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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 JANUARY, 1871;

WITH  
STATEMENTS OF ACCOUNTS,

etc., etc., etc.;

To be submitted to a Meeting of Shareholders to be held in  
London on Wednesday, 12th April, 1871.

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LONDON:

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

1871.

**G**REAT WESTERN RAILWAY OF CANADA.—NOTICE  
IS HEREBY GIVEN, that the HALF-YEARLY MEETING of  
Shareholders is appointed to be held on WEDNESDAY, April 12th, 1871,  
at the London Tavern, Bishopsgate Street, London, at Twelve o'clock  
Noon precisely, for the purpose of submitting a Report and General State-  
ment of Accounts for the half-year ending 31st January last, 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 29th March 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., 15th February, 1871.

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

# 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 MACINNES, Esq., Hamilton, Ontario, Canada.

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

PAUL MARGETSON, Esq., Clapham Common.

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

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

### *Auditors.*

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

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

### *General Superintendent.*

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

	Total Receipts to 31st January, 1871.
RECEIPTS.	£   s.   d.
<b>TO SHARE ACCOUNT—</b>	
<b>For 169,708 Shares—</b>	
168,678 shares held in England, at £20: 10s. sterling per share	3,457,899 0 0
1,030 shares held in Canada at \$100 per share, converted at 109½ per cent. exchange.....	21,164 7 8
Total amount of Share Capital to 31st January, 1871.....	3,479,063 7 8
<b>TO 5 PER CENT. PREFERENCE STOCK—</b>	
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 .....	12,030 15 4
	673,756 15 4
Less amount of arrears on 3rd instalment....	841 12 0
	672,915 3 4
<b>TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—</b>	
For amount received on this account .....	46,700 0 0
<b>TO BOND ACCOUNT—</b>	
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, due 1890 (£750,000)	
Amount of instalments paid on these Bonds	492,450 0 0
	1,940,057 13 6
	£6,138,736 4 6

### TOTAL RECEIPTS on CAPITAL ACCOUNT during the Half-year—

On account of 3rd instalment on 5 per cent. Preference Stock.....	£197,053 12 0
In anticipation of future instalments on ditto	2,033 7 3
Amount paid-up in full on 6 per cent. Bonds, 1890 .....	£386,400 0 0
On account of 1st and 2nd in- stalments .....	105,675 0 0
On account of 3rd instalments	375 0 0
	492,450 0 0
	£691,536 19 3
Less 2nd series of 4 per cent. Bonds paid 1st January, 1871 .....	142,203 16 9
Balance of Receipts on Capital Account during the half-year .. .. .	£549,333 2 6

# RAILWAY COMPANY OF CANADA.

No. 1.

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

EXPENDITURE.		Total Expenditure to 31st January, 1871.
		£   s.   d.
<b>By Total Expenditure on Capital Account to 31st July, 1870, as per last Report .....</b>		5,257,954 17 7
<b>Expended during the six months ended 31st January, 1871:—</b>		
<b>By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &amp;c.—</b>		
Land, Works, Permanent Way, and all incidental charges .....	£19,544 4 2	
Bridges .....	330 16 5	
Station Buildings .....	3,689 5 5	
	23,564 6 0	
Rolling Stock—Locomotives.....	612 3 9	
Do. —Cars .....	2,144 11 1	
	2,756 14 10	26,321 0 10
<b>By Glencoe and Buffalo Line—</b>		
Total amount of Expenditure to 31st January, 1871 .....		45,124 4 9
<b>By Brantford Branch—</b>		
Expenditure during the half-year .....		143 7 0
		5,329,543 10 2
<b>By Detroit and Milwaukee Railroad Company ....</b>		
(The securities held for this sum amount to \$2,095,000)		250,000 0 0
		£5,579,543 10 2
<b>By Balance carried to Account No. 4 .....</b>		559,192 14 4
		£6,138,736 4 6

THE GREAT WESTERN

ACCOUNT

Dr.

REVENUE ACCOUNT for the

Half-year ended 31st January, 1870.	RECEIPTS.	Half-year ended 31st January, 1871.
£ s. d.		£ s. d.
172,697 7 9	To amount for the Carriage of 419,396½ Passengers	162,069 9 10
5,008 11 10	" " " Mails .. .. .	5,017 3 9
6,034 12 11	" " " Express Freight ..	6,082 16 6
239,535 6 8	" " " Freight and Live Stock	270,463 10 1
423,275 19 2		443,633 0 2
906 13 1	" Rents .. .. .	715 17 5
<u>£424,182 12 3</u>		<u>£444,348 17 7</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 January, 1871.

£.

Half-year ended 31st January, 1870.			Per Cent. on Gross Receipts.	EXPENDITURE.	Half-year ended 31st January, 1871.			Per Cent. on Gross Receipts.
£	s.	d.			£	s.	d.	
76,784	8	6	18-11	By Maintenance and Renewal of Way per Abstract A	90,925	1	2	20-46
55,986	17	5	13-20	„ Locomotive Power per Ab- stract B .. .. .	62,231	0	6	14-01
27,182	7	8	6-41	„ Repairs and Renewal of Pas- senger and Goods Cars, per Abstract C .. .. .	29,187	12	4	6-56
29,493	16	3	6-95	„ Coaching Transit Expenses, per Abstract D .. .. .	33,767	5	10	7-60
34,519	15	8	8-13	„ Merchandise Transit Expenses per Abstract E .. .. .	33,795	3	6	7-61
10,578	14	7	2-49	„ General Charges, per Ab- stract F .. .. .	8,716	17	8	1-96
234,546	0	1	55-29	<b>TOTAL ORDINARY WORKING EX- PENSES .. .. .</b>	258,623	1	0	58-20
				<b>ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.</b>				
1,909	18	11	·45	By Taxes .. .. .	2,108	12	10	·47
177	14	10	·04	„ Railway Inspection Fund ..	177	14	10	·04
1,965	17	5	·46	„ Insurance .. .. .	1,769	2	11	·39
98	11	3	·02	„ Clerks' Security Account ..	102	6	11	·03
4,681	16	5	1-11	„ Suspension Bridge Rent, for half-year .. .. .	4,700	9	5	1-06
243,379	18	11	57-37	<b>Total Revenue Expenditure ..</b>	267,481	7	11	60-19
180,802	13	4		By Balance carried to Net Revenue No. 3 Account .. .. .	176,867	9	8	
£424,182	12	3			£444,348	17	7	

# GREAT WESTERN RAILWAY

## ACCOUNT

### NET REVENUE ACCOUNT to

Dr.		Half-year ended 31st Jan., 1870.		Half-year ended 31st Jan., 1871.		
£	s.	d.		£	s.	d.
			To Balance of Net Revenue brought forward from Half-year ended 31st July, 1870 .. .. .	3,302	15	10
1,850	19	0	„ Balance from Revenue (No. 2) Account for the Half-year to date ..	176,867	9	8
180,802	13	4	„ Galt and Guelph Railway, Profit on Half-year's Working, per Acct. G	1,220	17	7
518	10	0	„ Balance of Interest Account ..	822	4	11
1,510	16	7	„ Balance accruing under Tripartite Agreement with Michigan Central and Detroit and Milwaukee Railroads for division of Through Earnings, Year ending 31st December, 1870 .. .. .	3,196	0	3
...	...		„ Dividend to 31st December, 1869, on Detroit and Milwaukee Preference Shares, and saving realized on Conversion of Dividend on the same to 30th June, 1869 .. .. .	...	...	
10,422	17	2				
195,105	18	1		185,409	8	3
			To Balance brought down .. .. .	121,302	8	11
				£121,302	8	11



# COMPANY OF CANADA.

No. 3.

