95-77	57-30
81,033	6 0	„ Balance carried to Account No. 10 .. .. .	17,394	3 3		
<u>£516,535</u>	<u>19 11</u>		<u>£411,187</u>	<u>11 8</u>		

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18.8.04 11.10

## RAILWAY OF CANADA.

Half-year ended 31st July, 1875.

Half-year ended 31st July, 1874.	RECEIPTS.	Half-year ended 31st July, 1875.
£ s. d.		£ s. d.
	By amount for the Carriage of 505,454 Passengers	141,498 19 10
	“ “ “ 11,774 Emigrants 517 228	4,559 5 0
165,480 2 8		146,058 4 10
4,946 2 0	“ “ “ Mails .. ..	5,080 12 5
9,385 15 0	“ “ “ Express Freight ..	6,385 6 8
301,728 2 7	“ “ “ Freight .. ..	230,973 19 2
33,603 5 2	“ “ “ Live Stock .. ..	22,077 5 9
515,143 7 5		410,575 8 10
1,392 12 6	“ Rents and Miscellaneous Earnings .. ..	612 2 10
<u>£516,535 19 11</u>		<u>£411,187 11 8</u>

NOTE.—The Traffic Receipts above stated are exclusive of those of the Galt and Guelph, Wellington Grey and Bruce, and London and Port Stanley Railways.

## GREAT WESTERN

**No. 10.**
*NET REVENUE ACCOUNT for the*

Half-year ended 31st July, 1874.		Half-year ended 31st July, 1875.
£ s. d.		£ s. d.
.. ..	To Balance from last Half-year (exclusive of Dividend on Preference Stock) .. ..	34,288 7 10
9,511 3 11	, Balance of General Interest Account .. ..	.. ..
.. ..	„ Loss on Working Leased Lines (Abstract G) .. ..	19,987 17 0
95,715 6 1	„ Interest on Bonds and Debenture Stock .. ..	98,862 10 0
.. ..	„ Proportion set aside to the credit of Depreciation Fund to meet loss on realization of Sundry Assets, as per last Report .. ..	6,500 0 0
		<hr/> £159,638 14 10 <hr/>
<hr/> <b>£105,226 10 0</b> <hr/>		
	To Balance brought down .. ..	141,563 14 0
	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	<hr/> 27,121 14 6 <hr/>
		<hr/> <b>£168,685 8 6</b> <hr/>

# RAILWAY OF CANADA.

Half-year ended 31st July, 1875.

Half-year ended 31st July, 1874.		Half-year ended 31st July, 1875.
£ s. d.		£ s. d.
4,359 18 0	By Balance from last Half-year's Account ..	.. ..
79,727 16 11	.. Balance from Revenue Account No. 9 ..	17,394 3 3
.. ..	.. Balance of General Interest Account ..	680 17 7
1,081 2 1	.. Balance of Profit on working Leased Lines..	.. ..
20,057 13 0	.. Balance carried down .. ..	41,563 14 0
<u>£105,226 10 0</u>		<u>£159,638 14 10</u>

\* 688 943 <sup>33</sup>

The items of this Account for the half-year ended 31st July, 1874, having been reduced to a gold basis for the purpose of comparison, the balances differ from the published figures of that period.

131,992 <sup>38</sup>

820,935 <sup>71</sup>

2

19 957 17  
 98 862 10  
 6 500  
 125 350 7

141 563 14 0  
 34 286 7 10  
 107 275 6 2

26 790 293  
 105 566 180 45

## GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended  
31st July, 1875.*

### ABSTRACT A.

#### No. 12. MAINTENANCE AND RENEWAL OF WAY.

	Half-year ended 31st July, 1875.		Half-year ended 31st July, 1874.	
	£	s. d.	£	s. d.
Repairs and renewals of Bridges and Culverts	6,941	19 1	13,532	4 6
"    Station sidings & fences	7,712	5 0	7,395	9 3
"    Buildings ... ..	6,574	6 3	8,935	6 3
"    Signals ... ..	698	15 4	1,248	17 6
"    Approaches ... ..	770	0 1	418	15 11
"    Roadway ... ..	62,761	2 8	74,157	0 11
Engineering superintendence, &c. ... ..	903	18 8	1,715	10 6
Damage by floods ... ..			1,826	2 8
Miles Maintained—Double ... ..	79½			
Single ... ..	431			
	510½			
	£	86,362	£	109,229
		7 1		7 6

### ABSTRACT B. LOCOMOTIVE POWER.

	Half-year ended 31st July, 1875.		Half-year ended 31st July, 1874.	
	£	s. d.	£	s. d.
Transit Expenses:—				
Wages of Enginemen and Firemen ... ..	21,836	6 2	23,296	11 9
Wages of Cleaners ... ..	2,621	7 6	3,402	16 6
Fuel ... ..	44,479	15 9	49,088	16 9
Oil ... ..	1,319	0 1	1,625	7 6
Tallow ... ..	887	19 4	1,002	8 1
Small Stores ... ..	575	1 1	570	16 11
Pumping Engines ... ..	2,021	13 3	1,611	12 3
Salaries of Foremen and Clerks ... ..	75	18 2	77	19 7
Salary of Locomotive Engineer ... ..	121	10 3	128	8 10
		73,938		80,804
Repairs and Renewals of Engines:—				
Material and Fuel ... ..	£5,751	15 3	5,446	14 6
Wages ... ..	9,268	19 0	15,020	14 3
		88,959		96,630
Sundries:—				
Lighting Shops ... ..	56	5 2	140	17 11
Maintenance of Turntables ... ..	274	13 2	209	10 11
Maintenance of Tanks and Pumps ... ..	827	17 11	1,264	7 9
		90,118		98,244
Renewal Fund ... ..		9,582		9,836
	£	99,700	£	108,081
		16 8		8 0
Cost per Train mile run ... ..		14.51d.		15.78d.
Cost per Traffic Engine mile run ... ..		11.23d.		11.52d.
Cost per Train mile run, exclusive of Renewal Fund		13.11d.		14.34d.
Cost per Traffic Engine mile run " " "		10.15d.		10.48d.

~~24,365.58~~  
~~428.71~~  
~~10~~  
~~25,975.3~~  
 15,390.00  
**ABSTRACT C.**  
 30,780.00  
 2,565.6

15,220.51  
 55,281.70  
 110,562.4  
 9,213.5  
 16  
 6,725.95  
 18,725.56  
 85,951.51

**REPAIRS AND RENEWAL OF CARS.**

		Half-year ended 31st July, 1875.	Half-year ended 31st July, 1874.
		£ s. d.	£ s. d.
Passenger Cars—	Materials	6,268 8 4	5,632 1 2
	Wages	7,461 6 9	7,624 15 1
	Salaries of Superintendent, Foremen & Clerks	90 11 7	103 19 5
		13,820 6 8	£13,360 15 8
Merchandise Cars—			
		1875.	1874.
Materials	... £20,655 6 3	£22,545 2 3	
Wages	... 8,423 4 5	12,158 15 4	
Salaries of Superintendent, Foremen and Clerks	... 181 3 3	207 19 0	
		29,259 13 11	34,911 16 7
Renewal Fund ...	...	43,080 0 7 693 9 0	48,272 12 3 341 7 0
		£43,773 9 7	£48,613 19 3
Cost per Train Mile run	... ..	6.37d.	7.10d.
Cost per Car Mile run...	... ..	0.42d.	0.41d.
Cost per Train mile run, exclusive of Renewal Fund	6.27d.	7.05d.	
Cost per Car	" "	0.42d.	0.41d.

**STATEMENT OF MILEAGE RUN BY CARS.**

	Miles run during Half-year 1875.	Miles run during Half-year 1874.
First Class Cars	2,323,981	2,337,679
Second Class Cars	1,205,419	1,194,636
Post Office, Express and Baggage Cars	1,098,635	934,141
Freight, Platform, and Conductors' Cars	20,017,364	23,668,735
Total Car Mileage earning Revenue	24,645,399	28,135,191

52,750,590  
 26,390,295  
 105,660,180  
 475

**ABSTRACT D.**  
**TRAFFIC EXPENSES.**

	Half-year ended 31st July, 1875.	Half-year ended 31st July, 1874.
	£ s. d.	£ s. d.
Salaries of Superintendent, Agents and Clerks ... ..	12,746 19 4	14,041 17 9
Wages of Conductors and Brakesmen ... ..	16,248 7 8	18,109 12 9
„ Porters ... ..	18,866 3 1	24,768 12 9
„ Switchmen ... ..	4,876 19 7	6,056 14 8
„ Watchmen at Level Road Crossings	2,929 7 1	3,599 7 3
Clothing ... ..	565 7 8	588 14 4
Fuel, Lights, Lamps, and Signals ... ..	7,075 5 8	6,677 5 6
Stationery, Advertising and Printing ... ..	4,246 9 8	4,579 1 7
Office Furniture and Expenses ... ..	73 18 4	81 3 3
Small Stores ... ..	5,032 3 8	6,351 8 9
Travelling and incidental Expenses ... ..	1,428 18 9	1,412 3 11
Expenses of Telegraph ... ..	4,701 6 6	7,137 5 2
Do. Ferry Boats ... ..	4,402 16 2	2,637 16 2
Proportion of Expenses of Advertising, and Agencies in United States ... ..	10,707 3 4	10,550 13 6
Hire of Cars ... ..	4,229 13 10	5,648 0 9
Terminal Charges at Chicago, Detroit and other Foreign Stations ... £9,558 15 5		
Do. Arrears ... ..	2,628 18 1	
	12,187 13 6	9,377 6 5
	£110,318 13 10	£121,617 4 6
Total Tonnage carried ... ..	754,923 Tons.	791,874½ Tons.
Percentage on Traffic Receipts ... ..	26.87	23.61

