

No. 40.

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 31<sup>ST</sup> JANUARY, 1874;  
WITH  
STATEMENTS OF ACCOUNTS,  
&c., &c., &c.

*To be submitted to a Meeting of Shareholders to be held in  
London, on 22nd April, 1874.*

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

1874.

**G**REAT WESTERN RAILWAY COMPANY OF CANADA.—  
NOTICE IS HEREBY GIVEN, that the HALF-YEARLY  
GENERAL MEETING of Shareholders is appointed to be held on  
WEDNESDAY, the 22nd day of April, 1874, at the London Tavern,  
Bishopsgate Street, London, England, at Twelve Noon precisely, for the  
purpose of submitting a Report and General Statement of Accounts for  
the Half-year ending on the 31st January last, and for the transaction  
of other business.

And Notice is hereby further given, that the said Meeting will be made  
Special for the purpose of confirming the Perpetual Debenture Stock of  
the Company, amounting to a total of £1,775,700, to sanction the issue  
of further Perpetual Debenture Stock of the Company for £223,719, and  
to authorise the issue of the unissued Capital created by the Acts of  
1855 and 1869, or so much thereof as may be required.

And Notice is also further given, that the Books kept at the Office  
in Canada, for the Registration of Shares and Preference Stock, will  
be closed on and from the 8th April, 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., 5th March, 1874.



# Great Western Railway of Canada.

## LIST OF THE DIRECTORS.

### *President.*

Alderman SIR THOMAS DAKIN, Cree Church Lane, London.

### *Vice-President.*

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

THOMAS BARKWORTH, Esq., 16, Austin Friars.

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

JOHN CLEGHORN, Esq., 3, Spring Gardens, S.W.

THOMAS FAULCONER, Esq., 66, New Finchley Road, N.W.

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

LIEUT.-COL. FRAS. D. GREY, Clement House, Clement's Lane.

SIR KEITH JACKSON, BART., Kingston, Ontario.

HONBLE. WILLIAM MACMASTER, Senator, Toronto, Ontario.

PAUL MARGETSON, Esq., Clapham Common.

### *Auditors.*

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

SIDNEY SMITH, Esq., 46, Watling Street, London.

SAMUEL SPREULL, Esq., Toronto, Ontario.

### *Officers in Canada.*

Mr. JOSEPH PRICE, *General Manager.*

" W. K. MUIR, *General Superintendent.*

" SAMUEL BARKER, *Solicitor.*

" JOSEPH METCALF, *Treasurer.*

" JOHN KENNEDY, *Chief Engineer.*

" W. A. ROBINSON, *Mechanical Superintendent.*

" JOHN CRAMPTON, *General Freight Agent.*

" ROBERT BEATTY, *General Purchasing Agent.*

" W. McMILLEAN, *Fuel Agent.*

### *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 Jan., 1874.
	£    s.    d.
<b>TO SHARE ACCOUNT—</b>	
For 217,526 Shares—	
216,967 Shares held in England, at £20. 10s. sterling per Share	4,447,823 10 0
559 Shares held in Canada at \$100 per Share, converted at 109½ per cent. exchange.....	11,486 6 0
Total amount of Share Capital to 31st January, 1874 .....	£4,459,309 16 0
<b>TO 5 PER CENT. PREFERENCE STOCK—</b>	
For amount paid up in full on this account .....	227,680 0 0
<b>TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—</b>	
For amount of 1858 issue.....	£46,700 0 0
For amount of May, 1873, issue .. £1,209,000	
Less arrears on 2nd and 3rd instalments .... £1,650	
Balance of final instal- ment due 1st Feb- ruary, 1874 .....	30,890    32,540
For amount of November, 1873, issue .....	1,176,460 0 0 520,000 0 0
	1,743,160 0 0
<b>TO BOND ACCOUNT—</b>	
Bonds bearing 6 per cent. interest due 1876 ..	127,000 0 0
Do. 5½ per cent. interest „ 1877 ..	485,000 0 0
Do. do. „ 1878 ..	62,000 0 0
Do. 5 per cent. interest „ 1881 ..	1,000 0 0
Do. 6 per cent. interest „ 1890 ..	1,000,000 0 0
Balance of Bonds due September and Novem- ber, 1873, unclaimed on 31st January, 1874	8,700 0 0
	1,683,700 0 0
	£8,113,849 16 0
<b>TOTAL RECEIPTS ON CAPITAL ACCOUNT during the Half-year—</b>	
<b>PERPETUAL 5 PER CENT. DEBENTURE STOCK—</b>	
On account of May, 1873, issue of £1,209,000, including discount on total issue .. .. .	£400,670 0 0
For amount of November, 1873, issue .. .. .	520,000 0 0
	£920,670 0 0
<b>LESS SHARE ACCOUNT—</b>	
Difference on 44 Shares transferred from Canada .. .. .	£3 2 3
<b>BOND ACCOUNT—</b>	
6 per cent. Bonds due 1st September, paid off	38,100 0 0
6 per cent. „ „ 15th November, do.	441,400 0 0
	479,500 2 3
	£441,167 17 9

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# RAILWAY COMPANY OF CANADA.

No. 1.

*of the Company on Capital Account to 31st January, 1874.*

## EXPENDITURE.

Total Expenditure to  
31st Jan., 1874.

By Total Expenditure on Capital Account to 31st July, 1873, as per last Report .....	£	s.	d.
	6,130,791	18	8

By Great Western Main Line, and Toronto, Galt, Sarnia, Petrolia, and Brantford Branches.—

Expended during the six months ended 31st January, 1874:—

Land, Works, Permanent Way, and all Incidental Charges .....	£65,221	16	11
Buildings, &c.....	42,199	13	0
Double Track .....	107,421	9	11
Allanburg Branch .....	228,480	7	11
Detroit River Bridge Surveys .....	37,758	16	0
Third Car Ferry Boat.....	236	0	10
Fourth Car Ferry Boat .....	2,106	2	6
Locomotives.....	108,070	10	7
Cars .....	81,851	10	2

189,922 0 9

**By Discount and Commission Account—**

For Discount on issue of £1,729,000 Perpetual Debenture Stock.....	£153,271	5	1
For Commission on ditto and Exchange on remittances on Capital Account to Canada .....	8,212	3	6

594,772 13 6

161,488 8 7

### Total.....

6,887,048 0 9

**By Glencee and Buffalo Loop Line—**

Total Expenditure to 31st July, 1873 .....	£865,590	15	0
Expended during the six months to 31st January, 1874 .....	101,097	8	2

**By Detroit and Milwaukee Railroad Company ..**

966,688 3 2  
250,000 0 0

**By Balance carried to Account No. 4 .....**

8,103,736 3 11  
10,113 12 1

£8,113,849 16 0



# RAILWAY COMPANY OF CANADA.

No. 2.

*Half-year ended 31st January, 1874.*

Half-year ended 31st January, 1873.	Per Cent. on Gross Receipts.	EXPENDITURE.	Half-year ended 31st January, 1874.	Per Cent. on Gross Receipts.
£ s. d.			£ s. d.	
93,180 0 6	15-64	By Maintenance and Renewal of Way, per Abstract A ..	99,508 6 1	15-90
101,592 5 3	17-05	„ Locomotive Power, per Abstract B .. .. .	116,111 2 9	18-55
43,269 9 3	7-26	„ Repairs and Renewal of Passenger and Goods Cars, per Abstract C .. .. .	48,857 12 4	7-80
44,414 12 0	7-45	„ Coaching Transit Expenses, per Abstract D .. .. .	57,873 5 3	9-25
71,311 5 2	11-97	„ Merchandise Transit Expenses, per Abstract E .. .. .	84,940 7 1	13-57
12,153 2 0	2-04	„ General Charges, per Abstract F .. .. .	12,166 15 10	1-94
<b>365,920 14 2</b>	<b>61-41</b>	<b>TOTAL ORDINARY WORKING EXPENSES .. .. .</b>	<b>419,457 9 4</b>	<b>67-01</b>
		<b>ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.</b>		
2,345 19 11		By Taxes .. .. .	1,945 8 5	
177 14 10		„ Railway Inspection Fund ..	177 14 10	
1,027 7 11		„ Rent of Detroit Station Yard		
2,188 7 1		„ Insurance .. .. .	3,448 8 5	
143 14 10		„ Clerks' Security Account ..	123 14 5	
4,708 16 4		„ Suspension Bridge Rent, for half-year .. .. .	4,623 5 9	
		„ International Bridge Tolls ..	304 4 3	
<b>376,512 15 1</b>	<b>63-19</b>	<b>Total Revenue Expenditure ..</b>	<b>430,080 5 5</b>	<b>68-71</b>
<b>219,326 16 9</b>		By Balance carried to Net Revenue No. 3 Account .. .. .	195,836 4 5	
<b>£695,839 11 10</b>			<b>£625,916 9 10</b>	



# THE GREAT WESTERN

## ACCOUNT

### NET REVENUE ACCOUNT

Half-year ended 31st Jan., 1873.			Half-year ended 31st Jan., 1874.	
£	s. d.		£	s. d.
1,485	13 6	To Balance of Net Revenue brought forward from Half-year ended 31st July, 1873 ... ..	5,024	8 3
219,326	16 9	„ Balance from Revenue (No. 2) Account for the Half-year to date ...	195,836	4 5
1,903	14 4	„ Balance of Profit, on working Leased Lines during the Half-year ...	1,494	9 4
2,319	9 9	„ Balance of Interest Account ...	2,970	7 10
<hr/>			<hr/>	
£225,035	14 4		£205,325	9 10
		To Balance brought down ... ..	65,793	5 6
			<hr/>	
			£65,793	5 6
			<hr/>	

# RAILWAY COMPANY OF CANADA.

No. 3.

to 31st January, 1874.

