

No. 13.

Great Western Railway.

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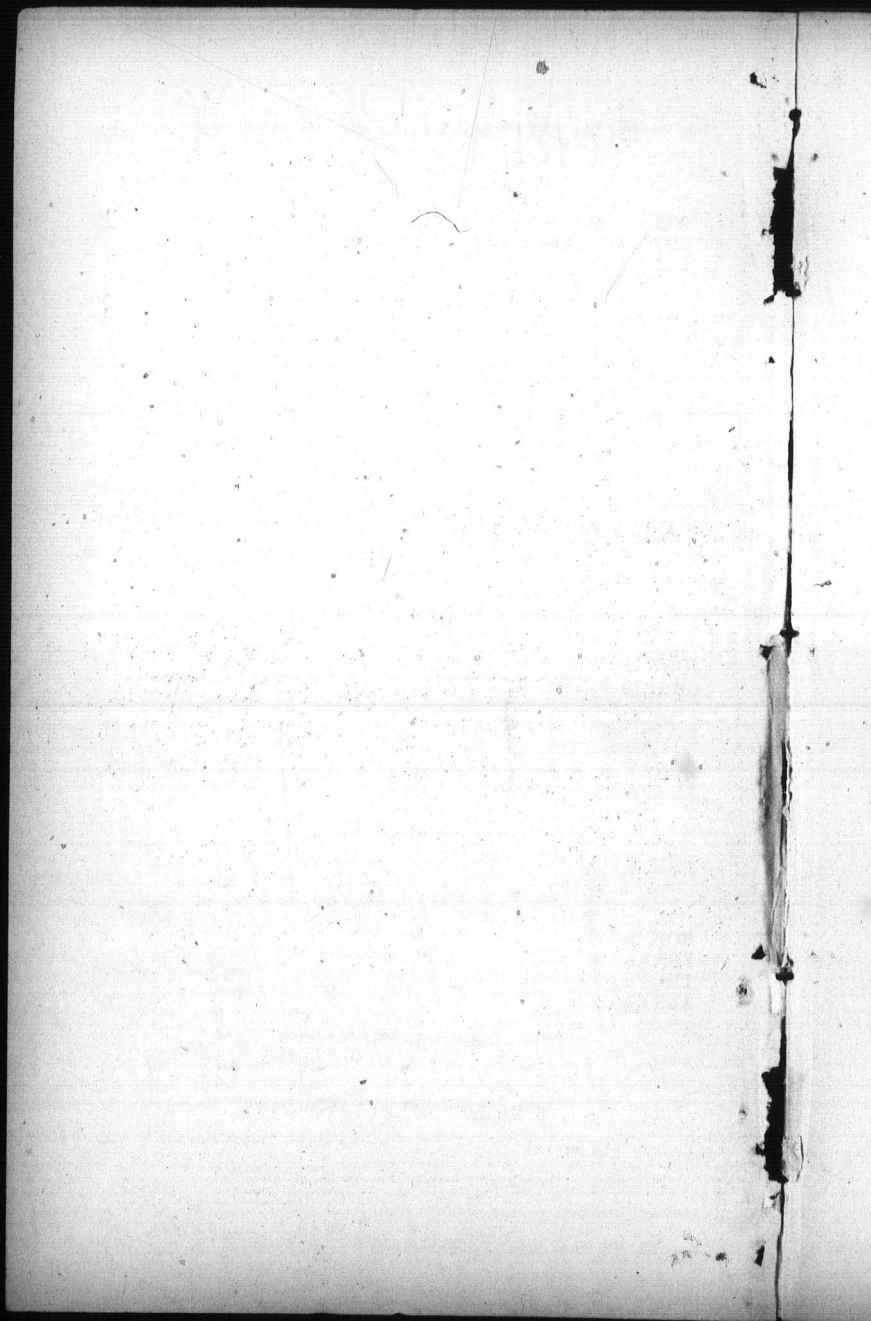
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REPORT  
OF  
THE DIRECTORS  
OF THE  
Great Western Railway of Canada,  
FOR THE  
HALF-YEAR ENDED 31st JULY, 1860,  
WITH  
STATEMENTS OF ACCOUNTS,  
&c. &c. &c.