**ABSTRACT E.**  
**RENTS AND TOLLS.**

	Half-year ended 31st July, 1875.	Half-year ended 31st July, 1874.
	£ s. d.	£ s. d.
Suspension Bridge Rent... ..	6,120 1 6	4,623 5 9
International Bridge, Tolls, &c. ... ..	5,650 13 5	1,476 2 6
	£11,770 14 11	6,099 8 3
Percentage on Total Receipts ... ..	2.86	1.18

**ABSTRACT F.**  
**GENERAL CHARGES.**

	Half-year ended 31st July, 1875.	Half-year ended 31st July, 1874.
	£ s. d.	£ s. d.
Head offices in Hamilton ... ..	6,513 14 4	4,101 7 1
Do, London ... ..	2,146 5 9	1,544 12 0
Stationery, advertising, and printing ... ..	711 4 11	867 13 3
Postages and stamps ... ..	368 15 9	425 18 1
Fuel and lights ... ..	127 4 2	253 1 0
Travelling and incidental expenses ... ..	1,669 5 1	1,182 12 10
Furniture, &c. ... ..	101 14 0	208 16 2
Law charges ... ..	956 9 8	818 4 3
Directors and Auditors ... ..	2,412 10 7	1,722 10 0
Telegraphing ... ..	528 9 2	448 16 7
Clerks Security ... ..	138 13 0	130 11 2
Insurance ... ..	4,019 17 11	3,583 0 1
	19,694 4 4	15,287 2 6
Less transfer fees ... ..	337 15 0	452 0 0
	£19,356 9 4	£14,835 2 6
Percentage on Total Receipts ... ..	4.71	2.87

**ABSTRACT G.**

**RESULT OF WORKING LEASED LINES.**

*Half-year ended 31st July, 1875.*

Wellington Grey and Bruce Railway, Loss, per Sub-Account No. 2	£ s. d. 16,101 8 8
London and Port Stanley Railway, Loss, per Sub-Account No. 3 ..	3,287 8 11
<b>DEDUCT—</b>	
	19,388 17 7
Galt and Guelph Railway, Profit, per Sub-Account No. 1 .. ..	1,033 18 11
<b>ADD—</b>	
	18,354 18 8
Rent of Welland Railway and proportion renewals, per Sub-Account No. 4 .. ..	1,632 18 4
Balance carried to Account No. 10 .. ..	£19,987 17 0

# GALT AND GUELPH RAILWAY WORKING ACCOUNT.

SUB-ACCOUNT No. 1 TO ABSTRACT G.

*Half-year ended 31st July, 1875.*

Dr.	EXPENDITURE.			RECEIPTS.			Cr.
	£	s.	d.		£	s.	d.
To Maintenance and Renewal of Way	3,305	1	1	By Passengers...	2,063	6	8
Locomotive Power	1,420	7	0	Mails and Sundries	221	9	7
Use of Cars	735	11	8	Freight and Live Stock	4,935	18	4
Traffic Expenses	1,079	4	5				
General Charges	246	11	6				
To Balance	6,786	15	8				
	1,033	18	11				
	<u>£7,820</u>	<u>14</u>	<u>7</u>		<u>£7,820</u>	<u>14</u>	<u>7</u>
				<b>MILEAGE.</b>			
				Miles.			
				Passenger and Freight Engines	24,499		
				Piloting and Shunting	5,188		
					<u>29,687</u>		

# WELLINGTON GREY AND BRUCE RAILWAY WORKING ACCOUNT.

SUB-ACCOUNT No. 2 TO ABSTRACT G.

*Half-year ended 31st July, 1875.*

Dr. EXPENDITURE.

RECEIPTS.

Cr.

	£	s.	d.
To Maintenance of Way	22,455	4	9
Locomotive Service	9,962	6	4
Car Service	2,436	5	8
Traffic Expenses	5,080	3	4
Stores	1,162	10	11
Taxes and Compensations	248	3	11
	<u>£41,344</u>	<u>14</u>	<u>11</u>

By Passenger Traffic	15,038	4	0
Freight do.	21,023	13	6
Less, thirty per cent. written off to credit of Wellington Grey and Bruce Railway Company	<u>36,061</u>	<u>17</u>	<u>6</u>
By Balance	<u>10,818</u>	<u>11</u>	<u>3</u>
	<u>26,243</u>	<u>6</u>	<u>3</u>
	<u>16,101</u>	<u>8</u>	<u>8</u>
	<u>£41,344</u>	<u>14</u>	<u>11</u>

23

MILEAGE.

Passenger and Freight Engines	170,832
Piloting and Shunting	39,323
	<u>210,155</u>

MILES.

# LONDON AND PORT STANLEY RAILWAY WORKING ACCOUNT.

SUB-ACCOUNT No. 3 TO ABSTRACT G.

*Half-year ended 31st July, 1875.*

DR. EXPENDITURE.

To Maintenance of Way ...  
 Locomotive Service ...  
 Car Service ...  
 Traffic Expenses ...  
 Stores ...  
 Taxes and Compensations ...  
 Proportion, cost of Renewals ...  
 Rent ...

£	s.	d.
3,858	16	9
1,567	11	6
425	7	11
1,443	15	2
50	19	11
14	7	8
513	14	0
2,054	15	11
£9,929 8 10		

RECEIPTS.

By Passenger Traffic ...  
 Freight do. ...  
 By Balance ...

£	s.	d.
3,785	8	9
2,856	11	2
6,641	19	11
3,287	8	11
£9,929 8 10		

MILEAGE.

Passenger and Freight Engines ...  
 Piloting and Shunting ...

MILES.
24,229
9,017
33,246

## WELLAND RAILWAY LEASE ACCOUNT.

SUB-ACCOUNT No. 4 TO ABSTRACT G.

*Half-year ended 31st July, 1875.*

	£	s.	d.
Rent for Half-year at £1,800 per annum .. .. .	900	0	0
Proportion of cost of renewals .. .. .	732	18	4
	£1,632	18	4

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;c.

HAMILTON, ONTARIO, CANADA,  
28th August, 1875.

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.

JOSEPH HOBSON,  
Chief Engineer.

## CERTIFICATE RESPECTING THE ROLLING STOCK.

HAMILTON, ONTARIO, CANADA,  
7th September, 1875.

I hereby certify that the whole of the Locomotives, Machinery, Tools, and Ferry Steamers, with their Engines and Boilers, have, during the past half-year, been maintained in good working condition and repair. Also, that the whole of the Car Stock, excepting those to be renewed, has been maintained in equally good condition.

JOHN ORTTON,  
Acting Mechanical Superintendent.

## GREAT WESTERN

No. 13.

Dr.

## GENERAL BALANCE SHEET

	£	s.	d.
To Capital Account .. .. .	521,046	10	3
„ Unpaid Dividends and Interest .. .. .	4,444	0	1
„ Interest payable (due 1st August) and provided for .. .. .	49,568	9	2
„ Interest on Bonds accrued to 31st July, 1875 .. .. .	20,360	8	4
„ Dividends on 5 per Cent. Preference Stock to 31st July, 1875 .. .. .	27,121	14	6
„ Debts due to other Companies .. .. .	6,932	0	2
„ Ferry Steamers' Renewal Fund .. .. .	20,209	12	0
„ Rolling Stock Renewal Funds .. .. .	83,502	0	9
„ Insurance Fund .. .. .	1,656	13	7
„ Wellington Grey and Bruce Bond Acquisition Account— Balance of Bonds to be acquired under Agreements } .. .. .	5,417	19	9
„ Discount Suspense Account, reserve to meet loss on conversion of American currency in hand 31st July, 1875 .. .. .	3,323	12	7
„ Sundry outstanding Accounts due by the Company .. .. .	140,307	4	2

Audited and approved—see Report.

JOHN YOUNG, }  
 THOMAS ADAMS, } *Auditors.*

27th October, 1875.

£883,890 5 4

# RAILWAY OF CANADA.

TO 31st JULY, 1875.

Cr.