Half-year ended 31st Jan., 1873.			Half-year ended 31st Jan., 1874.	
£	s. d.		£	s. d.
2,844	1 6	By Half-year's Interest on the Bonds issued to the Government to 31st January, 1873	...	...
34,691	0 0	„ Interest on Ordinary Bonds	97,870	12 5
33,182	7 1	„ Discount and Charges on the conversion of American currency, and exchange on Remittances to England	27,215	17 6
3,000	0 0	„ Amount set aside for renewal of Ferry Steamers	3,000	0 0
9,100	0 0	„ Change of Gauge—Proportion charged against this Half-year	9,100	0 0
142,218	5 9	„ Cost of repairing Break in Track west of Chatham, caused by floods	2,345	14 5 ✓
		„ Balance carried down	65,793	5 6
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£225,035 14 4			£205,325 9 10	

By Half-year's Dividend on 5 per cent. Preference Stock	...	£5,692 0 0
„ Proposed Dividend on Ordinary Shares at the rate of 2½ per cent. per annum	...	55,741 7 6
„ Surplus carried to next Half-year	...	4,359 18 0
		<hr/>
		£65,793 5 6

# THE GREAT WESTERN

ACCOUNT

Dr.

## GENERAL BALANCE SHEET

	£	s.	d.
To Amount Outstanding and due to the Company on Traffic Account ... ..	80,801	18	2
„ Mechanical Stores on hand, 31st January, 1874 :—			
General Stores ... ..	£40,625	8	2
Fuel Stores ... ..	100,140	0	6
Old Material ... ..	6,204	18	8
	146,970	7	4
„ Engineering Stores on hand, 31st January, 1874 :—			
General Stores ... ..	£15,501	16	11
Rolling Mill Stock ... ..	1,874	3	8
Rail Stock ... ..	127,003	4	2
	144,379	4	9
„ Balance of Interest due to 31st July, 1859, on Loan to Detroit and Milwaukee Railroad Company not received	6,944	19	3
„ Alteration of Gauge Suspense Account ... ..	76,435	10	5
„ Sundry Assets and Debit Balances ... ..	176,976	17	0
	£632,508	16	11

HAMILTON, ONTARIO, CANADA,

27th February, 1874.

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.

JOHN KENNEDY,

Chief Engineer.

# RAILWAY COMPANY OF CANADA.

No. 4.

to 31st January, 1874.

Cr.

	£	s.	d.
By Balance from Capital Account No. 1 ... ..	10,113	12	1
„ Balance from Net Revenue Account No. 3 ... ..	65,793	5	6
„ Ferry Steamers Renewal Fund ... ..	10,531	13	0
„ Rolling Stock Renewal Fund ... ..	47,341	11	2
„ Balances of Bankers' Accounts, Loans, &c. ... ..	210,680	6	3
„ Sundries due by the Company and Credit Balances ... ..	288,048	8	11

Audited and approved,

JOHN YOUNG,  
SIDNEY SMITH, } Auditors.

10th April, 1874.

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 £632,508 16 11
 

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HAMILTON, ONTARIO, CANADA,

27th February, 1874.

I hereby certify that the whole of the Plant, including Engines, 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.

TO THE SHAREHOLDERS  
GREAT WESTERN RAILWAY OF CANADA.

Having 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, 1873, to 31st January, 1874, I hereby certify that the foregoing accounts contain a full and true statement of the affairs of the Company.

SAML. SPREULL,  
*Auditor in Canada.*

Hamilton, Ontario, 10th March, 1874.



## GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended  
31st January, 1874.*

### ABSTRACT A.

#### MAINTENANCE AND RENEWAL OF WAY.

Half-year ended 31st Jan., 1873.		Half-year ended 31st Jan., 1874.
£10,248 17 4	Repairs and renewals of Bridges and Culverts	£12,699 6 7
5,995 3 7	" Station sidings & fences	8,665 2 11
4,998 3 5	" Buildings ... ..	6,890 7 3
1,103 3 1	" Signals ... ..	1,279 6 9
573 14 9	" Approaches ... ..	1,077 14 10
69,059 8 9	" Roadway ... ..	67,497 8 8
1,201 9 7	Engineering superintendence, &c. ... ..	1,398 19 1
<b>£93,180 0 6</b>		<b>£99,508 6 1</b>

### ABSTRACT B.

#### LOCOMOTIVE POWER.

Half-year ended 31st Jan., 1873.		Half-year ended 31st Jan., 1874.
£ s. d.		£ s. d.
	Transit Expenses :—	
£22,332 6 1	Wages of Enginemen and Firemen ... ..	23,544 19 4
2,649 9 10	Wages of Cleaners ... ..	3,575 4 8
40,988 7 6	Fuel ... ..	52,219 3 6
1,885 11 7	Oil ... ..	1,969 16 8
946 18 2	Tallow ... ..	1,131 19 2
1,139 11 11	Small Stores, including Signal Lamps, Waste, &c....	925 9 0
1,673 12 11	Pumping Engines ... ..	1,708 4 6
65 6 10	Salaries of Foremen and Clerks	75 17 5
128 8 11	Salary of Locomotive Engineer	137 12 4
<b>71,809 13 9</b>		<b>85,288 6 7</b>
	Repairs and Renewals of Engines :—	
6,468 2 3	Material and Fuel ... ..	6,763 10 7
9,732 9 10	Wages ... ..	9,794 19 0
11,422 8 6	Renewal Account ... ..	12,922 7 11
<b>99,432 14 4</b>		<b>29,480 17 6</b>
	Sundries :—	
62 6 5	Lighting Shops ... ..	62 1 9
126 6 9	Maintenance of Turntables ... ..	176 4 6
1,970 17 9	Maintenance of Tanks and Pumps	1,103 12 5
		<b>1,341 18 8</b>
<b>£101,592 5 3</b>		<b>£ 116,111 2 9</b>
1s. 4-03d. 10-25d.	Cost per Train mile run ... ..	1s. 4-32d. 10-97d.
	Cost per Traffic Engine mile run ... ..	

## STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st Aug., 1872, to 31st Jan., 1873.		Miles run, 1st Aug., 1873, to 31st Jan., 1874.
537,655	By Passenger Engines	583,258
983,211	„ Freight Engines	1,124,409
<u>1,520,866</u>	Total Train miles earning Revenue	<u>1,707,667</u>
858,463	By Piloting and Shunting Engines	831,689
<u>2,379,329</u>	Total Traffic Engine miles run	<u>2,539,356</u>

## ABSTRACT C.

## REPAIRS AND RENEWAL OF CARS.

Half-year ended 31st Jan., 1873.		Half-year ended 31st Jan., 1874.
£ s. d.		£ s. d.
5,594 19 6	Passenger Cars— Materials	7,335 2 5
6,901 3 2	Wages	6,043 14 10
72 12 1	Salaries of Superintendent, Foremen & Clerks	98 19 4
	Renewal Account	391 12 6
<u>12,568 14 9</u>		<u>13,869 9 1</u>
17,307 1 3	Merchandise Cars— Materials	£17,854 1 6
9,976 11 8	Wages	14,052 13 6
145 4 2	Salaries of Superintendent, Foremen and Clerks	197 19 0
3,271 17 5	„ Renewal Account	2,883 9 3
<u>£43,269 9 3</u>		<u>34,988 3 3</u>
		£48,857 12 4
	6·82d. ... Cost per Train Mile run...	6·86d.
	0·43d. ... Cost „ Car Mile run ...	0·43d.

## STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Aug., 1872, to 31st Jan., 1873.		Miles run, 1st Aug., 1873, to 31st Jan., 1874.
2,456,837	Of First Class Cars	2,631,182
849,132	„ Second Class Cars...	985,080
771,889	„ Post Office, Express and Baggage Cars	883,605
19,921,358	„ Freight, Platform, and Conductors' Cars	22,703,430
<u>23,999,216</u>	Total Car Mileage earning Revenue .....	<u>27,203,297</u>

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

Half-year ended 31st Jan., 1873.		Half-year ended 31st Jan., 1874.
£ s. d.		£ s. d.
4,926 5 10	Salaries of Superintendent, Station Masters and Clerks ... ..	6,807 3 2
6,520 11 7	Wages of Conductors, Baggage-men and Brakemen ... ..	6,795 16 2
3,063 0 3	Wages of Porters ... ..	7,523 8 1
3,007 14 0	„ Switchmen ... ..	2,172 5 7
912 14 5	„ Watchmen at Level Road Crossings	1,166 13 9
49 14 6	Clothing... ..	357 17 4
3,389 3 7	Compensation for Damages ... ..	10,484 0 2
148 17 3	„ Cattle killed on Track by Trains	165 4 1
656 2 11	Lamps and Signals ... ..	750 17 0
951 14 2	Lights (including Oil) for Stations and Passenger Cars... ..	1,851 0 7
1,743 11 9	Fuel for Stations and Passenger Cars ...	2,027 5 2
1,062 13 5	Stationery, Advertising and Printing ...	1,829 1 11
54 15 1	Office Furniture and Expenses ... ..	171 10 2
1,888 3 3	Small Stores, including Waste, Links, and Pins, Baggage Trucks, &c. ... ..	2,962 5 8
1,121 13 9	Travelling and incidental expenses ... ..	1,200 8 6
6,755 16 3	Expenses of Advertising and Agencies in the United States ... ..	7,282 12 3
6,763 6 9	Proportion of expenses of Ferry across the Detroit River ... ..	2,014 6 1
1,458 13 3	Proportion of expenses of Telegraph ...	2,311 9 7
<b>£44,414 12 0</b>		<b>£57,873 5 3</b>

Equal to 19·87 per cent.  
on  
Coaching Traffic Receipts.