31st January, 1871.

Cr.

Half-year ended 31st Jan., 1870.	£   s.   d.	By	£   s.   d.	Half-year ending 31st Jan., 1871.
		By Half-year's Interest on the Bonds issued to the Government to 1st January, 1871 ... ..	8,532 4 6	
		„ Interest on Ordinary Bonds ... ..	34,691 0 0	
		„ Discount and Charges on the conver- sion of American currency and exchange on Remittances to Eng- land ... ..	17,360 12 11	
		„ Erie and Niagara Railway—Loss on Working ... ..	523 1 11	
		„ Amount set aside for renewal of the Ferry Steamers ... ..	3,000 0 0	
		„ Balance carried down ... ..	121,302 8 11	
				£185,409 8 3
		By Half-year's Dividend on 5 per cent. Preference Stock ... ..	13,149 13 8	
		„ Proposed Dividend on Ordinary Shares at the rate of 6 per cent. per annum ... ..	104,371 18 0	
		„ Surplus carried to next Half-year ...	3,780 17 3	
				£121,302 8 11
				£195,105 18 1

## GREAT WESTERN RAILWAY

ACCOUNT

Dr.

## GENERAL BALANCE SHEET

	£	s.	d.
To Amount Outstanding and due to the Company on Traffic Account ... ..	71,876	13	3
„ Mechanical Stores on hand, 31st January, 1871 :—			
General Stores ... ..	£37,023	1	11
Fuel Stores ... ..	35,086	3	6
Old Material ... ..	2,498	0	11
	74,607	6	4
„ Engineering Stores on hand, 31st January, 1871 :—			
General Stores ... ..	£10,149	4	4
Rail Stock Account ... ..	44,245	16	8
Rolling Mill Stock ... ..	5,913	13	10
	60,308	14	10
„ Municipal Bonds ... ..	9,945	4	1
„ Balance of Interest due to 31st July, 1869, 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. ... ..	472,322	11	11
„ Sundry Assets and Debit Balances ... ..	119,717	9	7
	£823,942	2	10

HAMILTON, ONTARIO,

1st March, 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.

# COMPANY OF CANADA.

No. 4.

to 31st January, 1871.

		£	s.	d.
By Balance from Capital Account No. 1	... ..	559,192	14	4
„ Balance from Net Revenue Account No. 3	... ..	121,302	8	11
„ Ferry Steamers Renewal Fund	... ..	21,728	7	3
„ Remission of Government Interest—				
Balance as per last Report	... .. £55,850	6	5	
Less Discount on 3rd Instalment				
on 5 per cent. Preference Stock	40,721	12	0	
		15,128	14	5
„ Sundries due by the Company and Credit Balances	... ..	106,589	17	11

Audited and approved, subject to appended Report

£823,942 2 10

31st March, 1871.

JOHN YOUNG,  
SIDNEY SMITH, } *Auditors.*

HAMILTON, ONTARIO, CANADA,

28th February, 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 August, 1870, to 31st January, 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, 6th March, 1871.

### LONDON AUDITORS' REPORT.

TO THE SHAREHOLDERS OF THE GREAT WESTERN OF CANADA.

We have examined the foregoing statements of account, and find them in accordance with the books and vouchers.

It will be observed on reference to the Reports of the Engineer and the Locomotive Superintendent, that considerable progress has been made during the past half-year in the work of converting the Line and Rolling Stock from the broad to the narrow gauge system, and in providing the additional stock necessary to meet the further requirements consequent on the increasing traffic. It is believed that this work will be so far completed during the current half year as to enable the Directors, on receipt of a full statement of the expenditure, to determine the course which they will recommend should be adopted in order to write-off this exceptional outlay; and they state that the first charge in this respect will be made against Revenue in next half-year's accounts.

JOHN YOUNG }  
SIDNEY SMITH } *Auditors.*

London, 31st March, 1871.

## GREAT WESTERN RAILWAY OF CANADA.

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

### ABSTRACT A.

#### MAINTENANCE AND RENEWAL OF WAY.

Half-year ended 31st Jan., 1870.		Half-year ended 31st Jan., 1871.
£3,257 19 9	Repairs & renewal of Bridges and culverts ...	£4,748 13 2
3,113 5 6	"    Station sidings & fences	4,506 15 10
3,403 4 6	"    Buildings ... ..	4,389 2 0
448 6 4	"    Signals ... ..	402 12 9
193 6 5	"    Approaches ... ..	592 8 4
65,477 12 0	"    Roadway ... ..	75,502 19 7
890 14 0	Engineering superintendence, &c. ... ..	782 9 6
<hr/> £76,784 8 6		<hr/> £90,925 1 2

### ABSTRACT B. LOCOMOTIVE POWER.

Half-year ended 31st Jan., 1870.		Half-year ended 31st January, 1871.
£ s. d.		£ s. d.
	Transit Expenses:—	
10,979 17 7	Wages of Enginemen and Fire-	13,410 8 2
1,717 7 2	men ... ..	1,849 4 2
21,488 7 1	Wages of Cleaners ... ..	26,124 12 2
898 15 10	Fuel ... ..	1,359 8 3
510 15 7	Oil ... ..	670 14 8
	Tallow ... ..	
547 10 8	Small Stores, including Signal	
965 5 4	Lamps, Waste, &c....	652 10 4
60 12 6	Pumping Engines ... ..	883 16 3
115 1 5	Salaries of Foremen and Clerks	74 15 2
	Salary of Locomotive Engineer	149 16 8
<hr/> 37,283 13 2		<hr/> 45,175 5 10
	Repairs and Renewal of En-	
	gines:—	
7,664 3 2	Material and Fuel ... ..	6,184 18 8
9,324 2 2	Wages ... ..	9,493 10 11
<hr/> 54,271 18 6		<hr/> 15,678 9 7
	Sundries:—	
50 19 4	Lighting Shops, &c. ... ..	60,853 15 5
273 7 5	Maintenance of Turntables ... ..	11 16 4
1,390 12 2	Maintenance of Tanks and Pumps	314 10 5
		1,050 18 4
		<hr/> 1,377 5 1
<hr/> £55,986 17 5		<hr/> 62,231 0 6

1s. 1-29d. Cost per Train mile run ... .. 1s. 1-14d.  
0s. 9-61d. Cost per Traffic Engine mile run 0s. 9-39d.

## STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st August, 1869, to 31st Jan., 1870.		Miles run, 1st August, 1870, to 31st Jan., 1871.
414,685	By Passenger Engines ... ..	422,960
566,258	Freight Engines ... ..	713,151
980,843	Total Train miles earning Revenue ...	1,136,111
417,760	By Piloting and Shunting Engines ...	454,662
1,398,603	Total Traffic Engine miles run ...	1,590,773

**ABSTRACT C.**  
REPAIRS AND RENEWAL OF CARS.

Half-year ended 31st Jan., 1870.		Half-year ended 31st Jan., 1871.
£ s. d.	Passenger Cars—	£ s. d.
6,550 12 5	Materials } Including cost of cleaning Cars	5,902 7 3
5,534 10 0	Wages }	5,266 10 6
65 18 6	Salaries of Superintendent, Foremen & Clerks	82 6 8
12,151 0 11	Merchandise Cars, &c.—	11,251 4 5
9,220 17 7	Materials ... .. £11,419 14 8	
5,678 8 5	Wages ... .. 6,352 0 1	
132 0 9	Salaries of Superintendent, Foremen and Clerks 164 13 2	
£27,162 7 8		17,936 7 11
		£29,187 12 4
6-65d.	... Cost of Train Mile run ...	6-16d.
0-47d.	... Cost of Car Mile run ...	0-41d.

## STATEMENT OF MILEAGE OF CARS.

Miles run, 1st August, 1869, to 31st Jan., 1870.		Miles run, 1st August, 1870, to 31st Jan., 1871.
1,724,891	Of First Class Cars ... ..	1,884,964
471,385	" Second Class Cars... ..	492,679
1,165,358	" Post Office, Express and Baggage Cars ...	784,511
10,301,258	" Freight, Platform, and Conductors Cars ...	13,818,368
13,662,892	Total Car Mile Mileage earning Revenue ...	16,980,522

**ABSTRACT D.**  
**COACHING TRANSIT EXPENSES.**

Half-year ended 31st Jan., 1870.		Half-year ended 31st Jan., 1871.
£ s. d.		£ s. d.
3,944 7 9	Salaries of Superintendent, Station Masters and Clerks ... ..	4,193 2 2
5,028 13 4	Wages of Conductors, Baggage men and Brakemen ... ..	5,147 8 0
1,773 3 11	Wages of Porters ... ..	1,514 2 4
700 8 2	„ Policemen ... ..	513 19 1
1,077 4 7	„ Switchmen ... ..	2,180 18 0
659 2 2	„ Watchmen at Level Road Crossings	661 17 3
315 14 6	Clothing ... ..	165 12 4
1,843 4 5	Compensation for Damages ... ..	1,228 0 8
248 9 9	„ Cattle killed on Track by Trains	221 17 8
130 16 9	Lamps and Signals ... ..	224 7 10
915 1 2	Lights (including Oil) for Stations and Passenger Cars... ..	670 16 1
997 13 3	Fuel for Stations and Passenger Cars ... ..	998 9 8
1,514 11 8	Stationery, Advertising and Printing ... ..	1,037 4 8
68 9 6	Office Furniture and Expenses ... ..	18 1 0
1,093 17 3	Small Stores, including Waste, Links, and Pins, Baggage Trucks, &c. ... ..	1,131 17 3
873 6 6	Travelling and incidental expenses ... ..	656 16 2
4,196 2 6	Expenses of Advertising and Agencies in United States ... ..	7,436 1 10
3,054 13 10	Proportion of expenses of Ferry across the Detroit River ... ..	4,736 6 0
1,058 15 3	Proportion of expenses of Telegraph ... ..	1,030 7 10
<b>£29,493 16 3</b>		<b>£33,767 5 10</b>

Equal to 16.05 per cent.  
on  
Coaching Traffic Receipts.

Equal to 19.50 per cent.  
on  
Coaching Traffic Receipts.

**ABSTRACT E.**  
**MERCHANDISE TRANSIT EXPENSES.**

Half-year ended 31st Jan., 1870.		Half-year ended 31st Jan., 1871.
£ s. d.	Salaries of Superintendent, Freight Agents and Clerks ... ..	£ s. d.
4,533 11 1		4,497 4 8
5,175 11 1	Wages of Conductors and Brakemen ...	6,555 6 0
9,380 17 3	„ Porters ... ..	8,436 10 0
1,094 5 4	„ Switchmen ... ..	647 13 1
855 2 9	„ Watchmen at Level Road Crossings	1,025 10 9
2,081 8 1	Compensation for Damages ... ..	1,701 13 7
24 0 6	„ Cattle killed on Track by Trains	123 0 7
1,067 13 8	Lights, Lamps, Fuel and Signals ... ..	1,038 19 2
781 9 10	Stationery, Advertising and Printing ...	401 18 3
40 9 2	Office Furniture and Expenses ... ..	103 19 5
1,158 3 8	Small Stores, including Links and Pins, Warehouse, Trucks, Running Boards and Gangways ... ..	1,390 5 0
205 13 2	Travelling and incidental expenses ... ..	302 1 8
1,443 2 7	Proportion of Expenses of Telegraph ... ..	1,618 10 11
3,320 12 7	Do. do. Ferry across the Detroit River ... ..	3,198 3 10
7 19 0	Repairs and Maintenance of Machinery in Elevators at Hamilton and Saruia ... ..	187 16 11
1,425 18 9	Expenses of Advertising, and Agencies in United States ... ..	1,251 18 11
1,923 17 2	“Blue Line” Sundries ... ..	1,314 10 9
<b>£34,519 15 8</b>		<b>£33,795 3 6</b>

Equal to 14.41 per cent.  
on  
Merchandise Traffic Receipts.

399,790½ Tons...

... Total Tonnage carried ... ..

Equal to 12.49 per cent.  
on  
Merchandise Traffic Receipts.

465,058½ Tons.



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

Half-year ended 31st Jan., 1870.		Half-year ended 31st Jan., 1871.
£4,408 13 9	Head offices in London and Hamilton ...	£4,040 15 2
544 0 7	Stationery, advertising, and printing ...	598 1 9
306 1 8	Postages and stamps ... ..	383 1 10
138 2 9	Fuel and lights ... ..	92 12 7
2,411 13 1	Travelling and incidental expenses ...	1,411 12 6
151 16 1	Furniture, &c. ... ..	261 0 11
1,704 0 8	Law charges ... ..	961 6 9
1,105 0 0	Directors and Auditors ... ..	1,164 18 8
10,769 8 7		8,913 10 2
190 14 0	Less transfer fees ... ..	196 12 6
<u>£10,578 14 7</u>		<u>£8,716 17 8</u>

Equal to 2.49 per cent.  
on  
Total revenue.

Equal to 1.96 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.

Halfyear ending 31st Jan., 1870. £ s. d.	To amounts received during the Half-year for the carriage of—	Halfyear ending 31st. Jan., 1871. £ s. d.
1,204 16 8	Passengers ... ..	2,072 3 2
222 0 7	Mails and Sundries ... ..	199 18 11
1,629 7 8	Freight and Live Stock ... ..	2,246 14 2
<b>£3,056 4 11</b>		<b>£4,518 16 3</b>

**GUELPH RAILWAY.**

G.