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HAMILTON:  
PRINTED AT THE "TIMES" STEAM JOB PRINTING ESTABLISHMENT.

-1860.



# Great Western Railway of Canada.

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## LIST OF THE DIRECTORS.

1860.

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### *President.*

ROBERT GILL, Esq., Apps Court, Surrey, England.

### *Vice-President.*

JOHN YOUNG, Esq., Hamilton, Canada West.

### *Managing Director.*

CHARLES JOHN BRYDGES, Esq., Hamilton, Canada West.

### *Financial Director.*

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

### CANADIAN BOARD.

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

CHARLES JOHN BRYDGES, Esq., Hamilton, Canada West.

THOMAS REYNOLDS, Esq., ditto.

RICHARD JUSON, Esq., ditto.

WILLIAM DICKSON, Esq., Galt, 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.

ROBERT GILL, Esq., *Chairman*, Apps Court, Surrey.

FRANK SOMERVILLE HEAD, Esq., Pit Place, Epsom.

THOMAS CULLEN, Esq., 8, Devonshire Street, Portland Place, London.

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

### BANKERS IN CANADA.

THE COMMERCIAL BANK OF CANADA.

### COMPANY'S OFFICES IN CANADA.

HAMILTON, CANADA WEST.

SECRETARY,—MR. W. C. STEPHENS.

# GREAT WESTERN RAILWAY

## ACCOUNT

*Capital Account, showing the Receipts and Expenditure*

RECEIPTS.	Total Receipts to 31st July 1860
<b>To Original Share Account:—</b>	Sterling. £ s. d.
For amount received on 105,712 shares, (including 14,113 new shares paid up in full and converted into original shares) viz :	
On 102,296 shares on English Register, at £20 10s. 0d. sterling per share.....	£2,097,068 0 0
On 2,416 shares on Canadian Register, at \$100 per share, converted at 109½ per cent. exchange.....	70,191 15 7
<b>To New Share Account:—</b>	
For amount of 1st, 2nd, 3rd, 4th, 5th, and 6th calls on 63,988 new shares (after deducting the 14,113 new shares paid up in full and converted into original shares) viz:—	
On 63,685 shares on English Register, at £18 sterling per share.....	1,146,330 0 0
On 303 shares on Canadian Register, at \$57.60 per share, converted at 109½ per cent. exchange.....	6,454 0 0
Less amount of arrears on 3rd, 4th, 5th and 6th calls	1,151,784 0 0 22,345 15 8
For amount received in anticipation of future calls on new shares .....	1,129,498 4 4 5,735 0 0
	1,135,173 4 4
<b>TOTAL AMOUNT</b> received on account of share capital to 31st July, 1860.....	3,302,432 19 11
<b>To Perpetual 5 per Cent. Debenture Stock:—</b>	
For amount received on this account .....	46,700 0 0
<b>To Bond Account:—</b>	
Bonds at 6 per cent., convertible, due 1876.....	£127,000 0 0
" " " nonconvertible, " 1873.....	39,000 0 0
" " " " " 1860.....	27,700 0 0
" " " " " 1862.....	17,600 0 0
" " " " " 1864.....	72,700 0 0
" " " " " 1873.....	449,200 0 0
Bonds at 5½ per cent., nonconvertible, " 1877.....	485,000 0 0
" " " " " 1878.....	62,000 0 0
Bonds at 6 per cent., nonconvertible, " 1881.....	1,000 0 0
The total amount of the Bonds is.....	1,154,200 0 0
<b>To Government Loan:—Balance.....</b>	673,687 15 0
	<b>£ 5,204,020 14 11</b>

**Total Receipts on Capital Account during the half year.**  
From calls on share capital, &c..... £43,753 3 1



# COMPANY OF CANADA.

No. 1.

of the Company on Capital Account, to 31st July, 1860.