		£	s.	d.
By Revenue Account Balance—Account No. 10 .. ..		141,563	14	0
„ Dividends on Preference Stock as <i>per contra</i> .. ..		27,121	14	6
„ Balance in Bankers' hands .. ..		113,414	17	4
„ Amount to be invested in Bonds of the Wellington Grey and Bruce Railway not yet charged as capital expenditure ..		4,876	3	9
„ Mechanical Stores in hand, 31st July, 1875:—				
General Stores .. ..	£24,007	13	11	
Fuel Stores .. ..	67,508	3	6	
Old Material .. ..	6,707	9	7	
„ Engineering Stores in hand, 31st July, 1875:—				98,223 7 0
General Stores .. ..	£16,295	0	8	
Rolling Mill Stock .. ..	1,795	6	4	
Rail Stock—				
Iron Rails..	62,475	7	3	
Steel do. ..	56,485	15	0	
	118,961	2	3	
				137,051 9 3
„ Amounts due by other Companies .. ..		1,395	15	8
„ Amounts due to the Company on Traffic Account.. ..		42,511	14	5
„ Alteration of Gauge Suspense Account .. ..		7,452	3	5
„ Leased Lines Suspense Account .. ..		44,493	0	8
„ London, Huron and Bruce Railway Advance Account ..		119,183	11	5
„ Sundry Assets and Debit Balances .. ..		63,587	14	8
„ Sundry Assets liable to depreciation .. ..		38,618	10	3
„ Depreciation Account (Assets probably irrecoverable) ..		44,396	9	0
		£883,890	5	4

**No. 14.-MILEAGE STATEMENT.**

HALF-YEAR ENDED 31ST JANUARY, 1875.				HALF-YEAR ENDED 31ST JULY, 1875.			
Miles authorised.	Miles constructed.	Miles constructing or to be constructed.	Miles worked by Engines.	Miles authorised.	Miles constructed.	Miles constructing or to be constructed.	Miles worked by Engines.
495-80	495-80	..	495-80	495-80	495-80	..	495-80
291-09	222-09	69	222-09	291-09	222-09	69	222-09
			Lines owned by the Company				
			Lines Leased or Rented .....				
786-89	717-89	69	717-89	786-89	717-89	69	717-89

*47611 50* .. *over up*  
*34378*  
*13232 50*

**No. 15.-STATEMENT OF TRAIN AND ENGINE MILEAGE.**

Half-year ended 31st July, 1874.	Half-year ended 31st July, 1875.
596,750	633,682
1,046,780	1,015,630
1,643,530	1,649,312
697,033	481,457
2,250,613	2,130,769

Passenger Trains .. ..  
 Freight Trains .. ..  
 Total Train Miles .. ..  
 Plotting and Shunting Engines .. ..  
 Total Traffic Engine Miles run .. ..

*106057 80*  
*106104*  
*2922 80*

*7048*  
*2997*  
*360*  
*1031*

REPORT OF THE AUDITORS.

TO THE SHAREHOLDERS OF THE  
GREAT WESTERN RAILWAY OF CANADA.

The subject of making provision for the renewal of the "Permanent Way" by the creation of a fund for that purpose, it will be observed on reference to the report of the Directors, has been under the consideration of the Board during the past half-year, and is now proposed to be dealt with.

It is not, however, proposed to extend the application of the fund to all the items of expenditure included in the "Maintenance and Renewal of Way," but to limit its operation to making provision for the renewal of steel rails and the replacement of wooden bridges in iron and stone; the reason being that the other items under that head are of a less fluctuating character, and may be charged as they arise, without disturbing to any serious extent the general average charges.

It appears that the number of miles in the main line and branches (taking a mile of double track as two miles of single) already laid with steel rails is 529 and the number of miles in branches proposed to be relaid with steel rails in the course of the next four years is 225

Total .. 754

The mode in which it is proposed to make provision for the cost of laying the 225 miles in branches with steel rails, and for the renewal of steel rails in the future, is by setting aside £45,000 per annum out of revenue by a half-yearly charge of £22,500, which amount will be regularly credited to the "Renewal Fund."

This sum has been arrived at, after careful consideration, as follows:—

To lay the 225 miles in the branches with steel rails it is estimated, after allowing for the proportion chargeable to capital, and the value of the old rails, will involve a charge to revenue of £121,500 - £30/0 which outlay it is proposed to spread over 16 years.

The relaying of the whole 754 miles being thus provided for, the renewal of the same in steel it is estimated will cost (after allowing for the value of old rails) about 608,000

Total amount to be provided for the renewal of steel rails .. £729,500

The life of steel rails now laid on the main line and branches, and yet to be laid on the leased lines and branches, is estimated at an average of 16 years, and the half-yearly charge as already stated would amount to about .. £22,500

The Directors also propose to replace the wooden bridges in stone and iron, which it is estimated will cost £600,000. Of this expenditure it is considered that one-half is fairly chargeable to capital, as the increased cost or value of the proposed new structures, and the other half to revenue.

The moiety chargeable to revenue the Directors propose to spread over 20 years, making a half-yearly charge of .. 7,500

Thus making a total half-yearly charge to Revenue Account, and a like credit to the "Rail and Bridge Renewal Fund" of .. £30,000

Having regard to the difficulty which still exists in arriving at a reliable estimate of the life of steel rails, owing to the want of sufficient experience as to their duration, we are of opinion that the proposal of the Directors is fair and reasonable.

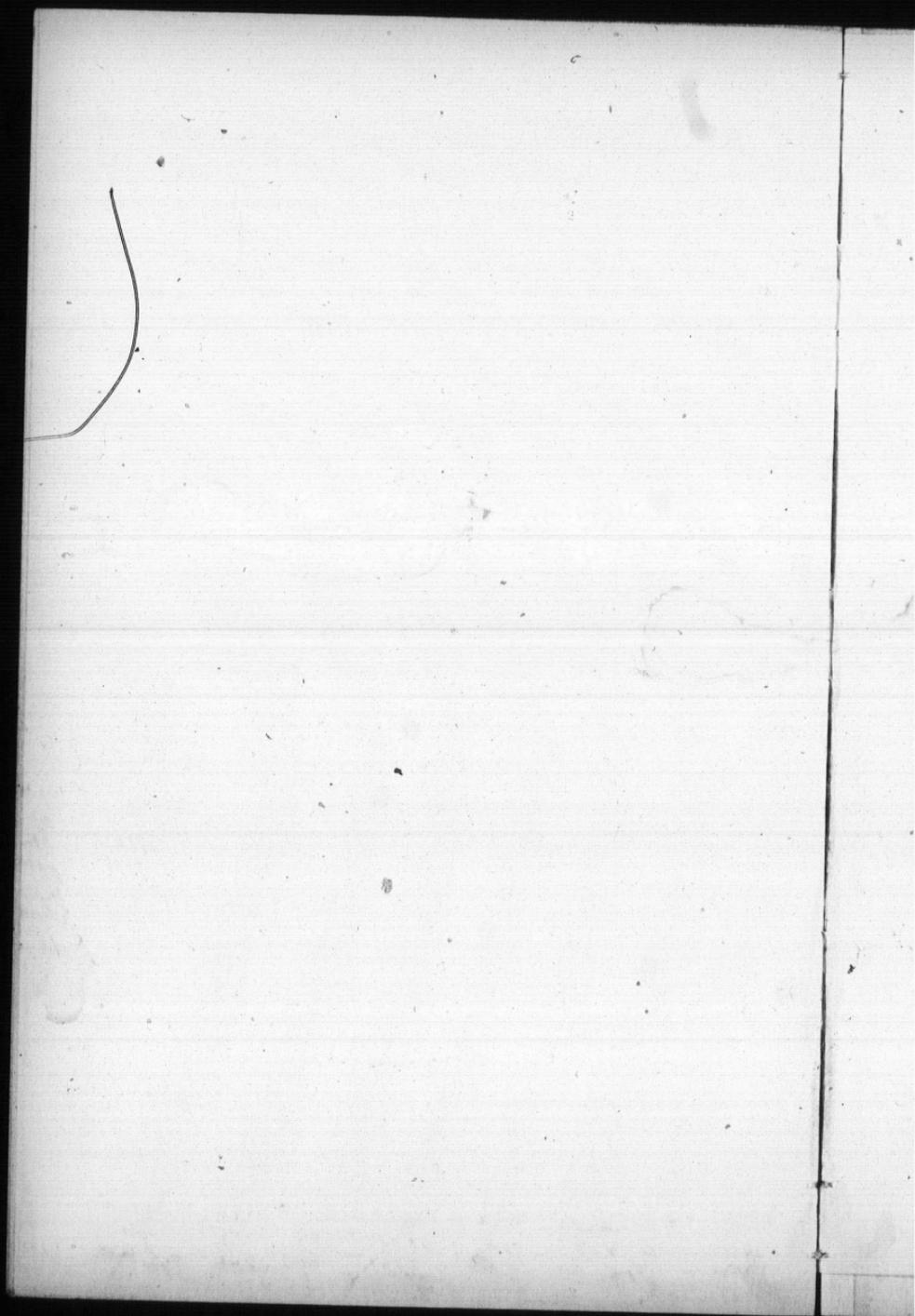
We observe that the Directors are of opinion that the "Locomotive Renewal Fund" has accumulated more rapidly than the prospective demands upon it justify, whilst they think the "Car Renewal Fund" is in a satisfactory condition. The Directors propose considering this question with us during the current half-year.

JOHN YOUNG,  
THOMAS ADAMS, } Auditors.