Equal to 26·68 per cent.  
on  
Coaching Traffic Receipts.

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

Half-year ended 31st Jan., 1873.		Half-year ended 31st Jan., 1874.
£ s. d.		£ s. d.
6,938 1 5	Salaries of Superintendent, Freight Agent and Clerks ... ..	8,374 18 1
10,839 2 9	Wages of Conductors and Brakesmen ...	11,692 14 10
16,594 4 11	„ Porters ... ..	14,946 3 4
731 1 10	„ Switchmen ... ..	5,127 8 5
1,598 3 2	„ Watchmen at Level Road Crossings	2,640 16 1
3,458 19 11	Compensation for Damages ... ..	4,026 7 7
143 12 7	„ Cattle killed on Track by Trains	107 2 1
1,930 11 6	Lights, Lamps, Fuel and Signals ... ..	2,620 2 9
2,092 1 1	Stationery, Advertising and Printing ...	3,285 14 10
35 8 2	Office Furniture and Expenses ... ..	108 5 7
3,811 2 6	Small Stores, including Links and Pins, Warehouse Trucks, Running Boards and Gangways ... ..	3,805 18 11
271 7 3	Travelling and incidental expenses ... ..	523 12 8
2,372 4 10	Proportion of Expenses of Telegraph ...	4,535 12 8
7,591 9 8	Do. do. Ferry across the Detroit River ... ..	2,231 11 8
57 13 4	Repairs and Maintenance of Machinery in Elevators at Hamilton and Sarنيا ...	23 11 6
1,497 16 10	Expenses of Advertising, and Agencies in the United States ... ..	2,040 3 1
11,348 3 5	“Blue Line” Sundries ... ..	8,958 0 8
	Foreign Terminal Charges ... ..	9,892 2 4
<u>£71,311 5 2</u>		<u>£84,940 7 1</u>

Equal to 19.19 per cent.  
on  
Merchandise Traffic Receipts.

Equal to 20.82 per cent.  
on  
Merchandise Traffic Receipts.

684,418 Tons... .. Total Tonnage carried ... .. 790,400½ Tons.

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

Half-year ended 31st Jan., 1873.		Half-year ended 31st Jan., 1874.
£5,039 11 0	Head offices in London and Hamilton ...	£5,767 13 0
1,362 11 3	Stationery, advertising, and printing ...	1,325 4 10
463 4 2	Postages and stamps ... ..	538 10 3
141 3 3	Fuel and lights ... ..	142 11 0
1,629 18 8	Travelling and incidental expenses ...	1,681 12 6
95 5 8	Furniture, &c. ... ..	229 15 2
1,497 8 10	Law charges ... ..	764 15 5
1,878 10 0	Directors and Auditors ... ..	1,787 10 0
375 4 2	Telegraphing ... ..	273 11 2
<u>12,482 17 0</u>		<u>12,511 3 4</u>
329 15 0	Less transfer fees ... ..	344 7 6
<u>£12,153 2 0</u>		<u>£12,166 15 10</u>

Equal to 2·04 per cent.  
on  
Total revenue.

Equal to 1·94 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 Jan., 1873. £ s. d.	To amount received during the Half-year for the carriage of—	Half-year ended 31st Jan., 1874. £ s. d.
3,062 14 1	Passengers ... ..	2,855 2 0
247 7 5	Mails and Sundries ... ..	262 19 5
3,185 11 7	Freight and Live Stock ... ..	4,435 17 7
<b>£6,495 13 1</b>		<b>£7,553 19 0</b>

## GUELPH RAILWAY.

G.

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

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

Half-year ended 31st Jan., 1873. £ s. d.		Half-year ended 31st Jan., 1874. £ s. d.
1,368 2 5	By Maintenance and Renewal of Way during the Half-year ... ..	1,511 9 0
1,267 8 1	„ Locomotive Power ... ..	1,307 7 11
562 9 0	„ Use of Passenger, Freight, and other Cars	626 18 4
1,053 10 6	„ Coaching and Merchandise Transit Ex- penses ... ..	1,157 10 0
246 11 6	„ General Charges ... ..	246 11 6
93 17 3	„ Law Charges and Taxes ... ..	66 12 7
4,591 18 9		4,916 9 4
1,903 14 4	„ Balance to Account No. 3 (Net Revenue)...	2,067 9 8
<b>£6,495 13 1</b>		<b>£7,553 19 0</b>
<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>		
1873.	With Passenger and Freight Engines ...	1874. 20,831
21,613	Piloting and Shunting ... ..	4,468
6,282		
<b>27,895</b>		<b>25,299</b>

## WELLINGTON GREY AND BRUCE

Dr.		<i>Half-year ended</i>	
			£ s. d.
To Maintenance of Way ... ..	...	8,126	8 1
„ Locomotive Service ... ..	...	4,699	19 1
„ Car Service ... ..	...	1,321	12 0
„ Traffic Wages and Expenses ... ..	...	2,939	6 10
„ Stores ... ..	...	980	1 1
„ Taxes and Compensations ... ..	...	201	12 6
		18,268	19 7
Balance—Profit for Half-year ... ..	...	157	17 6
		£18,426	17 1

## LONDON AND PORT STANLEY

Dr.		<i>Half-year ended</i>	
			£ s. d.
To Maintenance of Way ... ..	...	1,225	5 7
„ Locomotive Service ... ..	...	1,426	4 0
„ Car Service ... ..	...	500	9 1
„ Traffic Wages ... ..	...	1,650	12 11
„ Stores ... ..	...	229	17 2
„ Rent ... ..	...	2,054	15 11
„ Taxes ... ..	...	163	12 6
„ Proportion, cost of Renewals ... ..	...	513	14 0
		7,764	11 2
„ Balance—Profit to Net Revenue Account ... ..	...	843	9 8
		£8,608	0 10

7764.11.2  
 2054.15.11  
 5709.15.3

## RAILWAY WORKING ACCOUNT.

31st January, 1874.

				Cr.		
				£	s.	d.
By Passenger Traffic	...	...	...	£10,918	11	6
„ Freight do.	...	...	...	15,405	10	2
				£26,324	1	8
Less, thirty per cent. written off to credit of Wellington, Grey, and Bruce Railway, 30 % of Earnings account	...	...	...	7,897	4	7
				18,426 17 1		
				£18,426 17 1		

## RAILWAY WORKING ACCOUNT.

31st January, 1874.

				Cr.		
				£	s.	d.
By Passenger Traffic	...	...	...	4,677	8	9
„ Freight do.	...	...	...	3,930	12	1
				£8,608 0 10		

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# REPORT OF THE DIRECTORS

OF THE

## Great Western Railway Company

OF CANADA.

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1. The Receipts on Capital Account during the Half-year to 31st January, 1874, amounted to £441,167. 17s. 9d., as follows :—

PERPETUAL FIVE PER CENT. DEBENTURE STOCK.			
On account of May, 1873, issue of £1,209,000, including discount on total issue	...	...	£400,670 0 0
For amount of November, 1873, issue	...	...	520,000 0 0
			£920,670 0
<i>Less—</i>			
Share Account—Difference in exchange on 44 Shares	...	...	2 2 3
Bond Account, viz :—			
Six per cent. Bonds, matured 1st September, 1873, paid off	...	...	38,100 0 0
Ditto 15th November, 1873, ditto	...	...	441,400 0 0
			479,502 2 3
			£441,167 17 9

The total receipts on Capital Account amounted, on 31st January, 1874, to £8,113,849. 16s.

2. The Charges to Capital Account during the half-year amounted to £857,353. 10s. 3d., as follows :—

	£	s.	d.
For Land Works, Permanent Way, and incidental charges, Buildings, &c. (details in Engineer's Report)	...	...	107,421 9 11
Double Track Account between Glencoe and Windsor	...	...	228,480 7 11
			335,901 17 10
Carried forward	...	...	335,901 17 10

Brought forward ... ..	£335,901	17	10
Allanburgh Branch (9 miles), from Allanburgh on the Welland Railway to Suspension Bridge ... ..	37,758	16	0
Detroit River Bridge Surveys ... ..	236	0	10
Third Car Ferry Boat "Saginaw" ... ..	2,106	2	6
Fourth Car Ferry Boat "Michigan" ... ..	28,847	15	7
Locomotives as per Mechanical Superintendent's Report ... ..	108,070	10	7
Passenger and Freight Cars, as per Mechanical Superintendent's Report ... ..	81,851	10	2
Glencoe and Buffalo Loop Line ... ..	101,097	8	2
Discount and Commission on issue of £1,729,000 Perpetual Debenture Stock, and Cost of Exchange on London ... ..	161,483	8	7
	<u>£857,353</u>	<u>10</u>	<u>3</u>

The total Expenditure to 31st January, 1874, amounted to £8,103,736. 3s. 11d., leaving a Balance at Credit of Capital Account of £10,113. 12s. 1d.

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

Gross Receipts ... ..	£625,916	9	10
Working Expenses, including re- newals, taxes, rents, and all charges ... ..	430,080	5	5
		<u>195,836</u>	<u>4 5</u>
From which has to be deducted—			
Interest on Bonds, &c. ... ..	£97,870	12	5
Discount and charges on American Currency, &c. ... ..	27,215	17	6
Amount set aside for renewal of Ferry Steamers ... ..	3,000	0	0
Alteration of Gauge Account ... ..	9,100	0	0
Cost of Repairing damage caused by floods ... ..	2,345	14	5
		<u>139,532</u>	<u>4 4</u>
		<u>£56,304</u>	<u>0 1</u>
Add Profit on working leased lines	1,494	9	4
Balance of Interest Account ... ..	2,970	7	10
Surplus from last Half-year ... ..	5,024	8	3
		<u>9,489</u>	<u>5 5</u>
Amount available for Dividend ... ..	<u>£65,793</u>	<u>5</u>	<u>6</u>

The Dividend for the Half-year on the 5 per cent. Preference Stock amounts to £5,692. 0s. 0d. ; and from the balance of £60,101. 5s. 6d., the Directors recommend a dividend on the Ordinary Shares at the rate of  $2\frac{1}{2}$  per cent. per annum, which will absorb £55,741. 7s. 6d., leaving £4,359. 18s. 0d. to be carried forward to the next half-year.