EXPENDITURE.	Am't expended to 31st Jan., 1860, as per last acc't.		Am't expended during half-year to 31st July, 1860		Total Expenditure to 31st July, 1860.	
	Sterling. £ s. d.		Sterling. £ s. d.		Sterling. £ s. d.	
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.....	4,120,365	16 2				
Land, Works, Bridges, Permanent Way, and all incidental charges, (including proportion of the Cost of re-constructing in Stone and Iron, the Bridges across the Welland and Desjardins Canals, originally built of Timber.).....			12,946	13 9		
Rolling Stock :—						
Passenger (Sleeping) Cars .....			827	18 4		
To 31st January, 1860 .....	4,120,365	16 2				
<i>During Half-year, 1st February to 31st July, 1860</i> .....			13,768	12 1		
<b>EXPENDITURE ON GREAT WESTERN MAIN LINE, &amp;c., TO 31ST JULY, 1860.</b>						
					4,134,134	8 3
By Sarnia Extension.....	455,555	11 8				
Works, Bridges, Permanent Way, Stations, Warehouses, and all incidental charges...			10,711	4 10		
Right of Way and Land.....			123	5 9		
Rolling Stock, viz :—						
Goods Cars.....			1,245	19 11		
To 31st January, 1860 .....	455,555	11 8				
<i>During Half-year, 1st February to 31st July, 1860</i> .....			12,080	10 6		
<b>EXPENDITURE ON SARNIA EXTENSION TO 31ST JULY, 1860.....</b>						
					467,636	2 2
By Galt and Guelph Railway :—						
Land, Works, Bridges, Permanent Way, and all incidental charges .....	76,183	7 5			76,183	7 5
<b>TOTAL.....</b>						
					4,677,958	17 10
By Detroit and Milwaukee Railway Company :—						
Loan Account.....	250,000	0 0			250,000	0 0
					4,927,958	17 10
By Balance carried to Account No. 4.....					378,066	17 1
					<u>£5,204,020</u>	<u>14 11</u>

**Total Expenditure on Capital Account during the Half-year:**

Great Western Main Line, &c.....	£13,768	12 1	
Sarnia Extension .....	12,080	10 6	
	<u>£25,849</u>	<u>2 7</u>	

## THE GREAT WESTERN RAIL

## ACCOUNT

## Revenue Account of the Great Western Railway

Half-year ended 31st July, 1859.		RECEIPTS.	Half-year ended 31st July, 1860.	
Dollars. c.	Sterling. £ s. d.		Dollars. c.	Sterling. £ s. d.
524,253 61	107,723 6 11	To Amount received for the carriage of 229,432½ Passengers.....	446,246 47	91,694 9 7
37,264 68	7,667 2 1	Ditto ditto Parcels and Mails....	34,623 69	7,114 9 2
317,448 67	65,229 3 2	Ditto ditto Freight and Live Stock	445,437 25	91,623 4 0
878,966 96	180,009 12 2		926,307 41	190,337 2 9
4,217 40	866 11 9	Ditto ditto Rents.....	4,304 32	884 9 0
		Ditto, Balance of Traffic from Grand Trunk Company.....	930,611 73	191,221 11 9
			15,967 72	3,278 19 9
		Notes.—The Traffic Receipts above stated, are exclusive of those of the Galt and Guelph Railway, for which see Account H.		
		The Traffic Balance from the Grand Trunk does not include the month of July.		
<u>\$883,184 16</u>	<u>£181,476 8 11</u>		<u>\$946,569 46</u>	<u>£194,600 11 6</u>

## WAY COMPANY OF CANADA.

No. 2.

Company of Canada, for the half-year ended 31st July, 1860.

