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Great Western Railway of Canada.

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REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING 31st JULY, 1871;

WITH

STATEMENTS OF ACCOUNTS,

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

*To be submitted to a Meeting of Shareholders to be held in
London on Wednesday, 18th October, 1871.*

LONDON:

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

1871.

GREAT WESTERN RAILWAY OF CANADA.—NOTICE
IS HEREBY GIVEN, that the HALF-YEARLY MEETING of
Shareholders is appointed to be held on WEDNESDAY, 18th October, 1871,
at the London Tavern, Bishopsgate Street, London, England, at Twelve
o'clock Noon precisely, for the purpose of submitting a Report and General
Statement of Accounts for the half-year ending 31st July last, for the
purpose of electing four Directors and three Auditors, and for the transac-
tion of other business.

And Notice is also hereby given, that the said Meeting, will be made
SPECIAL for the purpose of obtaining the consent of the Shareholders to the
agreement entered into by the Directors with the Michigan Central Rail-
road Company, for the division of through traffic, and for the purpose of
sanctioning, by vote of the Shareholders, the several agreements entered into
with the Detroit Hillsdale and Indiana Railroad Company, and the Port
Huron and Lake Michigan Railroad Company, and the Detroit Eel River
and Illinois Railroad Company, for promoting traffic therewith, and further
to authorise the subscription of Stock in the Detroit River Tunnel Com-
pany.

And Notice is further given, that the Books kept at the office in
Hamilton, Canada, for the Registration of Shares and Preference Stock
will be closed on and from 4th October 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., 30th August, 1871.

Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1870-1871.

President.

THE RIGHT HONOURABLE THE LORD MAYOR.

Vice-President.

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

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

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

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

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

DONALD MACINNIS, Esq., Hamilton, Ontario, Canada.

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

PAUL MARGETSON, Esq., Clapham Common.

GEORGE SMITH, Esq., 23, Albemarle Street, W.

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

Auditors.

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

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

SAMUEL SPREULL, Esq., Toronto, Ontario.

General Superintendent.

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

Treasurer.

Mr. JOSEPH PRICE, Hamilton, Ontario, Canada.

London Offices.

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

Mr. BRACKSTONE BAKER, *Secretary.*

Mr. WALTER LINDLEY, *Accountant.*

Bankers in London.—LONDON JOINT STOCK BANK.

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

THE GREAT WESTERN

ACCOUNT

CAPITAL ACCOUNT, showing the Receipts and Expenditure

RECEIPTS.	Total Receipts to 31st July, 1871. £ s. d.
TO SHARE ACCOUNT—	
For 169,708 Shares:—	
168,699 shares held in England, at £20. 10s. sterling per share	3,458,329 10 0
1,009 shares held in Canada at \$100 per share, converted at 109½ per cent. exchange.....	20,732 17 6
Total amount of Share Capital to 31st July, 1871	£3,479,062 7 6
TO 5 PER CENT. PREFERENCE STOCK—	
For amount of 1st, 2nd, and 3rd instalments on £1,018,040 Five per cent. Preference Stock £661,726 0 0	
For amount received in anticipation of future instalments	19,211 12 11
	680,937 12 11
TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—	
For amount received on this account	46,700 0 0
TO BOND ACCOUNT—	
Bonds bearing 4 per cent. interest, due 1872 ..	£142,203 16 9
Do. do. " 1873 ..	142,203 16 9
Bonds bearing 6 per cent. interest " 1873 ..	488,200 0 0
Do. do. " 1876 ..	127,000 0 0
Bonds bearing 5½ per cent. interest " 1877 ..	485,000 0 0
Do. do. " 1878 ..	62,000 0 0
Bonds bearing 5 per cent. interest " 1881 ..	1,000 0 0
New 6 per cent. Bonds " 1890 ..	750,000 0 0
	2,197,607 13 6
	£6,404,307 13 11
TOTAL RECEIPTS on CAPITAL ACCOUNT	
during the Half-year—	
Arrears on 3rd instalment on 5 per cent. Preference Stock.....	£841 12 0
In anticipation of instalments on ditto	7,180 17 7
In full of issue of £750,000 6 per cent. Bonds, 1890	257,550 0 0
	£265,572 9 7

Of the new 6 per cent. 1890 Bond issue, the unpaid instalments amounting to £2,781 are included in the Balance Sheet in the item "Sundry Assets."

RAILWAY COMPANY OF CANADA.

No. 1.

of the Company on Capital Account to 31st July, 1871.

EXPENDITURE.	Total Expenditure to 31st July, 1871.	
	£	s. d.
By Total Expenditure on Capital Account to 31st January, 1871, as per last Report	5,284,275	18 5
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.— Expended during the six months ended 31st July, 1871:—		
Land, Works, Permanent Way, and all inci- dental charges	£4,021 3 7	
Bridges	285 12 4	
Rolling Stock—Cars	£4,306 15 11	
	15,257 9 7	
		19,564 5 6
Total	£5,303,840	3 11
By Glencoe and Buffalo Line—		
Total Expenditure to 31st January, 1871	£45,124 4 9	
Expended during six months ended 31st July, 1871	97,152 19 7	
		142,277 4 4
By Brantford Branch—		
Total Expenditure to 31st January, 1871	£143 7 0	
Expended during six months ended 31st July, 1871	20,302 19 0	
	£20,446 6 0	
Less amount of Bonus received from the town of Brantford	15,410 19 2	
		5,035 6 10
By Detroit and Milwaukee Railroad Company	250,000 0 0	
(The securities held for this sum amount to \$2,095,000)		
		5,701,152 15 1
By Balance carried to Account No. 4		703,154 18 10
		<u>£6,404,307 13 11</u>

THE GREAT WESTERN

ACCOUNT

Dr.

REVENUE ACCOUNT for

Half-year ended 31st July, 1870.	RECEIPTS.	Half-year ended 31st July, 1871.
£ s. d.		£ s. d.
143,164 0 3	To amount for the Carriage of 395,257½ Passengers	147,238 15 6
5,015 8 0	„ „ „ Mails	5,018 1 8
5,684 1 7	„ „ „ Express Freight ..	5,827 9 0
254,229 16 10	„ „ „ Freight and Live Stock	300,059 8 2
408,093 6 8		458,143 14 4
806 11 11	„ Rents	746 16 7
<u>£408,899 18 7</u>		<u>£458,890 10 11</u>

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

RAILWAY COMPANY OF CANADA.

No. 2.

Half-year ended 31st July, 1871.

Cr.