On 11th March public intimation was given, that the Directors had just received a telegram from Canada, stating that the half-year's accounts, showed a surplus sufficient to pay a dividend on the ordinary shares, at the rate of  $3\frac{3}{4}$  per cent. per annum, but the Directors added, that this was subject to their own, and the auditors' examination of the accounts, when received from Canada. On examination of these accounts, the Directors were surprised to find, that the dividend above-mentioned, could not be paid, unless a portion of the amount expended during the half-year for relaying the main line with steel rails, was carried over to the next half-year, and as the Directors could not assent to this, they had no alternative, but to order the whole of the expenditure chargeable to Revenue under the above head, to be brought into the accounts for the past half year. This with some other corrections found necessary, reduced the balance available for dividend, to the sum above stated.

The Shareholders are aware that the interest on the cost of the Glencoe Loop Line, has been charged to Revenue in the past half-year, although the advantages which the Company will derive from that line have been as yet but very partially realised. Other exceptional circumstances referred to in a subsequent part of this Report, have also pressed heavily on the working of the past half-year, and

when there is also kept in view the certainty, now that the entire main line has been relaid with steel, that the expenditure under the head of "Maintenance and Renewal of Way," will for several years to come, be materially lessened, the Directors think it might have been a fair subject for the consideration of the Proprietors, whether, under the special circumstances mentioned, they would not have authorised the spreading of the final payment referred to over two half-years; but in the absence of any such authority, the Directors considered, that they would not be justified in departing from the strict rule in such cases, and although the result may be for the moment disappointing, they are satisfied the course adopted will ultimately be to the advantage of the Shareholders.

4. The aggregate Traffic Receipts on the main line and branches (exclusive of those of the Galt and Guelph, the Wellington Grey and Bruce, and the London and Port Stanley Railways) exhibit a gross increase of £29,870. 2s. 7d., which consists of—

Increase in Way Passenger traffic	... ..	£815	9	3
„ Way Freight and Live Stock traffic	... ..	5,672	4	6
„ Through Freight and Live Stock traffic	... ..	30,693	6	7
„ Mails and Express freight	... ..	278	6	11
		<hr/>		
		£37,459	7	3
Decrease in Through Passenger traffic	... ..	7,589	4	8
		<hr/>		
Total increase.....		£29,870	2	7
		<hr/> <hr/>		

5. The Receipts and Ordinary Working Expenses per train mile for seven corresponding half-years, compare as follows:—

Half-year ending	Gross Earnings per Train Mile.	Ordinary Working Expenses per Train Mile.
31st Jan., 1868 ...	9s. 7 $\frac{3}{4}$ d.	4s. 5 $\frac{3}{4}$ d.
„ 1869 ...	9s. 0 $\frac{1}{2}$ d.	4s. 3 $\frac{3}{4}$ d.
„ 1870 ...	8s. 7 $\frac{1}{2}$ d.	4s. 9 $\frac{1}{2}$ d.
„ 1871 ...	7s. 9d.	4s. 6 $\frac{1}{2}$ d.
„ 1872 ...	8s. 0 $\frac{1}{2}$ d.	4s. 8d.
„ 1873 ...	7s. 10d.	4s. 9 $\frac{3}{4}$ d.
„ 1874 ...	7s. 3 $\frac{3}{4}$ d.	4s. 11d.

The earnings and expenses per train mile, have been injuriously affected by the severe financial crisis which prevailed in New York, from the beginning of September last, the effects of which have been felt throughout the United States and Canada. The Passenger earnings show a decrease of £6,773. 15s. 5d., solely due to this cause, but although this branch of traffic was falling off, it was found impossible to reduce the number of trains. Without any increased expenses, therefore, the same trains could have earned a larger amount of money, and this decrease is consequently a direct loss to net Revenue. The through freight business, as well as the local Canadian traffic, was also for four months of the half-year, from the same cause, very materially reduced, an almost complete stagnation of trade having been the result of the panic. For ten weeks previous to the close of the year, the traffic receipts showed an average decrease of £2,615 per week, for, unfortunately, as the quantity of goods to be conveyed fell off, so the competition to carry what remained, increased, and in consequence the rates for through freight became gradually reduced. The Great Western, whose line forms an intermediate link in the through chain, had



to submit either to take its mileage proportion of such reduced rates, fixed by the competing terminal Companies, or to lose the traffic altogether.

In order to show in figures the effect of this reduction in rates, the Directors may state that the amount received for through traffic carried in the past half-year, was £276,160, but had the tonnage which produced this, been carried even at the low rates obtained in the corresponding half-year of 1873, the Company would have received £306,950, or £30,790 more, for performing the same amount of work. From this the shareholders will see, how severely the Company has suffered during the past half-year, from causes entirely beyond the control of the Executive.

The Directors also regret to have to notice, the continued increase in the ordinary working expenses; the prices of labour and materials having again been high. The increased charge for interest against the half-year has been £60,335. Renewed instructions have been given, that the most rigid economy shall be exercised in all departments, and that no further outlay of capital which can possibly be avoided, shall be made.

6. 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 & all Charges.	Per cent. of gross receipts	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
31 Jan., 1868	186,536 15 1	213,476 4 4	799 15 6	400,812 14 11	183,966 14 3	46·31	
31 Jan., 1869	183,702 11 5	238,763 15 0	845 10 2	423,311 16 7	209,752 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	
31 Jan., 1872	194,822 14 1	331,763 3 11	765 12 7	527,351 10 7	313,636 8 2	59·47	
31 Jan., 1873	223,503 10 1	371,672 16 11	763 4 10	595,839 11 10	376,512 15 1	63·19	
31 Jan., 1874	217,008 1 7	407,938 8 0	970 0 3	625,916 9 10	430,080 5 5	68·71	

7. The discount and charges on the conversion of American currency for the half-year amounted to £27,215. 17s. 6d., as compared with £33,182. 7s. 1d. in the corresponding half-year. The conversions were made at an average rate of 110 $\frac{5}{8}$ , the average price of gold for the half-year being 111 $\frac{1}{8}$ .

8. The ferry Steamers' renewal Fund has been credited with the usual half-yearly amount and accrued interest, and after debiting the cost of renewals of the ferry boat "Great Western," there is a balance at the credit of the fund at the 31st January, 1874, amounting to £10,531. 13s.

9. The usual amount of £9,100 has been charged to revenue on Change of Gauge account, making a total of £54,600 charged against this account, to 31st January, 1874, leaving yet to be charged of the original estimate, £36,384.

Six old broad gauge locomotives, and 6,000 tons of old iron rails, are on hand, and will be disposed of, at the first favourable opportunity. The proceeds, will be placed to the credit of this account.

10. The system of charging a fixed rate, for repairs and renewals, of locomotives and cars has been continued. At the 31st July, 1873, the balance at the credit of this renewal fund, amounted to £30,236. 19s. 4d. To this has been added in the past half-year, including interest, £13,829. 10s. 1d., making the amount at the credit of the account at 31st January, 1874, £44,066. 9s. 5d. for locomotives. There was also placed to the credit of this fund in the past half-year for renewals of cars, £3,275. 1s. 9d.; the total amounts to £47,341. 11s. 2d.

11. The operation of the Galt and Guelph, Wellington Grey and Bruce, and the London and Port Stanley lines, has been satisfactory during the half-year. The working account of the Galt and Guelph Railway, which, prior to the opening of the Wellington Grey and Bruce line, exhibited little profit, shows this half-year a credit balance of £2,637. 9s. 8d., which is due to the new traffic brought over it, from the Wellington Grey and Bruce Railway.

The operation of the Port Stanley line, after debiting the working expenses, half-year's rental, and proportion of the cost of renewals, left a profit of £843. 9s. 8d.

These two sums amount to £3,480. 19s. 4d., from which is deducted £900 for half-year's rental of the Welland Railway, under the agreement with that Company, and also £1,086. 10s. 0d., being the proportion of the expenditure for renewal, &c., of that Railway, which leaves a balance of profit, on working the leased lines for the half-year, of £1,494. 9s. 4d.

The result of operating the Wellington Grey and Bruce Railway, at 70 per cent. of the gross earnings, is a profit of £157. 17s. 6d., which has been added to the profit on previous working, and there now stands in the books a credit of £312. 10s. 3d. under this head. Statements of the working of these subsidiary lines, are appended to the Accounts.

An amount, equal to 20 per cent. of the earnings on the Great Western line, derived from traffic interchanged with the Wellington Grey and Bruce line, is applicable, under the agreement, to the acquisition of the Bonds of that Company. The aggregate of this traffic on the Great Western line, for the half-year was £16,864. 7s. 1d., of

which 20 per cent., £3,372. 17s. 5d., will be appropriated for that purpose.

The South Bruce division from Palmerston to Kincardine, 67 miles, is nearly completed, but is not yet in a condition for the Great Western to take it over from the Wellington Grey and Bruce, that Company having difficulties in settling with the contractor, and requiring to raise a small additional amount of capital to finish the line. This delay is to be regretted, as the traffic from the fertile district traversed by this extension, cannot, in the meantime, be obtained for its own line, or for that of the Great Western.