Half-year ended 31st July, 1859.		Per Cent on Gross Receipts.	EXPENSES.	Half-year ended 31st July, 1860.		Per Cent on Gross Receipts.
Dollars. c.	Sterling.			Dollars. c.	Sterling.	
	£ s. d.			£ s. d.		
77,054 68	16,833 3 1	8,72	BY MAINTENANCE OF WAY.	70,828 40	14,553 15 7	7,61
180,862 33	37,161 8 8	20,43	per Abstract..... A	189,944 04	39,029 12 0	20,41
			Locomotive Power do. B			
33,280 36	6,838 8 7	3,77	Repairs & Renew-	36,873 65	7,576 15 6	3,96
102,871 98	21,138 1 7	11,65	als of Passenger	101,594 39	20,875 11 3	10,92
			and Goods Cars do. C			
76,404 44	15,699 10 10	8,65	Coaching Transit	84,317 80	17,325 11 10	9,06
35,356 49	7,265 0 8	4,00	Expenses..... do. D	36,584 72	7,517 8 2	3,93
			Merchandise Ex-			
			penses..... do. E			
			General Charges. do. F			
			Total ORDINARY WORKING			
505,820 27	103,935 13 5	57,27	Expenses .....	520,143 09	106,878 14 4	55,89
			ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES			
7,084 39	1,455 13 11	0,80	By Taxes..... \$6,629 98		1,862 6 6	0,71
			Railway Inspec-			
5,267 04	1,092 5 4	0,60	tion Fund..... 1,528 75		314 2 7	0,16
			Insurance..... 5,267 04		1,082 5 4	0,57
			Suspension Bridge			
22,500 00	4,623 5 9	2,54	Rent, for half-			
			year..... 22,500 00	35,925 77	4,623 5 9	2,42
540,671 70	111,096 18 5	61,21	Total Revenue Expenditure	556,068 86	114,260 14 6	59,75
342,612 46	70,379 5 6		By Balance carried to net	390,500 60	80,239 17 0	
			Revenue No. 3 account..			
<u>\$883,184 16</u>	<u>£181,476 3 11</u>			<u>\$916,569 46</u>	<u>£194,500 11 6</u>	

## THE GREAT WESTERN RAIL

ACCOUNT

Dr.

Net Revenue Account

Half-year ended 31st July, 1859.			Half-year ended 31st July, 1860.	
Dollars. c.	Sterling. £ s. d.		Dollars. c.	Sterling. £ s. d.
16,303 04	3,349 18 10	To Surplus of Net Revenue brought forward from half-year ended 31st January, 1860.....	115,890 81	23,813 3 7
342,512 46	70,379 8 6	" Balance from Revenue Account (No. 2) for the half-year to date.....	390,500 60	80,239 17 0
<u>358,815 50</u>	<u>73,729 4 4</u>		<u>506,391 41</u>	<u>104,053 0 7</u>
124,598 00	25,602 6 8	To Balance brought down.....	238,876 79	49,084 5 6
<u>124,598 00</u>	<u>25,602 6 8</u>		<u>238,876 79</u>	<u>49,084 5 6</u>
89,749 74	8,167 15 1	To Balance brought down .....	144,461 75	29,683 18 6

## THE GREAT WESTERN RAIL

ACCOUNT

Dr.

General Balance Sheet

Half-Year Ended 31st July, 1859.			Half-Year Ended 31st July, 1860.	
Dollars. c.	Sterling. £ s. d.		Dollars. c.	Sterling. £ s. d.
292,321 25	60,066 0 2	Amount outstanding, and due to the Company on Traffic Accounts.....	136,266 59	27,999 19 8
281,227 30	67,786 8 8	General Stores on hand 31st July, 1860.....	240,436 25	49,404 14 2
159,000 89	32,683 14 11	Fuel Stores (wood) " ".....	119,634 43	24,580 7 3
68,737 26	14,124 1 11	Mechanical Stores " ".....	71,931 61	14,780 9 5
400,236 43	82,240 7 3	Rail Stock Account.....	204,268 89	62,621 0 1
68,368 00	14,948 4 5	Municipal Bonds.....	69,400 00	14,260 5 6
201,000 00	41,301 7 4	Detroit, and Milwaukee Stock and Interest	201,000 00	41,301 7 4
		Amount of Interest due to 31st January, 1860, on Loan to Detroit and Milwaukee Railway Company.....	167,437 05	34,404 17 6
107,419 33	22,072 9 3	Gait and Guelph Railway Company Working Account.....	9,727 34	1,998 15 4
		Bad Debt Account (in course of liquidation) Balance.....	23,097 07	4,745 19 6
159,491 26	32,772 3 7	Amount of Desjardins' Accident, Claims not yet paid, but for which Bonds have been given, as per contra.....	17,400 00	3,575 6 10
		Balances in Bankers' hands, and Sundry Accounts due to the Company.....	446,167 45	91,678 4 11
<u>1,737,861 72</u>	<u>357,094 17 6</u>		<u>1,506,756 68</u>	<u>371,251 7 6</u>

## WAY COMPANY OF CANADA.

No. 3.

to 31st July, 1860.