*with the Galt and Guelph Railway Company (Working Account).***EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.**

Half-year ending 31st Jan. 1870.		Half-year ending 31st Jan., 1871.
£ s. d.		£ s. d.
781 16 1	By Maintenance and Renewal of Way during the Half-year ... ..	932 18 2
570 1 4	„ Locomotive Power ... ..	810 6 9
205 13 9	„ Use of Passenger, Freight, and other Cars	331 0 4
713 12 1	„ Coaching and Merchandise Transit Ex- penses ... ..	900 3 1
246 11 6	„ General Charges ... ..	246 11 6
19 11 2	„ Taxes ... ..	46 18 10
<hr/> 2,537 5 11		<hr/> 3,297 18 8
518 19 0	„ Balance carried to Net Revenue Account...	1,220 17 7
<hr/> £3,056 4 11		<hr/> £4,518 16 3
NOTE.—The Mileage run by Engines during the half-year, in working the traffic on the Galt and Guelph Railway, is as follows:—		
31st Jan., 1870.	With Passenger and Freight Engines ...	31st Jan., 1871.
10,028		15,749
4,664	Piloting and Shunting ... ..	1,763
<hr/> 14,692		<hr/> 17,512

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

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The Receipts on Capital Account during the half-year to 31st January, 1871, amounted to £549,333. 2s. 6d., as follows:—

	£	s.	d.
On account of Third Instalment of 5 per cent. Preference Stock ... ..	197,053	12	0
Remaining Instalments on Preference Stock, in advance	2,033	7	3
Amount received on account of issue of £750,000, 6 per cent. Bonds ... ..	492,450	0	0
	691,536 19 3		
Deduct 4 per cent. Bonds, due 1st January, 1871, paid off ... ..	142,203	16	9
Leaving the balance of receipts on Capital Account ...	£549,333 2 6		

The total receipts on Capital Account amounted, on the 31st January, to £6,138,736. 4s. 6d.

2. The Outlay on Capital Account during the half-year amounts to £71,588. 12s. 7d., of which £45,124. 4s. 9d. has been expended on account of the Glencoe and Buffalo Line. The remaining expenditure includes cost of  $4\frac{1}{2}$  miles of additional sidings at various parts of the Line—increased cost of 3,000 tons of steel rails, as compared with iron

rails—additions to Station buildings—44 new gravel cars, and 2 baggage cars, being additions to stock—balance of expenditure on five new Locomotives, &c., the details of which are shown in the Engineer's and Mechanical Superintendent's reports.

The total expenditure to 31st January amounted to £5,579,543. 10s. 2d., leaving a balance of £559,192. 14s. 4d. at the credit of Capital Account.

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

Gross receipts ... ..	£444,348 17 7
Working expenses, including renewals and all charges	267,481 7 11
	<hr/>
	176,867 9 8
From which is deducted—	
Interest on Bonds (less interest-received) ... ..	£42,400 19 7
Discount and charges on conversion of American Funds ... ..	17,360 12 11
Loss on working Erie and Niagara Railway ... ..	523 1 11
Amount set aside for renewal of Ferry Steamers .. ..	3,000 0 0
	<hr/>
	63,284 14 5
	<hr/>
	£113,582 15 3
Add Profit on working Galt and Guelph Railway ... ..	£1,220 17 7
Amount accruing to this Company under agreement with the Michigan Central and Detroit and Milwaukee Railroads for division of through earnings during the year ending 31st December, 1870 ... ..	3,196 0 3
Balance from last half-year ... ..	3,302 15 10
	<hr/>
	7,719 13 8
Available for Dividend ... ..	<hr/> <hr/> £121,302 8 11

The dividend for the half-year on the 5 per cent. Preference Stock amounts to £13,149. 13s. 8d., leaving a balance of £108,152. 15s. 3d.

From this balance the Directors recommend the payment of a dividend for the half-year on the ordinary shares at the rate of 6 per cent. per annum, payable in London on 26th April, which will absorb £104,371. 18s. 0d., and leave a balance of £3,780. 17s. 3d. to be carried forward to the next half-year.

The Renewal Fund for the Ferry Steamers amounts to £21,728. 7s. 3d.

4. The discount and charges on the conversion of American currency for the half-year amounted to £17,360. 12s. 11d., as compared with £37,156. 4s. 8d. in the corresponding half-year.

The average rate of conversion has been at the rate of 113½. The average price of gold having been in the same period 116. The amount of assets in American funds at 31st January was \$322,584.69, as compared with \$220,120.56 at the commencement of the half-year.

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

Half-year ending	RECEIPTS.				EXPENSES.											
	Passengers, Mails and Sundries.			Freight and Live Stock.	Rents.	Total.	Including Renewals.	Per Cent. of Receipts.								
	£	s.	d.	£	s.	d.	£	s.	d.							
31 Jan., 1866	154,125	8	9	167,873	19	7	730	2	6	312,729	10	10	168,576	18	7	53.01
31 Jan., 1866	205,131	1	0	181,071	5	7	836	18	9	387,039	6	1	170,008	7	10	43.93
31 Jan., 1867	168,986	16	4	161,254	8	7	1,273	3	2	331,513	7	3	168,632	8	0	50.26
31 Jan., 1868	186,536	15	1	213,476	4	4	799	15	6	400,812	14	11	193,666	14	3	48.31
31 Jan., 1869	183,702	11	5	238,763	15	0	845	10	2	423,311	16	7	206,762	9	6	49.55
31 Jan., 1870	183,740	12	6	239,535	6	8	906	13	1	424,182	12	3	243,379	18	11	57.37
31 Jan., 1871	173,169	10	1	270,463	10	1	715	17	5	444,348	17	7	267,481	7	11	60.19

6. The aggregate traffic receipts, compared with the corresponding half-year, exhibit a gross increase of £20,357. 1s. Od., as follows:—

Increase in way passenger traffic... ..	£6,388	0	2
„ way freight and live stock ... ..	5,561	16	1
„ mails and express ... ..	56	15	7
„ through freight and live stock ... ..	25,366	7	2
	37,372	19	0
Decrease in through passenger traffic and emigrants ...	17,015	18	0
	£20,357	1	0

7. The following is a summary of the revenue results of the past half-year, as compared with those of the corresponding period of 1870:—

	1871.	1870.
	Cents.	Cents.
Passenger earnings per mile:—		
Receipts per way passenger ... ..	2,707	2,642
„ through passenger ... ..	2,304	2,491
Freight earnings per mile:—		
Receipts per ton way freight ... ..	3,340	3,319
„ „ through freight ... ..	1,369	1,471
Average receipts per train mile ... ..	\$1.90	\$2.10
Ordinary working expenses ... ..	\$1.11	\$1.16

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

31st January, 1865	...	5s. 1½d. sterling.
„ 1866	...	4s. 6¾d. „
„ 1867	...	4s. 7¼d. „
„ 1868	...	4s. 5¾d. „
„ 1869	...	4s. 3¾d. „
„ 1870	...	4s. 9½d. „
„ 1871	...	4s. 6½d. „

8. Following the policy indicated last half-year to maintain the permanent way in a thoroughly efficient condition, the amount expended upon the re-construction of the track has been £14,140. 12s. 8d. in excess of the outlay for the corresponding half-year, and for the twelve months £44,077 in excess of that for the corresponding twelve months. All this extra expenditure has been borne by revenue. 3,000 tons of Bessemer steel rails, and 3,325 tons of re-rolled iron rails, of a superior quality, have been put into the road during the half-year.

The attention of the proprietors is called to the fact mentioned in the Engineer's report, that during the past 15 months 111 miles of the main line have been relaid with steel rails, or with an excellent quality of iron rails, the cost of which has been charged to revenue, with the exception of the difference in value of the above 3,000 tons of steel rails over iron rails. The Engineer also reports that this increased expenditure will be materially reduced during the current half-year ending July 31st, 1871.