Half-year ended 31st July, 1870.		Per Cent. on Gross Receipts.	EXPENDITURE.	Half-year ended 31st July, 1871.		Per Cent. on Gross Receipts.
£	s. d.			£	s. d.	
88,539	6 7	21.66	By Maintenance and Renewal of Way per Abstract A	84,740	19 9	18.46
54,596	7 1	13.36	„ Locomotive Power per Ab- stract B	60,888	15 9	13.27
30,575	12 5	7.47	„ Repairs and Renewal of Pas- senger and Goods Cars, per Abstract C	33,528	17 7	7.31
28,116	15 0	6.87	„ Coaching, Transit Expenses, per Abstract D	30,479	18 8	6.64
32,455	9 3	7.94	„ Merchandise Transit Expenses per Abstract E	41,618	9 5	9.07
9,105	8 3	2.22	„ General Charges, per Ab- stract F	8,340	6 10	1.82
243,388	18 7	59.52	TOTAL ORDINARY WORKING EX- PENSES	259,597	8 0	56.57
			ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.			
1,787	13 5	.44	By Taxes	1,972	12 0	.43
177	14 10	.04	„ Railway Inspection Fund ..	177	14 10	.04
1,744	1 11	.43	„ Insurance	1,773	13 7	.38
102	3 6	.02	„ Clerks' Security Account ..	131	2 4	.03
4,623	5 9	1.13	„ Suspension Bridge Rent, for half-year	4,623	5 9	1.01
251,823	18 0	61.58	Total Revenue Expenditure ..	268,275	16 6	58.46
157,076	0 7		By Balance carried to Net Revenue No. 3 Account	190,614	14 5	
£408,899	18 7			£458,890	10 11	

THE GREAT WESTERN

ACCOUNT

Dr.

NET REVENUE ACCOUNT

Half-year ended 31st July, 1870.		Half-year ended 31st July, 1871.
£ s. d.		£ s. d.
	To Balance of Net Revenue brought forward from Half-year ended 31st January, 1871	3,780 17 3
2,054 5 2		
	„ Balance from Revenue (No. 2) Account for the Half-year to date ...	190,614 14 5
157,076 0 7		
	„ Galt and Guelph Railway, Profit on Half-year's Working, per Acct. G	719 7 1
560 16 6		
	„ Balance of Interest Account ...	399 7 6
365 5 1		
£160,056 7 4		£195,514 6 3
	To Balance brought down	£117,064 1 8
		£117,064 1 8

RAILWAY COMPANY OF CANADA.

No. 3.

to 31st July, 1871.

Cr.

Half-year ended 31st July, 1870.	£ s. d.		Half-year ended 31st July, 1871.	£ s. d.
		By Half-year's Interest on the Bonds issued to the Government to 1st July, 1871		5,688 3 0
34,691	0 0	„ Interest on Ordinary Bonds ...		34,691 0 0
25,282	5 1	„ Discount and Charges on the conversion of American currency, and exchange on Remittances to England		20,730 15-11
2,000	0 0	„ Amount set aside for renewal of Ferry Steamers		2,000 0 0
1,500	0 0	„ Special vote to Directors ... ..		... ..
2,159	2 7	„ Toronto Esplanade Account ... ..		... ..
402	2 4	„ Erie and Niagara Railway—Loss on Working		241 3 4
...	...	„ Wellington Grey & Bruce Railway—Loss on Working		103 12 6
...	...	„ Change of Gauge—Proportion charged against this Half-year		9,100 0 0
...	...	„ Nith River Bridge Accident Account—Amount paid during Half-year for repairs and compensation claims		5,895 9 10
85,489	12 10	„ Balance carried down		117,064 1 8
<u>£160,056</u>	<u>7 4</u>			<u>£195,514</u>
		By Half-year's Dividend on 5 per cent. Preference Stock		16,543 3 0
		„ Proposed Dividend on Ordinary Shares at the rate of 5½ per cent. per annum		95,674 4 4
		„ Surplus carried to next half-year		4,846 14 4
				<u>£117,064</u>

THE GREAT WESTERN

ACCOUNT

Dr.

GENERAL BALANCE SHEET

	£	s.	d.
To Amount Outstanding and due to the Company on Traffic Account	54,514	6	2
„ Mechanical Stores on hand, 31st July, 1871 :—			
General Stores	£42,247	19	5
Fuel Stores	34,915	3	9
Old Material	53	6	11
	77,216	10	1
„ Engineering Stores on hand, 31st July, 1871 :—			
General Stores	£23,562	10	3
Rail Stock Account	44,622	15	9
Steel Rails purchased in England, but not received into stock at 31st July, 1871	70,751	17	1
Rolling Mill Stock	1,648	15	4
	140,585	18	5
„ Municipal Bonds	9,945	4	1
„ Balance of Interest due to 31st July, 1859, on Loan to Detroit and Milwaukee Railroad Company, not received	6,944	19	3
„ Port Huron and Milwaukee Railroad Company ...	8,219	3	7
„ Balances in Banker's hands, Loans, &c.	552,009	16	8
„ Sundry Assets and Debit Balances	34,019	3	5
„ Alteration of Gauge Suspense Account	75,476	12	7
	£958,931	14	3

HAMILTON, ONTARIO,

31st August, 1871.

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

GEORGE LOWE REID,

Chief Engineer.

RAILWAY COMPANY OF CANADA.

No. 4.

to 31st July, 1871.

	£	s.	d.
By Balance from Capital Account No. 1	703,154	18	10
„ Balance from Net Revenue Account No. 3,	117,064	1	8
„ Ferry Steamers Renewal Fund	24,271	11	5
„ Remission of Government Interest— Balance as per last Report	15,128	14	5
„ Sundries due by the Company and Credit Balances	99,312	7	11

Audited and approved,

9th October, 1871.

 JOHN YOUNG,
 SIDNEY SMITH, } Auditors.

£958,931 14 3

HAMILTON, ONTARIO, CANADA,

30th August, 1871.

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

 W. A. ROBINSON,
 Mechanical Superintendent.

I have checked the entries in the ledger with the journal and cash book, and the vouchers for payments and receipts per cashier's day book with the cash book from 1st February, 1871, to 31st July, 1871, and hereby certify that the foregoing accounts contain a full and true statement of the financial affairs of the Company.

SAML. SPREULL,
Auditor in Canada.

Hamilton, Ontario, 30th August, 1871.

LONDON AUDITORS' REPORT.

TO THE SHAREHOLDERS OF THE GREAT WESTERN RAILWAY OF CANADA.

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

The statements of Expenditure in connection with the change of gauge, to which we referred in our report on last half-year's accounts, have recently been received from Canada, and have been carefully examined by us. Although these are necessarily to some extent framed on estimates, in consequence of the work of conversion being only partially effected, still they enable us to explain to the shareholders the mode in which it is proposed to deal with the outlay for the conversion of the Line and Rolling Stock from broad to narrow gauge which may be briefly stated as follows:—

The cost of laying down the third or narrow gauge rail which was completed five years ago, amounted, after giving credit for contributions received from other companies, to £133,472, and was, with the approval of the shareholders, debited to capital account.

The expenditure already incurred, and that estimated yet to be made, in order to complete the replacement, reconstruction, and conversion of the rolling stock from broad to narrow gauge, and removal of the outer rail, according to the statement and estimates furnished, will amount to £153,786. On an examination of the expenditure comprised in this sum, we find that it may be divided into two heads, namely: Cost of conversion from broad to narrow gauge, £62,802; replacement and reconstruction, £90,984.

It is proposed that the cost of conversion (£62,802) when completed shall be charged to capital account; and that the proceeds of the old or outer rail, estimated at £68,502, shall be credited to that account.

With reference to the cost of conversion, although it is an expenditure, which, beyond adapting the rolling stock to the narrow gauge, does not enhance its value, yet as the narrow gauge system has been productive of great benefit to the Company it may, in our opinion, be considered an exceptional outlay, and one which will yield an ample return in the shape of increased revenue, and therefore chargeable to capital.