October 27th, 1875.

m. 2 1562.657  
1875 184 249 Aug 76  
875 22,500  
1771576 Total Miles

70 481.78	* Main Line	68.34%	£76,832.72	76.72	28,004	26,374
29 970.74	log & B	29.06	31,220.70	85.	815	299
3601.68	Stg.	2.60	2,470.00	log & B. 22.41	6,161	7704
103134.00		100.	109,523.42	100.	36,980	34,377



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

---

During the last half-year the Directors have steadily pursued the policy which, from the first they marked out for themselves, and for which they obtained the sanction of the Shareholders.

2. That policy was stated to be, to maintain the Line and Rolling Stock in a condition fit to receive increased traffic on the revival of trade; to discountenance unnecessary competition, by cultivating friendly relations with neighbouring Companies; to curtail Capital Expenditure, limiting it to the completion of the Branches to which it was found that the Company had been committed, and to necessary improvements of the existing system; and to reduce working expenses, to the utmost degree consistent with safety and the maintenance of the property.

3. In carrying out this policy, the circumstances of the year 1875 have exhibited unusual difficulties. The severe competition both for local and through traffic, which had been in course of development for some time (though partly checked in the early Spring), was fully explained to the Shareholders in April last. The commercial depression

which still overspread the United States had extended to the Dominion of Canada; and the results of the good European harvest of 1874 were seen, throughout the half-year, in the reduced transportation of grain from the West for shipment at the Atlantic ports. In addition to these disadvantages to the Company, the weather during the first four months was more severe than had been known in Canada and the United States for many years. On the northern parts of the Company's system the traffic was for weeks entirely suspended; and the ferry transit at Detroit was only kept open with great difficulty, and at heavy cost, while that at Sarnia was altogether closed for some time.

4. EARNINGS.—The earnings of the half-year amounted to £411,187, *i.e.*, about £105,000 less than those of the corresponding period of 1874. This great falling off is mainly due to the very low rates on through traffic, both freight and passenger. While the number of through passengers was less by only 8 per cent., the receipts from this class of business show a reduction of 20 per cent. The weight of through freight and live stock diminished by only  $7\frac{1}{2}$  per cent., but the receipts by nearly 25 per cent.

The rates and fares obtained in the half-year ended July, 1874, if in force during the half-year now under notice, would have increased the total gross receipts by £84,000. Those obtained in the half-year ended July, 1873, would have increased them by a further amount of £34,000; so that, without any addition either to the volume of the traffic on the one hand, or to the working expenses on the other, £135,000, instead of £17,000, would have been carried to net revenue account.

5. WORKING EXPENSES.—The reduction in working expenses has been continuously and satisfactorily pursued, and is still in progress.

These expenses amounted in the last half-year to £393,793, or about £42,000 less than in the corresponding period of 1874. The cost per train mile has been reduced from 5s. 3½d. to 4s. 9¼d., a lower rate than has been reached for some years. This economy has been effected at a time when the volume of traffic has but slightly diminished, the passenger mileage (that is the number of passengers carried one mile) having only decreased about 4 per cent., and the freight mileage (that is, the number of tons carried one mile) having decreased less than 6 per cent.

The diminution in expenditure is due partly to great vigilance in the ordinary working of the train service, but mainly to large reductions in the redundant staff of the various departments, the salaries and wages of the half-year being less than those of the corresponding period in 1874 by about 18 per cent.

6. Since the close of the half-year these reductions have been carried still further. But the staff may now be considered in a satisfactory and efficient condition, and capable of dealing with a considerably increased business.

The Directors, however, are not satisfied that the lowest point of working expenses has yet been reached; and their attention, and that of the General Manager, has been for some time past directed to economies in the purchase and consumption of stores, especially of fuel. The result of these economies does not appear so quickly in the accounts

as the reduction in the staff, but it will be apparent in the current and future half years. Further savings through diminution of the train mileage are also contemplated by the General Manager, and arrangements are being made for reducing the heavy agency expenses in the United States.

The "general charges," although somewhat less than in the half-year immediately preceding, are still in excess of those of the half-year ended in July 1874. This increase is partly due to the special and exceptional payments arising out of the change of management in Canada; and the total charge will be considerably less in future.

7. MAINTENANCE OF LINE AND ROLLING STOCK.—The main line and the rolling stock are in an efficient condition. Steady progress is being made in the substitution of steel for iron Rails, where necessary, in the Branches and the subsidiary Lines. The Rolling Stock is ample for a very large increase of traffic.

8. RELATIONS WITH OTHER COMPANIES.—The Company's amicable relations with the connecting American Lines have been maintained, and they are especially satisfactory in respect of the New York Central, the Erie, and the Michigan Central Railroads, with the Executive Officers of which lines the President has recently conferred.

9. The Directors have the satisfaction of stating that, in compliance with the resolution adopted by the Shareholders at the last meeting, negotiations were carried on during the spring with the Board of the Grand Trunk Railway Company, and that in the month of July an arrangement was made, subject to confirmation at the present half-yearly

meetings, under which the General Managers of the two Companies were to meet and gradually adjust percentages for the apportionment of traffic between places served by both lines, transmitting from time to time the schedules for the approval of the respective Boards.

A resolution authorising this arrangement will be submitted at the Special Meeting. The Directors of this Company, while fully alive to the difficulties which have to be surmounted in completing the subsidiary agreements, and especially to the importance of in no way prejudicing the traffic exchanged with the American Companies, will use their utmost exertions to bring this important business to an early conclusion.

10. With reference to the Detroit and Milwaukee Company, the Directors have to announce that under the suit in Chancery commenced by the Bondholders for the foreclosure of the mortgages and the sale of the Line, Mr. Trowbridge, the late President of the Company, has been appointed Receiver, and he is now in charge of the property. After the failure of the proposal by this Company referred to in the last report, a new scheme was put forward by the English Bondholders' Committee, but it is still uncertain whether it will be accepted by the Bondholders generally. Meanwhile the interests of the Great Western Company are being carefully watched and this subject was one to which the President directed his special attention when in America.

11. EXPENDITURE OF CAPITAL ON SUBSIDIARY LINES.—  
The agreement with the Wellington Grey and Bruce

Company, confirmed by the Shareholders at the last meeting, is being duly carried out. The *pari-passu* Bonds have been issued to this Company, and the line, in so far as its working is concerned, is now practically a branch of the Great Western. It will be necessary to relay gradually the whole of this Line with Steel Rails; and consequently, although the Directors are curtailing its Capital Expenditure to the utmost extent, it is probable that the outlay necessary to bring the road to a proper state of efficiency, may somewhat exceed the amount of the Bonds appropriated to this purpose.

12. The construction of the London Huron and Bruce Railway is being proceeded with, and the Line will probably be opened at an earlier date than was anticipated when the works were commenced.

13. At the last half-yearly meeting power was given to the Directors to subscribe for the London Huron and Bruce Bonds, guaranteed to a maximum amount of £190,000 under the resolution of the Shareholders in October, 1874. The Great Western, under the authority of the Shareholders, are also holders of the Wellington, Grey and Bruce *pari-passu* Bonds, above referred to, amounting to £74,400, and of Bonds in the same Company acquired by semi-annual drawings under the former traffic agreements. It is evidently desirable that instead of offering these securities to the public the Directors should have power when necessary, to issue from time to time an equivalent amount of their own authorized Bond capital, and a resolution to this effect will be submitted to the Shareholders. The power so

conferred will only be exercised to the extent absolutely required.

14. RENEWAL FUNDS.—The Auditors have, for many years, urged upon the Directors the propriety of establishing a Permanent Way Renewal Fund. This most difficult subject was one of the first which came under the consideration of the present Board after they took office in 1874. In the last half year's report the Directors expressed a hope that they would be able to determine a proper basis for such a fund, and the President explained at the Meeting that the fund should provide, not only for the relaying of the line and branches with steel, but for the substitution of permanent iron and stone bridges for those in wood exceeding a certain span.

The officers have fully reported on this subject, which the President personally investigated with them in Canada. The Directors have now arrived at the conclusion that a fund, to be provided by setting aside semi-annually from Revenue a sum equivalent, upon the present train mileage, to about £30,000, will meet the charge properly falling on Revenue, during the next twenty years, both for renewing the bridges in iron and stone, and for the cost of steel rails. This charge will have to be distributed over the Great Western Line proper, and some of its leased lines.

The difference between the cost of renewing the bridges in wood, and in stone and iron, will be charged to capital. This is estimated to amount to an average half-yearly charge of £7,500 for twenty years.

15. It appears to the Directors that the Locomotive Renewal Fund has accumulated more rapidly than the

prospective demands upon it justify; and it will be <sup>so</sup> subject for careful consideration, whether some modification of the mileage rate, upon which this charge has hitherto been based, cannot safely be adopted.

The Car Renewal Fund appears to be in a satisfactory condition.

16. MANAGEMENT IN CANADA.—The Report, approved by the Shareholders in April last, informed them that it had been decided to reorganise the management in Canada, substituting, for the Canada Board and Executive, a General Manager, responsible directly to the London Board, and that Mr. Frederick Broughton had been appointed to this important office. Mr. Brydges, who had consented to take charge of the Company's affairs for six months, until the new General Manager could take up his office, and who executed the commission entrusted to him with great ability, handed over this charge to Mr. Broughton a few days before the end of the half-year.

The Directors are glad to be able to express their entire approval of the proceedings taken by Mr. Broughton since he assumed office.