12. The Allanburgh branch of nine miles in length, which was commenced on the 19th August, and opened on the 3rd November, for traffic, has proved of the greatest service, enabling the freight traffic brought over the Loop Line to be worked *via* the Suspension Bridge, thus avoiding the tolls, which would have been levied if the traffic had been carried over the International Bridge. The total amount expended in the construction of the Allanburgh branch, has been, to the end of the half-year, £37,758. 16s. 0d. The General Manager reports, that if the traffic sent over this branch, had been forwarded by the International Bridge, the amount payable for tolls, from 3rd November, 1873, to 31st January, 1874, would have been £8,417.

13. The last section of the Glencoe Loop Line, from the Welland Junction to the International Bridge, was completed, and opened for traffic on the 15th December, 1873. The International Bridge has been used to a small extent

for the passenger business, between points on the Main Line, and the City of Buffalo, *via* the Welland Railway and the Loop Line, but the traffic in this direction, will doubtless increase, when the Erie Railway connection with the International Bridge, has been effected.

The total interest on the expenditure for the Loop Line to Welland Junction, is charged against revenue, from the commencement of the past half-year. The interest on the expenditure from Welland Junction to the International Bridge at Fort Erie, has also been charged against revenue from 15th December, 1873, when that portion of the line was opened for traffic.

The easier gradients of the Loop Line, have enabled the Company to run trains of 27 loaded freight cars during the winter, from Windsor to Suspension Bridge, with one locomotive, *via* the Allanburgh Branch—the largest number ever worked over the Main Line, having been 24 cars, and then, with the assistance of a pilot engine at some points. On the whole number of trains which have been run over the Loop Line, since the opening of the Allanburgh Branch, the three additional cars per train, has been equal to a saving of 152 trains, or nearly two trains per day.

14. Mention was made, in last half-year's report, of a proposal to create a reserve fund, for the renewal of the permanent way, when the whole of the line was laid with steel rails.

In completion of the renewal of the Main Line, thirty miles of iron rails have, during the last half-year, been replaced by steel, the proportionate cost to revenue being £33,176. 8s. 5d.



It has been decided also to relay the Toronto Branch, of 39½ miles, with steel, in the course of the present year, and the Engineer has been instructed, to report upon the estimated future cost of steel rail renewals, founded upon the experience of the past, and the question of the formation of a reserve fund, will then be dealt with.

15. In 1853 the Company became lessees in perpetuity, of the Railway over the Suspension Bridge, Niagara Falls, at an annual rental of £9,000. The validity of this lease has been called in question, and the Canadian Vice-Chancellor, has recently given a judgment to the effect, that an exclusive lease is *ultra vires*, so far as concerns, the half of the Bridge within Canadian jurisdiction. This decision will be appealed against; in the meantime, negotiations have been opened in Canada, with a view of acquiring the whole property of the Bridge, for a fixed sum, and the Directors desire to obtain the authority of the Shareholders to take such action therein as may be deemed expedient.

16. The six per cent. bonds of the Company, to the amount of £488,200, which fell due in September, and November, 1873, have been provided for, by the issue of five per cent. Perpetual Debenture Stock.

The various new works, for which capital was raised last year, will require for their completion, in consequence of the rise which has taken place in labour and materials, a larger amount, than was originally estimated. The same causes have produced an excess, in the cost of the Glencoe Line over the capital, which was provided for it, when its construction was authorised. That Line has also been improved, by the construction upon it, of additional sidings, and other works, not contemplated in the original plan.

New sidings, and works of various kinds, have also been provided, or are in progress, at different parts of the line, and further rolling stock has been obtained, all with the view of meeting the expected increase in the traffic. The construction of the Allanburgh Branch has likewise been a source of expenditure, for which no capital has been provided.

A further creation of new capital, to the extent of about £500,000 is therefore necessary for these purposes, as well as to provide a working capital for stores, &c. ; and it is proposed to raise this, by the issue of a sufficient amount of five per cent. Preference Stock, convertible at the option of the holders within a limited period, into Ordinary Shares. A resolution authorising the issue of this capital, will be brought before the Shareholders, at the Special Meeting to be held, after the conclusion of the ordinary business.

17. The Proprietors will remember that at the adjourned General Meeting, held on October 30th, 1873, a Committee of Enquiry was appointed, with the concurrence of the Board, to examine into all matters relative to the Company's affairs, both in London and Canada.

This Committee at once commenced their duties, and for some time, pursued their enquiries at the London offices. A delegation of their number has now gone to Canada, accompanied by assistants, to continue their investigation.

The examination of the affairs of the Detroit and Milwaukee Railroad, will, it is understood, be one of the prominent objects of this investigation. It will embrace an enquiry into the value of the traffic connection of that Railroad, the sufficiency of the supply of Rolling Stock, the condition of the permanent way, and the claims of the

Mortgage Bondholders. Meantime the ordinary business of that Company has been conducted without interruption.

When the Committee are prepared to present their report to the Shareholders, a special meeting will be called for its consideration, of which the usual 30 days' notice will be given. In the meantime, it has been deemed desirable, that the meeting called for April 22nd next, shall be confined to the transaction of the necessary current business of the Company.

18. The Directors regret, that the result of the working of the last half-year has been so unsatisfactory. They trust that upon the revival of trade in Canada and America, the large amount of additional capital expended, will become productive, and result in a better return to the Shareholders.

On behalf of the Board of Directors,

THOMAS DAKIN,

*President.*

LONDON, 10th April, 1874.

## REPORT OF THE ENGINEER.

ENGINEERING DEPARTMENT,  
GREAT WESTERN RAILWAY,  
HAMILTON,  
6th March, 1874.

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 January, 1874 :—

### CHARGES TO REVENUE.

The total expenditure of this department during the half-year charge-	£		s.		d.
able to revenue amounts to .. .. .					99,508 6 1
As compared with the corresponding half of 1873 which amounted to					93,180 0 6

### CHARGES TO CAPITAL.

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

	£		s.		d.	£		s.		d.
<i>1st.—Roadway and Sidings.—</i>										
Labour and materials used in laying down new sidings at Hamilton, Copetown, Ingersoll, Dundas, Woodstock, Suspension Bridge, Merrittton, Harrisburg, Paris, Princeton, Toronto, London, Sarnia, Komoka, Petrolia, Windsor, Bronte, Lynden, Wyoming, Walkerville, St. Catherines, Glencoe, Thamesville, St. Clair, Chatham, Guelph, Palmerston, Mildmay, Walkerton, Southampton, &c. . . . .						31,643		6		11
2,577 tons of rails used in same .. . . .						21,961		13		0
Proportion of the cost of 3,374 tons of steel rails, and fastenings (£3 sterling per ton) laid in track .. . . .						10,122		0		0
										63,726 19 11
<i>2nd.—Buildings and Wharves.—</i>										
Labour and materials used building slip dock and coal wharf, and extension of breakwater at Windsor .. . . .						5,310		3		9
.. .. building wharf at Sarnia .. . . .						1,619		2		8
.. .. building Office for Mechanical Department at Windsor .. . . .						393		7		9
.. .. making addition to Station buildings at Harrisburg, Hamilton, Woodstock, St. Catherines, and London .. . . .						2,364		3		8
Carried forward .. . . .						9,686		17		10 63,726 19 11

	£	s.	d.	£	s.	d.
Brought forward ..	9,686	17	10	63,726	19	11
Labour erecting Scales at Stores Department, Hamilton .. .. .	51	7	5			
" erecting Tanks at London, Sarnia, Chatham, Toronto, Palmerston, Wind- sor, &c. . . . .	691	7	11			
Contract work erecting new Car Shops at Lon- don, and fencing in same, &c.	20,389	7	1			
" " building new Engine House at Windsor .. .. .	1,923	6	5			
" " making addition to Engine Shed at Suspension Bridge .. .. .	1,928	10	10			
" " cost of Lamps for Detroit freight house .. .. .	195	4	1			
Cost of making new roads, removal of bridges, &c., and grading for extension of yard on Indian lands at Sarnia .. .. .	874	12	1			
Labour erecting Signal Tower at Palmerston ..	10	15	9			
" Turntables at Glencoe and Windsor .. .. .	33	0	6			
Cost of materials supplied for Windsor water works service .. .. .	21	14	10			
Cost of erecting a House at Palmerston for use of Mechanical Department .. .. .	264	8	11			
" work done on a trackman's house at Mild- may, and wells at Pinkerton and Paisley	41	18	1			
" altering and fitting up Offices at Suspen- sion Bridge for Traffic Department ..	116	18	2			
Labour and materials used making addition to Car Shop Suspension Bridge, Scales, &c.	351	8	1			
Cost of erecting an Engine Shed at Buffalo ..	141	17	2			
Labour and materials for erecting a Platform and Offices at Palmerston .. .. .	160	14	5			
" and materials used removing and re- building Car Shop and Cattle Pens at Toronto .. .. .	335	12	3			
Cost of Pipes, &c., for water supply at London, and wages of men laying down same	186	17	7			
Labour erecting an Emigrant House and Refresh- ment Room at Suspension Bridge ..	157	7	2			
" Materials used erecting an additional Ice House at Hamilton .. .. .	291	4	0			
Stations, Furniture, and Equipment .. .. .	303	17	11			
Cost of tools, &c., for New Shops, charge from Mechanical Department	4,041	4	5			
				42,199	12	11
				105,926	12	10
3rd.—Glencoe Loop Line—						
Contract work, Welland to Fort Erie.. ..	1,185	8	3			
Contract work for Buildings .. .. .	2,465	15	1			
Engineers' Salaries .. .. .	1,090	9	11			
Incidental Expenses of Engineering Staff ..	69	16	0			
Cost of forming Junction with Grand Trunk Railway at Fort Erie .. .. .	1,496	18	0			
Cost of Rails and Fastenings .. .. .	30,782	17	6			
Track-laying, Ballasting, &c. .. .. .	60,668	4	3			
				97,759	9	0
Carried forward .. .. .	£208,686	1	10			



