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Great Western Railway of Canada.

REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JANUARY 31, 1863 :

WITH

STATEMENTS OF ACCOUNTS,

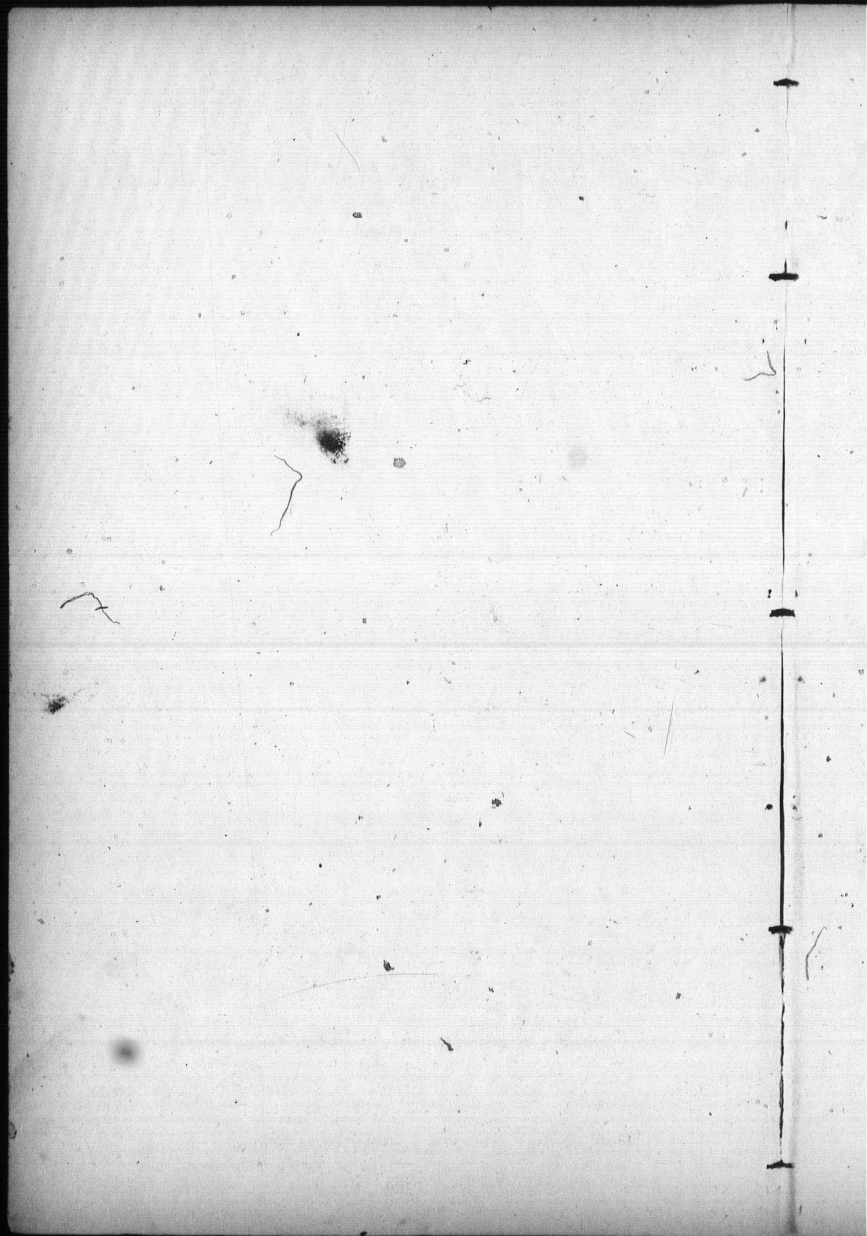
&c., &c., &c.,

*To be submitted to a Meeting of Shareholders to be held in
London, on 22nd April, 1863 ; and in Hamilton, Canada
West, at an adjourned General Meeting of Shareholders
to be held on the 14th May, 1863.*

HAMILTON.

PRINTED AT THE "SPECTATOR" STEAM PRESS, PRINCES SQUARE.

1863.



Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1862-1863.

President.

JOHN YOUNG, Esq., Hamilton, Canada West.

Canadian Board.

JOHN YOUNG, Esq., *Chairman*, Hamilton, Canada West.

RICHARD JUSON, Esq., Hamilton, Canada West.

HENRY C. R. BECHER, Esq., Q. C., London, Canada West.

FREDERICK W. GATES, Esq., Hamilton, Canada West.

Ex-Officio Director.

THE MAYOR of Hamilton, Canada West.

English Board.

FRANCIS SOMERVILLE HEAD, Esq., *Chairman*, Pit Place, Epsom.

ALEXANDER HOYES, Esq., Bittern Grove Southampton.

THOMAS FAULCONER, Esq., 12, Copthall Court, London.

THOMAS SERVICE, Esq., Glasgow.

ALDERMAN THOMAS DAKIN, 23, Abchurch Lane, London.

PAUL MARGETSON, Esq., Clapham Common.

GEORGE SMITH, Esq., 21, Thurloe Square.

Auditor.

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

General Manager.

THOMAS SWINYARD, Esq., Hamilton, Canada West.

Financial Manager and Secretary.

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

Bankers in Canada.

THE BANK OF UPPER CANADA.

Offices.

126, GRESHAM HOUSE, OLD BROAD STREET, LONDON.

Secretary..... MR. BRACKSTONE BAKER.

Registrar..... MR. WALTER LINDLEY.

AND

HAMILTON, CANADA WEST.

Assistant-Secretary..... MR. W. KNAPP HENDERSON.

THE GREAT WESTERN

ACCOUNT

Capital Account, showing the Receipts and Expenditure of

RECEIPTS.

	Total Receipts to 31st Jan, 1863. Dollars.
TO ORIGINAL SHARE ACCOUNT—	
For amount received on 118,684 shares, (including 27,085 new shares paid up in full and converted into original shares) viz:—	
On 115,447 shares on English Register, at £20, 10s. sterling per share, converted at 109½ per cent. exchange.....	\$11,517,762 87
On 3,237 shares on Canadian Register at \$100 per share.....	323,700 00
	11,841,462 87
TO NEW SHARE ACCOUNT—	
For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 51,016 new shares (after deducting the 27,085 new shares paid up in full and converted into original shares), viz:—	
On 50,787 shares on English Register at £18 sterling per share, converted at 109½ per cent. exchange.....	\$4,448,941 20
On 229 shares on Canadian Register at \$87.60 per share.....	20,000 40
	4,468,941 60
Less amount of arrears on 3rd, 4th, 5th and 6th calls.....	12,011 67
	4,456,930 93
For amount received in anticipation of future calls on new shares....	22,495 38
	4,479,426 26
Total amount received on account of share capital to 31st Jan., 1863.....	16,320,887 63
TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—	
For amount received on this account.....	227,278 34
TO BOND ACCOUNT—	
Bonds at 6 per cent. non-convertible, due 1862.....	\$ 12,166 67
“ “ “ “ 1864.....	353,806 66
“ “ “ “ 1873.....	2,375,906 67
Bonds at 5½ per cent. “ “ 1877.....	618,066 67
“ “ “ “ 1878.....	2,300,888 33
Bonds at 5 per cent. “ “ 1881.....	301,738 34
	4,566 67
TO GOVERNMENT LOAN—Balance.....	6,026,880,01
	2,791,947 08
	\$25,366,988 01

The Receipts on Capital Account have been reduced during the half-year by \$41,611 10, viz:—

Amount of 1862, 6 per cent. bonds redeemed during the half-year.....	\$68,400 01
Less receipts from arrears of calls and payments in full on new shares.....	16,788 91
Receipts on Capital Account reduced by.....	\$41,611 10

RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account, to 31st^a January, 1868.

EXPENDITURE.

	Total Expendi- ture to 31st Jan., 1868. Dollars.
By Total Amount expended on Capital Account to 31st July, 1862, as per last Report.....	
Expended during the six months ending 31st Jan., 1868.	23,210,603 62
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.	
Land, Works, Bridges, Permanent Way, and all incidental charges.....	\$15,296 76
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron.....	36,496 58
Stations, Warehouses, Wharves, &c.....	1,269 99
Workshops and Machinery.....	162 58
Rolling Stock :—Passenger (Night) Cars.....	1,000 00
Cost of "fish-jointing" 10 miles of rails.....	5,947 20
	60,173 11
By Sarnia Extension—	
Cost of Ballasting New Sidings, enlarging Freight House and Platform at Wyoming, &c.....	\$775 57
Less Credits on Land on Sarnia Branch Account.....	670 90
	104 67
By Enniskillen Branch—	
Expense of Survey from Newbury to Oil Wells.....	194 62
	60,472 40
Total.....	23,271,076 02
By Detroit and Milwaukee Railroad Company—	
Loan, including Funded Interest to October 24th, 1860, (£300,000).....	1,216,666 67
	24,487,742 69
By Balance carried to Account No. 4.....	879,245 32
	\$25,366,988 01

THE GREAT WESTERN

ACCOUNT

Revenue Account of the Great Western Railway Company

Half-year ended 31st Jan., 1862.	RECEIPTS.	Half-year ended 31st Jan., 1863.
Dollars.		Dollars.
468,567 31	To Amount received for the carriage of 324,975½ Passengers	555,280 01
88,382 21	Ditto ditto Mails and Sundries	41,497 50
788,873 36	Ditto ditto Freight and Live Stock	905,680 73
1,290,823 88		1,502,465 14
3,474 89	Ditto ditto Rents.	2,818 35
<p>NOTE.—The Traffic Receipts above stated are exclusive of those of the Galt and Guelph Railway, for which see Account H.</p>		
<u>\$1,294,297 77</u>		<u>\$1,506,283 49</u>

RAILWAY COMPANY OF CANADA.