During the past winter a very large traffic has been worked over the line with great regularity and almost entire freedom from casualties.

9. Since the last report was issued, the important policy of changing the gauge from 5 ft. 6 in. to that of 4 ft. 8½ in. has been proceeded with. During the past half-year the third or outside rail has been removed, leaving a single narrow gauge track between

Windsor and Komoka	...	99¾ miles.
Hamilton and Suspension Bridge	<	43¼ "

The gauge of the line between Hamilton and Toronto has been narrowed from 5 ft. 6 in. to 4 ft. 8½ in. 37¾ miles, and the gauge of the Sarnia, Petrolia and Guelph Branches, 83¼ miles, will be changed, as soon as possible, so as to enable the alteration of all the car stock to the narrow gauge. The triple line of rails will for the present remain down between Komoka and Hamilton, 86½ miles, where the remaining broad gauge engines will be kept employed until they are replaced by narrow gauge.

It will be observed that steps are being taken to dispose of or convert the broad gauge rolling stock, and it is proposed that the balance of the cost of altering the gauge, and providing the necessary narrow gauge rolling stock in substitution of the broad gauge, shall be charged to revenue, commencing next half-year and extending over a period of not exceeding five years; meantime the cost will be carried to "Alteration of gauge Suspense Account."

The condition of the gauge at present stands thus:—

Main Line, Windsor to Komoka	..	99¾ miles, 4 ft. 8½ in. only.
" Komoka to Hamilton	..	86½ miles, 4 ft. 8½ in. and 5 ft. 6 in.
		By triple line of rails.

Main Line, Hamilton to Suspension Bridge ..	43 $\frac{1}{2}$ miles, 4 ft. 8 $\frac{1}{2}$ in. only.
HAMILTON AND TORONTO BRANCH— Hamilton to Toronto ..	37 $\frac{3}{4}$ miles, 4 ft. 8 $\frac{1}{2}$ in., only.
GALT AND GUELPH, AND WELLING- TON GREY AND BRUCE— Harrisburg to Alma ..	50 $\frac{3}{4}$ miles, 5 ft. 6 in. only.
Sarnia Branch, Komoka to Sarnia, and Petrolia Branch..	55 $\frac{3}{4}$ miles, 5 ft. 6 in. only.

10. The tripartite agreement between the Great Western, Michigan Central, and Detroit and Milwaukee Railways, arranged by the last deputation to Canada, by which all the through traffic of the three companies is divided in certain proportions on the one-purse system, has worked satisfactorily.

11. The Port Huron and Lake Michigan Railway is in course of construction by an American company from Port Huron opposite Sarnia, to Owosso, where it connects with the Detroit and Milwaukee Railroad. It will be 90 miles in length, and will run through one of the best-settled portions of the state of Michigan. When completed, this line, in connection with the Great Western, will afford a shorter communication between the West and the East by 40 miles. An agreement has been entered into by which the through traffic of this new line is secured to the Great Western. A certain portion of the additional traffic earnings which it will bring over the main line will, under this agreement, be applied to the acquisition of the first mortgage bonds of the new road, similar in every respect to the arrangement sanctioned with the Detroit Hillsdale and Indiana Railroad as mentioned in the Report for the half-year to 31st January, 1870.

12. On the 21st January last a branch line was opened from Suspension Bridge to the city of Buffalo, constructed by the Erie Railway Company, affording a connection Eastward by that line, in addition to our present connection by the New York Central Railway, which has already produced a very satisfactory addition to the weekly traffic.

13. It has been deemed desirable to revive the project of making a short branch from Harrisburgh Station, on the main line, to the town of Brantford, for which enabling powers were granted by the Legislature so far back as 1855. The length of this branch is seven and a half miles, and the cost will be within \$150,000, towards which the town of Brantford contributes, as a free gift or bonus, the sum of \$75,000. The line will terminate at the canal basin of the Grand River navigation, where the bulk of the grain business of the town is concentrated.

14. Contracts have been let for the works of the Glencoe and Buffalo Line for 103 miles of this Railway. These contracts have been taken at prices within the Engineer's estimates. The arrangements are not quite completed for the additional 46 miles between Canfield and the International Bridge into Buffalo.

15. The result of the account kept of the traffic exchanged between the Great Western Railway and the Wellington Grey and Bruce Railway for the last six months shows that a sum of \$7,609.16 can be applied to the acquisition of the Bonds of that Company, and in like manner

a sum of \$522·73 for the acquisition of the Bonds of the Detroit Hillsdale and Indiana Railway.

16. The receipts and expenditure of the Detroit and Milwaukee Railroad for the year ending 31st December, 1870, were as follows :—

Gross earnings	.. .. .	£292,011	10	0	
Working expenses, taxes, &c.	.. .. .	£188,609	9	7	
Interest on Bonds, &c.	.. .. .	81,033	10	0	
			269,642	19	7
			£22,368	10	5

The construction of new lines across the Detroit and Milwaukee Railroad at several points has caused a large falling off in its local earnings, and the net revenue, after providing for interest on the first and second mortgage bonds of the Company, has been expended on capital account, and therefore will not permit of the payment of any dividend on the Preference Shares held by this Company. The Freight traffic (both through and local) shows a satisfactory increase since the beginning of the present year.

17. The Directors are gratified that the favourable anticipations expressed in the last report are in course of realisation; the most beneficial results are expected when the alteration of the gauge and rolling stock now in progress is fully carried out.

On behalf of the Board of Directors,

THOMAS DAKIN,

*President.*

*London, 30th March, 1871.*

## REPORT OF THE ENGINEER.

ENGINEERING DEPARTMENT,  
GREAT WESTERN RAILWAY, HAMILTON,  
28th February, 1871.

TO THE PRESIDENT AND DIRECTORS.

GENTLEMEN,—I beg to hand you the following Report upon the operations of my department during the half-year ended 31st January, 1871 :—

### CHARGES TO REVENUE.

	£	s.	d.
The total expenditure of this department during the half-year chargeable to Revenue amounts to ...	90,925	1	2
As compared with the corresponding half of 1870, which amounted to ... ..	76,784	8	6

### CHARGES TO CAPITAL.

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

	£	s.	d.
1st.— <i>Roadway and Sidings.</i> —Labour and materials used in laying down new sidings at Suspension Bridge, Hamilton, Copetown, London, Petrolia, Sarnia, and Windsor, and laying third rail through Toronto Esplanade, and at other stations ...	3,169	6	11
584 tons rails used in same ... ..	4,800	0	0
Cost of building 44 new gravel cars and a new auxiliary car for this department ... ..	2,465	15	1
Proportion of the cost of 3,000 tons steel rails, laid in track (£3 sterling per ton) ... ..	9,000	0	0
2nd.— <i>Bridges and Culverts.</i> —Raising bridges on main line to a height of 18 feet over level of track ... ..	330	16	5
3rd.— <i>Buildings and Wharves.</i> —Labor and materials used making addition to six stalls at engine shed at Suspension Bridge ... ..	1,121	3	0
Wages of men and materials used in building new car repair shop at London ... ..	764	17	4
Cost of new fire-proof vaults for the use of general offices at Hamilton. Final charge ... ..	263	15	6
Carried forward ...	£21,915	14	3

	£	s.	d.
Brought forward ...	21,915	14	3
Cost of enlarging ice house at Hamilton ...	240	1	4
Cost of building an addition to freight warehouse at Hamilton ...	392	2	5
Cost of building an addition to freight warehouse at Toronto ...	620	4	10
Cost of smoke stacks and pipes for engine sheds at Hamilton, London, and Windsor. Charge from Mechanical Department ...	160	14	0
Cost of large stoves for new engine shed at Suspension Bridge, and for new car repair shop at London. Charge from Mechanical Department	126	6	11
*Total ...	<u>£23,455</u>	<u>3</u>	<u>9</u>

The augmentation of Capital during the past half-year, in connection with the way and works of the Main Line, consists almost entirely of new sidings and additions made to the freight warehouses at Hamilton and Toronto, and to the engine sheds at Suspension Bridge, London and Windsor; also fire-proof vaults for general offices and an ice house on the edge of the bay at Hamilton.