17. HALF-YEAR'S ACCOUNTS.—The following is the usual summary of the Accounts, which are rendered in the form prescribed by the Imperial "*Regulation of Railways Act, 1868.*"

Both the Capital and Revenue Accounts are, for the first time, stated in sterling only reduced to a gold basis. They cannot, therefore, be in all respects compared with those of former half-years; and this is especially the case with reference to the gross revenue receipts.

The receipts in American currency have been subject to a greater depreciation than in the corresponding period of 1874, the average rate of conversion having been  $115\frac{1}{2}$  as compared with  $112\frac{1}{8}$ .

The Cash Receipts on Capital Account during the Half-year to 31st July, 1875, amounted to £224,658. 13s. 11d., as follows:—

SHARE ACCOUNT.

Nominal amount of Second and Third Instalments on 44,876 New Shares issued at the price of £10 per each £20. 10s. Share	... ..	£459,980	19	4
Less received on account of Second Instalment, as per last Half-year's Report	... ..	30,733	19	10
				<hr/>
Final Instalment on 6,987 New Shares paid in full and converted into original Shares	... ..	35,808	7	6
Received on account of Final Instalment on Balance of 37,889 New Shares	... ..	15,178	17	2
				<hr/>
		480,234	4	2
Deduct Calls in arrear	... ..	£1,822	10	0
Proportion of Discount on Instalments received	... ..	253,940	10	3
				<hr/>
		255,763	0	3
				<hr/>
		224,471	3	11
PREFERENCE STOCK.				
Balance of calls received	... ..	112	10	0
DEBENTURE STOCK.				
On account of remaining instalments	... ..	475	0	0
				<hr/>
		225,058	13	11
<i>Less</i> BOND ACCOUNT.				
6 per cent. Bonds due 15th November, 1873, paid off		400	0	0
				<hr/>
		£224,658	13	11
				<hr/>

18. The total Charges to Capital Account, during the half-year, amounted, as per Statement No. 4, to £346,761. 7s. 8d., but this includes the sum of £253,940. 10s. 3d., represent-

ing the proportion of Discount on the Instalments of the New Issue of Shares maturing during the half-year, and £48,521. 1s. 2d. invested in the Bonds and Stock of the Wellington Grey and Bruce Railway, under the various agreements, leaving £44,299. 16s. 3d. expended for the General Purposes of the Railway. This latter sum includes £27,553. 14s. 1d. for Amounts expended in previous half-years, now transferred from the Balance Sheet. The Balance, £16,746. 2s. 2d., representing the Cash expenditure during the half-year, is fully detailed in Statement No. 5.

The total Capital Expenditure to 31 July, 1875, amounted to £8,883,547. 9s. 5d., leaving a Balance at Credit of that Account of £521,046. 10s. 3d.

19. The Receipts and Expenditure on Revenue Account for the half-year have been as follows :—

Gross Receipts reduced to a gold basis	...	...	£411,187	11	8
Working Expenses, including Renewals, Rents, Taxes, and all Revenue Charges	...	...	393,793	8	5
			<u>£17,394</u>	<u>3</u>	<u>3</u>
Interest on Bonds and Debenture Stock	£98,862	10	0		
Loss on Working Leased Lines	...	19,987	17	0	
Proportion of charge for Depreciation Account	...	6,500	0	0	
		<u>125,350</u>	<u>7</u>	<u>0</u>	
Deduct amount to Credit of General Interest Account	...	680	17	7	
			<u>124,669</u>	<u>9</u>	<u>5</u>
			107,275	6	2
Add Deficit on 3 <sup>rd</sup> January, 1875	...	...	34,288	7	10
			<u>£141,563</u>	<u>14</u>	<u>0</u>
Total	...	...			

On the other hand, the Locomotive, Car, Ferry Steamers, and Insurance Funds, which have been formed by deductions from revenue, are in credit £105,368.

The unpaid dividend accumulated on the 5 per Cent. Preference Stock to 31st July, 1875, amounts to £27,121. 14s. 6d.

20. The Gross Traffic on the Main Line and Branches (excluding the Galt and Guelph, the Wellington Grey and Bruce, and London and Port Stanley Railways) amounted to £411,187. 11s. 8d., as compared with £516,535. 19s. 11d. in the corresponding half-year, showing a decrease of £105,348. 8s. 3d.

This decrease may be classified as follows :

Decrease in Passenger Earnings	...	...	£19,421	17	10
Do. Freight and Live Stock Earnings	...	...	82,280	2	10
Do. Mails, Express Freight and Rents	...	...	3,646	7	7
Total Decrease	...	...	£105,348	8	3

21. The earnings and working expenses, per train mile, compare during the last six half-years as follows:—

Half-year ended	Earnings.	Working Expenses.
31st Jan., 1873 ...	7s. 4 $\frac{3}{4}$ d.	5s. 1 $\frac{1}{4}$ d.
31st July, 1873 ...	7s. 1d.	5s. 2 $\frac{3}{4}$ d.
31st Jan., 1874 ...	7s. 0 $\frac{1}{4}$ d.	5s. 2 $\frac{1}{4}$ d.
31st July, 1874 ...	6s. 3 $\frac{1}{2}$ d.	5s. 3 $\frac{1}{2}$ d.
31st Jan., 1875 ...	6s. 8 $\frac{3}{4}$ d.	5s. 4 $\frac{3}{4}$ d.
31st July, 1875 ...	4s. 11 $\frac{3}{4}$ d.	4s. 9 $\frac{1}{4}$ d.

The Earnings and Working Expenses for July, 1874, and July, 1875, are exactly reduced to a gold standard. Those of the other half year's are approximate, but the difference will be slight.

22. The movement of the several Renewal funds has been as follows:—

	Balance, 31st January, 1875.			Credit during half-year.			Balance 31st July, 1875.		
	£	s.	d.	£	s.	d.	£	s.	d.
Ferry Steamers Renewal Fund ..	17,193	15	9	3,015	16	3	20,209	12	0
Locomotive do. do. ..	66,037	9	10	11,563	17	1	77,601	6	11
Car do. do. ..	5,055	11	6	845	2	4	5,900	13	10
Insurance Fund .. .. .	1,104	9	0	552	4	7	1,656	13	7
	£89,391	6	1	£15,977	0	3	£105,368	6	4

23. The change of Gauge Account has now been finally adjusted, and £19,497. 1s. 0d., the proportion of this expenditure properly appertaining to Capital, has been charged in the present accounts. Revenue has been debited in account No. 9 with the usual sum of £9,100, leaving a balance of £7,452. 3s. 5d. still to be charged in the current half-year. This will finally close the account.

24. The working of the Leased lines has entailed a loss to Revenue for the half-year of £19,987. 17s. 0d. Of the above sum no less than £16,101. 8s. 8d. arises from the Wellington Grey and Bruce Railway. This is greatly attributable to the defective manner in which the line was originally constructed, involving increased cost of maintenance and renewal of way.

Under the traffic agreements, 20 per cent. of the additional earnings from traffic interchanged with this Railway during the half-year (amounting to £3,653) has to be invested in its Bonds.

25. As stated at the Adjourned Meeting on the 9th September, 1874, when the election of the present Directors

was settled, there will be no vacancies at the Board to be filled up this year. The Auditors John Young, Esq., and Thomas Adams, Esq., go out of office, and are eligible for re-election.

26. REDUCTION IN THE NUMBER OF DIRECTORS.—In the last half-year's report, reference was made to the Great Western Amendment Act of 1875, reducing the number of the Directors to not less than six, and increasing their qualification. The Shareholders will be asked at the Special General Meeting to fix the number of the Board, for the present, at seven Directors, four to be a quorum, and to determine how many shall go out of office in each year.

On behalf of the Board of Directors,

HUGH C. E. CHILDERS,

*President.*

LONDON, 26th October, 1875.

# REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,  
ENGINEERING DEPARTMENT,  
HAMILTON,

28th August, 1875.