No. 2.

of Canada for the half-year ending 31st January, 1863.

Half-year ended 31st Jan., 1863.	Per Cent. on Gross Receipts.	EXPENSES.	Half-year ended 31st Jan., 1863.	Per Cent. on Gross Receipts.
Dollars.			Dollars.	
79,712 79	6 16	By MAINTENANCE OF WAY, per Abstract A	93,454 30	6 21
196,247 63	15 17	Locomotive Power do. B	207,595 79	13 81
52,377 36	4 05	Repairs and Renewal of Passenger and Goods do. C	72,832 95	4 84
97,481 46	7 53	Cars do. D	105,979 62	7 04
111,475 95	8 61	Coaching Transit Expenses do. E	113,291 02	7 52
38,534 48	2 97	Merchandise Transit Expenses do. F	84,222 96	2 27
		General Charges. do. F		
575,820 52	44 40	TOTAL ORDINARY WORKING EXPENSES	627,679 64	41 69
5,912 40	0 46	ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES		
865 00	0 06	By Taxes	6,500 00	0 43
5,294 12	0 41	Railway Inspection Fund.	865 00	0 06
22,500 00	1 74	Insurance	5,294 12	0 35
		Suspension Bridge Rent, for half-year	22,500 00	1 50
610,401 13	47 16	Total Revenue Expenditure	662,838 76	44 08
689,896 64		Balance carried to Net Revenue No. 8 account	842,444 73	
<u>\$1,294,507 77</u>			<u>\$1,605,288 49</u>	

THE GREAT WESTERN

ACCOUNT

Dr.

Net Revenue Account

HALF-YEAR ENDED 31st Jan., 1862.		HALF-YEAR ENDED 31st Jan., 1863.
Dollars.		Dollars.
89,415 38	To Balance of Net Revenue brought forward from half-year ended 31st July, 1862.....	13,161 65
688,896 64	" Balance from Revenue (No 2) Account for the half-year to date.....	842,444 73
<u>\$778,312 02</u>		<u>\$855,606 38</u>
	To Balance brought down	451,324 04
		<u>\$451,324 04</u>
	To Balance brought down	251,170 18
		<u>\$251,170 18</u>

THE GREAT WESTERN

ACCOUNT

Dr.

General Balance Sheet

	Dollars.
Amount outstanding and due to the Company on Traffic Account.....	121,595 87
General Stores on hand 31st January, 1863.....	186,929 43
Add amount of Invoices for Iron purchased in England, but not received into Stock at that date.....	3,854 32
Fuel Stores (wood) on hand 31st January, 1863.....	190,283 75
Mechanical Stores " " ".....	91,683 63
Rail Stock Account " " ".....	70,956 88
Municipal Bonds.....	144,108 81
Balances in Bankers' hands, Loans and Investments at Interest.....	69,400 00
Balance of Interest due to 31st July, 1859, on Loan to Detroit and Milwaukee Railway Company, not received.....	864,984 41
Port Huron and Milwaukee Railway Company.....	72,545 99
Renewal of Permanent Way Account.....	40,000 00
Sundry Accounts due to the Company.....	80,992 90
	22,165 01
	<u>\$1,718,716 75</u>

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GREAT WESTERN RAILWAY OF CANADA.

Abstracts referred to in the Revenue Statement for the Half-year ended 31st January, 1863.

ABSTRACT A.

Half-year ended 31st January, 1862. Dollars.	MAINTENANCE OF WAY.	Half-year ended 31st January, 1863. Dollars.
8,826 87	Repairs of Bridges and Culverts.....	8,384 48
6,536 29	“ Station Sidings, Fences, &c.....	10,609 23
11,247 17	“ Buildings.....	18,678 49
1,746 70	“ Signals.....	2,249 75
46,095 41	Platelayers' Wages, and Extra Work on Way.....	53,063 92
1,165 98	Approaches.....	1,741 62
4,092 87	Engineering Superintendence, &c.....	3,731 61
<u>\$79,712 79</u>		<u>\$93,454 30</u>
<u>\$138,609 92</u>	Renewal of Rails, Bridges, Sleepers, Fences, &c.	<u>\$176,992 90</u>

ABSTRACT B.

Half-year ended 31st January, 1862. Dollars.	LOCOMOTIVE POWER.	Half-year ended 31st January, 1863. Dollars.
	Transit Expenses:—	
42,687 54	Wages of Enginemen and Firemen.....	41,971 83
5,847 00	Wages of Cleaners.....	5,184 54
50,320 23	Fuel.....	53,303 01
5,816 07	Oil.....	6,015 30
855 65	Tallow.....	927 91
1,418 83	Small Stores, including Signal Lamps, Waste, &c.....	2,623 79
4,115 50	Pumping Engines.....	3,967 09
312 84	Salaries of Foremen and Clerks.....	286 03
1,012 78	Salary of Locomotive Engineer.....	842 80
112,386 44		115,712 90
	Repairs and Renewal of Engines:—	
33,511 21	Material and Fuel.....	\$39,347 41
46,997 41	Wages.....	48,070 83
192,895 06		87,418 24
		<u>203,130 44</u>
	Sundries:—	
546 40	Lighting Shops, &c.....	\$ 249 60
752 36	Maintenance of Turntables.....	1,330 21
2,063 71	Maintenance of Tanks and Pumps.....	3,188 54
<u>\$196,247 53</u>		<u>4,768 35</u>
		<u>\$207,898 79</u>

23-00 Cents.	Cost per Train mile run.....	23-37 Cents.
20-41 “	Cost per Traffic Engine mile run.....	20-84 “

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st August, 1861, to 31st January, 1862.		Miles run, 1st August, 1862, to 31st January, 1863.
270,394	By Passenger Engines.....	278,717
430,460	By Freight Engines.....	453,936
700,664	Total Train miles earning Revenue.....	732,703
280,568	By Piloting and Shunting Engines.....	264,860
961,222	Total Traffic Engine miles run.....	997,563
31,960	By Construction Engines.....	47,681
6,812	By Wood Engines.....	7,268
<u>999,994</u>	Gross Engine miles run.....	<u>1,062,512</u>

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st January, 1862. Dollars.	REPAIRS AND RENEWAL OF CARS.	Half-year ended 31st January, 1863. Dollars.
	Passenger Cars:—	
7,659 10	Materials } Including the Cost of Cleaning Cars, (\$2,662 55)	15,663 80
13,772 33	Wages... }	16,692 73
633 62	Salaries of Superintendent, Foremen and Clerks	377 92
21,965 05		32,734 45
	Merchandise Cars:—	
15,292 53	Materials	\$22,653 83
14,392 54	Wages	16,638 83
767 24	Salaries of Superintendent, Foremen, and Clerks	755 84
<u>\$52,377 36</u>		<u>40,098 50</u>
	7-47 Cents Cost per Train mile run 9-94 Cents.	<u>\$72,832 95</u>
	0-64 " Cost per Car mile run 0-61 "	

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Aug., 1861, to 31st January, 1862.	STATEMENT OF MILEAGE OF CARS.	Miles run, 1st Aug., 1862, to 31st January, 1863.
925,295	Of 1st Class Cars	1,000,931
253,682	2nd Class Cars	251,696
635,694	Post Office, Express, Baggage, and Conductors' Cars	809,945
7,814,480	Freight and Platform Cars	8,509,008
	Total earning Revenue	10,571,580
9,679,151	Wood Cars	97,938
99,364	Gravel Cars	
639,200		
<u>10,417,715</u>	Total Miles run by Cars	<u>10,669,518</u>

ABSTRACT D.

Half-year ended 31st January, 1862. Dollars.	COACHING TRANSIT EXPENSES.	Half-year ended 31st January, 1863. Dollars.
18,116 30	Salaries of Superintendents, Station Masters and Clerks	19,225 51
16,436 62	Wages of Conductors, Baggage-men and Brakemen	17,473 42
8,016 44	" Porters	6,645 12
1,711 29	" Policemen	1,655 94
4,112 95	" Switchmen	4,469 41
2,392 67	" Watchmen at Level Road Crossings	2,473 84
400 00	Clothing	131 00
867 22	Compensation for Damages	456 00
278 84	Cattle killed on Track by Trains	589 53
346 14	Lamps and Signals	3,126 98
6,319 71	Lights, (including Oil, &c.) for Stations and Passenger Cars	3,438 80
8,907 90	Fuel for Stations and Passenger Cars	2,494 02
4,118 36	Stationery, Advertising and Printing	416 12
433 83	Office Furniture and Expenses	1,600 47
1,739 79	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.	1,022 57
1,594 98	Travelling and Incidental Expenses	14,828 27
15,333 93	Expenses of Advertising and Agency in United States	9,934 66
8,139 80	Proportion of Expenses of Ferry across the Detroit River	3,428 86
3,265 19	Proportion of Expenses of Telegraph	
<u>\$97,481 46</u>		<u>\$105,979 62</u>
	Equal to 19.23 per Cent. on Coaching Traffic Receipts.	Equal to 17.76 per Cent. on Coaching Traffic Receipts.