As regards the expenditure already incurred, and estimated as necessary to be made for the replacement and reconstruction of the rolling stock (£90,984), no doubt a considerable portion of it has been brought upon the Company at an earlier date than, but for the change of gauge, would have been necessary. The proposal of the Directors to spread this over five years is therefore, in our opinion, a reasonable one, and it will be observed that the sum of £9,100, or about one-tenth of the amount, has been debited to Revenue in the past half-year's accounts.

The whole of the expenses and claims arising out of the Nith River Bridge accident have not yet been ascertained, and in the present accounts the amounts paid to the date of the close of the half-year only have been charged to revenue.

JOHN YOUNG, }
SIDNEY SMITH, } *Auditors.*

LONDON, 9th October, 1871.

THE GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended
31st July, 1871.*

ABSTRACT A.

MAINTENANCE AND RENEWAL OF WAY.

Half-year ended 31st July, 1870.		Half-year ended 31st July, 1871.
£3,069 6 9	Repairs and renewal of Bridges and Culverts...	£5,956 1 5
4,653 9 7	" Station sidings & fences	4,678 17 6
2,417 6 2	" Buildings	4,537 17 7
379 3 11	" Signals	531 4 8
202 0 6	" Approaches	318 2 1
76,864 12 4	" Roadway	67,771 15 2
953 0 4	Engineering superintendence, &c.	947 1 4
£88,539 6 7		£84,740 19 9

ABSTRACT B.

LOCOMOTIVE POWER.

Half-year ended 31st July, 1870.		Half-year ended 31st July, 1871.
£ s. d.		£ s. d.
12,286 5 9	Transit Expenses:—	
1,542 19 3	Wages of Enginemen and Firemen	14,571 1 0
22,170 12 8	Wages of Cleaners	1,993 9 9
1,113 4 1	Fuel	23,789 9 1
565 5 7	Oil	1,236 3 0
	Tallow	738 7 0
565 16 2	Small Stores, including Signal Lamps, Waste, &c....	683 14 0
965 11 11	Pumping Engines	972 0 4
80 2 9	Salaries of Foremen and Clerks	63 5 5
160 5 9	Salary of Locomotive Engineer	128 8 10
39,450 3 11		44,175 18 5
	Repairs and Renewal of Engines:—	
6,507 14 2	Material and Fuel	5,213 6 9
7,668 11 4	Wages	10,255 6 11
53,626 9 5	Sundries:—	59,644 12 1
96 15 5	Lighting Shops, &c.	106 15 9
209 3 0	Maintenance of Turntables	250 4 4
663 19 3	Maintenance of Tanks and Pumps	887 3 7
		1,244 3 8
£54,596 7 1		£60,888 15 9
1s. 0-38d.	Cost per Train mile run	1s. 0-40d.
0s. 8-82d.	Cost per Traffic Engine mile run	0s. 8-96d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February to 31st July, 1870.		Miles run, 1st February to 31st July, 1871.
402,354	By Passenger Engines	404,222
657,075	Freight Engines	773,849
1,059,429	Total Train miles earning Revenue ...	1,178,071
426,109	By Piloting and Shunting Engines ...	452,656
<u>1,485,538</u>	Total Traffic Engine miles run	<u>1,630,727</u>

ABSTRACT C.
REPAIRS AND RENEWAL OF CARS.

Half-year ended 31st July, 1870.		Half-year ended 31st July, 1871.
£ s. d.	Passenger Cars—	£ s. d.
8,804 3 2	Materials } Including cost of cleaning Cars	5,052 7 6
6,547 3 10	Wages }	5,432 10 8
89 0 11	Salaries of Superintendent, Foremen & Clerks	65 17 10
15,440 7 11	Merchandise Cars, &c.—	10,550 16 0
9,047 7 6	Materials £16,391 9 3	
5,909 15 4	Wages 6,476 15 11	
178 1 8	Salaries of Superintendent, Foremen and Clerks 109 16 5	22,978 1 7
<u>£30,575 12 5</u>		<u>£33,528 17 7</u>
6·93d. ...	Cost of Train Mile run ...	6·83d.
0·49d. ...	Cost of Car Mile run ...	0·43d.

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st February, to 31st July, 1870.		Miles run, 1st February, to 31st July, 1871.
1,662,232	Of First Class Cars	1,736,882
531,545	„ Second Class Cars	541,731
753,005	„ Post Office, Express and Baggage Cars ...	745,736
12,013,375	„ Freight, Platform, and Conductors' Cars ...	15,530,636
<u>14,960,157</u>	Total Car Mileage earning Revenue	<u>18,554,985</u>

ABSTRACT D.
COACHING TRANSIT EXPENSES.

Half-year ended 31st July, 1870.		Half-year ended 31st July, 1871.
£ s. d.		£ s. d.
4,068 6 10	Salaries of Superintendent, Station Masters and Clerks	4,508 3 9
4,323 19 11	Wages of Conductors, Baggage-men and Brakesmen	4,648 1 7
1,454 16 6	Wages of Porters	1,635 19 8
453 0 2	„ Policemen	494 0 0
1,559 17 0	„ Switchmen	2,271 1 1
716 11 5	„ Watchmen at Level Road Crossings	620 12 4
	Clothing	336 17 1
2,225 6 9	Compensation for Damages	698 10 11
21 3 3	„ Cattle killed on Track by Trains	28 3 0
134 19 7	Lamps and Signals	108 4 11
671 13 5	Lights (including Oil) for Stations and Passenger Cars	600 8 8
1,148 1 5	Fuel for Stations and Passenger Cars	953 15 8
1,019 17 11	Stationery, Advertising and Printing	1,211 4 9
65 18 7	Office Furniture and Expenses	23 3 8
944 7 4	Small Stores, including Waste, Links, and Pins, Baggage Trucks, &c.	919 17 2
701 14 6	Travelling and incidental expenses	696 19 7
4,276 7 1	Expenses of Advertising and Agencies in United States	5,767 6 7
3,395 6 11	Proportion of expenses of Ferry across the Detroit River	3,986 4 5
915 6 5	Proportion of expenses of Telegraph	971 3 10
£28,116 15 0	Sterling.	£30,479 18 8

Equal to 18.27 per cent.
on
Coaching Traffic Receipts.

Equal to 19.28 per cent.
on
Coaching Traffic Receipts.

ABSTRACT E.
MERCHANDISE TRANSIT EXPENSES.