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 the 31st July, 1875 :—

## CHARGES TO CAPITAL.

During the past half-year the undermentioned New Works were executed, forming a charge to Capital Account :—

	£	s.	d.	£	s.	d.
<b>1st.—Roadway and Sidings.—</b>						
Wages of men, and materials used laying down new sidings .. .. .	293	4	6			
37 $\frac{1111}{10}$ tons partially worn iron rails used in same .. .. .	232	19	2			
Cost of 95 $\frac{1142}{10}$ tons rails and accompanying fastenings used laying down sidings to private establishments .. .. .	787	7	5			
Proportion of cost of 362 tons steel rails used in leads and crossings of Main Line; importation of 1874 .. .. .	1,086	0	0			
Proportion of cost of 600 tons steel rails (£3 sterling per ton) laid in track of Sarnia Branch..	1,800	0	0			
Proportion of cost of 112 $\frac{1}{2}$ tons laid in Galt and Guelph Railway (£3 sterling per ton) .. .. .	337	10	0			
Cost of laying tracks in London Car Shops .. .. .	93	4	2			
2 $\frac{22}{10}$ tons of iron rails used in same .. .. .	12	13	8			
				4,642	18	11
<b>2nd.—Bridges and Culverts.—</b>						
Cost of work done on new stone abutments and on iron bridge across the River Thames at Thamesville during the half-year .. .. .	8,050	17	3			
Proportion of cost of excavating foundations and driving piles for new bridge over Jeanette's Creek .. .. .	250	16	8			
				8,301	13	11
<b>3rd.—Buildings and Wharves.—</b>						
Cost of building new bins in freight shed at Hamilton .. .. .	286	10	7			
Cost of erecting turn table at Glencoe .. .. .	21	0	3			
Cost of work done completing new Car Shops at London .. .. .	416	17	8			
				£724	8	6
Carried forward				£12,944	12	10

	£	s.	d.	£	s.	d.
Brought forward ..	£724	8	6	£12,944	12	10
Cost of building a refreshment room on the ground of the Michigan Central at Detroit ..		73	14	0		
Cost of electric fire alarm for Toronto engine house ..		30	16	5		
Cost of building a new passenger station at Windsor ..		850	13	3		
Cost of erecting new passenger station at Hamilton to date ..		1,013	3	4		
Do. new freight shed at Hamilton to date ..		1,377	3	6		
Cost of hydrants for London Passenger Station ..		5	15	10		
Cost of erecting a car repair shop at St. Thomas ..		115	7	3		
Cost of extending new wharf to Sarnia ..		14	19	2		
	£4,206	1	3			
Credit for Freight House at Detroit, sold to Michigan Central Company ..		657	10	8		
				3,548	10	7
<i>Glencoe and Buffalo Line—</i>						
Cost of Freight of Rails, &c., over Grand Trunk				596	12	7
Payment to Canada Southern for proportion of cost of approaches to International Bridge ..				398	9	2
Total ..				£17,488	5	2
<i>Wellington Grey and Bruce Railway—</i>						
Wages of Men and Materials, and Engine Service used ballasting Track, building new Shanties and Snow Fences, and completing unfinished works on Main Line and Kincardine Branch ..				7,980	3	10
77½ tons partially worn iron rails used in Sidings ..				479	5	3
Proportion of cost of 690 tons steel rails (43 sterling per ton) laid in track ..				2,070	0	0
Total ..				£10,529	9	1

#### REMARKS ON CAPITAL CHARGES.

ROADWAY AND SIDINGS.—In consequence of a New Passenger Station and freight house being in course of erection at Hamilton upon sites different from the old ones, it has been necessary to rearrange and extend some of the Sidings. At Windsor two short sidings have been laid to give access to the New Passenger Station.

Referring to the Sidings put in at various places for the use of individuals or private establishments, the Railway Company furnished the rails, fastenings, spikes, and switches, and laid the track; the parties for whose service the Sidings were intended did the grading and supplied the ties.

\* This amount, with the addition of £121. 14s. 0d. for land purchases, and £163. 11s. 0d. for balance of cost of ferry boat, after deducting £1,027. 8s. 0d. credit for old locomotive, none of which items come within the Engineer's department, adjusts the total outlay as given in Statement No. 5, of £16,746. 2s. 2d.

STEEL RAILS.—The charge for these is the fixed proportion charge able to capital, viz. :—£3 Sterling per ton.

BRIDGES —The enlargement of the Abutments, and the erection of the double track iron superstructure of the Thamesville Bridge are practically finished. The second track was laid over the Bridge and open for traffic on the 25th of June last. The painting of the iron work and a little of the earth filling at the backs of the abutments are all that now remain to be done. The actual cost of this Bridge will be a good deal less than the sum set apart for it. The latter was £11,301. 7s. 4d., while the total charges against the work at the close of the Half-year were only £8,486. 2s. 5d. There are however a few outstanding accounts yet to pay; but their amount is small. Although the Bridge has cost less than was anticipated, the reduction certainly has not been obtained at the expense either of its strength or durability.

The completion of the Thamesville Bridge finishes the construction of the second track between Glencoe and Windsor.

The old wooden bridge at Jeanette's Creek (196 miles from Clifton) is being replaced by a stone and iron structure. The amount charged to capital is the difference between the cost of the permanent bridge, and the estimated cost of a new one built of wood.

BUILDINGS.—At Hamilton a brick Passenger Station, 350 feet long and 36 feet wide, and a wooden Freight House, 720 feet long and 40 feet wide, are being built. The progress made upon them has been such as fully to warrant the expectation that they will be completed before the beginning of winter.

At the London Car shops a considerable extension of the narrow gauge tracks has been made. At Windsor a wooden Passenger Station has been built, and is now in use, having been opened on the 22nd August.

GLENCOE AND BUFFALO LINE.—The charge for freight made by the Grand Trunk Railway Company is for the transport of steel rails and other materials between Paris and Port Colborne for the Glencoe Line when it was under construction. The account for this, and also for the proportion of cost of making approaches to the International Bridge by

the Canada Southern Railway Company were not paid before in consequence of their not having been rendered.

**WELLINGTON GREY AND BRUCE RAILWAY.**—The charges against capital on account of this Railway, are for the completion of various works between Paisley and Southampton on the Main Line, and between Listowel and Kincardine on the Kincardine Branch, which were unfinished at the time the Railway was assumed by the Great Western Railway Company.

At Palmerston a re-arrangement and extension of the Sidings are being carried out, to provide for the largely increased business which has to be done in the yard, by reason of the opening of the Kincardine Branch. The Engine House is also being enlarged by the addition of four stalls.

At Southampton a branch line nearly half-a-mile long has been made from the Station Yard to the New Pier which has lately been built by the Dominion Government in the Harbour.

#### CHARGES TO REVENUE.

The total expenditure of this department during the half-year chargeable to revenue upon 590.07 miles of lines, amounts to .. ..	£	s.	d.
As compared with the corresponding half of 1874, upon an average length of 537 miles of lines, which amounted to .. ..	86,362	7	1
	109,229	7	6

#### MAINTENANCE AND RENEWALS OF PERMANENT WAY.

590.07 MILES OPEN.

	£	s.	d.
Repairs and Renewals of Bridges and Culverts	6,941	19	1
"    "    Sidings .. ..	3,910	5	5
"    "    Fences .. ..	3,801	19	7
"    "    Buildings and Wharves	6,574	6	3
"    "    Signals .. ..	698	15	4
"    "    Approaches .. ..	770	0	1
Wages of men on roadway .. ..	26,325	4	9
Cost of 2,496 $\frac{3}{4}$ tons steel rails, and 127 $\frac{1}{4}$ tons fastenings laid in track .. ..	18,457	17	2
Cost of 1,350 tons partially worn iron rails laid in Sarnia Branch and Main Line sidings .. ..	4,160	19	2
124,983 sleepers laid in track .. ..	9,322	0	2
Engine service .. ..	2,279	13	5
Stores and other materials .. ..	2,215	8	0
Engineering superintendence .. ..	903	18	8
Total .. ..	£86,362	7	1

## REMARKS ON CHARGES TO REVENUE.

A comparison of the charges for maintenance and renewals of permanent way, for the past half-year, with those for the corresponding half of last year, will shew that an important reduction has been made in the expenditure. During the half-year ended 31st July, 1874, the amount paid for wages on an average length of lines of 537 miles, was £36,281 13s. 3d., or at the rate of £67 11s. 3d. per mile; for the past half-year the wages paid on 590.07 miles of railway amounted to £26,325 4s. 9d., or to £44 12s. 3d. per mile. Generally, the charges for the last half-year are low, although for fencing and sleepers they are nearly double what they were in the corresponding half of 1874. The increase in the first of these items was unavoidable, as the fences are in many places very old, and they suffered seriously from fires in the early part of the summer. In reference to the sleepers, it was deemed sound economy to use a large number of them, as by doing so the track could be improved and strengthened, and the life of the steel rails thereby increased.

The relaying of the Sarnia Branch with steel rails has been commenced. Of the partially worn steel rails which have been removed from the main line, 200 tons, together with a portion of the best of the iron rails released from the Sarnia Branch by the relaying of part of it with steel rails, have been used for the repairs of the London and Port Stanley Railway. Of the steel rails and fastenings charged out for the half-year, 362 tons of rails and 16 tons of fastenings were used for leads and crossings on the main line, and were

valued at ... ..	£4,367	3	4
1,134½ tons of rails and 36½ tons of fastenings were for general repairs and renewals, and were valued at ... ..	7,193	2	3
600 tons of new rails and 25 tons of fastenings were used for the relaying of the Sarnia Branch, and were valued at ... ..	3,824	4	5
Carried forward ...	£15,384	10	0

Brought forward ...	£15,384	10	0
400 tons of partially worn rails, which had been taken off the heavy gradients, were, after cutting off the bruised and worn ends and being redrilled, used for general repairs, together with 50 tons of new fastenings, and were valued at ... ..	£3,073	7	2
Total ...	£18,457	17	2

On the main line east of London, and on the Toronto Branch, a ballast train has been employed repairing those portions of the railway which have suffered from the gradual and unavoidable wasting of the gravel during a series of years. A train was also kept at work on the loop line from the 19th April till the 31st July, putting additional ballast upon those parts of the road which were found to have been a good deal disturbed by the intense frost of last winter. The track is now, in surface and alignment, and in fact in all other respects, quite equal to that of the main line.