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended 31st Jan., 1862. Dollars.	MERCHANDISE TRANSIT EXPENSES.	Half-year ended 31st Jan., 1863. Dollars.
18,886 85	Salaries of Superintendents, Freight Agents and Clerks.....	11,780 70
16,851 07	Wages of Conductors and Brakemen.....	18,692 29
37,607 64	" Porters.....	89,957 01
4,112 99	" Switchmen.....	4,469 44
3,699 68	" Watchmen at Level Road Crossings.....	3,752 17
1,099 69	Compensation for Damages.....	1,423 95
429 95	Cattle killed on Track by Trains.....	456 01
5,160 89	Lights, Lamps, Fuel, and Signals (including Oil and Tallow).....	4,923 96
2,616 86	Stationery, Advertising and Printing.....	2,194 60
433 75	Office Furniture and Expenses.....	300 37
3,549 94	Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways.....	3,204 36
1,750 00	Rents.....	1,750 00
937 00	Travelling and Incidental Expenses.....	698 16
5,048 55	Proportion of Expenses of Telegraph.....	5,199 95
12,263 66	of Expenses of Ferry across the Detroit River.....	14,727 12
2,077 98	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Flour Warehouse.....	840 93
<u>\$111,475 95</u>		<u>\$113,291 02</u>
Equal to 14.22 per cent. On Merchandise Traffic Receipts.		Equal to 12.51 per cent. On Merchandise Traffic Receipts.
243,108 Tons.	Total Tonnage carried.....	273,843 Tons.

ABSTRACT F.

Half-year ended 31st Jan., 1862 Dollars.	GENERAL CHARGES.	Half-year ended 31st Jan., 1863. Dollars.
17,839 60	Head Offices in London and Hamilton.....	17,613 65
1,613 87	Stationery, Advertising and Printing.....	2,070 50
1,602 14	Postages and Stamps.....	1,693 93
267 40	Fuel and Lights.....	202 65
6,177 26	Travelling and Incidental Expenses.....	4,023 06
387 17	Furniture, &c.....	236 26
4,390 89	Law Charges.....	3,315 72
6,898 50	Directors' and Auditors' Remuneration and Expenses.....	5,865 96
39,176 83		34,921 93
642 40	Less Transfer Fees.....	698 97
<u>\$38,534 43</u>		<u>\$34,222 96</u>
Equal to 2.97 per cent on Total Revenue.		Equal to 2.27 per cent on Total Revenue.

THE GREAT WESTERN

ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.

Sundry Interests.....	Dollars.
Difference of Exchange remitting £55,478 sterling to England.....	2,888 89
Discount, Commission, Charges, &c., on American Funds received on Foreign Traffic	84,390 48
Account during the half-year, less credits on New York Exchange purchased to	
pay Traffic Balances, Stores, &c., in the United States, and discount collected.....	114,549 92
Balance from the Galt and Guelph Railway Working Account, for the half-year.....	502 14
Interest on Outstanding Bonds in England.....	181,544 12
	\$383,326 65

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., 1862.	Half-year ended 31st Jan., 1863.
Dollars.	Dollars.
4,551 60	To amount received during the Half-year for the carriage of—
908 75	Passengers.....
6,187 88	Mails and Sundries.....
11,646 18	Freight and Live Stock.....
" " "	" Balance.....
	10,372 63
	502 14

\$11,646 18

\$ 2,154 67

To Balance brought down.....

\$10,874 77

" " "

RAILWAY OF CANADA.

G.

DISCOUNTS, &c., TO 31st JANUARY, 1863.

	Cr.	
Sundry Interests and Discounts.....	Dollars.	
Interest on Municipal and other Bonds.....	8,968 96	
Balance as per Net Revenue Account, No. 3, viz:—	2,295 00	
Interest on Bonds, Bank Loans, Discounts, &c.....	178,124.19	
Discount, Exchange &c., on American Funds.....	198,940.40	
	372,064 59	
	\$858,325 55	

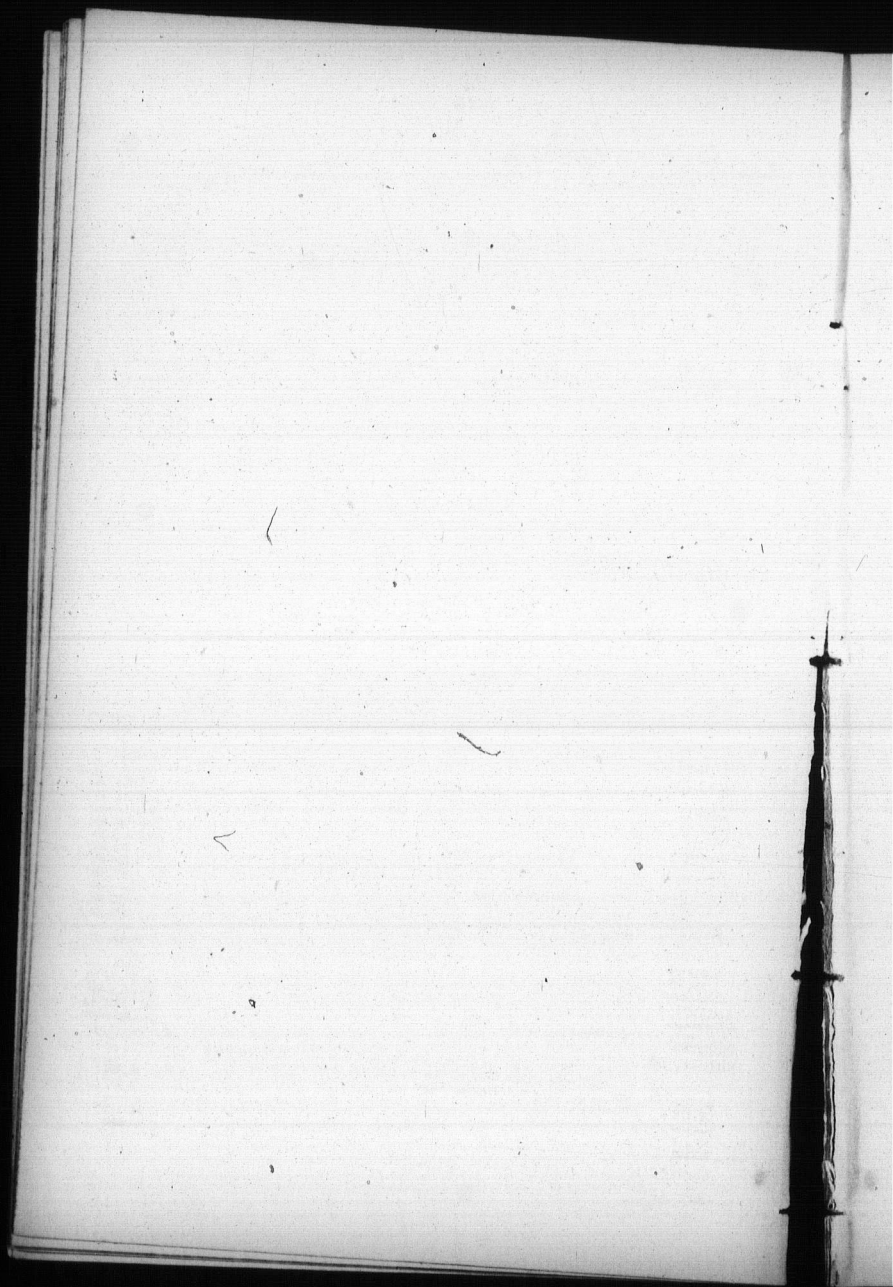
GUELPH RAILWAY.

H.

with the Galt and Guelph Railway Company. [Working Account.]

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st Jan., 1862.		Half-year ended 31st Jan., 1868.
Dollars.	By Maintenance and Renewal of Way during the Half-year—	Dollars.
1,449 29	Cost of Maintenance.....	1,678 24
707 88	Cost of Renewal of Rails, &c.....	2,065 81
2,156 82	" Locomotive Power.....	3,749 56
2,591 90	" Use of Passenger, Freight, and other Cars.....	2,462 10
355 98	" Coaching and Merchandise Transit Expenses.....	301 38
2,947 40	" General Charges.....	2,990 91
1,200 00		1,200 00
9,252 10	" Taxes.....	10,697 94
299 41		176 88
9,491 51	" Balance.....	10,874 77
2,154 67		" "
\$11,646 18	By Balance brought down.....	\$10,874 77
" "		" "
81st Jan., 1862.		\$ 509 14
	NOTE.—The Mileage run by Engines during the Half-year, in working the Traffic of the Galt and Guelph Railway, has been as follows:—	
10,501	With Passenger and Freight Trains.....	10,826
2,712	Piloting and Shunting.....	2,791
18,218	Total.....	18,117
		81st Jan., 1868.



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

1. The receipts on Capital Account during the last half-year amounted to \$16,788.91., but 6 per cent. Bonds due in October last, to the amount of \$58,400.01., having been paid off, leaves the total receipts on the 31st January, 1863, \$25,366,988.01.

The aggregate expenditure to the same date amounted to \$24,487,742.69., leaving a balance to the credit of Capital Account of \$879,245.32.

2. The outlay on Capital Account during the past half-year is for new sidings at sundry stations,—the proportion chargeable to Capital of the amount expended in the reconstruction of timber bridges over River Thames at Woodstock, Ingersoll and London, in stone and iron—the cost of a new culvert over Big Creek—of fish-jointing ten miles of rails—of new car shed at London, &c.—fitting up of a new sleeping car—outlay on account of Sarnia extension, and proposed Enniskillen branch, amounting in the aggregate to \$60,472.40.