Half-year ended 31st July, 1870.		Half-year ended 31st July, 1871.
£ s. d.		£ s. d.
4,345 14 0	Salaries of Superintendent, Freight Agents and Clerks	5,065 17 5
6,247 2 9	Wages of Conductors and Brakemen ...	8,075 9 6
7,564 2 10 ^b	„ Porters	10,013 17 1
1,176 11 0	„ Switchmen	349 9 3
1,112 15 0	„ Watchmen at Level Road Crossings	1,114 2 2
1,493 11 1	Compensation for Damages	2,874 10 6
17 17 6	„ Cattle killed on Track by Trains	19 18 7
906 0 1	Lights, Lamps, Fuel and Signals	877 1 3
617 4 1	Stationery, Advertising and Printing ...	1,059 5 7
83 6 1	Office Furniture and Expenses	60 15 10
740 10 7	Small Stores, including Links and Pins, Ware- house, Trucks, Running Boards and Gangways	1,078 4 7
173 11 3	Travelling and incidental expenses	367 1 0
1,504 6 9	Proportion of Expenses of Telegraph ...	1,839 13 4
3,306 17 9	Do. do. Ferry across the Detroit River	3,147 1 0
117 0 11	Repairs and Maintenance of Machinery in Elevators at Hamilton and Sarnia ...	106 3 7
1,419 13 1	Expenses of Advertising, and Agencies in United States	852 10 3
1,629 4 6	“Blue Line” Sundries	4,717 9 6
<u>£32,455 9 3</u>	Sterling.	<u>£41,618 9 5</u>

Equal to 12·76 per cent.
on
Merchandise Traffic Receipts.

460,948½ Tons...

... Total Tonnage carried

Equal to 13·87 per cent.
on
Merchandise Traffic Receipts.

527,830½ Tons.

ABSTRACT F.
GENERAL CHARGES.

Half-year ended 31st July, 1870.		Half-year ended 31st July, 1871.
£4,920 0 5	Head offices in London and Hamilton ...	£3,426 17 11
554 11 9	Stationery, advertising, and printing ...	679 11 11
334 14 7	Postages and stamps	264 12 5
80 15 10	Fuel and lights	136 8 5
1,050 11 7	Travelling and incidental expenses ...	1,455 5 0
108 9 5	Furniture, &c.	93 1 11
651 19 6	Law charges	978 18 10
1,367 13 4	Directors and Auditors	1,343 9 0
233 19 4	Telegraphing	211 8 11
<hr/> 9,302 15 9		<hr/> 8,589 14 4
197 7 6	Less transfer fees	249 7 6
<hr/> £9,105 8 3		<hr/> £8,340 6 10

Equal to 2.22 per cent.
on
Total revenue.

Equal to 1.82 per cent.
on
Total revenue.

THE GALT AND

ACCOUNT

*The Great Western Railway Company of Canada in account***RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.**

Half-year ended 31st July, 1870. £ s. d.	To amount received during the Half-year for the carriage of—	Half-year ended 31st July, 1871. £ s. d.
1,426 5 11	Passengers	2,146 10 2
201 14 2	Mails and Sundries	207 5 2
1,959 4 3	Freight and Live Stock	1,950 8 7
<u>£3,587 4 4</u>		<u>£4,304 3 11</u>

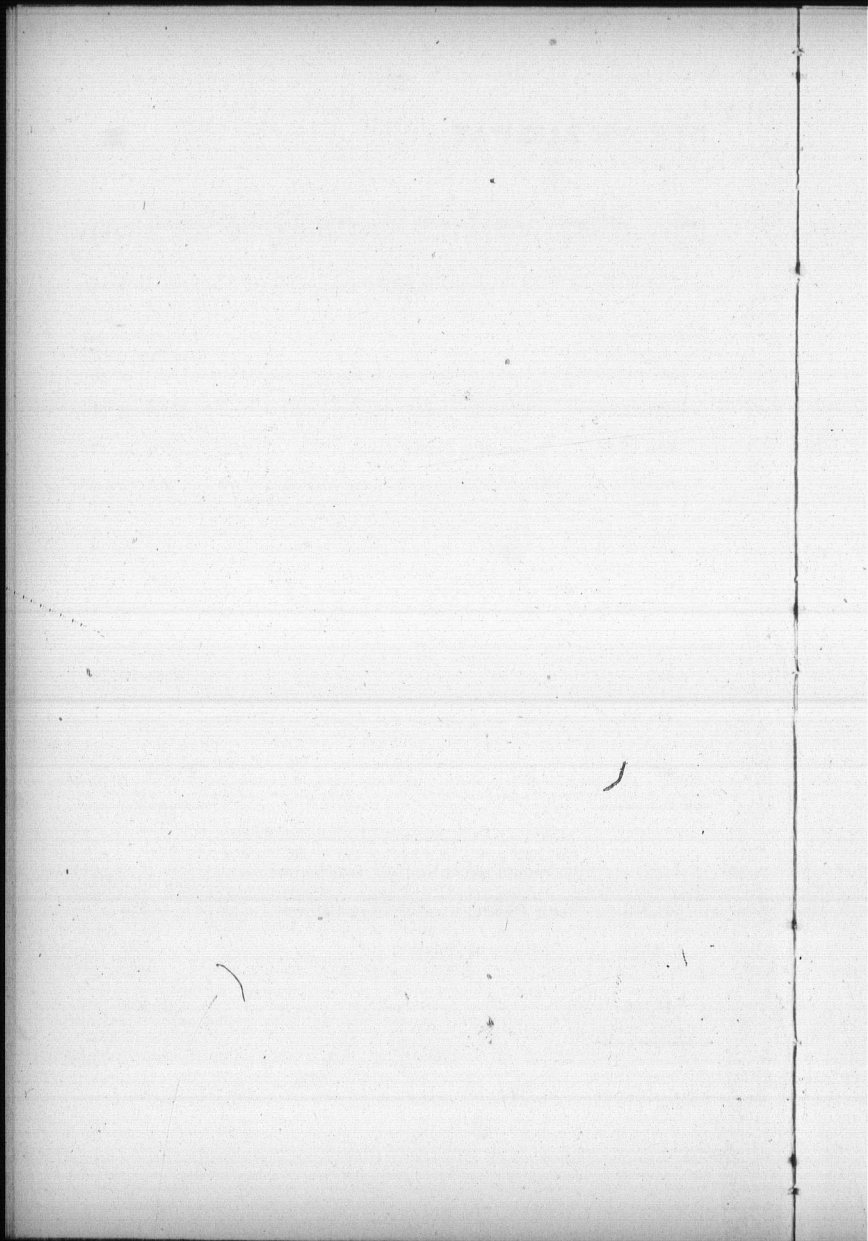
GUELPH RAILWAY.

G.

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

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1870. £ s. d.		Half-year ended 31st July, 1871. £ s. d.
1,125 16 8	By Maintenance and Renewal of Way during the Half-year	1,367 8 11
680 17 11	„ Locomotive Power	755 17 3
233 14 5	„ Use of Passenger, Freight, and other Cars	301 19 0
739 7 4	„ Coaching and Merchandise Transit Ex- penses	913 0 2
246 11 6	„ General Charges	246 11 6
3,026 7 10		3,584 16 10
560 16 6	„ Balance carried to Net Revenue Account...	719 7 1
£3,587 4 4		£4,304 3 11
<p>NOTE.—The Mileage run by Engines during the half-year, in working the traffic on the Galt and Guelph Railway, is as follows :—</p>		
31st July, 1870.		31st July, 1871.
11,859	With Passenger and Freight Engines ...	14,835
3,324	Piloting and Shunting	703
15,183		15,538



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

1. The Receipts on Capital Account during the half-year to 31st July, 1871, amounted to £265,572. 9s. 7d., as follows:—

	£	s.	d.
Five per cent. Preference Stock arrears, Third Instalment	£841	12	0
Five per cent. Preference Stock in an- ticipation of future Instalment ...	7,180	17	7
		8,022	9 7
New 6 per cent. Bonds, Balance of £750,000 issued...	257,550	0	0
		<u>£265,572</u>	<u>9 7</u>

The total receipts on Capital Account amounted, on 31st July, to £6,404,307. 13s. 11d.