	£	s.	d.	£	s.	d.
Brought forward ..				203,686	1	10
4th.— <i>Double Track—Glencoe to Windsor.</i> —						
Contract work, sections 1 and 2 .. .. .	27,021	10	11			
"    "    "    3 " 4 .. .. .	19,880	9	0			
Engineering salaries .. .. .	940	15	4			
Incidental expenses of Engineering Staff .. .. .	211	7	1			
Cost of ties for track .. .. .	3,905	15	1			
Cost of rails and fastenings .. .. .	122,688	9	10			
Track-laying, ballasting, &c. .. .. .	52,966	9	9			
				227,614	17	0
5th.— <i>Allanburgh Branch.</i> —						
Contracting work, grading, &c. .. .. .	6,746	1	11			
Engineering salaries, &c. .. .. .	318	12	10			
Cost of ties .. .. .	2,251	4	8			
"    rails and fastenings .. .. .	17,391	13	7			
"    track-laying, ballasting, &c. .. .. .	6,968	5	1			
				33,675	18	1
6th.— <i>Detroit Bridge Survey.</i> —						
Cost of soundings, &c. .. .. .	236	0	10	236	0	10
				<u>£465,212</u>	<u>17</u>	<u>0</u>

This amount has been charged to Capital Account with the following additional items, viz. :—

	£	s.	d.
<i>Roadway Sidings and Buildings Expenditure.</i> —			
Expenditure in Engineers' Department as above .. .. .	105,926	12	10
Land purchases .. .. .	1,494	17	1
Total Expenditure .. .. .	£107,421	9	11
<i>Glencoe Loop Line.</i> —			
Expenditure in Engineers' Department, as above .. .. .	97,759	9	0
Land purchases .. .. .	844	8	5
Interest on Capital .. .. .	2,493	10	9
Total Expenditure .. .. .	£101,097	8	2
<i>Double Track.</i> —			
Expenditure in Engineers' Department, as above .. .. .	227,614	17	0
Land purchases .. .. .	865	10	11
Total Expenditure .. .. .	£228,480	7	11
<i>Allanburgh Branch.</i> —			
Expenditure in Engineers' Department, as above .. .. .	33,675	18	1
Land purchases .. .. .	4,082	17	11
Total Expenditure .. .. .	£37,758	16	0

<i>Welland Railway Lease Account.</i> —			
Cost of Steel Rails and Fastenings .. .. .	13,344	3	1
"    Ties, Switches, Signals, &c. .. .. .	2,115	1	8
"    Fences, Bridges, Buildings .. .. .	1,223	5	4
"    Track-laying, Ballasting, &c. .. .. .	2,141	2	5
	<u>£18,823</u>	<u>12</u>	<u>6</u>

<i>London and Port Stanley Railway Lease Account.</i> —			
Cost of improvements of Bridges and track, increased Sidings &c., during the half-year .. .. .	3,531	6	0

It will be noticed that by far the largest item of expenditure in the Capital Account of the Main Line is that for the construction of sidings. During the past summer large new yards and groups of sidings have been added to the previously existing accommodation at Suspension Bridge; London, Windsor and Toronto, and nearly all the stations on the double track portion of the main line have had their sidings re-arranged and greatly extended in order to keep pace with the growing requirements of the traffic. The majority of these works were commenced in the early portion of the season, but the heaviest expenditures, which were for iron, ties, ballast, &c., have fallen to the half-year just closed. Very considerable additions have also been made at other stations mentioned in the accounts.

The sidings now existing on the various lines and branches are as follows :—

TABLE OF LENGTHS OF LINES AND SIDINGS.

NAMES OF LINES.	Lengths of Lines in miles.	SIDINGS.		Percentage of total length of Sidings to length of Lines.	REMARKS.
		Total Lengths in Miles.	Standing room available for Cars.		
Main Line—Single track	149.75	} 106.74	76.58	46.61	Suspension Bridge to Glencoe. Glencoe to Windsor.
Do. Double do.	79.25				
Glencoe Loop Line .....	145.50	28.76	21.31	19.76	Glencoe to Fort Erie.
Welland Railway .....	14.50	1.29	1.04	8.89	Welland Junction to Merriton.
Allanburgh Branch .....	8.25	1.41	1.25	17.09	Allanburgh Junction to Clifton.
Toronto do. ....	39.50	5.25	3.73	13.29	
Galt Branch—Galt and Guelph Railway, and Wellington Grey and Bruce Railway. ....	129.00	11.08	7.66	8.59	Harrisburg to Southampton.
Brantford Branch .....	8.00	0.64	0.42	8.00	Harrisburg to Brantford.
Sarnia do. ....	51.00	6.12	4.88	12.00	Komoka to Sarnia.
Petrolia do. ....	4.75	3.25	2.58	68.42	Petrolia Junction to Petrolia.
London and Port Stanley Railway .....	25.00	2.39	1.95	9.56	
Gross Totals .....	654	166.93	121.40	25.5)	

25  
14  
117  
156

77 1/2  
575 1/4

698

At 31st January, 1869, or five years ago, and before the opening of any of the recently constructed branches, the lengths of lines and sidings were as follows:—

LINES.	Length of Lines in miles.	Total Length of Sidings in miles.	Percentage of total length of Sidings to length of Line.
Main Line .. .. 229	} 351½	73½	20.9
Branches .. .. 122½			

As regards traffic, the proportion would be as follows:—

	January 31st, 1869.	January 31st, 1874.	Increase per cent.
Length of lines worked .. ..	351½	654½	86½
Sidings .. ..	73.50	166.93	126.0
Train miles, year ending ..	1,785.104	3,349.000	87½

At Windsor a new slip has been built to accommodate the new car ferry steamer "Michigan," and the wharves have been materially enlarged to provide room for the additional tracks required to reach the same.

Important improvements have been made in the yard at Sarnia by the extension of the wharf 500 feet down the river, in front of the portion of the Indian reserve lands recently acquired from Government. A portion of the earth-work connected with the new wharf and the extension of sidings to the same and to the new yard yet remain to be done.

A contract for the erection of the new car shops at London was entered into in August, 1873, and work was vigorously prosecuted till the close of the summer. About two-thirds of the value of the work upon the buildings, and one-third of that for the sidings, is now done.

*Glencoe Loop Line.*—The construction of the last section of the loop line between Welland Junction and Fort Erie was continued throughout the summer, and though delayed by borrowing the rails intended for it for use upon the Allanburgh branch and second track, as also by the withdrawal of the ballast trains to push on those works, it was nevertheless so far completed as to be ready for freight service on 1st December last.

Regular through trains commenced running on 15th December last, thus opening the whole loop line for traffic through to Buffalo by means of the International Bridge, which had been opened on 3rd November.

The line west of Welland Junction is now well ballasted throughout, but the 16½ miles east of that point and the sidings in Fort Erie and St. Thomas's yard yet require another coating. The buildings are all completed with the exception of the station houses at Fort Erie and Welland Junction, a car repair shop at St. Thomas, and some small telegraph offices at different way stations.

The cost of the line has, I regret to say, considerably exceeded the estimates. The heads of expenditure under which the increased outlay has occurred are the following:—

- 1st. Additional and enlarged sidings and station yards.
- 2nd. Additional station buildings, including wells and pumping stations, and wharves at Welland Canal and Port Colborne.
- 3rd. Increased cost of steel rails delivered in 1872, as compared with the estimate of 1870.
- 4th. Advance in rate of wages and cost of materials, and extra cost incurred in the temporary early opening of the line in the winter of 1872-73, and ballasting the track during the winter months.

The rapid expansion of traffic felt upon all neighbouring railways for some time previous to the recent American panic, necessitated a corresponding enlargement of the sidings and other accessories of the

line, in the same way that the increasing traffic upon the main line demanded very large expenditures on capital account during the same period, and for works of a precisely similar character.

*Second Track.*—The doubling of the Main Line between Windsor and Glencoe, a distance of  $79\frac{1}{2}$  miles, was pushed energetically forward during the summer and autumn, but the severe weather of the early part of winter, and the falling off of traffic consequent upon the financial panic, led to the postponement of work between Belle River and Chatham until the coming summer.

The remaining portions between Windsor and Belle River, 17 miles, and between Chatham and Glencoe, 34 miles, were completed so as to be ready for use on 31st December last, and were opened for regular freight service on 7th January. The 51 miles in use are almost fully ballasted, the new sidings are nearly all laid, and, with a few trifling exceptions, the buildings, platforms, tanks, switches, signals, &c., have all been re-arranged. Of the  $28\frac{1}{2}$  miles not yet open, 10 miles are laid with rails,  $4\frac{1}{2}$  miles are more or less ballasted, and a large proportion of the earthwork for the additional sidings is finished.

#### ALLANBURGH BRANCH.

This Branch,  $8\frac{1}{2}$  miles in length from near Allanburgh on the Welland Railway to the western entrance of the new freight yard at Suspension Bridge, was commenced on 19th August, and opened for freight traffic on 3rd November, and with the exception of some additional ballasting, is completed as far as at present intended.

Should the line at any time become important as a passenger route its location near Suspension Bridge is such that an easily constructed branch track,  $1\frac{1}{2}$  miles in length, will effect a saving in distance of one mile, and give direct access to the bridge without passing through any considerable portion of the yard.

The Branch is laid with steel rails, and the works throughout are of the same character as those of the Main and Loop Lines.



## WELLAND RAILWAY.

The portion of the line between Welland and Allanburgh Junctions,  $8\frac{1}{2}$  miles in length, has been relaid with new sleepers and steel rails so as to form, with the Allanburgh Branch, an appropriate connecting link between the Loop Line and the Suspension Bridge.