3. The Engineer has deemed it necessary to renew the permanent way, &c., during the last two years, in a greater annual ratio than he had anticipated in his Report of October, 1860, and therefore the expenditure for that period has been proportionably increased, although he states that the total gross estimate when the renewals are completed will not be exceeded. The English Board, yielding to the expressed wishes of a number of proprietors, recommend the opening of a "Permanent Way Renewal Account," and therefore, for the present half-year, of the total sum of \$176,992.90. expended for renewals, the sum of \$146,000.00 is charged to Revenue, and \$30,992.90. is proposed to be carried to a Renewal Account.

4. The Revenue Account for the past half-year is as follows:—

Gross Receipts		\$1,505,283.49
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge.....		662,838.76
	Balance	\$842,444.73
From this there has to be deducted—		
Interest on Government loan	\$ 85,158.15	
Interest on Company's Bonds, &c.	173,124.19	
Loss on the conversion of American currency	198,940.40	
Proportion of renewals of rails, sleepers, bridges, &c.	146,000.00	
Flamborough accident account.....	1,213.46	
		604,436.20
Leaving a Balance		\$238,008.53
To this has to be added the surplus from last half-year		13,161.65
		\$251,170.18
Leaving available for Dividend		

From which the Directors recommend a dividend at the rate of 3 per cent. per annum: this will absorb \$244,656.97., and leave a balance to be carried to the credit of the current half-year of \$6,513.21.

5. The number of passengers and tons of freight carried and of train miles run as compared with the corresponding half-year has been:—

	No.	1862.	1863.	Increase.
Passengers	No.	301,523½	324,975½	23,452
Freight and Live Stock.....	Tons.	243,108	273,843	30,735
Mileage of Passenger Trains.....	Miles.	270,204	278,717	8,513
“ Freight and Live Stock Trains “	“	430,460	453,986	23,526

6. The working expenses of the last half-year are at the rate of 44.03 per cent., upon the nominal receipts, but they will amount to 50.74 per cent. after deducting the loss by exchange.

7. The following table places in comparison the receipts and expenses of the last four half-years:—

Half-Year.	RECEIPTS.				EXPENSES, including Taxes, Insurance and Suspension Bridge Rent.
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.	
	\$ C.	\$ C.	\$ C.	\$ C.	\$ C.
July, 1861.	466,088 00	548,962 88	8,622 46	1,018,672 76	680,799 09
Jan., 1862.	606,949 62	783,878 86	8,474 89	1,294,297 77	610,401 18
July, 1862.	457,665 65	737,501 73	8,428 40	1,198,813 78	628,048 87
Jan., 1863.	596,784 41	805,680 73	8,618 35	1,505,283 49	662,538 76

8. At the commencement of the past half-year the price of gold in New York was 116: at its close on the 31st January last it had risen to 160; and the money of the States became depreciated to a corresponding extent with the enhanced price of the standard metal.

9. The receipts derived from the carriage of through traffic are \$943,941.45., or 62 $\frac{1}{4}$ per cent. of the total nominal earnings of the Company for the half-year; and the loss sustained on the conversion and remittance of those receipts amounts to \$198,940.40., equal to an average depreciation of 21 per cent. of the gross receipts from through traffic.

10. Attempts were made to obtain an increase in the through rates, but those endeavours were only partially successful, and the advance was not by any means equal to the loss by depreciation. How to meet the difficulty is the serious question now specially engaging the attention of the Board and Executive.

11. On the resignation of Mr. Eaton, the Company's late Locomotive Superintendent, the Board, on the recommendation of the General Manager, availed themselves of the opportunity of effecting a considerable economy, by placing the Locomotive and Car Departments under one management. Mr. S. Sharp, Superintendent of the Car Department, who has for many years served the Company with credit to himself and satisfaction to his employers, was selected to fill this appointment. He has proved himself highly competent for the duty assigned to him, and the Directors have reason to hope that the beneficial results expected to arise from the arrangement will be fully realized.

12. During the past half-year 23,452 passengers and 30,735 tons of goods have been carried over the line in excess of the corresponding period of last year, involving an augmentation of train mileage to the extent of 32,039; but the comparative total cost of locomotive power, including maintenance and renewals for the same period, shows an increase of only \$11,651.26.

13. Friendly relations between the neighbouring Companies have been maintained, and with a view of avoiding undue competition an understanding has been come to between the Canadian Companies that equal rates and fares between competitive places are to be charged by all routes. This arrangement, if faithfully adhered to, cannot fail to be beneficial to all parties. The system in force with regard to free passes has also been under mutual consideration, and whilst it was found impracticable to abolish the practice altogether, such restrictions have been imposed as the circumstances of the case would permit.

14. The Directors having been advised that the contemplated Branch Line to the Oil Springs of Enniskillen could not be constructed or aided under their present Charter, have applied to the

Canadian Legislature for the necessary powers. The opportunity has been taken to insert Clauses giving the Board and Shareholders' Meetings in England a legal character. These advantages having been already obtained by the Grand Trunk Railway Company, no difficulty is anticipated in securing them for this Company.

15. The rule *nisi* obtained by the Company against the verdict in the suit brought by the Commercial Bank has been argued before the Court of Queen's Bench, at Toronto, and a decision thereon given adverse to this Company; steps have been taken to bring the case before the Court of Error and Appeal for Upper Canada, where it is expected to be heard in June next. Your Directors are still confidently advised that the claim of the Bank must ultimately fail.

16. Throughout the past year the traffic of the Detroit and Milwaukee Railroad has continued to show a most satisfactory increase. The gross traffic of that Line for the year ending the 31st December, 1862, amounted to \$866,726.20., showing an increase over the previous year of \$127,863.46., or 17 $\frac{1}{4}$ per cent. The working expenses for the last year (1862) amounted to 55.48 per cent. as against 56.93 per cent. for 1861. The gross traffic for the first eleven weeks of the current year to March 19th, shows the still larger proportional increase of \$72,381, or 57 $\frac{1}{2}$ per cent., over the corresponding period. Under these circumstances the Directors have every reason to expect that the line will emerge from its financial difficulties, and by judicious management, aided by freedom from embarrassing litigation, will be enabled, without additional assistance, to liquidate its floating debt and to resume payment of its Bond Interest at no distant date.

17. Mr. Waite having declined to serve as Auditor after his election in November last, Mr. John Young remained alone in that office. His report is annexed.

Signed on behalf of the Board of Directors in Canada.

JOHN YOUNG,
President.

HAMILTON, CANADA WEST, 7th May, 1863.

AUDITOR'S REPORT.

To the Shareholders of the Great Western Railway of Canada

I BEG to report that I have carefully examined and audited the accounts of your Company for the half-year ending 31st January last.

The several accounts and payments for the period are duly certified by the heads of the respective departments, and are properly vouched.

CAPITAL ACCOUNT.

The expenditure for the half-year under this head amounts to £12,425. 16s. 9d., the principal part of which is described in the Engineer's Report, and fuller particulars have been furnished by the Engineer to enable me to judge of the correctness of the principle by which the proportion charged for the reconstruction of bridges, amounting to £7,499. 5s. 11d., is arrived at; and I am of opinion that this question is fairly dealt with.

The cost of "Fish-jointing" has, in accordance with the statement to that effect in the Report of the Directors for the half-year ending 31st January, 1862, been charged to Capital Account.

REVENUE ACCOUNT.

The gross receipts for the past half-year show an increase of £43,353. 4s. 7d. over those of the corresponding half-year, which agrees with the weekly returns published. These returns, however, are calculated to mislead as to their ultimate effect upon the Revenue Account unless it is explained at the same time that during the continuance of the present financial position of America, the receipts from "Through" traffic are subject to a very considerable deduction for discount and exchange.

The discount and exchange on the conversion of American currency, during the half-year, amounts to no less a sum than £40,878. 3s. 3d., which is equal to about 13½ per cent. on the gross traffic receipts, or about 21 per cent. on the "Through" traffic. Of this item, £17,340. 10s. 2d. is the exchange on £55,478 sterling, remitted to England during the half-year, the balance, £23,537. 13s. 1d., being discount, commission and charges on American currency converted during the half-year.

The working expenses, which are explained in the Report of the Superintendent of the Mechanical Department, compared with those of the corresponding half-year show a reduction of 3.13 per cent. on the gross traffic receipts; but if the exchange on American currency were deducted

from the gross receipts, the working expenses would be 50.74 per cent., or 3.26 per cent. in excess of the corresponding half-year.

The renewal of rails, sleepers, bridges, fences, &c., for the half-year, amounted to £36,368. 8s. 1d., of which the Directors propose to charge to the Revenue Account of this half-year a sum of £30,000 only, carrying forward a balance of £6,368. 8s. 1d. to an account entitled "Permanent Way Renewal Account."

I think it right to state that the manner in which it is proposed to deal with this item does not meet with my approval, but it is for the Directors to explain to the Shareholders the principle on which they propose to make this appropriation of the charge, and the adoption of it rests with the Shareholders.

I would, however, direct the attention of the Shareholders to the Engineer's Report for this half-year, in which he estimates the expenditure for the next six half-years at an average of £34,454. 12s. 11d. per half-year, which amount, for reasons assigned by him, is considerably below his estimate of October, 1860.