2. The Outlay on Capital Account during the half-year amounts to £121,609. 4s. 11d., of which £97,152. 19s. 7d. has been expended on account of the Glencoe Line,—£4,891. 19s. 10d. on Brantford Branch,—£14,981. 10s. 2d. for 100 new Blue Line Cars, being additional stock: and the remaining expenditure includes cost of Miller's patent platform and couplers to passenger cars,— $3\frac{3}{4}$ miles of additional sidings at various parts of the Line,—raising remainder of overhead bridges to height of 18 feet above the level of track, &c., the details of which are shown in the Engineers' and Mechanical Superintendents' Reports.

The total expenditure to 31st July amounted to £5,701,152. 15s. 1d., leaving a balance unexpended of £703,154. 18s. 10d. at the credit of Capital Account.

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

Gross receipts	£458,890	10	11
Working expenses, including renewals and all charges	268,275	16	6
	<u>£190,614</u>	<u>14</u>	<u>5</u>
From which is deducted—			
Interest on Bonds (less Interest received)	£39,979	15	6
Discount and charges on conversion of American Funds	20,730	15	11
Loss on working the Erie and Niagara and the Wellington Grey and Bruce Railways	344	15	10
Amount set aside for renewal of Ferry Steamers	2,000	0	0
Alteration of Gauge Account—proportion charged this half-year ...	9,100	0	0
Amount paid for repairs and compensation Nith River Bridge Accident account	5,895	9	10
		<u>78,050</u>	<u>17 1</u>
		<u>£112,563</u>	<u>17 4</u>
Add Profit on working Galt and Guelph Railway	£719	7	1
Balance from last half-year	3,780	17	3
		<u>4,500</u>	<u>4 4</u>
Available for Dividend	<u>£117,064</u>	<u>1</u>	<u>8</u>

The dividend for the half-year on the 5 per cent. Preference Stock amounts to £16,543. 3s. 0d., leaving a balance of £100,520. 18s. 8d.

From this balance the Directors recommend the payment of a dividend for the half-year on the ordinary shares at the rate of $5\frac{1}{2}$ per cent. per annum, payable in London on 31st October, which will absorb £95,674. 4s. 4d., and leave a balance of £4,846. 14s. 4d. to be carried forward to the next half-year.

The Renewal Fund for the Ferry Steamers amounts to £24,271. 11s. 5d.

4. The discount and charges on the conversion of American currency for the half-year amounted to £20,730. 15s. 11d., as compared with £25,282. 5s. 1d. in the corresponding half-year.

The average rate of conversion was $111\frac{3}{4}$ as compared with $114\frac{5}{8}$ in the corresponding half-year. The average price of gold during the half-year was $111\frac{7}{8}$. The amount of assets in American funds at 31st July, was \$348,022.41 as compared with \$322,584.69 at the commencement of the half-year.

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

Half-year ending	RECEIPTS.				EXPENSES.		
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.	Including Renewals.	Per Cent. on Receipts.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
July, 1865	139,820 19 1	144,028 9 0	716 0 6	284,565 7 7	168,803 19 3	55.81	
July, 1866	172,731 2 11	169,576 16 11	854 7 7	343,162 7 5	175,746 13 2	51.21	
July, 1867	165,368 19 11	199,221 4 4	1,115 19 9	365,704 4 0	182,769 9 6	49.98	
July, 1868	155,081 17 6	200,619 4 3	948 2 3	356,649 4 0	208,461 14 3	58.45	
July, 1869	157,930 8 11	226,200 2 1	937 5 9	385,067 16 9	232,767 13 2	60.45	
July, 1870	153,863 9 10	254,229 16 10	806 11 11	408,899 18 7	251,823 18 0	61.58	
July, 1871	158,084 6 2	300,059 8 2	746 16 7	458,890 10 11	268,275 16 6	58.46	

6. The following is a summary of the Revenue results of the past half-year, compared with the corresponding period (including Galt and Guelph traffic) :—

		1871.	1870.
Passenger Traffic :—	Local	366,291·31	321,449·16
	Through	358,586·26	380,012·81
	Total	\$724,877·57	\$701,461·97
Freight Traffic :—	Local	481,754·22	524,890·62
	Through	988,027·01	721,896·13
	Total	\$1,469,781·23	\$1,246,786·75
Excess Baggage, Mails, & Express Freight		55,921·06	55,263·32
Total Traffic Earnings	... ..	<u>\$2,250,579·86</u>	<u>\$2,003,512·04</u>
Total receipts per train mile	... in 1871	\$1·89	in 1870 \$1·87
„ expenses „ „	... do.	\$1·07	do. \$1·12

The aggregate Traffic Receipts (exclusive of Galt and Guelph), compared with the corresponding half-year, exhibit a gross increase of 50,050. 7s. 8d., as follows :—

Increase in way passenger traffic	... ..	£8,496 19 4
„ through freight and live stock...	... ..	54,684 8 6
		<u>63,181 7 10</u>
Decrease in way freight and live stock...	£8,437 5 6	
„ through passengers traffic and emigrants	... ..	4,402 14 4
„ mails and express freight	... ..	291 0 4
		<u>13,131 0 2</u>
		<u>£50,050 7 8</u>

The increase in Working Expenses amounts to £16,451. 18s. 6d.

The analysis of Traffic Receipts during the half-year gives the following results;—

	1871. Cents.	1870. Cents.
Passenger earnings per mile—		
Receipts per way passenger	2.906	2.778
„ per through passenger	2.321	2.321
Freight earnings per mile—		
Receipts per ton way freight	3.141	3.165
„ „ through freight	1.323	1.368

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

31st July, 1865	5s. 0 $\frac{3}{4}$ d. sterling.
„ 1866	4s. 9d. „
„ 1867	4s. 2 $\frac{3}{4}$ d. „
„ 1868	4s. 8 $\frac{3}{4}$ d. „
„ 1869	4s. 8d. „
„ 1870	4s. 7d. „
„ 1871	4s. 5d. „

8. The condition of the roadway continues good, and trains are run with great regularity. The result of the use of steel rails has been satisfactory, and it has been decided to replace gradually the whole of the iron rails now in the main track with steel rails as they require renewal.

The very heavy traffic now passing over the main line renders it absolutely necessary to keep the line in a state of the highest efficiency. Every railway forming a part of the great through route between Chicago and New York is required to make punctual train connections, or the operation of the whole line of 1,000 miles would become disorganised.

9. The policy of adjusting the Company's system of 350 miles of railway to the 4ft. 8½in. gauge has now been entirely carried out, and the Car stock is being altered to that gauge as fast as possible. It is considered advisable for the present to continue the 5ft. 6in. gauge (by a triple line of rails) upon the 76 miles between Hamilton and London, until some disposition can be made of those broad gauge Engines which cannot be altered to narrow gauge.