The repairs to the bridges under the track have been fully attended to. Those bridges which come in for renewal this year, over fifteen feet span, are being rebuilt in stone and iron. The charge to maintenance on account of these, will be the amount that would be required to reconstruct them with wood. There are thirteen of these bridges. In addition to these, two which were not required, have been filled with earth; one of these was on the Toronto Branch and the other on the Sarnia Branch. Ten overhead bridges have been rebuilt, and others carefully repaired.

The accompanying table shows the comparative cost of maintenance of Main Line and Branches included in the Main Line Accounts for a number of years past:—

For the purpose of comparison the figures are stated in mixed currency.

Half-year ending	Cost of Maintenance and Renewals.			Train mileage (earning revenue).	Cost per train mile (earning revenue).		Freight tonnage.	Cost per ton.	
	£	s.	d.		d.	s.		d.	s.
31st January, 1867	39,632	7	3	688,117	13	8	233,358	40	6
31st July, 1867	42,773	8	9	824,494	12	5	296,787	34	5
31st January, 1868	43,539	11	8	828,476	12	6	284,985	36	7
31st July, 1868	51,028	8	4	847,279	14	1	286,733	41	9
31st January, 1869	43,535	17	4	937,825	12	5	338,911	34	4
31st July, 1869	58,602	13	11	962,490	14	5	375,576	36	9
31st January, 1870	76,754	8	6	930,843	13	8	399,790	46	1
31st July, 1870	88,539	6	7	1,059,429	20	0	460,948	43	1
31st January, 1871	90,925	1	2	1,136,111	19	2	465,038	46	8
31st July, 1871	84,740	10	9	1,178,071	17	6	527,891	33	9
31st January, 1872	105,691	5	6	1,307,716	19	3	610,397	48	8
31st July, 1872	99,911	9	4	1,418,318	15	4	652,871	33	4
31st January, 1873	93,180	0	6	1,520,866	14	7	634,418	32	5
31st July, 1873	95,263	6	9	1,641,333	14	0	807,790	28	3
31st January, 1874	101,854	0	6	1,707,967	14	3	790,400	30	7
31st July, 1874	107,680	1	1	1,643,530	15	7	791,874	32	6
31st January, 1875	90,389	6	3	1,441,953	15	0	653,252	33	16
31st July, 1875	86,441	4	11	1,649,312	12	58	747,923	27	74

GALT AND GUELPH RAILWAY.—15½ MILES.

Cost of maintenance, renewals, and watching for the half-year .. .. .	£1,539	2	3
Proportion of cost of 112½ tons steel rails and 5 tons of fastenings .. .. .	721	11	10
Cost of 320½ tons partially worn iron rails laid in track	1,044	7	0
	<u>£3,305</u>	<u>1</u>	<u>1</u>
The cost of the corresponding half-year in 1874, was ..	<u>£2,903</u>	<u>11</u>	<u>10</u>

The cost of maintenance of this line has been exceptionally heavy, in consequence of a part of the track having been relaid with steel rails, the charges for which have appeared in the monthly accounts; also by reason of a large part of the renewals of the Hespeler bridge

—the most important structure on the line—having been made during the past half-year. After deducting the cost of rails and fastenings from the total cost of maintenance for the first half of last year and of the current year respectively, the remainder, representing wages, bridge and culvert renewals, &c., will be £1,968. 13s. 3d. in the former half-year, and £1,539. 2s. 4d. in the latter.

WELLINGTON GREY AND BRUCE RAILWAY.—168½ MILES.

Cost of maintenance, renewals, and watching for the half-year .. .. .	£15,591 10 5
Proportion of cost of 690 tons of steel rails and 28½ tons of fastenings laid in track .. .. .	4,397 19 3
Cost of 800 tons partially worn rails laid in track .. .. .	2,465 15 1
	<hr/>
	£22,455 4 9
	<hr/>
The cost of the corresponding half-year in 1874, when only 111 miles were open, was .. .. .	£9,579 6 2
	<hr/>

The very large increase in the cost of maintenance of this railway during the past half-year is due:—

1st. To an addition of 57½ miles of road, brought into operation by the opening on the 21st December last, of the Kincardine branch from Listowel to Kincardine.

2nd. To the almost unprecedented severity of the winter during the months of February and March.

3rd. To the relaying of a part of the track between Guelph and Palmerston with steel rails.

With regard to the difficulties arising from the snow; although unceasing efforts were made with the most powerful snow ploughs and a very large force of men, the Kincardine Branch remained closed from the beginning of February to about the third week in March: and the Line between Guelph and Southampton could only be kept open for light passenger-traffic. The more serious difficulties encountered on the Kincardine Branch were owing partly to the absence of snow fences. Seven miles of these fences are now being put up at

the most exposed parts of the branch. The expenses during February and March of the current year were over £4,100 more than they were in the corresponding months last year, principally upon account of the snow blockade.

The charges for rails during the half-year were heavy. In the corresponding half of the preceding year the Line was not debited with any rails.

#### LONDON AND PORT STANLEY RAILWAY.

	23½ MILES.	£	s.	d.
Cost of Maintenance, Renewals, and watching for the Half-year ... ..		2,190	17	2
Cost of 200 tons of partially worn Steel Rails laid in Track ... ..		821	18	4
Cost of 274½ tons partially worn Iron Rails laid in Track ... ..		846	1	3
Total ... ..		£3,858	16	9
Cost for the corresponding Half-year in 1874 was— ... ..		£1,583	4	3

Extensive and absolutely necessary repairs have been made on this railway. A large quantity of old and worn out rails have been removed from the track and have been replaced by others of a much better character, two hundred tons of the latter being steel. A very considerable number of new cross-ties or sleepers have been put in, and the high embankments at each end of the large bridges have received additional ballast. Large repairs have also been made to the culverts and fences. By far the greater part of the additional cost is for partially worn, but still serviceable rails, including the steel ones, which have been taken out of old rail stock. In the corresponding half of last year no rails were charged out against this railway.

The Stock of surplus rails, 14,739 tons, valued at ...	£62,475	7	3
Do. steel rails and fastenings on hand and in transit 5,505½ tons valued at ... ..	56,485	15	0
Total ... ..	£118,961	2	3

The following Tables contain a statement of the lengths of Track laid with steel and iron, not including Sidings:—

## LINES OWNED BY GREAT WESTERN RAILWAY COMPANY.

LINES.	Length in Miles of		Totals.
	Steel Track	Iron Track.	
Main Line—			
Suspension Bridge to Glencoe—Single Track .. .. .	149.94		
Glencoe to Windsor—Double Track .. 79.44 =	158.88		308.82
Toronto Branch .. .. .	37.00		37.00
Galt do. .. .. .	6.12	5.88	12.00
Brantford do. .. .. .		8.00	8.00
Sarnia do. .. .. .	6.66	44.19	50.85
Petrolia do. .. .. .		4.75	4.75
Loop Line .. .. .	145.50		145.50
Allanburg Branch .. .. .	8.32		8.32
Totals .. .. .	512.42	62.82	575.24

79.44 4.95  
 14.00  
 510

## LINES LEASED BY THE GREAT WESTERN RAILWAY COMPANY.

LINES.	Length in Miles of		Totals.
	Steel track.	Iron track.	
Galt and Guelph Railway .. .. .	1.25	14.00	15.25
Wellington Grey and Bruce Railway Main Line .. .. .	7.66	94.09	101.75
Ditto Kincardine Branch .. .. .		66.60	66.60
Welland Railway .. .. .	8.05	6.78	14.83
London and Port Stanley Railway ..	1.80	21.86	23.66
Totals .. .. .	18.76	203.33	222.09

531.18  
 1.00  
 532.18

## SUMMARY.

LINES.	Length in Miles of		
	Steel track.	Iron track.	Total track
Lines owned by Great Western Railway Company .. .. .	512.42	62.82	575.24
Lines leased by the Great Western Railway Company .. .. .	18.76	203.33	222.09
Totals .. .. .	531.18	266.15	797.33

The Sidings on the lines owned by the Great Western Railway Company have been increased by an addition of 1.33 miles. Their total length is now ... .. 159.83 miles.

On the lines leased by the Company there is an increase of  $\frac{3}{4}$  mile. Their total length is ... .. 18.51 ..

Total length of Sidings ... .. 178.34 ..

The total length of tracks of all kinds, excepting Narrow Gauge (18 inch) tracks in London car shops is 975.67 miles.

I have the honour to be,

Gentlemen,

Your obedient servant,

JOSEPH HOBSON,

*Chief Engineer*

REPORT OF THE LOCOMOTIVE AND CARRIAGE  
SUPERINTENDENT.

GREAT WESTERN RAILWAY,  
MECHANICAL SUPERINTENDENT'S OFFICE,  
HAMILTON, ONTARIO,  
*September 7th; 1875.*

TO THE PRESIDENT AND DIRECTORS.

GENTLEMEN,—I beg to submit to you the following report upon the operations of the Mechanical Department for the half-year ending July 31st, 1875:—

LOCOMOTIVE DEPARTMENT.

CHARGES TO CAPITAL.

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

CHARGES TO REVENUE.