There are other matters which will affect the revenue to which I consider it my duty to refer; namely, the decisions against the Company in the Judicial Committee of the Privy Council in connection with the Flamboro' accident, amounting, as I am informed, to about £3,900, exclusive of costs on both sides, which have to be paid by this Company. The decision of the Court, it appears, was not obtained till 21st February last, after the accounts for the half-year had been closed.

No provision is made for the "wear and tear" of the Company's steam-boats for the ferry at Detroit, and although they are kept in repair at the expense of "revenue," it is evident that some day they will be pronounced unfit for the performance of their present work.

BALANCE-SHEET.

The amount due to the Company on Traffic Account at 31st January last, was £24,985. 9s., of which sums amounting to about £230 only have been outstanding for more than six months, and for the payment of these the Company hold as security the goods on which the freight is payable.

Of the above amount, about £16,000 will, in all probability, be received in American currency.

The accounts of the stores, rails, fuel, &c., in stock, have lately been got into a more satisfactory state, and certified Balance-Sheets and Statements from the several departments have been produced to me to corroborate the correctness of the amounts appearing in the Balance-Sheet.

The Municipal Bonds, representing £14,260, were taken many years ago in payment of shares. Interest at the rate of 6 per cent. per annum is received on these half-yearly by the Company.

Balances in bankers' hands, loans and investments at interest, £177,736. 10s. 5d.

Of this amount £147,084. 9s. 6d. consists of bankers' balances and

investments in London, the correctness of which I have ascertained; the balance, £30,652. 0s. 11*d.*, according to the accounts from Canada, being amounts in the hands of the Company's Bankers in Canada and New York.

Balance of interest to the 31st July, 1859, on loans to the Detroit and Milwaukee Railway Company, not received, £14,906. 14*s.* 3*d.*

This, it will be remembered, is the balance of a sum of £22,360. 1*s.* 4*d.* charged to the Detroit and Milwaukee Company for interest, and carried to the credit of the Revenue Account, but not received by the Great Western Company. In the accounts for the half-year ending 31st January, 1862, £7,453. 7*s.* 1*d.*, being one-third of the amount, was written off against revenue, and the Auditors at that period appear to have been of opinion that the balance should have been written off by equal moieties in the two following half-years. The interest now due by the Detroit and Milwaukee Company to this Company amounts to upwards of £120,000.

Port Huron and Milwaukee Railway Company, £8,219. 3*s.* 7*d.*— Balance standing at debit of this account being amount advanced on account of that Line out of the funds of this Company, in September, 1858.

Renewal of Permanent Way Account, £6,368. 8*s.* 1*d.*

This I have referred to specially under the head of Revenue Account.

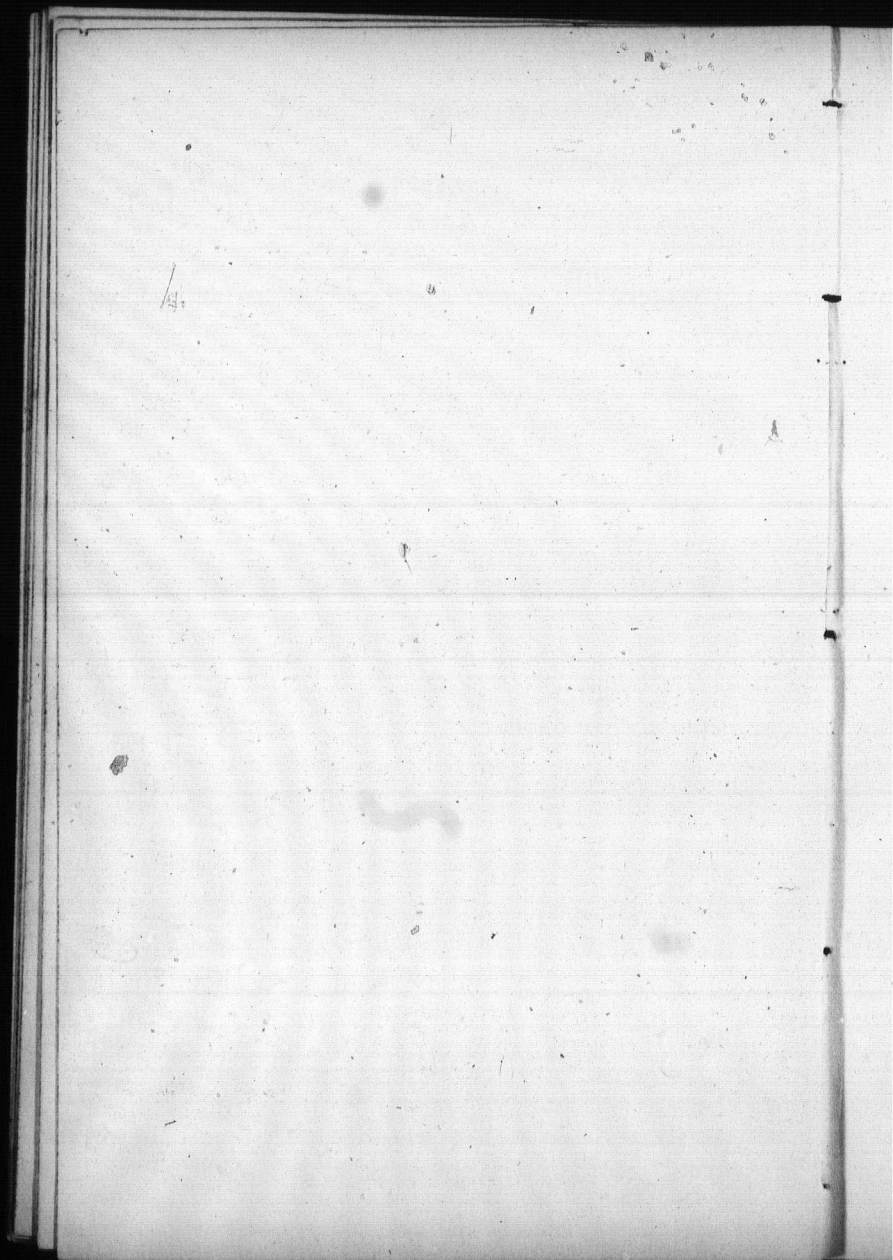
Sundry accounts due to the Company, £4,554. 9*s.* 1*d.*

These call for no observation, as the full amounts are expected to be realized.

I have to remark that although a resolution was passed by the London Board on the 30th July, 1862, to the effect that no stores should in future be purchased from any one who is a member of the Board, except under special circumstances, I find that a considerable amount of stores has been purchased during the past half-year from a firm in which one of the Directors in Canada is a partner.

LONDON, 8th April, 1863.

JOHN YOUNG,
Auditor.



REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,
HAMILTON, CANADA WEST,
17th February, 1863.

THOS. SWINYARD, Esq.,
General Manager.

DEAR SIR.—I beg to hand you the following Report on the operations of my department for the half-year ended 31st January last.

The following works were erected during the half-year, forming a charge to Construction Account:—

ON MAIN LINE.

<i>Grading Account.</i> —Consisting of the formation of the road-bed for an addition of two miles to the length of the siding accommodations of the Line, distributed over the following stations:—Suspension Bridge, Hamilton, Woodstock, London, Stoney Point and Windsor.....	\$ c. 491 80
<i>Superstructure Account.</i> —Including the cost of laying down and ballasting the above-mentioned sidings, and the cost of sleepers, switches and spikes for the same	6,067 96
Value of rails laid down in same	8,690 00
<i>Bridging Account.</i> —Being the proportion of the expenditure incurred during the half-year in the new stone and iron bridges in course of construction over the River Thames at Woodstock, Ingersoll and London, which is chargeable to Construction Account, viz., the excess in cost of stone and iron over the original wooden bridges.....	33,996 58
Proportion of cost of new culvert over Big Creek.....	2,500 00
<i>Station Buildings Account.</i> —Car shed at London.....	1,269 99
<i>Rails Account.</i> —Being the cost of fishing the joints of 10 miles of single line.....	5,947 20
	\$58,968 53

ON SARNIA EXTENSION.

<i>Superstructure Account.</i> —Ballasting new sidings at Wyoming and Strathroy.....	282 84
<i>Station Buildings Account.</i> —Enlargement of freight house and storage platforms at Wyoming.....	492 73
	\$775 57

PROPOSED BRANCH TO THE ENNISKILLEN OIL WELLS.

Cost of Survey of line from Newbury to Oil Wells.....	\$194 62
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INSURANCE OF BUILDINGS ACCOUNT.

Machinery and hopper scale for new grain elevator at Hamilton	\$3,124 44
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RAIL STOCK ACCOUNT.

Charges to rail stock account during the half-year	\$12,773 39
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MAINTENANCE OF WAY.

	\$	c.
Repairs of bridges and culverts	8,884	48
Platelayers' wages and extra work on way	53,963	92
Repairs of station sidings and yards	6,678	70
" of buildings and wharves	13,673	49
" of signals	2,249	75
" of road and bridge approaches	1,741	82
" of fences	3,980	63
Engineering superintendence, and incidental charges	3,731	51
	<u>\$93,454</u>	<u>30</u>

The cost of maintenance during the corresponding half-year in 1862 amounted to \$79,712 79, being \$13,742 00 less than that of the past six months. The excess of the past half-year arises from the following causes:—

1st. The large increase in freight traffic which passed over the Line, represented by 52,518 miles of additional trains, and by an increase of the freight-car mileage to the extent of 694,528 miles drawn by the heaviest class of Engines.