Careful estimates have been framed of the cost of altering the gauge, including engineering charges, conversion of the rolling stock, and providing additional narrow-gauge locomotives, to replace such of those built on the broad gauge as cannot be converted. The balance of this account is estimated to amount to £91,000, which, as stated in the report of last half-year, it is proposed to charge to revenue, extended over a period of five years. One-tenth, or £9,100 has been charged against net revenue in the present half-year's accounts.

10. The two years' agreement with the Michigan Central Railroad Company has been found to work well, but as it terminates on 31st December, 1871, a new agreement for ten years has been concluded, by which the through earnings of both Companies are to be divided annually upon the percentage of through traffic actually earned by each Company in the year immediately preceding.

11. Among the new lines of railway now being constructed across the state of Michigan are some which

will prove to be valuable connections to the Great Western Railway.

The Detroit Hillsdale and Indiana Railroad is completed from Ypsilanti (on the line of the Michigan Central Railway) to Hillsdale—60 miles.

The Detroit, Eel River, and Illinois Railroad is an extension of the above as far as Logansport.

The Port Huron and Lake Michigan Railroad is approaching completion, being opened to Lapeer, 46 miles from Port Huron.

Agreements have been entered into with the above Companies, whereby all their through traffic is secured to the Great Western Railway.

12. The Wellington Grey and Bruce Railway has been opened for $23\frac{1}{4}$ miles during the half-year, and has yielded an increase in the Great Western traffic of £5,098. 6s. 0d. The line to Harriston—27 miles additional—will be opened in time for the winter's business, and will increase the amount of traffic interchanged with that Company at Guelp.

13. The partial failure of the grain crop last season in Canada seriously affected the earnings; the total number of bushels of grain carried locally having been 556,677, against 1,302,031, and of flour 107,527 barrels, against 169,380 in the corresponding period. It is satisfactory, however, to state that the crops which have just been secured are excellent, both in quality and quantity.

14. During the past half-year two members of the Board, along with the Secretary, visited Canada, to make

an inspection of the Company's property. Whilst in the Province they rendered very valuable assistance in the discussion of, and the disposal of, various important questions then pending, especially the matter of establishing good relations with surrounding companies.

15. The receipts and expenditure of the Detroit and Milwaukee Railroad have been as follows, for the half-year ending 30th June, 1871.

Gross earnings	£138,782	1	7
Working expenses, taxes, &c.	£95,790	19	9
Interest on Bonds, &c.	40,301	18	10
			<hr/>
		136,092	18 7
	Balance	£2,689	3 0
			<hr/> <hr/>

The short crops in Michigan last year very much affected the traffic of this line, but the result of the last harvest has been more satisfactory, and the earnings already show an increase over the corresponding period for 12 weeks since the 1st July of £10,040.

16. The following Members of the Board of Directors go out of office, viz.: Mr. John Fildes, Mr. P. Margetson, Mr. E. H. Green, and Honble. John Carling, who are eligible and offer themselves for re-election.

17. The traffic returns since the commencement of the current half-year are encouraging, and present an increase of £36,866 in ten weeks. From present indications there is reason to expect, that the amount of produce to be forwarded to the Eastern markets during the autumn and winter, will be limited only by the capacity of the railways to carry it.

On behalf of the Board of Directors,

THOMAS DAKIN,

President.

London, 4th October, 1871.

REPORT OF THE ENGINEER.

ENGINEERING DEPARTMENT,
GREAT WESTERN RAILWAY, HAMILTON,

26th August, 1871.

TO THE PRESIDENT AND DIRECTORS.

GENTLEMEN,—I have the honour to submit to you the following Report upon the operations of my department during the half-year ended the 31st July, 1871 :—

CHARGES TO REVENUE.

	£	s.	d.
The total expenditure of this department during the half-year chargeable to Revenue amounts to ...	84,740	19	9
As compared with the corresponding half of 1870, which amounted to ...	88,539	6	7

CHARGES TO CAPITAL.

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

	£	s.	d.
1st.— <i>Roadway and Sidings.</i> —Wages of men and materials used in laying down new sidings at Suspension Bridge, Hamilton, London, Petrolia, and Sarnia, and laying third rail upon Toronto Esplanade... ..	1,184	7	9
387 tons of rails used in same	3,180	16	5
2nd.— <i>Bridges and Culverts.</i> —Cost of raising over bridges and approaches to same, on main line and branches, to a height of 18 feet over level of track	285	12	4
	*4,650	16	6
3rd.— <i>Loop Line</i> —Glencoe to Fort Erie.—Work done under contract	£0,966	13	2
Cost of surveys, and engineering expenses, and travelling and incidental charges	6,161	6	0
4th.— <i>Brantford Branch.</i> —Work done under contract	17,753	17	9
Engineering expenses and travelling and incidental charges	238	13	8
Cost of switches in course of construction	55	14	10
Total	£89,827	1	11

* In the Capital Account No. 1, this amount is reduced by the sum of £344 Os. 7d., being balance of proceeds of surplus lands sold during the half-year.

The charges to Capital Account during the past half-year for works on the Main Line consist almost wholly of new sidings, forming an aggregate length of $3\frac{3}{4}$ miles, which were imperatively demanded by the increasing traffic.

Loop Line—Glencoe to Buffalo.—The works on this new line have been confined to the section between Glencoe and Canfield at the intersection of the Grand Trunk Railway, a distance of 103 miles. The whole of the earthworks and bridging of this portion of the line will be finished in time for the completion of the Permanent Way and Station buildings during the summer of 1872.

Brantford Branch.—The earthworks and bridging of this short branch will be entirely finished in the course of a few weeks, and the permanent way and Station buildings, will be ready for public traffic before the winter sets in. Arrangements have been made with the Corporation of Brantford, whereby the branch is to be extended into the heart of the business part of the town, having a commodious freight station on the canal basin, adjoining all the grain stores of the town. The total length of the branch will thus be increased to eight miles.

REVENUE ACCOUNT.

	£	s.	d.
Repairs and Renewals of Bridges and Culverts	5,956	1	5
" " Sidings	2,613	10	6
" " Fences	2,065	7	0
" " Buildings and Wharves..	4,537	17	7
" " Signals	531	4	8
" " Approaches	318	2	1
Platemayers' wages and extra work for maintenance, and Renewals of Permanent Way..	27,252	3	5
4,800 tons re-rolled rails laid in track	26,630	2	9
336 tons loss in weight of old worn-out rails ..	2,071	4	8
88,750 sleepers laid in track	5,676	7	5
Fish-plates, bolts and nuts, spikes, chairs for switches, and small stores	3,323	11	1
Engine service	2,818	5	10
Engineering superintendence	947	1	4
Total	£84,740	19	9

In addition to the above, a sum of £1,592. 13s. 6d. has been expended, at 31st July, for rebuilding the Western wing walls and abutment of the Nith River Bridge, a portion of which suddenly gave way on the night of the 5th June last. This sum is charged to Net Revenue account.

The unusually large expenditure upon the maintenance and renewals of the track of the Main Line during the past eighteen months has completely fulfilled our expectations, and has raised the condition of our Line to a position of acknowledged equality with that of the leading American railways between New York and Chicago. It is still necessary, however, to continue the work of relaying the whole of the Main Line track with steel rails, and to remove before the severe frost of next winter sets in, a large quantity of iron rails, which cannot be depended upon under the heavy traffic of the winter months.