The amount chargeable to Revenue during the half-year amounts to .. .. .	£99,700 16 8
As compared with the corresponding period of 1874 .. .. .	108,081 8 0

## CAR DEPARTMENT.

The amount chargeable to Revenue during the	
half-year amounts to .. .. .	43,773 9 7
As compared with the corresponding period of	
1874 .. .. .	£48,613 19 3

## REMARKS.

*Renewals of Engines.*—Owing to the continued dépression in the traffic, the 5 Slaughter Engines under re-construction to Narrow Gauge not being required in service, no progress has been made towards their completion during the half-year.

In addition to the repairs and renewals effected, the unexpended sum of £9,582. 14s. 7d. has been charged during the half-year and added to the Locomotive Reserve Fund, which fund, with accrued interest, now amounts to £77,601. 6s. 11d.

*Repairs of Engines.*—38 Engines have received heavy repairs, and 37 Engines light repairs during the half-year.

*Stock of Engines.*—The total number of Engines has been decreased during last half-year by the breaking-up of the old Broad Gauge Engine, which was acquired in the purchase of the London and Port Stanley Railway. It was considered that the Engine was no longer worth retaining. The difference between the cost of the engine and its value as scrap, has been debited to the Locomotive Department charges against Revenue.

The following Table shows the particulars of the locomotive stock at present:—

Description of Engines.	Broad Gauge not in use.		Narrow Gauge Engines in Service.		Under Renewal and Conversion to Narrow Gauge.		TOTAL.	
	July, 1875.	Jan., 1875.	July, 1875.	Jan., 1875.	July, 1875.	Jan., 1875.	July, 1875.	Jan., 1875.
Passenger ...	...	1	54	54	...	...	54	55
Freight .....	...	...	136	136	5	5	141	141
Shunting ...	...	...	21	21	...	...	21	21
TOTAL.....	...	1	211	211	5	5	216	217

*Pumping Engines and Tanks.*—All necessary repairs and renewals have been duly executed as required. The completion of the pumping machinery and tanks on the Kincardine Extension of the Wellington Grey and Bruce Railway has been effected during the half-year, and the frost-proof tank at Port Stanley taken down and re-erected on the Petrolia Branch.

*Turntables.*—The repairs upon the turntable at Port Stanley, mentioned in last report, have been properly completed. The turntables at Toronto, Windsor and Palmerston have also been thoroughly repaired during the half-year. Other turntables are in ordinary fair condition.

*Comparative Expenditure of the Locomotive Department.*—Taking into consideration the decrease in the engine mileage during the half-year, the expenditure in the Locomotive Department compares favourably with the corresponding period of last year.

The following Table shows the 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, with Kincardine Extension, and the London and Port Stanley Railways:—

	Half-Years ended July 31st.						
	1869.	1870.	1871.	1872.	1873.	1874.	1875.
Engine Mileage.	1,358,530	1,485,538	1,630,727	2,037,113	2,570,485	2,250,613	2,130,769
Net Train Mileage .....	962,496	1,059,429	1,178,071	1,418,318	1,641,333	1,643,530	1,649,312
Expenditure exclusive of Fuel	£35,909	£32,627	£37,191	£42,815	£58,555	£50,034	£46,158
Cost per Engine Mile.....	6·35d.	5·27d.	5·47d.	5·03d.	5·46d.	5·34d.	5·19d.
Expenditure for Fuel .... Wood	£19,708	£21,969	£23,698	£31,095	£37,473	£27,861	£33,697
Coal .. ..	..	..	..	..	13,329	20,950	10,461
Quantity of Fuel consumed. Wood	30,712	32,898	32,951	42,036	48,632	36,157	42,781
Coal .. ..	..	..	..	..	11,496	16,993	8,488
Cost of Fuel per Engine Mile..	3·45d.	3·54d.	3·48d.	3·66d.	4·74d.	5·21d.	4·98d.
Reserve Fund charge for future renewals of Engines .....	..	..	..	£7,842	£9,538	£9,836	£9,583
Total Expenditure.....	£55,667	£54,596	£60,889	£81,752	£118,896	£108,682	£99,899
Cost per Engine Mile.....	9·83d.	8·82d.	8·96d.	9·63d.	11·09d.	11·50d.	11·25d.
Cost per Train Mile.....	13·88d.	12·37d.	12·40d.	13·83d.	17·38d.	15·87d.	14·53d.
Percentage on Earnings including Reserve Fund charges. ....	14·46	13·36	13·29	14·84	18·97	19·64	22·30
Ditto exclusive of charge for Reserve Fund	14·46	13·36	13·29	13·50	17·45	17·86	20·24

For the purposes of comparison the figures in this Table are stated on mixed currency.

## CAR DEPARTMENT.

*Renewals of Cars.*—The sum of £6,691. 14s. 9d. has been expended on renewals of the Car Stock during the half-year, the following Cars having been entirely reconstructed:—2 First Class, 2 Second Class, 3 Baggage, 122 Box and 10 Flat or Platform Cars: total, 139 Cars. Besides this work about 26 Cars under reconstruction are partly completed.

In addition to the cost for repairs and renewals effected, the unexpended sum of £693. 9s. 0d. has been charged during the half-year, and added to the Car "Reserve Fund," so that this Fund, with accrued interest, now amounts to £5,900. 13s. 10d.

*Repairs of Cars.*—The repairs of Car Stock have been maintained throughout the half-year as efficiently as the means at our disposal would permit.

*Stock of Cars.*—The stock of Cars remains precisely the same as last reported.

The following list shows the number of each class of Cars as at present:—

Description of Cars.	Numbers.
First Class ... ..	98
Second Class ... ..	61
Post Office and Baggage ... ..	36
Baggage Van Flats... ..	7
Conductors ... ..	73
Box (Freight and Express) and Grated Door ... ..	774
Cattle ... ..	535
Flat or Platform and 4-wheeled Timber Trucks ... ..	855
Coal Platform Cars... ..	100
Oil Tank Cars ... ..	75
Auxiliary Cars ... ..	12
Blue Line Box ... ..	800
Milwaukee Line Box ... ..	80
"    "    Combination Box ... ..	100
Michigan Line Box ... ..	350
"    "    Saginaw Valley Box ... ..	50
Long 33-foot Box (called Star Cars) ... ..	600
Erie and North Shore Box ... ..	220
Engineers' Department—Gravel and Construction Cars, including Snow Ploughs and Auxiliary Cars ... ..	225
Total ... ..	5,051

#### COMPARATIVE EXPENDITURE OF THE CAR DEPARTMENT.

The following Table shows the working and expenditure of the Car Department for the past seven corresponding half-years, exclusive of charges and mileage for the Galt and Guelph, Wellington Grey and Bruce, with Kincairdine Extension, and the London and Port Stanley Railways:—

	Half-years ended 31st July,						
	1869.	1870.	1871.	1872.	1873.	1874.	1875.
Expenditure for Maintenance of Passenger Train Cars .....	£11,920	£15,440	£10,551	£11,605	£11,926	£13,766	£14,318
Mileage .....	3,358,594	2,946,782	3,024,349	3,765,078	3,869,384	4,466,456	4,628,035
Cost per Mile ..	0·85d.	1·25d.	0·84d.	0·71d.	0·73d.	0·74d.	0·74d.
Expenditure for maintenance of Merchandise Cars .....	£18,630	£15,135	£22,978	£29,425	£35,078	£36,026	£30,102
Mileage .....	9,801,694	12,013,375	15,530,636	19,093,292	22,761,572	23,668,735	20,017,364
Cost per Mile ..	0·456d.	0·302d.	0·355d.	0·359d.	0·369d.	0·365d.	0·369d.
Reserve Fund charge for future renewals of Cars	..	..	..	£1 147	..	£450	£693
Total Expenditure .....	£30,655	£30,575	£33,529	£41,029	£47,004	£50,242	£45,113
Mileage .....	13,160,288	14,960,157	18,554,985	22,858,370	26,630,956	28,135,191	24,645,399
Total cost per Mile all Cars ..	0·56d.	0·49d.	0·43d.	0·43d.	0·42d.	0·43d.	0·44d.

For the purposes of comparison, the figures in this Table are stated in mixed currency.

#### FERRY STEAMERS

The following Ferry Steamers are owned by the Company:—

Passenger Steamer...	...	...	“Union.”
			“Michigan.”
Car Ferry Steamers	...	...	“Great Western.”
			“Transit.”
			“Saginaw.”

Steamer "*Union*" is still laid up as mentioned in last Report.

Car Ferry steamers "*Michigan*," "*Great Western*," "*Transit*," and "*Saginaw*," are in ordinary good condition.

During the half-year heavy repairs were effected upon the boilers of steamer "*Great Western*." The steamers "*Great Western*" and "*Transit*" have been fitted with steam heating apparatus in place of stoves, in order to remove the risk from fire which existed with the use of stoves for heating purposes.

Steamer "*Saginaw*" is about undergoing slight repairs.

#### BUILDINGS AND TOOLS.

These are in ordinary condition and repair. Our new car works at London are giving entire satisfaction, and the locomotive works at Hamilton are in usual condition.

Your obedient Servant,

JOHN ORTTON,

*Acting Mechanical Superintendent.*