2nd. The ballasting of the Main Line was renewed on several long sections of road and the tract lifted and re-packed, which involved the employment of a gravel-train for 75 days at a total cost of \$5,092 00 in excess of any similar work performed during the corresponding half-year.

3rd. A heavy slip in the Harrisburgh embankment was made good by hauling dry gravel from Paris gravel pit at a cost of \$731 00.

4th. The remaining portion of the increased expenditure on maintenance consists of repairs of perishable wooden structures, viz.—Buildings, Wharves, Signals, and Fences, which, as the effect of increased age, demanded heavier repairs than was formerly found necessary.

RENEWALS OF RAILS, SLEEPERS, BRIDGES, &C.

The expenditure under this head was as follows:—

Rails and Sleepers	142,186 50
Bridges	28,324 53
Fences	6,481 87
	<u>\$176,992 90</u>

The expenditure on renewals for the corresponding half-year in 1862 was \$133,554 80; and for the half-year immediately preceding, the amount was \$171,414 85.

The above charge of \$176,992 90 for the past half-year is increased by the two following items, which although charged to the past half-year's renewals do not strictly form a part of the half-year's work, viz. :—

1st. Cost of altering 82 Gravel Cars into flat Cars to be used for the haulage of Rails, Sleepers, and Building Materials, by which the Freight Department is relieved of the demand upon it for the ordinary flat Cars in use for the business of the Line.	\$4,976 00
2nd. Cost of haulage of 1,200 tons of Rails to and from the Rolling Mill, distribution of same along the Line, and preparation for immediate re-laying.	4,200 00

The last-mentioned work was performed in consequence of the lateness of the winter, which admitted of track-laying operations during nearly the whole of December and January, and which unusual circumstance was taken advantage of to have an ample stock of rails prepared, for immediate use, in view of the urgent necessity for extensive renewals which recurs every season on the breaking up of the frost.

The following is a summary of the details forming the charge to Renewals Account :—

1,800 tons of re-rolled rails, at \$26½	\$47,700 00
77,878 lbs. of spikes	} 14,404 81
193,731 lbs. of fish-plates and bolts	
23,727 lbs. of chairs	
Sundry small stores in connection with the above.	} 24,659 34
89,519 oak sleepers (cost on delivery)	
1,464 tons of rails repaired by swage block under contract, including cost of iron and coal.	8,981 33
Loss in weight of old rails as compared with the re-rolled rails—292 tons at \$20.	5,840 00
Cost of altering 82 gravel cars into flat cars for the haulage of rails, sleepers, &c.	4,976 56
Cost of hauling 1,200 tons of old and new rails, to and from the rolling mill, and distributing same in readiness for immediate use ..	4,200 00
Wages of trackmen employed as follows:—	
Relaying 17½ miles of re-rolled rails, 14 miles of swaged rails, and 20 miles of rails cut and straightened. Also loading, unloading, and distributing new and old rails, and placing 89,519 new sleepers in the track.	24,253 14
Engine service and fuel used in the carriage of old and new rails to and from the rolling mill, and in distribution of same and of repaired rails and sleepers along the line. .	13,118 52
Renewals of bridges in stone and iron over River Thames at Woodstock, Ingersoll, and London	10,159 17
Ditto, new culvert at Big Creek	2,900 00
Ditto, other bridges rebuilt in wood, and cattle passes and guards rebuilt in stone.	15,265 36
Renewal of wooden fences, including material and labor. .	6,481 87
	<hr/>
	\$182,940 10
Deduct cost of fishing the joints of 10 miles of track, charged to Construction Account.	5,947 20
	<hr/>
	<u>\$176,992 90</u>

As the renewal of our permanent way, bridges and fences now forms a very heavy charge against revenue each half-year, I beg to call your attention to the following circumstances in connection with this subject.

In the autumn of 1860 I was requested by the Board of Directors to report fully on the subject of our future renewals, and my estimate of the cost of the same was published with the Directors' Report for the half-year ended 31st July, 1860. The amount therein stated as being necessary for the renewal of the line was \$1,772,500 00, and I gave it as my opinion that it would be found necessary to expend that sum of money in a period of five years commencing at 1st February, 1861. The sum then estimated will be reduced to the extent which we shall most probably save in the cost of our re-rolled rails. We have already, during the past two years, succeeded in obtaining a reduction in the contract price from \$29 to \$26½ per ton; and when our own rolling mill is erected, we may, with great probability, calculate upon a still greater reduction in the price of re-rolled rails. I am therefore justified in reducing my estimate of October, 1860, in this heavy item of re-rolled rails; and I believe this reduction will be found to amount (together with one or two other items) to a sum of \$160,275.00., thus bringing down my estimate to \$1,612,225.

Of this amount the following sums have already been expended:—

		\$	Cts.
In half-year ended 31st July, 1861	.....	124,186	80
Ditto 31st January, 1862	.....	133,554	80
Ditto 31st July, 1862	.....	171,414	85
Ditto 31st January, 1863	.....	176,992	90
		<u>\$606,149</u>	<u>35</u>

which leaves a balance of \$1,006,076.00., to be expended during the next three years, being at the average rate of \$167,679.00 for each of the six half-years, dating from the 1st instant.

At the date of my original estimate (October, 1860) it was thought that the outlay for renewals during the first three years would be considerably within the average half-year's rate; but this expectation has not been realised. The fact, however, should not be lost sight of that the ultimate outlay for renewing the line remains the same, and that the present large expenditure not only diminishes, *pro tanto*, the cost to be incurred in succeeding half-years, but it improves the condition of the permanent way all the more quickly and increases both the safety of the road and the economical management of the present very large freight business.

That the renewal of our worn-out rails was delayed as long as was compatible with any degree of consideration for the safety of the line is abundantly manifest from the fact that during the past six months 941 broken U rails were taken out of a length of 70 miles. These rails have now been upwards of nine years in use, and the upper part of the bar (in which lies the chief portion of its strength) has in most instances become reduced from one and one-eighth of an inch to three-fourths of an inch in thickness.

The Main Line and Branches at present consist of the following lengths and patterns of rails :—

MAIN LINE.

Re-rolled rails	77 miles.
Fished rails imported from England in 1856-59	53½ "
Fished rails originally laid down on the Western Division in 1853-54, when the line was opened	30 "
U rails laid down in 1853-54 when the line was opened	68½ "
Total	<u>229 miles.</u>

TORONTO BRANCH.

Fished rails imported from England for the construction of the Line in 1855	30½ miles.
Re-rolled rails	6½ "
Total	<u>37 miles.</u>

SARNIA EXTENSION.

Fished rails laid down when the line was opened in December, 1858	<u>51 miles.</u>
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GALT BRANCH.

U rails and light T rails, with cast iron chairs	9½ miles.
Fished and re-rolled rails	2½ "
Total	<u>12 miles.</u>

The aggregate length of sidings on the Main Line and Branches is 62 miles.

RAIL STOCK.

The following is the stock and valuation of surplus rails at 31st ult :—

14	Tons of suspension bridge rails	at \$63	\$882 00
2,481	" re-rolled and repaired rails	" \$50	124,050 00
305	" partially worn	" \$40	12,200 00
3481	" Worn out rails	" \$20	6,976 81
<u>2240</u>			
<u>3,1481</u>	<u>2240</u> Tons.		<u>\$144,108 81</u>

RENEWALS OF BRIDGES.

During the past half-year, two bridges rebuilt in stone and iron have been opened for traffic, viz :—

1st bridge of two spans of 70 feet clear over River Thames at Woodstock.

2nd bridge of two spans of 60 feet clear over the middle branch of the Thames near Ingersoll.

The works of the new bridge of four spans of 90 feet over the Thames near London are suspended on account of the weather, but satisfactory progress has been made during the past half-year. The masonry will be ready

for receiving the iron girders in August or September next. The iron plates for the girders have been ordered from England, and they will be punched and rivitted at the Company's workshops here under my own supervision. During the half-year an arched culvert of 15 feet span was built under an embankment of 30 feet in height over Big Creek, to give increased water way during floods.

Intermediate wooden piers are in course of erection under each of the 50 feet spans of St. George's trestle viaduct, preparatory to the reconstruction of the same in stone two years hence.

In addition to the above-mentioned bridges, numerous small open wooden culverts, cattle passes and guards, which had become quite decayed, were rebuilt in substantial masonry during the half-year.

GALT AND GUELPH RAILWAY—15 MILES.

The cost of maintenance and renewals of this line during the past half-year amounted to the following sum :—

Maintenance and renewals of way and works.....	\$3,743 55
Watchmen at public roads.....	91 50
	<hr/>
	<u>\$3,835 05</u>

I am, dear Sir,

Your obedient Servant,

GEO. LOWE REID,

Engineer.

GREAT WESTERN RAILWAY,
LOCOMOTIVE AND CAR DEPARTMENT,
HAMILTON, 21st February, 1863.

THOMAS SWINYARD, ESQ.,
General Manager.

DEAR SIR,—In accordance with usual practice at the close of each half-year, I beg to report to you the repairs and renewals done in the Mechanical Department during the past *six* months. I will first state the repairs done to the engines; secondly, the car repairs and renewals.

LOCOMOTIVE DEPARTMENT.