The re-rolling of our old rails under the contract with Ward & Co., lessees of the rolling mill, will cease before the close of the present year, and thenceforth only steel rails ought to be used for the permanent way of the Main Line. Until the whole of the iron track is removed and replaced with steel, the cost of repairs and renewals will continue to be heavy; but this policy will eventually prove to be a sound and economical one. The New York Central, Hudson River, Erie, and Michigan Central Railroads are all being rapidly re-laid with steel rails, and it is absolutely necessary that we should keep pace with them in this respect. In this connection I beg leave to quote a few lines from the last published report of the President of the Michigan Central Railroad Company. Mr. Joy says, "The weight of business passing over the road, and the consequent rapid wear of the iron rail, have proved that the use of the iron rail on the Main Line is not true economy. . . .
 "With the large traffic passing over it, the life of the iron probably cannot be, at the outside, more than three years. . . . Under these
 "circumstances the Board have resolved to lay the whole distance
 "between Detroit and Jackson (76 miles) with steel rail, which work

“ is now going on, and will be mainly accomplished during the
“ present year.”

The stock of surplus rails is 5,335 $\frac{3}{4}$ tons, valued at ..	£44,622	15	9
Value of steel rails and fastenings in transit ..	70,751	17	1
	£115,374	12	10

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

Cost of maintenance, renewals, and watching for the half-year	£1,367	8	11
The cost of the corresponding half-year was	1,125	16	8

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

Cost of maintenance for the half-year	£442	8	11
The cost of the corresponding half-year was	495	2	6

WELLINGTON GREY AND BRUCE RAILWAY.—23 $\frac{1}{4}$ MILES.

Cost of maintenance for the half-year	£1,646	10	7
---	--------	----	---

The first section of this Line was opened for public traffic from Guelph to Elora, a distance of 13 $\frac{1}{4}$ miles, on 1st July, 1870. The second section to Fergus, 3 miles farther, was opened on 13th September, and the remaining portion to Alma, 23 $\frac{1}{4}$ miles in all, was opened on 1st December last. That portion of the Line between Guelph and Fergus was constructed during an unusually wet autumn and an excessively severe winter—that of 1869-70—and the result was that many of the embankments slipped and settled to an excessive degree in the spring and early summer of 1870. These defects were all made good and the ballasting completed before the line was opened for public traffic; but owing to the freshness of many of these newly-formed and newly-widened banks, numerous settlements and a few slips took place in the spring of the present year, which increased very considerably the cost of maintenance, and thus accounts for the large expenditure of the past half-year. These defects are however now all thoroughly repaired, and the cost of maintenance is already

largely reduced. In addition to the maintenance proper, the expenditure during the past half-year was increased to the extent of £230 for extra labour, removing snow from the track, which for several days seriously obstructed the trains.

I have the honour to be,

Gentlemen,

Your very obedient servant,

GEO. LOWE REID,

Chief Engineer.

**REPORT OF THE LOCOMOTIVE AND CAR
SUPERINTENDENT.**

GREAT WESTERN RAILWAY,
MECHANICAL SUPERINTENDENT'S OFFICE,
HAMILTON, ONTARIO,
24th August, 1871.

TO THE PRESIDENT AND DIRECTORS.

GENTLEMEN,—I beg to hand you the following Report of the working of my department for the half-year ending July 31st, 1871.

CHARGES TO CAPITAL.

For 100 new Blue Line Cars built at Detroit as an addition to the stock	£14,981 10 2
Continuation of account for addition to Express train Cars of Miller's patent platform and automatic coupler, 68 cars in all being now fitted with this valuable improvement.. ..	275 19 5
Total	<u>£15,257 9 7</u>

CHARGES TO REVENUE.

LOCOMOTIVE DEPARTMENT.

The expenditure during the half-year chargeable to Revenue amounts to	£60,888 15 9
As compared with the corresponding half-year of 1870	54,596 7

CAR DEPARTMENT.

The expenditure during the half-year chargeable to Revenue amounts to	£33,528 17 7
As compared with the corresponding half-year of 1870	30,575 12 5

LOCOMOTIVE DEPARTMENT.

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

Continuation of account for six new narrow gauge passenger engines and tenders to replace 6 worn-out broad gauge engines	£4,655 3 1
Continuation of account for re-construction to narrow gauge of six worn-out engines of Norris class	1,005 12 3
On account of re-construction to narrow gauge of five engines of Slaughter's class.. .. .	1,151 14 3
Total ..	<u>£6,812 9 7</u>

Three of the six new Passenger Engines above referred to have been completed and are at work, the remaining three are in hand.

Three of the boilers for the re-construction to narrow gauge of the six Norris Engines are completed, the balance are in a forward state.

The third item is the first charge for the re-construction with new boilers, &c., of five of Slaughter's class of Freight Engines, the boilers for which are now in hand. These, like the last-mentioned Engines, will be converted to narrow gauge whilst rebuilding.

Repairs.—29 engines have received heavy and 24 light repairs.

We have converted to narrow gauge Shunting Engine No. 87. Eight new narrow-gauge Passenger, and Eight Freight Engines have been purchased from the Rhode Island Locomotive Works. Of the six new narrow-gauge Passenger Engines being built in the Company's shop, at a cost of Revenue, three are at work, and five broad-gauge

(Slaughter's class) Freight Engines have been put in hand for reconstruction and conversion to narrow gauge. The following Table shews the present stock of Engines :—

Description of Engine.	Broad gauge.	Narrow gauge.	Under renewal and conversion to narrow gauge.	TOTAL.
Passenger	37	24	14	75
Freight	22	32	...	54
Shunting ... ..	...	7	...	7
Locomotive Fire Engine	1	...	...	1
	60	63	14	137
Compared with last half-year	77	43	13	133

Pumping Engines and Tanks.—Repairs have been attended to as required.

In addition to the improvements reported last half-year at Chatham Station, another hand Tank has been erected at the same locality, at cost of Revenue, over the Pumping Engine, near the creek from whence the water is procured in order to relieve the conducting pipes of the pumping strain, and at the same time secure a more efficient water supply for the greatly increased traffic. This Tank, like all others newly erected, has been fitted with frost-proof covering.

Turntables.—Turntable at Sarnia has been extensively repaired during half-year with new timbers and wall copings.

All other necessary repairs have been attended to.