There is also a charge of £2,466 for forty-four new gravel cars and an auxiliary car. The stock of construction cars, prior to this increase, was found to be totally inadequate to meet the demands made upon them for ballasting and for the transport of old and re-rolled rails, sleepers, &c. A charge of £9,000 has been made to capital, being the increased cost of 3,000 tons steel rails beyond the original value of the iron rails which they replaced.

*Line from Glencoe to Buffalo.*—This fork of the Main Line (chartered under the name of the "Canada Air Line" Railway) extends in a nearly straight course from Glencoe on the Main Line (80 miles east of Windsor) to Fort Erie, on the Niagara River, opposite Buffalo, a distance of 149 miles, where it will join the new Buffalo International Railway Bridge. The portion of this new railway at present under construction is the 103 miles between Glencoe and Canfield. This section has been divided into three

\* In the Capital Account No. 1, this amount is increased by the sum of £109. 2s. 3d., being amount paid on Right of Way Account during the Half-year.

divisions, all of which were placed under contract to experienced contractors, during the four months from September to December last.

These Contracts embrace the whole of the work, exclusive of the land for right of way, permanent way, and station buildings, and they have been all let on exceedingly favourable terms.

The Works are to be finished to "formation level" in the course of the present year, being thus ready for the construction of the permanent way and the completion of the station buildings during the spring and summer of 1872. The gradients and curvature of the loop line are extremely favourable, the ruling gradient being limited to 35 feet per mile, or one foot in 150, and that only for short lengths at distant intervals.

*Brantford Branch.*—A contract for the construction of the Branch Line from Harrisburg to Brantford,  $7\frac{1}{2}$  miles in length, was let in December, and the work is now being pushed forward rapidly. The earth works, bridging, fences, &c., are to be completed by the 1st day of August next, and the Line will be opened for public traffic before next winter sets in.

## REVENUE ACCOUNT.

	£	s.	d.
Repairs and Renewals of Bridges and Culverts	4,748	13	2
"    "    Buildings and Wharves..	4,389	2	0
"    "    Sidings .. .. .	2,823	1	3
"    "    Fences .. .. .	1,683	14	7
"    "    Signals .. .. .	402	12	9
"    "    Approaches .. .. .	592	8	4
Platelayers' wages and extra work for maintenance, and Renewals of Permanent Way..	29,146	8	7
3,325 $\frac{1}{2}$ tons re-rolled rails and 3,000 tons steel rails, &c., laid in track .. .. .	32,023	4	9
87,256 Sleepers laid in track .. .. .	6,275	5	2
Fish-plates, bolts, nuts, spikes, chairs for switches, &c., and small stores .. .. .	4,840	13	10
Engine Service .. .. .	3,217	7	3
Engineering Superintendence .. .. .	782	9	6
Total .. .. .	£90,925	1	2

The above account includes a sum of £388. 15s. 4d., being a charge for two snow ploughs, constructed by the Mechanical Superintendent.

The continued large expenditure upon the repairs of the Permanent Way as given in detail in the above account is in pursuance of the decision arrived at upwards of a year ago, to replace all the inferior iron rails as quickly as possible with either steel rails, or iron rails, of a superior quality, so as to bring up the condition of our main line track to as high a standard of efficiency as that recently attained by the leading Railways between New York and Chicago. This object has now been in great part accomplished, and the result as exhibited in the regularity and unfailing speed of the trains, and the immunity from casualties, during the last three months of the present Winter, has presented a marked contrast to the condition of things as regards the running of the trains during the Winter seasons of the past two years.

During the past half-year the weight of re-rolled rails of first class quality placed in the track was 3,325½ tons, and of steel rails 3,000 tons, in all 6,325½ tons, being an increase of 34 per cent. above the weight used in the corresponding half-year ending 31st January, 1870. The number of sleepers used in renewals was 87,256 as compared with 37,378 during the corresponding six months.

Within the past 15 months the following lengths of track have been relaid with steel and iron rails, the latter having a very superior quality of American iron in their heads, as manufactured by the lessees of the Company's rolling mill at Hamilton, under my own inspection :—

Steel rails imported from England in the Autumn of 1869	10 miles.
Ditto                   ditto                   ditto    1870	30   "
Rails of extra quality, re-rolled by Ward and Company, at Chicago and Wyandotte. . . . .	11   "
Rails re-rolled at Company's rolling mill, with heads of extra quality of American iron . . . . .	60   "
	<hr/>
	111   "



The improvement effected in the re-rolling of our iron rails by means of the addition of 25 per cent. of the best brands of American iron in the "top slab" of the rail file is already very decided, and the new system promises to realise the high expectations formed of it. With regard to the steel rails, the experience already obtained on the leading railways of this continent has fully established the great durability and the trustworthy character of Bessemer rails, even in the coldest weather; so that if we only succeed in getting the best quality of steel rails from the English makers, there can be no doubt respecting the vast benefits which must follow from their use. So far as they have yet been tested with us I see no reason to doubt that our steel track will possess very great durability, and add materially both to the efficiency and economy of maintenance of our permanent way.

The renewal of this track with an improved quality of rails must be steadily carried out; but, as I stated in my last published report, the heaviest part of this work will be completed in the course of the present summer, after which a large reduction in the cost of maintenance and renewals may confidently be expected.

During the past half-year the 3rd rail was entirely removed from 100 miles of the main line and from the station sidings between Windsor and Komoka, and out of this iron 15 miles of moderately sound rails were obtained for the renewal of part of the Sarnia Branch.

In December last, the track of the Toronto branch, 38 miles in length, was successfully changed from  $5\frac{1}{2}$  feet to the standard 4 ft.  $8\frac{1}{2}$  in. gauge by an organised force of trackmen, with an interruption to the traffic of only eight hours.

The stock of surplus rails at present on hand is 5,664 tons, valued  
 at .. .. . £44,245 16 8

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

Cost of Maintenance, Renewal, and Watching for the half-year .. .. .	£932 18 2
The cost of the corresponding half-year was .. .. .	781 16 1

## ERIE AND NIAGARA RAILWAY.—31½ MILES.

Cost of Maintenance for the half-year	..	..	£421	4	1
The cost of the corresponding half-year was	..	..	402	16	8

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## WELLINGTON, GREY, AND BRUCE RAILWAY.—23½ MILES OPEN.