During the past half-year *twenty-nine* engines have received heavy and substantial repairs, and *eleven* light repairs. The following wheels, tyres, and axles have been charged during this half-year, viz:—

Cast-iron chilled wheels, 30 and 33-inch diameter	109
Tyres for wheels 42-inch.	28
“ 48 “	12
“ 60 “	22
“ 66 “	9
“ 72 “	12
Crank axles	18½
Straight ditto	21

The following work has also been done, and included in general repairs, viz:—

One new truck for engine “Medea,” *two* new tender trucks, *one* new flue sheet for engine “Titan,” *six* new smoke stacks, *sixteen* new crank pins, *three* new cabs, *fifteen* new cylinders, *nine* new cowcatchers, *twelve* engines and *twelve* tenders painted throughout, *twelve* boilers thoroughly examined, repaired and re-lagged; *three* new ash-pans, *twelve* new sand-boxes, and *nine* new pistons and rods.

During the past half-year the repairs and renewals of springs for engines and tenders have been a source of heavy expense, owing principally to the bad state of repair of certain divisions of our track.

I have re-altered *one* of our coal-burning engines to wood burners, and I am altering *four* more. My principal reason for doing so was that I found the coal we were using was of such an inferior quality that the boilers and fire-boxes were becoming seriously deteriorated. I also found upon comparing the expense of coal with wood that no saving was effected, and it is more than probable that coal will be much higher in price in future, owing to the scarcity of labour in the United States.

I have likewise supplied *twelve* of our engines with sand-boxes, which in this country are much needed, especially in the fall of the year. In addition to these we have finished the *seven* boilers referred to in Mr. Eaton's last report, *i. e.* the *four* for the "Boston" class or shunting engines, and the *three* for the large "Schenectady" engines. The following statement will show the charges made against the *seven* boilers and engines up to the close of last half-year, and what remains in stock to be charged as the engines go out, viz:—

1. "Boston" Engines.—Charged against Souther's	\$	c.
Engines and Boilers, half-year ended 31st July, 1862	5,622	19
Charged half-year ending 31st January, 1863	4,142	21
New included in stock on hand, to be charged current		
half-year	3,215	86
Estimated cost to finish	900	00
	<hr/>	
Giving the amount of the <i>four</i> engines.....	13,880	26
Or cost of each for renewals.....	<u>3,470</u>	<u>06</u>
2. Large Schenectady Class.—Charged against the		
three large Schenectady class of Engines and Boilers	11,279	11
for the half-year ended the 31st July, 1862	16,563	85
Charged half-year ended the 31st January, 1863.....		
To be charged the current half-year, and now in stock on		
hand	4,265	93
Estimated cost to finish	1,800	00
	<hr/>	
Giving the cost of the three new passenger engines.....	\$33,908	89
Or Cost of each for renewals.....	<u>11,302</u>	<u>96</u>

Three of the foregoing "Boston" or shunting engines have been completed, and sent to work during the half-year just ended, viz., "Huron," "Superior," and "Michigan;" the one remaining will be finished the current half-year. Also one of the large "Schenectady" class, the "Niagara," has been completed and sent to work. The remaining *two* of this class will likewise be finished during the half-year ending 31st July, 1863.

We are at present going on with the building of *eight* new boilers for our new small "Schenectady" class of engines. There are sixteen of this class in all; and from the length of time they have been in use, the boilers require renewals as speedily as circumstances will allow. One of them, the "Woodstock," I have laid aside, its boiler being too bad to be of any further use.

I am at present engaged hooping all our crank axles as the engines come in for repairs, which I trust will be the means of saving us considerable expense upon these details in future.

Our tenders are in general good repair, most of them having been over-

hauled during the past half-year, and twelve of them were painted, as previously stated.

Renewals—The following is a memorandum of the charges against the renewals of engines during the half-year ended 31st January, 1863, which is referred to in a previous part of this report, viz:—

Boston engines.	4,142 21	\$ Cla.
Schenectady engines	16,563 85	
	<u>\$20,706 06</u>	

Stationary Engine.—The stationary engine and boilers and shafting have undergone thorough repairs, and are now in good condition.

Workshops and Tools.—Sundry repairs have been done to the workshops and tools at Hamilton.

The steam shed at London has had sundry repairs done, and a new floor laid down.

The steam shed at Windsor is also receiving a new floor.

Water Service.—We have executed several repairs upon this branch of our service, and should our business increase as it has done lately, we shall require more water accommodation. Pumping engines have all been examined, and several repairs done.

New Iron Bridges.—Two new iron bridges, one for Woodstock, and the other for the middle branch of the Thames, have been built and completed this half-year.

TABLE No. 1.

	HALF-YEARS ENDED JANUARY 31ST.						
	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Gross Engine Mileage..	776.992	758.300	681.060	783.779	880.816	961.222	997.563
Net Train ditto.....	617.704	697.309	618.858	678.312	638.865	700.664	743.029
Tot'l cost of wood & coal	\$59.816	\$84.253	\$60.225	\$52.550	\$50.062	\$49.710	\$53.496
Cost per engine per mile	12.84c.	11.11c.	8.82c.	6.70c.	5.69c.	5.17c.	5.36c.
Cost per train per mile..	16.16c.	14.10c.	11.60c.	9.09c.	7.88c.	7.09c.	7.20c.

TABLE No. 2.

	HALF-YEARS ENDING JANUARY 31ST						
	1858.	1859.	1860.	1861.	1862.	1863.	
Total Cords of Wood used by Freight Trains.....	11.155	7.867	8.325	9.377	10.543	11.832	
Miles run per Cord.....	24.43	32.75	37.40	43.93	46.26	42.74	
Total Tons of Freight hauled....	117.473	110.100	142.395	216.148	246.492	257.246	
Average Tons hauled per Cord..	11.63	14.00	17.10	23.94	23.64	24.28	

TABLE No 3.

	HALF-YEARS ENDED JANUARY 31st.					
	1858.	1859.	1860.	1861.	1862.	1863.
Total Engine Mileage.....	758.300	681.660	783.779	880.316	961.222	997.563
Total Half-yearly Expenses	\$244.824	\$183.956	\$169.504	\$197.080	\$196.247	\$207.893
Average Cost per Mile.....	32.28c.	26.99c.	24.18c.	22.46c.	20.42c.	20.84c.
Half-yearly Cost of Working.....	\$140.941	\$100.114	\$106.459	\$107.711	\$112.386	\$115.712
Do. Cost of Repairs.....	"	\$53.812	\$68.332	\$63.849	\$55.387	\$71.450
Do. Cost of Renewals.....	"	"	\$14.713	\$26.120	\$28.474	\$20.706
Average cost per mile of Working..	18.58c.	14.69c.	13.58c.	12.24c.	11.69c.	11.00c.
Do. Do. Repairs....	13.70c.	12.30c.	8.78c.	7.25c.	5.71c.	7.16c.
Do. Do. Renewals..	"	"	1.87c.	2.97c.	2.96c.	2.08c.

CAR DEPARTMENT.

Report of Car Repairs and Renewals for Six Months ended 31st January, 1863:—

The stock at present consists of the following, viz:—

- 83 First Class Cars, six of which are Sleeping Cars.
- 44 Second Class Cars.
- 53 Post-office, Baggage, and Conductors' Cars.
- 750 Boxfreight Cars, 8 Wheels.
- 110 Cattle Cars do.
- 100 Hopper or Grain Cars, 4 Wheels.
- 256 Platform Cars, six of which are on 16 Wheels.
- 6 Timber Trucks, on 4 Wheels.
- 120 Gravel or Construction Cars.

1,522 Cars.

CONSTRUCTION.

The charge against Construction, \$1,000, consists of turning the Car made for the Prince of Wales' accommodation into a Sleeping Car; and \$1,223 92, for new Car Shed at London, and painting new Car Shed at Windsor.

MAINTENANCE.

FIRST-CLASS CARS.

Extensive repairs have been done to this class. Nine pairs of new and improved Trucks have been rebuilt; one pair having *twelve* wheels for Sleeping Car, and new wheels and axles supplied to same.

The painting, varnishing, and upholstering have been attended to.

The remainder of this Stock which had not Coal Oil Lamps at the close of half-year ended 31st July, 1862, have received them during the past six months. The maintenance of this division of our Stock is attended with considerable expense, as our position in relation to other Companies connecting with this line compels us to keep fully up with any improvements introduced on other roads. I am at present altering another of our Passenger Cars into a Sleeping Car, which will be done by May next.

The expenses of "Car Cleaning," and general attendance on these Cars, are included in my expenses for maintenance.

The two First Class Cars referred to in my last Report as undergoing renewal had to be laid aside for other work; they are, however, considerably advanced towards completion, and will be finished the current half-year.

SECOND CLASS CARS.

During this half-year I have renewed one of these entirely, and another is half-done. Twenty-four of those were originally constructed from Box freight Cars, and are on that account not the best kind of Car for Second Class. I am, however, as Freight Cars require renewing, supplying their places with Second Class which were taken from Freight Cars, and building an improved Second Class in their places. The general repairs of these Cars have been attended to as required.

POST-OFFICE, BAGGAGE AND CONDUCTORS' CARS.

The whole of the Post-office and Baggage Cars have been thoroughly repaired, and *thirteen* of them were almost rebuilt. One of the large Baggage Cars was destroyed by fire near Longwood Station, which we are making preparations to restore. The Post-office and Baggage Cars have all received new Coal Oil lamps.