The portion of the line north of Allanburgh has been very much improved by renewals of sleepers and changing of iron rails.

## MAINTENANCE AND RENEWALS OF PERMANENT WAY.

	£	s.	d.
Repairs and Renewals of Bridges and Culverts	12,699	6	7
"    "    Sidings .. ..	4,241	15	3
"    "    Fences .. ..	4,423	7	8
"    "    Buildings and Wharves	6,890	7	3
"    "    Signals .. ..	1,279	6	9
"    "    Approaches .. ..	1,077	14	10
Platelayers' Wages, and extra work for Maintenance and Renewals of Permanent Way	23,546	6	11
3,374 tons of steel rails, and fastenings laid in track of Main Line .. .. .	33,176	8	5
400 tons of iron rails in track of Sarnia Branch	2,465	15	1
53,686 sleepers laid in track .. .. .	3,640	7	1
Fish-plates, bolts and nuts, spikes, chairs for switches, and small stores .. .. .	2,436	5	7
Engine service .. .. .	2,232	5	7
Engineering superintendence .. .. .	1,398	19	1
Total .. .. .	<u>£99,508</u>	<u>6</u>	<u>1</u>

The Main Line is now entirely laid with steel rails, and is in excellent condition. The rails continue, with few exceptions, to wear satisfactorily, and the percentage of breakage during the winter has been very small indeed.

A considerable number of wooden bridges have been rebuilt, and extensive repairs have been made to the wharves of Windsor.

During the past summer the upper flooring of the Suspension Bridge was entirely renewed, and half the expense borne by the

Railway Company in terms of the contract. This, with the recent renewal of the timbers of the lower floor, and decaying portions of the side trusses, virtually completes a rebuilding the timber work of the bridge since its original construction.

The following table shows the comparative cost of maintenance of Main Line and Branches in Main Line Account for several years past:—

Half-year ending	Cost of Maintenance and Renewals.			Train mileage (earning revenue).	Cost per train mile (earning revenue).		Freight tonnage.	Cost per ton.	
	£	s.	d.		d.	¢		d.	¢
31st January, 1867 .....	39,682	7	3	688,117	13'8	0'28	233,368	40'0	0'82½
31st July, 1867 .....	42,773	8	9	824,494	12'5	0'25½	296,787	34'5	0'70
31st January, 1868 .....	43,589	11	8	828,476	12'6	0'25½	284,985	36'7	0'74½
31st July, 1868 .....	51,028	8	4	847,279	14'1	0'28½	286,793	41'9	0'85
31st January, 1869 .....	48,535	17	4	937,825	12'5	0'25½	338,911	34'4	0'69½
31st July, 1869 .....	58,802	13	11	982,496	14'5	0'29½	375,576	36'9	0'75
31st January, 1870 .....	76,784	8	6	990,943	18'8	0'38½	399,790	46'1	0'93½
31st July, 1870 .....	88,539	6	7	1,059,429	20'0	0'40½	460,948	47'1	0'98½
31st January, 1871 .....	90,925	1	2	1,136,111	19'2	0'38½	465,058	46'8	0'95
31st July, 1871 .....	84,740	19	9	1,178,071	17'6	0'35½	527,831	39'9	0'79½
31st January, 1872 .....	105,691	5	6	1,807,716	19'3	0'39½	610,307	41'5	0'84½
31st July, 1872 .....	90,911	9	4	1,418,318	16'4	0'31½	652,871	33'4	0'67½
31st January, 1873 .....	93,180	0	6	1,520,866	15'4	0'31	684,418	32'5	0'66
31st July, 1873 .....	95,284	6	9	1,641,333	14'0	0'28½	807,790	28'3	0'57½
31st January, 1874 .....	99,508	6	1	1,707,687	14'0	0'28½	790,400½	30'2	0'62

The stock of surplus rails is 6,300 tons, valued at .. £34,964 13 7  
 Steel rails and fastenings .. .. . 92,038 10 7  
£127,003 4 2

GALT AND GUELPH RAILWAY.—15½ MILES.

Cost of maintenance, renewals, and watching for the half-year .. .. . £1,511 9 0  
 The cost of the corresponding half-year in 1873 was .. 1,368 2 5

## WELLINGTON GREY AND BRUCE RAILWAY.—111 MILES.

Cost of maintenance for the half-year	.. ..	£8,126 8 1
The cost of the corresponding half-year in 1873 for 102 miles, was	.. ..	<u>6,018 15 4</u>

## LONDON AND PORT STANLEY RAILWAY.—24½ MILES.

Cost of maintenance for the half-year	.. ..	£1,225 5 9
Cost of 3 months in the corresponding half-year of 1873 was	.. ..	<u>£814 8 2</u>

I have the honour to be,

Your obedient servant,

JOHN KENNEDY,

*Chief Engineer.*

REPORT OF THE LOCOMOTIVE AND CARRIAGE  
SUPERINTENDENT.

GREAT WESTERN RAILWAY,  
MECHANICAL SUPERINTENDENT'S OFFICE,  
HAMILTON, ONTARIO,  
February 27, 1874.

JOSEPH PRICE, Esq.,  
General Manager.

DEAR SIR,

I beg to hand you the following report upon the operations of the Mechanical Department, for the half-year ending January 31st, 1874.

CHARGES TO CAPITAL.

During the past half-year large additions were made to the Rolling Stock, forming a charge to Capital Account, as under:—

For 33 New Freight Train and 2 Large Express Passenger Engines.. .. .	£103,627	2	7
For 4 New Yard Switching Engines .. .. .	8,355	4	11
For 6 New Second Class Cars .. .. .	3,974	15	11
For 250 New Blue Line Freight Box Cars.. .. .	32,323	18	7
For 55 new Michigan Line Box Cars .. .. .	6,745	2	2
For 227 new 33-ft. Merchandise Box Cars .. .. .	33,392	13	6
For 3 new Auxiliary Cars for Engineers' Department	1,032	10	8
For cost of equipping Locomotive Head Lights with train numbers and Signal Colours .. .. .	328	15	4
On account of equipping Passengers Train, Locomotives, and Cars, with the "Westinghouse" Patent Atmospheric Brake .. .. .	8,184	9	3
Carried forward .. .. .	197,964	12	11

Brought forward .. .. .	£197,964 12 11
The cost of additional Tools delivered during the half-year, for new Locomotive and Car shops, at Hamilton and London, amounting to £4,041. 4s. 5d has been charged and entered in Engineers' Accounts.	
	<hr/>
	£197,964 12 11

## CREDIT TO CAPITAL.

Cost of second-hand Steam Car, which in consequence of damages by an accident, is not now in stock (charged to capital 31st January, 1873) ..	207 10 3	
Amount of duties refunded on undutiable portions of Locomotives imported from the United States .. .. .	7,835 1 11	
		<hr/>
		8,042 12 2
Total .. .. .		<hr/> <hr/> £189,922 0 9

Notwithstanding these large additions to the equipment, the service performed, as indicated by the mileage of the Rolling Stock, shows that a much larger average mileage per engine is performed by our Stock than is obtained on other railways, and will compare most favourably with leading English Lines; the absolute necessity of these additions to the Rolling Stock is therefore apparent.

It is intended to equip all the 54 Passenger Engines and 135 of the passenger train Cars, with the Westinghouse Atmospheric Brake: of these, 42 engines and 103 cars have already been completed during the past half-year, and the remainder are in a forward state. All the main line passenger trains have for several months been equipped and running with this admirable contrivance, which has already produced considerable saving by casualties averted or mitigated through its agency.



The steam car used in the Petrolia Branch, was accidentally destroyed. The engine and other useful portions will be utilized, and the cost of the car is deducted from Capital Account.

The rebate received from the Dominion Government is the duty paid, and now refunded on certain parts of the Locomotives purchased in the United States, that were admissible under the free list of the Customs Tariff.

### CHARGES TO REVENUE.

#### LOCOMOTIVE DEPARTMENT.

The expenditure during the half-year chargeable to Revenue amounts to .. .. .	£116,111 2 9
As compared with corresponding half-year of 1873 .. .. .	101,592 5 3

#### CAR DEPARTMENT.

The expenditure during the half-year chargeable to Revenue amounts to .. .. .	48,857 12 4
As compared with corresponding half-year of 1873 .. .. .	43,269 9 3

#### LOCOMOTIVE DEPARTMENT.

*Renewals of Engines.*—Owing to the largely increased number of engines, the shop accommodation having remained the same, but little progress has been made with the reconstruction to Narrow Gauge of the five Slaughter engines mentioned in last report. The further sum of £2,757. 3s. 7d. has been expended on them during the half-year, and they are in such a forward state now, that their completion can be accomplished on short notice, when the state of the traffic so requires.

In addition to the repairs and renewals, the unexpended sum of £12,922. 7s. 11d. has been charged during the half-year, and added to the Reserve Fund, which fund, with accrued interest, now amounts to the total sum of £44,066. 9s. 5d.

*Repairs of Engines.*—41 engines have received heavy and 67 light repairs during the half-year.

*Stock of Engines.*—Of the seven broad gauge engines included in stock at last Report, six (numbers 1, 6, 7, 8, 9 and 10) having already been replaced by new narrow gauge engines, are not now included in this stock, but still stand to the credit of "Alteration of Gauge Account," and one acquired (half-year, 31st January, 1873) from the London and Port Stanley Railway (named the "Lincoln," and numbered 4), is still included in this stock, although, in consequence of the conversion of the Lincoln and Port Stanley Railway to narrow gauge it is useless for our service, and therefore on hand for sale.