Cr.

Half-Year Ended 31st July, 1859.				Half-Year Ended 31st July, 1860.		
Dollars. c.	Sterling. £ s. d.			Dollars. c.	Sterling. £ s. d.	
85,158 15	17,498 5 0		By half-year's interest on the Balance of Government Loan, to 1st July, 1860.	85,158 15	17,498 5 0	
149,059 35	30,628 12 8		" Interest on bonds, bank loans, &c., after deducting interest received, per Abstract G.....	182,356 47	37,470 10 2	
124,598 00	25,602 6 8		" Balance carried down.....	238,876 78	49,084 5 6	
<u>359,815 50</u>	<u>73,729 4 4</u>			<u>506,391 41</u>	<u>104,053 0 7</u>	
44,916 18	9,229 7 1		By Renewal of Rails, Sleepers, Fences, Bridges, &c., (including the proportion chargeable to Revenue of the cost of renewing the Desjardins and Welland Swing Bridges).....	85,408 02	17,559 17 4	
39,932 08	8,205 4 6		" Amount paid during the half-year on account of the Desjardins' Accident, &c.....	3,182 75	653 19 9	
" "	" "		" Bad Debt Account: Proportion of this account written off.....	5,774 27	1,186 9 10	
39,749 74	8,167 15 1		" Balance carried down.....	144,461 75	29,683 18 6	
<u>124,598 00</u>	<u>25,602 6 8</u>			<u>238,876 79</u>	<u>49,084 5 5</u>	

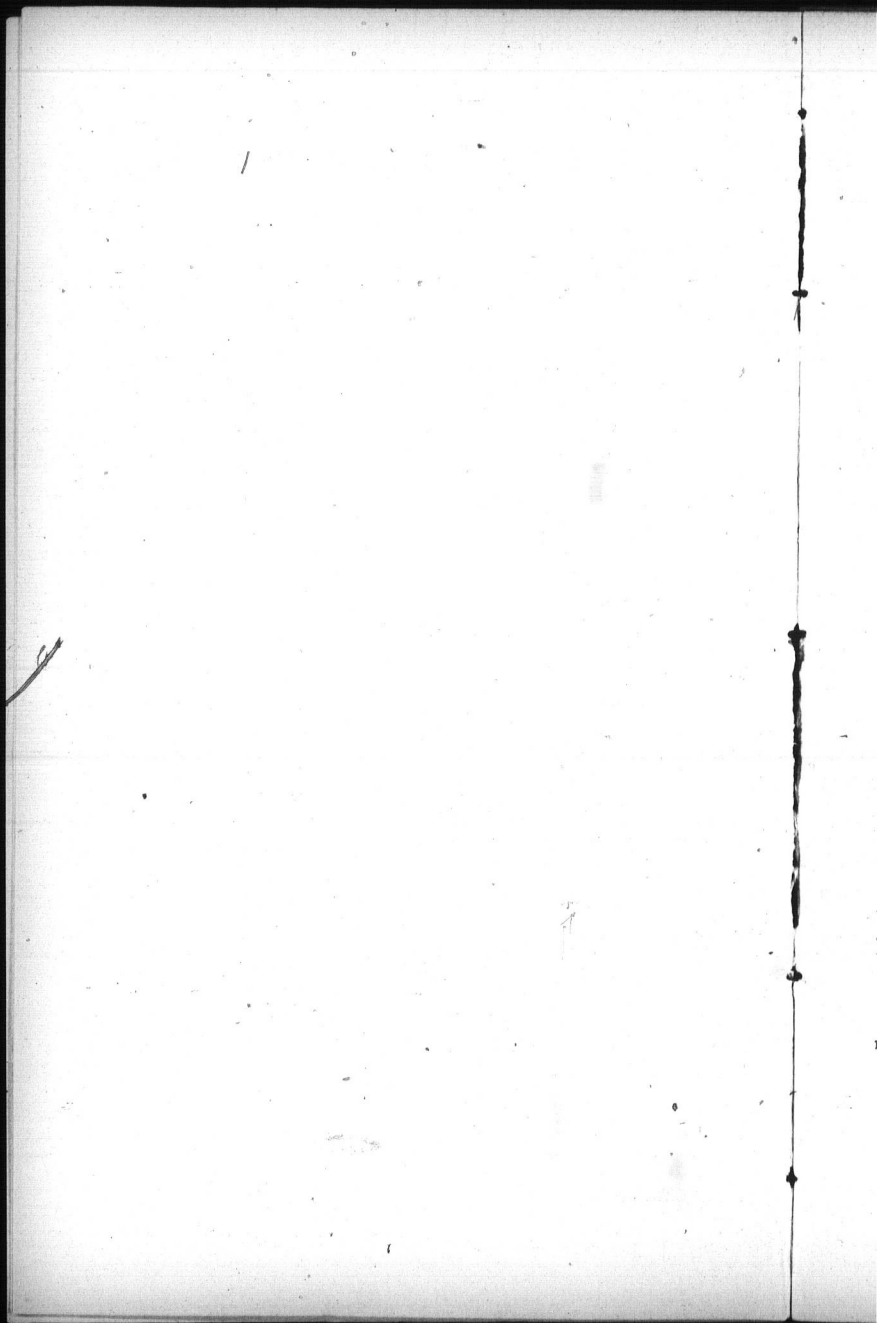
## WAY COMPANY OF CANADA.