The Conductors' Cars are in a good state of repair; one of them, No. 2, has been rebuilt this half-year to supply the place of one burnt near Beamsville. Box-freight 600, Cattle 110, Wheat and Hopper 250, and Platform Cars 256: total 1216. Our expenditure this half-year on these has been heavy; a large proportion has been for wheels and axles.—The repairs and renewals of the wood-work have also been heavier than usual. The time in the life of these cars has arrived when extensive repairs and renewals in which I am now engaged are rendered necessary by their age and work done. Our cost per mile is, however, below the average of the past eight years and a half: the half-year just closed being 0.344 of a penny per car mile run against 0.376, the average cost for the time stated. For particulars see table No. 2, attached to this Report.

We have renewed this half-year 34 entirely new bodies and trucks. This stock requires careful and constant attention, as they are hard worked, and during the winter months especially so; and any neglect increases the cost of maintenance. One of the greatest sources of expense, and of which I have frequently complained, is the failure of the wrought-iron wheels first

supplied us from England. We are replacing them with American cast-iron wheels as fast as the others wear out.

This division of our stock, however, may be considered in general good order. Our per centage of the number in for repairs and renewals during the past year has not exceeded *two* per cent. 308 roofs have been thoroughly repaired and painted anew; and 43 have had double-boarded roofs put on. The plan for covering them with boards instead of canvass or cotton duck I find very much better and cheaper.

We have also put double decks to six of our Cattle Car stock for the convenience of carrying pigs. The single deck or floor would not carry a proper load. We are also proceeding with 34 more for the same purpose. They are, however, made so as they can be converted when required for ordinary purposes.

GRAVEL CARS.—The Gravel or Construction Cars are attended to by the Engineer's Department.

RENEWALS.

TABLE NO. 1.

First Class Car Trucks, 9 pairs	\$4,680 00
One New Second Class Car	800 00
One New Conductors' Car	600 00
Thirty-four Freight Cars	16,830 00
Total	\$22,910 00

STATEMENT showing the total cost of maintenance and renewals of cars for seventeen half-years ended the 31st July, 1862, *i.e.* from the opening of the line, car miles run, and cost per mile, compared with the half-year ended 31st January, 1863 :—

TABLE NO. 2.

HALF-YEARS ENDED.	Cost of Maintenance and renewals of Cars.	Number of Miles run by Cars.	Cost per Car Mile.
17 Half-years ended 31st July, 1862	\$745,378 86	96,672,923	Cents. 0.755
Half-year ended 31st January, 1863	72,532 95	10,571,580	0.689
Saving per mile run .....	.....	.....	0.066

Reckoning 0.066c. per mile saved on 10,571,580 miles run will show a total saving of \$6,977.10 effected the past half-year.

COMPARATIVE STATEMENT showing the cost of Oil used upon cars, car miles run, and cost per mile for seven corresponding half-years ended 31st January, 1863 :—

TABLE No. 3.

HALF-YEARS ENDED.	Cost of Oil.	Car miles run.	Cost per mile.	Miles run for one cent of cost.
	\$ c.		c.	
1857	6.666 43	6,855,489	0.1138	8.79
1858	5.837 08	6,814,418	0.0857	11.67
1859	3.997 01	5,477,295	0.0780	13.70
31st January.....	3.238 01	5,397,804	0.0595	19.80
1861	2.342 83	3,112,451	0.0289	34.60
1862	2.317 77	9,679,151	0.0238	41.84
1863	1.228 42	10,071,080	0.0116	86.21

Yours respectfully,

(Signed)

S. SHARP,

Superintendent Mechanical Department.

THE GREAT WESTERN

AUDIT OFFICE—

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for Each.		Mileage of Each.	Main Line Earnings				
				dol.	c.		For 229 miles	Per Mile.			
				dol.	c.		dol.	c.			
BY PASSENGER TRAINS.		Passeng's. Local	216,018	237,678	59	7,930,943	169,823	27	697	91	
		Excursionist	44,637	22,902	15	3,007,257	18,396	43	80	33	
		Foreign	60,016	292,323	07	11,015,306	279,372	87	1,219	96	
		Emigrants	4,384	7,357	07	783,440	6,741	25	29	48	
			824,975	660,061	18	22,736,947					
Mails		Local	14,840	90	7	20,620	77	11,559	74	50	47
		Foreign	6,779	87	5,779	87	25	24
Exp's Fr't		Local	10,665	88	8,546	55	37	32
		Foreign	8,546	55	8,546	55	37	32
Sundries		Local	2,252	80	1,511	40	6	62
		Foreign	317	00	1,511	00	1	38
			2,669	80	..	..	..	..	..	..
Passenger Totals			324,975	602,464	16	22,736,947	500,600	94	2,186	03	
Mer'ndise		Local	113,077	265,327	15	7,688,037	198,544	28	867	00	
		Foreign	108,301	405,894	03	20,143,842	393,661	28	1,719	04	
			221,878	671,221	18	27,831,879					
Vehicles		Local	230	968	36	15,517	665	16	2	90	
		Foreign	20	230	42	4,363	230	42	1	00	
			250	1,188	78	19,881					
Horses		Local	363	1,349	41	32,334	1,124	38	4	91	
		Foreign	145	695	60	30,921	695	60	3	03	
			508	2,045	01	63,255					
Cattle		Local	3,621	4,683	60	374,541	3,503	06	15	29	
		Foreign	37,546	74,509	66	8,154,208	74,509	66	325	36	
			41,167	79,193	26	8,529,050					
Calves		Local	34	83	81	2,701	24	10	..	..
		Foreign	29	32	59	5,135	32	69	14
			63	66	40	7,836					
Sheep		Local	19,246	4,899	61	1,747,441	4,303	53	18	79	
		Foreign	15,751	5,371	62	3,404,679	5,371	62	23	45	
			34,997	10,271	23	5,152,120					
Pigs		Local	7,149	2,620	14	891,688	2,395	47	10	47	
		Foreign	255,712	142,953	97	57,809,249	142,953	97	624	89	
			262,861	145,604	11	58,700,933					
Sundries		Local	..	783	61	..	571	70	2	49	
		Foreign	..	..	..	788	61	..	..	..
			..	788	61	..	..	..	..	..
Freight Totals			..	910,373	58	..	828,619	82	3,618	42	
Local Traffic Totals			..	568,896	31	..	410,978	08	1,794	66	
Foreign " "			..	943,941	45	..	918,242	68	4,009	79	
Grand Totals for Half-year			..	1,512,837	77	..	1,329,220	76	5,804	45	
Less Galt and Guelph Branch			..	10,373	63	
G. W. R. Grand Total			..	\$ 1,502,464	14	

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RAILWAY OF CANADA.

OFFICE—

STATEMENT.

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Half-year ending 31st January, 1863.

Earnings	Toronto Branch Earn's		Harrisburgh and Galt Branch Earnings.		Galt & Guelph Branch Earnings.		Sarnia Branch Earnings.		Total Average Earnings Per Mile for Half-year
	For 83 Miles	Per Mile.	For 12 Miles	Per Mile.	For 15 Miles	Per Mile.	For 51 Miles.	Per Mile.	
dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.
697 9½	50,461 30	1,327 92½	4,762 94	396 07½	4,357 45	290 49½	18,283 93	358 50½	
80 33½	2,661 50	70 04	395 68	82 14	296 70	19 78	1,061 84	20 82	
1,219 86½	12,204 06	321 16	164 82	12 90½	117 63	7 84	473 69	9 28½	
29 48½	494 32	13 00½	6 36	53	2 50	16½	12 64	24½	
50 47½	1,918 21½	50 47½	605 76½	50 47½	757 19	50 47½	.. ..	.. ..
25 24	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
37 32½	1,764 01	46 42½	113 76	9 48	107 37	7 15½	134 19	2 68½	
37 32½	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
6 62½	477 86	12 67½	44 76	3 73	40 94	2 72½	171 84	3 37	
1 38½	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
2,186 03	69,981 26½	1,841 61	6,064 07½	605 33½	5,679 78	378 65	20,188 13	394 86½	1,746 27½
867 00½	28,768 37	756 79½	6,955 76	579 64½	4,662 74	310 85	26,406 00	517 76½	
1,719 04½	926 97	24 39½	.. ..	.. ..	.. ..	.. ..	11,305 78	221 68½	
2 90½	169 49	4 46	12 18	1 01½	6 94	46½	104 69	2 05	
1 00½	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
4 91	152 21	4 00½	4 87	40½	2 17	14½	65 78	1 29	
3 03½	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
15 29½	1,067 23	28 08½	30 38	2 53	6 92	46	76 01	1 49	
325 36½	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
10½	6 52	17½	1 08	09	50	08½	1 61	03½	
14½	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
18 79½	327 43	8 61½	140 01	11 66½	4 72	31½	128 92	2 43	
23 45½	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
10 47½	206 00	5 42	9 01	75	3 62	23½	3 14	06½	
624 38½	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
2 49½	21 68	56½	2 44	20½	6 34	86½	182 55	3 67½	
..	
3,618 42½	31,635 86	832 82	7,155 73	596 31	4,692 85	312 86½	38,269 38	750 38	2,638 76½
1,784 66½	87,991 71½	2,315 56½	13,058 62½	1,089 21½	10,262 80	683 49½	46,615 40	914 02½	
4,009 79½	13,625 35	358 56½	161 18	13 43½	120 13	8 01	11,799 11	231 21½	
5,804 45½	101,617,06½	2,674 13	13,219 80½	1,101 64½	10,372 63	691 50½	58,407 51	1,145 24½	4,385 03½