In addition to the twenty-five coal-burning freight engines mentioned in last Report as under contract, eight more coal-burning freight engines, two large express passenger engines, and four yard switching engines have been purchased, all of which were delivered during the half-year, and are now at work, thus increasing the engine stock by thirty-nine narrow gauge engines.

The following Table shows the stock of engines at the present time:—

Description of Engine.	Broad Gauge not in use.		Narrow Gauge Engines in Service.		Under Renewal and Conversion to Narrow Gauge.		TOTAL.	
	July, 1873.	Jan. 1874.	July, 1873.	Jan., 1874.	July, 1873.	Jan., 1874.	July, 1873.	Jan., 1874.
Passenger ...	7	1	52	54	...	...	59	55
Freight .....	...	...	103	136	5	5	108	141
Shunting ...	...	...	17	21	...	...	17	21
TOTAL.....	7	1	172	211	5	5	184	217

*Pumping Engines and Tanks.*—*At London.*—The extension of water service, named in last Report, has been completed. At *Wyoming*, a new well was sunk, giving a good supply at this hitherto difficult locality for water; and considering its proximity to the oil regions, its quality is so far sufficiently good to warrant the erection of a frost-proof tank, which will at once be put up if the well continues satisfactory. At *Thames River* (on Glencoe loop line), a frost-proof tank was erected, and pumping engine and house removed, as old position did not afford an efficient supply of water. At *Fort Erie* (on Glencoe loop line), a frost-proof tank, pumping engine and shed were erected, and 875 feet of cast-iron supply pipe laid.

The doubling of the track between Glencoe and Windsor has necessitated the following alterations and additions to the water service, the cost being debited to the Engineer's Department. At *Belle River* a new frost-proof tank has been erected. At *Chatham* east and west tanks were moved, and 475 feet of extra piping laid; and at *Newbury*, east and west tanks were moved, and 370 feet of extra piping laid.

*Turntables.*—Are in usual good working order. The new turntable for *Fort Erie* (on the Glencoe loop line), has been put down, and is in use.

*Comparative Expenditure of the Locomotive Department.*—The expenses during the half-year, excluding the item of fuel, which is still unsatisfactory, compare favourably; the expenditure per engine mile being 6·038d. against 6·144d. in the corresponding half-year.

In consequence of the impossibility of obtaining a sufficient supply of wood fuel on the eastern division of the main and loop lines during the half-year, we are now burning coal in 57 freight engines and 4 passenger engines running on those divisions. The use of coal for fuel is much more expensive than wood fuel used in the same district in previous half-years. Every effort is being made by the Fuel Department to obtain a larger quota of wood fuel on these divisions, while at the same time the most economical results in the consumption of coal are being aimed at.

The following Table shows the working and expenditure of the Locomotive Department, exclusive of charges for the Galt and Guelph, Wellington Grey and Bruce, and London and Port Stanley Railways:—

	Half-Years ending January 31st.						
	1868.	1869.	1870.	1871.	1872.	1873.	1874.
Engine Mileage.	1,151,833	1,317,863	1,398,501	1,590,733	1,898,005	2,379,329	2,539,356
Net Train Mileage .....	828,476	937,825	980,843	1,136,111	1,307,716	1,520,866	1,707,667
Expenditure exclusive of Fuel	£32,657	£34,578	£34,636	£36,265	£43,052	£60,896	£63,892
Cost per Engine Mile.....	6·81d.	6·30d.	5·93d.	5·47d.	5·44d.	6·14d.	6·04d.
Expenditure for Fuel ....	£16,124	£21,618	£21,356	£25,966	£28,488	£40,696	£31,496
Wood ..	..	..	..	..	..	..	£20,497
Coal ..	..	..	..	..	..	..	..
Quantity of Fuel consumed	25,157	29,931	31,972	36,105	38,512	52,814	40,874
Wood ..	..	..	..	..	..	..	16,625
Coal ..	..	..	..	..	..	..	..
Cost of Fuel per Engine Mile..	3·36d.	3·94d.	3·67d.	3·91d.	3·59d.	4·10d.	4·93d.
Reserve Fund charge for future renewals of Engines .....	..	..	..	..	..	£11,422	£12,922
Total Expenditure .....	£48,781	£56,196	£55,987	£62,231	£71,540	£101,592	£116,111
Cost per Engine Mile.....	10·16d.	10·23d.	9·61d.	9·39d.	9·04d.	10·24d.	10·97d.
Cost per Train Mile.....	14·13d.	14·38d.	13·70d.	13·15d.	13·12d.	16·03d.	16·52d.
Percentage on Earnings.....	12·19	13·30	13·20	14·01	13·46	17·07	18·55
Percentage on Earnings exclusive of Reserve Fund charges.....	12·19	13·30	13·20	14·01	12·94	15·15	16·51

#### CAR DEPARTMENT.

*Renewals of Cars.*—The sum of £4,144 has been expended on renewals of Car Stock. The following Cars have been entirely

reconstructed:—2 First Class, 1 Conductor, 28 Box, 3 Cattle and 13 Platform Cars; 48 Cars of different classes have been heavily repaired and partially rebuilt; 186 new Steel Side Springs, 212 new axles, and 2,310 new chilled cast-iron Wheels have been supplied during the half-year.

In addition to the repairs and renewals, the unexpended sum of £3,275 has been charged during the half-year, and credited to the Car Renewal "Reserve Fund."

*Repairs of Cars.*—All repairs required for the proper maintenance of the Car Stock have been duly attended to.

*Stock of Cars.*—Stock of Cars has been increased by the following additions as per Capital Account:—6 Second Class or Emigrant, 250 Blue Line, 55 Michigan Line, 227 Long Merchandise Box Cars, and 3 Auxiliary Cars (for the Engineer's Department).

The Steam Car, as already explained, is now omitted in the Car Stock.

The following Table shows the present number of each class of Cars :

Description of Cars.	Number.	
	July, 1873.	Jan., 1874.
First Class ... ..	98	98
Steam Car ... ..	1	...
Second Class ... ..	55	61
Post Office and Baggage ... ..	36	36
Baggage Van Flats... ..	7	7
Conductors ... ..	73	73
Box (Freight and Express) and Grated Door ... ..	774	774
Cattle ... ..	535	535
Flat or Platform and 4-wheeled Timber trucks ... ..	755	755
Coal Platform Cars... ..	100	100
Oil Tank Cars ... ..	75	75
Auxiliary Cars ... ..	12	12
Blue Line Box ... ..	550	800
Milwaukee Line Box ... ..	80	80
" " Combination Box ... ..	100	100
Michigan Line Box ... ..	295	350
" " Saginaw Valley Box ... ..	50	50
Long 33-foot Box (called "Star" Cars) ... ..	373	600
Engineers' Department—Gravel and Construction Cars, including Snow ploughs and Auxiliary Cars ... ..	222	225
<b>Total</b> ... ..	<b>4,191</b>	<b>4,731</b>



## COMPARATIVE EXPENDITURE OF THE CAR DEPARTMENT.

Notwithstanding the continued high price of labour and material, the expenses of this Department have been successfully maintained under the established mileage rate, leaving the credit to the Reserve Fund already stated.

The following Table shows the working and expenditure of the Car Department, exclusive of charges for the Galt and Guelph, Wellington Grey and Bruce, and London and Port Stanley Railways:—

	Half-years ending 31st January.						
	1868.	1869.	1870.	1871.	1872.	1873.	1874.
Expenditure for Maintenance of Passenger Train Cars .....	£8,432	£8,915	£12,151	£11,250	£9,478	£12,569	£13,869
Mileage .....	3,132,676	3,490,142	3,361,634	3,162,154	3,610,059	4,077,858	4,499,867
Cost per Mile ..	0·64d.	0·62d.	0·86d.	1·85d.	0·63d.	0·73d.	0·73d.
Expenditure for maintenance of Merchandise cars .....	£13,780	£13,442	£15,031	£17,937	£25,304	£30,700	£34,988
Mileage .....	7,303,787	9,665,832	10,301,258	13,818,368	17,591,678	19,921,358	22,703,430
Cost per Mile ..	0·45d.	0·33d.	0·35d.	0·31d.	0·34d.	0·37d.	0·37d.
Suspense account charge for future renewals of cars ..	..	..	..	..	£2,055	£3,272	£3,276
Total Expenditure .....	£22,212	£22,357	£27,182	£29,188	£34,782	£43,269	£48,857
Mileage .....	10,436,463	13,155,974	13,662,892	16,980,522	21,201,737	23,999,216	27,203,297
Total cost per Mile all Cars ..	0·51d.	0·41d.	0·48d.	0·41d.	0·39d.	0·43d.	0·43d.

## FERRY STEAMERS.

Passenger Steamer "*Union*" and Car Ferry Steamers "*Great Western*," "*Transit*," "*Saginaw*," and "*Michigan*."

The overhauling of the "*Great Western*," named in last report, was satisfactorily completed, the boat having since been continually at work. The "*Union*" was also laid up and thoroughly overhauled immediately on the completion of the repairs of the "*Great Western*." The "*Transit*" is in good working order. The "*Saginaw*," after the completion of the repairs of the other Ferry Steamers, was placed on service between Sarnia and Port Huron, as originally intended. The new 16-Car Ferry Boat "*Michigan*" has been completed since the close of the Half-year, and is now in service.

## BUILDINGS AND TOOLS.

These are in usual fair state of repair, but the want of sufficient accommodation will continue to be much felt, until the completion of the new shops.

As many as practicable of the new Tools delivered for the equipment of the new shops have been temporarily put to work in the old buildings, thereby greatly facilitating our late heavy repairs.

I am, Dear Sir,

Your obedient Servant,

W. A. ROBINSON,

*Mechanical Superintendent.*

Loop Line opened throughout 15 Dec '73  
International Bridge opened 3<sup>rd</sup> Nov '73