Comparative Expenditure of the Locomotive Department. — The following Table shows the total expenditure of the Locomotive Department for seven consecutive half-years, including that now reported, and exclusive of charges for the "Galt and Guelph" and "Erie and Niagara" Railways:—

	Half-Years ending July 31st.						
	1865.	1866.	1867.	1868.	1869.	1870.	1871.
Engine Mileage	842,527	999,609	1,141,901	1,202,913	1,358,530	1,485,538	1,630,727
Net Train Mileage	598,624	704,951	824,484	847,279	962,469	1,059,429	1,178,071
Expenditure exclusive of Fuel	£28,563	£31,073	£32,395	£32,680	£35,959	£32,627	£37,191
Cost per Engine Mile.....	8.13d.	7.46d.	6.80d.	6.52d.	6.35d.	5.27d.	5.47d.
Expenditure for Fuel.....	£7,680	£9,726	£12,365	£20,332	£19,708	£21,969	£23,698
Number of cords consumed	13,592	17,213	21,882	26,394	30,742	32,898	32,951
Cost of Fuel per Engine Mile..	2.18d.	2.33d.	2.59d.	4.05d.	3.45d.	3.54d.	3.48d.
Total Locomotive Expenses	£36,243	£40,799	£44,760	£53,018	£55,667	£54,596	£60,889
Cost per Engine Mile.....	10.31d.	9.79d.	9.39d.	10.58d.	9.83d.	8.82d.	8.96d.
Cost per net Train Mile.....	14.53d.	13.88d.	13.03d.	15.02d.	13.88d.	12.37d.	12.40d.
Per centage on Earnings.....	12.73	11.89	12.24	14.87	14.46	13.36	13.27

CAR DEPARTMENT.

Renovals.—The regular re-construction of cars have to a large extent been temporarily suspended during the half-year because the

resources of this department were occupied in the conversion of cars to narrow gauge; still, a large number of partial renewals have been effected to many of the cars during the operation of conversion, the cost of which is estimated at £2,199, which, added to the further sum of £2,055 carried over to a "Renewal suspense Account," represents a total of £4,254 included in the half year's revenue charges.

346 new side springs, 1,244 new axles, and 1,870 new cast-iron chilled wheels, were supplied and charged.

Repairs.—All necessary repairs have been properly attended to.

Stock of Cars.—The total stock of cars has been changed since last report by 100 additional new Blue Line cars.

Twelve first class, 6 post office and baggage, 8 composite, 1 conductors', 142 box, 28 cattle, 154 platform, and 63 construction cars have been converted to narrow gauge, and the actual extra expenditure entailed by these conversions has been carefully recorded.

The following Table shows the present number of each class of cars :—

Description of Cars.	Broad Gauge.	Narrow Gauge.	Total.
First Class Passenger	31	52	83
Second Class "	11	35	46
Post Office and Baggage	3	21	24
Baggage Van Flats ... ..	...	7	7
Composite	2	8	10
Conductors' ... ..	...	33	33
Blue Line ... ..	...	420	420
Milwaukee Line Box ... ..	...	80	80
" " Combination ... ..	...	100	100
Box (Freight and Express)	370	173	543
Grated Door	62	143	205
Cattle	9	101	110
Flat or Platform and 4-wheeled Timber Trucks	112	224	336
Gravel and Construction (including 2 Snow-ploughs)	37	130	167
Total	637	1,527	2,164
As compared with last half-year ...	1,051	1,013	2,064

GREAT WESTERN RAILWAY OF CANADA.

At a General Meeting of Shareholders

OF THE

GREAT WESTERN RAILWAY OF CANADA,

*Held at the London Tavern, Bishopsgate Street, on Wednesday,
October 18th, 1871, at 12 o'clock,*

The Right Hon. the LORD MAYOR, President, in the Chair,

The Secretary read the Advertisement calling the Meeting.

The Minutes of the General Meeting of Shareholders held in London on April 12th, 1871, were read and approved.

The Report and Accounts for the Half-year ending 31st July, 1871, were taken as read.

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

“That the Report and Accounts for the Half-year ending 31st July, 1871, this day submitted, be received and adopted, and that a Dividend at the rate of 5 per cent. per annum, on the Preference Stock, and of 5½ per cent. per annum on the Ordinary Shares, be now declared payable in London on 31st October.”

It was proposed by Mr. SAML. W. BURTON, seconded by Mr. WM. EVANS, and resolved—

“That the subscription of £1,000 for the relief of the sufferers by the recent calamitous fire at Chicago be approved.”

The four retiring Directors having been put in nomination, and also Mr. Thomas Faulconer, Scrutineers were appointed, and a ballot was taken for the election of four Directors to fill the places of those retiring by rotation, and the following gentlemen were declared duly elected:—

Mr. Paul Margetson	.. ..	65,180	votes.
Honble. John Carling	.. ..	65,120	”
Mr. E. H. Green	.. ..	65,035	”
Mr. Thos. Faulconer	.. ..	55,622	”

Mr. FILDES recorded his objection to the proxies in the name of the Right Honble. the Lord Mayor and Mr. Homan, on the ground of insufficiency of stamp.

The retiring Auditors were unanimously re-elected.

A SPECIAL GENERAL MEETING HAVING BEEN CONSTITUTED,

The following resolutions were severally moved and seconded, and carried:—

“That the Agreement made and entered into the 1st day of July, 1871, between this Company and the Michigan Central Railroad Company, for the division of “Through Traffic for a term of 10 years from the 1st January, 1872, be and hereby is authorised.”

“That the Agreements entered into severally between this Company and the Detroit, Hillsdale, and Indiana Railroad Company, the Port Huron and Lake Michigan Railroad Company, and the Detroit, Eel River, and Illinois Railroad Company, for promoting traffic with the said Railroads, be and hereby are sanctioned.”

“That the subscription of Stock necessary to organise the Detroit Tunnel Company be and hereby is authorised.”

It was proposed by Mr. SPENCER HERAPATH, seconded by Mr. J. W. N. BENTLEY, and resolved—

“That a cordial vote of thanks be given to the Chairman for his conduct in the chair this day.”

The Meeting then separated.

BRACKSTONE BAKER, *Secretary.*

123, Gresham House, Old Broad Street,
London, October 18th, 1871.

COMPARATIVE EXPENDITURE OF THE CAR DEPARTMENT.

The following Table shows the expenditure of the Car Department for seven consecutive half-years, including that now reported, and exclusive of the Galt and Guelph and Erie and Niagara Railway charges :—

	Half-years ending July 31st.						
	1865.	1866.	1867.	1868.	1869.	1870.	1871.
Expenditure for maintenance of Passenger Train Cars	£8,465	£7,744	£5,579	£10,956	£12,025	£15,440	£10,551
Mileage	1,992,532	2,385,822	3,023,304	3,080,312	3,358,594	2,946,782	3,024,349
Cost per Mile ..	1.02d.	0.77d.	0.44d.	0.85d.	0.85d.	1.25d.	0.84d.
Expenditure for maintenance of Merchandise cars	£9,385	£10,885	£12,974	£13,159	£18,630	£15,135	£22,978
Mileage	5,603,549	5,689,513	7,650,630	7,403,059	9,801,694	12,013,375	15,530,636
Cost per Mile ..	0.401d.	0.459d.	0.406d.	0.430d.	0.456d.	0.302d.	0.355d.
Expenditure for maintenance of all Cars	£17,850	£18,629	£18,553	£24,115	£30,655	£30,575	£33,529
Mileage	7,596,081	8,075,335	10,673,934	10,483,371	13,160,288	14,960,157	18,554,985
Cost per Mile ..	0.56d.	0.55d.	0.42d.	0.55d.	0.56d.	0.49d.	0.43d.

STEAMERS.

"Great Western" and "Union."—These boats are in general good working order.

BUILDINGS AND TOOLS.

General repairs required to the workshops are being attended to during the present summer.

Tools are all in usual good working condition.

I am, Gentlemen,

Your obedient Servant,

W. A. ROBINSON,
Mechanical Superintendent.