Cost of Maintenance for the half-year	..	..	£727	18	2
---------------------------------------	----	----	------	----	---

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The above-named Railway was completed and handed over to the Great Western Company in working order in the following sections:—

Guelph to Elora	..	..	13½	miles on 1st July, 1870.
Elora to Fergus	..	..	3	„ 13th Sept., 1870.
Fergus to Alma	..	..	7	„ 1st Dec. 1870.

The Wellington, Grey, and Bruce Railway is well built, being of similar construction to the existing branches of the main line. It opens up a very rich agricultural district, and must very soon prove to be a valuable feeder to the Great Western Railway.

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,  
HAMILTON, ONTARIO,  
*February 27th, 1871.*

TO THE PRESIDENT AND DIRECTORS.

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

**CHARGES TO CAPITAL.**

Balance of account for five new narrow-gauge Engines and Tenders, constructed in the Company's works as additional stock .. ..	£612 3 9
For two new through Chicago and New York baggage cars .. .. .	1,328 14 10
Continuation of account for addition to Express Train Cars of Miller's patent platform and automatic coupler .. .. .	815 16 3
Total .. ..	<u>£2,756 14 10</u>

The five new Engines and Tenders above referred to are the same as mentioned as under construction in last half-year's Report; they are now at work upon the 4-feet 8½-inch track.

The two baggage cars were procured for, and are now running upon the through trains to Chicago, being uniform and interchangeable with similar cars constructed by the Michigan Central Railroad, each car having six wheel narrow-gauge trucks.

The charge for fitting the patent Miller Automatic Coupling and Platform to passenger train cars is a continuation of the cost of this important improvement, now fitted to 39 first class, 10 second class, 14 baggage and Post Office, and 6 van baggage platform cars.

### CHARGES TO REVENUE.

#### LOCOMOTIVE DEPARTMENT.

The expenditure in this department during the half-year chargeable to Revenue amounts to ..	£62,231	0	6
As compared with the corresponding half-year of 1870 .. .. .	55,986	17	5

#### CAR DEPARTMENT.

The expenditure in this department during the half-year chargeable to Revenue amounts to ..	£29,187	12	4
As compared with the corresponding half-year of 1870 .. .. .	27,182	7	8

#### 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 being constructed in the Company's works, and mentioned in last report as intended to replace 6 nearly worn out engines of the Norris class (this arrangement has been changed, see subsequent explanation)	£4,162	13	10
On account of reconstruction of the 6 worn out engines of the Norris class (see following remarks) .. .. .	1,601	0	10
On account of new material manufactured for other engines .. .. .	900	9	9
	<u>£6,664</u>	<u>4</u>	<u>5</u>

The determination to remove the outer or broad gauge rail and render the whole line narrow gauge at a much earlier date than was originally anticipated, has materially altered the old system of renewals. Many of the engines which were considered worth reconstruction, with new boilers on their present gauge, are found unsuitable to convert to narrow gauge, while others, namely, the Norris class, originally considered not worth reconstruction, are the most practicable to convert to narrow gauge. For these reasons it is now intended to reconstruct the six Norris engines, numbering from 17 to 22 (inclusive), with new boilers, cylinders, &c., making them narrow gauge, and selecting good tenders for them from other engines, which, on account of old age and difficulty of conversion, will be broken up. The six new engines and tenders hitherto reported as under construction to *replace* these Norris engines, are now therefore arranged to *replace* five of the older and most worn of Slaughter's class, Nos. 65, 66, 68, 69 and 72, and the most worn of Fairbairn's class, No. 32, all of which, on account of age and worn out condition of their frames and other parts, cannot be sold, are also useless for conversion to narrow gauge, and are therefore in process of being broken up.

The six first-mentioned new engines and tenders are now being pushed towards completion. The six new boilers for the reconstruction of the old Norris engines mentioned are in hand and being well progressed with. The new material for other engines is the usual charge for extra material manufactured for engines generally, over and above that required for regular repairs.

*Repairs.*—29 engines have received heavy and 14 light repairs.

The following new material has been supplied and charged in the revenue expenses of the half-year:—2 steel crank axles, 3 straight engine axles, 7 truck axles, 15 tender axles, 19 axle boxes, 13 pistons, 4 eccentric pulleys, 2 eccentric straps, 10 crank pins, 1 cross-head, 8 cast-iron driving wheels, 172 chilled wheels, 30 engine springs, 20 tender springs, 8 engine bells, 30 steel tyres, 1 copper flue-sheet, 1 steel flue-sheet

*Stock of Engines.*—The stock of engines has been permanently increased by five new narrow gauge freight engines, built in the Company's Works at cost of Capital Account.

The remaining portion of the Engine Stock has been somewhat altered during the half year both in point of number and gauge. In addition to the two Shunting Engines (Nos. 91 and 93) mentioned as sold, and one Shunting Engine, No. 92, as having been converted to narrow gauge, in last half-year's report, the following alterations and temporary additions have been made. One Freight Engine, No. 54, and one Passenger Engine, No. 5, have been sold. Four Shunting Engines, Nos. 86, 88, 89, and 90, have been converted to narrow gauge. One Shunting Engine, No. 87, is in hand being converted. Thirteen new narrow gauge Passenger Engines and nineteen Freight have been purchased from the Rhode Island Locomotive Works of Providence, U.S.; also one Shunting Engine from the Baldwin Locomotive Works, Philadelphia. Six Passenger Engines (Norris) have been taken into shop for reconstruction and conversion to narrow gauge. Five Slaughter Freight Engines, with one Fairbairn Passenger Engine have been condemned, are being broken up, and are to be replaced by six new narrow gauge Passenger Engines now under construction in the Company's Works.

With the exception of the five first-mentioned additional Stock Engines charged to Capital Account, and that portion of the above-mentioned work being done in our own Works during the regular process of Renewals of Engines, the cost of the alterations and temporary additions as mentioned, including old Engines sold and new Engines purchased, is being charged to a special account called Conversion to Narrow Gauge Account.

The Stock of Engines, as, it at present stands, is shown in the following table:—

Description of Engine.	Broad gauge.	Narrow gauge.	Under renewal and conversion to narrow gauge.	TOTAL.
Passenger ... ..	38	13	12	63
Freight ... ..	38	24	...	62
Shunting ... ..	...	6	1	7
Locomotive Fire Engine ... ..	1	...	...	1
	77	43	13	133
Compared with last half-year ... ..	99	...	...	99

*Pumping Engines, Tanks, &c.*—All necessary repairs in this Department have been attended to as required.

A second frost-proof Tank requiring no tank-house has been constructed and erected, at cost of revenue, at Chatham station, in place of an old housed tank removed.

*Turntables.*—A new Turntable was erected at Hamilton, at cost of revenue, to replace the old one worn out, as mentioned in last Report.

Repairs to other Turntables were attended to as required.

*Comparative Expenditure of the Locomotive Department.*—The expenses of this Department have been considerably lightened during the last few months by the greatly improved condition of the track, which must have a marked effect upon the total expenditure in this Department for the winter season, in consequence of the comparative freedom from casualties so frequent at this period of the year.

The following Table shows the total expenditure of the Locomotive Department for seven consecutive half-years, including that

under report, and exclusive of the "Galt and Guelph" and "Erie and Niagara" Railway charges:—

	Half-Years ending January 31st.						
	1865.	1866.	1867.	1868.	1869.	1870.	1871.
Engine Mileage	888,118	983,952	962,476	1,151,833	1,317,863	1,398,501	1,590,773
Net Train Mileage .....	629,116	712,288	688,117	828,476	937,825	980,843	1,136,111
Expenditure exclusive of Fuel	£29,442	£30,044	£28,388	£32,657	£34,578	£34,637	£36,265
Cost per Engine Mile .....	7·96d.	7·32d.	7·07d.	6·81d.	6·30d.	5·93d.	5·47d.
Expenditure for Fuel .....	£8,416	£9,189	£9,596	£16,124	£21,618	£21,350	£25,966
Number of cords consumed ....	14,628	16,262	16,981	25,157	29,931	31,972	36,105
Cost of Fuel per Engine Mile..	2·27d.	2·24d.	2·39d.	3·36d.	3·94d.	3·67d.	3·92d.
Total Locomotive Expenses	£37,858	£39,233	£37,984	£48,781	£56,196	£55,987	£62,231
Cost per Engine Mile .....	10·23d.	9·57d.	9·47d.	10·16d.	10·23d.	9·61d.	9·39d.
Cost per net Train Mile ....	14·44d.	13·22d.	13·25d.	14·13d.	14·38d.	13·69d.	13·14d.
Per centage on Earnings .....	12·10	10·13	11·48	12·19	13·30	13·20	14·01

#### CAR DEPARTMENT.

*Renewals.*—The amount expended for renewal of cars during the half-year, and included in the charges to Revenue, is £4,316. 1s.11d., the following renewals having been effected:—

Two first-class cars reconstructed of latest improved designs. One second class, two conductors, six box, four cattle, and fifteen flat cars were also renewed.

1,041 new side springs, 9 sets of new lateral motion springs, 595 new axles, and 1,691 new cast-iron chilled wheels, were supplied and charged to the Car Stock during the half-year.



*Repairs.*—All necessary repairs have been properly attended to as required.

*Stock of Cars.*—The stock of cars has been changed since last report as follows:—

Two new through baggage cars, built at Detroit, at cost of Capital Account, and added to the stock during the half-year.

Eight first-class, 6 second-class, 6 post-office and baggage, 18 conductors', 9 box, 52 grated-door, 13 cattle, and 65 platform cars, have been converted to narrow gauge at cost of Revenue during the half-year.

In addition to the above, 2 snow-plough cars, one auxiliary car, and 44 gravel cars have been added to the Engineer's Department cars, as explained more fully in Engineer's Report.

The following Table will show the present total number of cars, including the above alterations:—

Description of Cars.	Broad Gauge.	Narrow Gauge.	Total.
First Class Passenger ... ..	43	40	83
Second Class " " " " " "	11	35	46
P. O. and Baggage " " " "	9	15	24
Baggage Van Flats " " " "	...	7	7
Composite " " " "	10	...	10
Conductors' " " " "	1	32	33
Blue Line " " " "	...	320	320
Milwaukee Line Box " " " "	...	80	80
" " " " Combination " " " "	...	100	100
Box (Freight and Express) " " " "	512	31	543
Grated Door " " " "	62	143	205
Cattle " " " "	37	73	110
Flat or Platform and 4-wheeled Timber Trucks " " " "	266	70	336
Engineers', Gravel, and Construction (including 2 Snow-ploughs) " " " "	100	67	167
Total ... ..	1,051	1,013	2,064
As compared with last half-year ...	1,248	767	2,015

The present general condition of the Car Stock is satisfactory.

## COMPARATIVE EXPENDITURE OF THE CAR DEPARTMENT.

The expenses of the Car, like those of the Locomotive Department, have been favourably affected by the improved condition of the line during the later months of the half-year.

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

	Half-years ending January 31st. . .						
	1865.	1866.	1867.	1868.	1869.	1870.	1871.
Expenditure for maintenance of Passenger Train Cars .....	£5,790	£9,088	£5,248	£8,432	£8,915	£12,151	£11,261
Mileage .....	2,220,277	2,636,901	2,446,992	3,132,676	3,400,142	3,361,634	3,162,154
Cost per Mile ..	0·62d.	0·82d.	0·51d.	0·64d.	0·62d.	0·86d.	0·85d.
Expenditure for maintenance of Merchandise cars .....	£10,967	£11,601	£11,067	£13,780	£13,442	£15,031	£17,037
Mileage .....	5,155,600	6,293,042	5,425,152	7,303,787	9,665,832	10,301,258	13,818,368
Cost per Mile ..	0·51d.	0·44d.	0·49d.	0·45d.	0·33d.	0·35d.	0·31d.
Expenditure for maintenance of all Cars .....	£16,757	£20,689	£16,315	£22,212	£22,357	£27,182	£29,188
Mileage .....	7,375,877	8,929,943	7,872,144	10,436,463	13,155,974	13,662,892	16,980,522
Cost per Mile ..	0·54d.	0·55d.	0·50d.	0·51d.	0·41d.	0·47d.	0·41d.

## STEAMERS.

"Great Western" and "Union."—The spare gearing mentioned in last Report as ready for "finishing" for the Iron Ferry Boat "Great Western" has now been finished, and is ready for use in case of breakage. This Boat is in good general working order.

The boiler repairs of Steamer "Union" mentioned in last half-year's Report as being necessary, were completed. The boilers, however, are now getting aged. This Boat was in the dry dock during September, and the hull, keelsons, frames, and wheels thoroughly overhauled.

## BUILDINGS AND TOOLS.

These are in the usual fair working order.

During the half-year we have added to the stock of tools at the cost of revenue one new bolt screwing machine and one new nut tapping machine, which have materially increased our facilities for cheap and expeditious execution of this class of work.

I am, Gentlemen,

Your obedient Servant,

W. A. ROBINSON,  
*Mechanical Superintendent.*

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GREAT WESTERN RAILWAY OF CANADA.

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At a General Meeting of Shareholders

OF THE

GREAT WESTERN RAILWAY OF CANADA,

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

The Right Hon. the LORD MAYOR in the Chair,

The Secretary read the Advertisement calling the Meeting.

The Minutes of the Ordinary General Meeting of Shareholders held in London on 12th October, 1870, and of the Special Meeting held the same day, were read and approved.

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

It was proposed by the CHAIRMAN, seconded by Mr. G. HOMAN, and resolved unanimously:—

“That the Report and Accounts for the Half-year ending 31st January, 1871, this day submitted, be received and adopted, and that a Dividend on the Preference Stock at the rate of 5 per cent. per annum, and on the Ordinary Shares at the rate of 6 per cent. per annum, be now declared, payable in London on 26th April.”

It was proposed by Mr. J. M. ISAACS, seconded by Mr. W. ADAM, and resolved:—

“That a cordial vote of thanks be given to the Chairman for his conduct in the chair this day, as well as to himself and his colleagues both in England and in Canada, for their attention to the interests of the Company, and to the Executive in Canada for their services on behalf of the Company.”

The Meeting then separated.

By order,

BRACKSTONE BAKER, *Secretary.*

126, Gresham House, Old Broad Street,  
*London, April 12th, 1871.*