No. 4.

to 31st July, 1860.

Cr.

Half-Year Ended 31st July, 1859.				Half-Year Ended 31st July, 1860.		
Dollars. c.	Sterling. £ s. d.			Dollars. c.	Sterling. £ s. d.	
585,311 49	109,995 10 3		Balance from Capital Account No. 1.....	1,343,525 37	276,056 17 1	
39,749 74	8,167 15 1		Balance from Net Revenue Account No. 3..	144,461 75	29,683 18 6	
128,744 86	26,454 8 6		Bonds payable (being Amount of Desjardins' Accident Bonds still outstanding, see contra).....	17,400 00	3,575 6 10	
19,358 32	3,977 14 9		Insurance Fund Account.....	23,756 80	6,114 8 3	
" "	" "		Interest on Detroit and Milwaukee Loan to 31st January, 1860, not taken credit for in Net Revenue Account of that date.....	68,618 06	12,044 16 2	
1,014,697 31	208,499 8 11		Balances due by the Company, and Sundry Accounts not paid on 31st July, 1860.....	212,994 70	43,766 0 8	
<u>1,737,861 72</u>	<u>357,094 17 6</u>			<u>1,806,756 68</u>	<u>371,251 7 6</u>	





# GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended  
31st July, 1860.*

Half-year ended 31st July, 1859.	<b>ABSTRACT A.</b>	Half-year ended 31st July, 1860.
\$ c.	MAINTENANCE OF WAY.	\$ c.
8,471 65	Repairs of Bridges and Culverts .....	5,650 54
12,013 97	“ Stations, Sidings, Fences, &c. ....	8,359 63
4,840 39	“ Buildings .....	6,218 54
820 18	“ Signals .....	1,162 90
47,687 34	Platelayers' Wages, and Extra Work on Way .....	45,113 98
257 28	Approaches .....	365 02
2,963 97	Engineering Superintendence, &c. ....	4,067 79
\$77,054 68		\$70,928 40
£15,833 3 1 Sterling.		Sterling £14,563 15 7
\$44,916 18	Renewal of Rails, Bridges, Fences, Sleepers, &c.	\$85,438 02
£9,229 7 1 Sterling.		Sterling £17,569 17 4

Half-year ended 31st July, 1859.	<b>ABSTRACT B.</b>	Half-year ended 31st July, 1860.
\$ c.	LOCOMOTIVE POWER.	\$ c.
29,746 18	Transit Expenses:—	
6,639 00	Wages of Enginemen and Firemen .....	35,831 36
47,036 59	Wages of Labourers and Cleaners .....	6,965 01
3,469 08	Fuel .....	46,275 91
745 03	Oil .....	4,129 51
1,376 90	Tallow .....	911 52
3,549 71	Small Stores, including Signal Lamps, Waste, &c. ....	1,321 53
362 68	Pumping Engines to supply Water .....	4,389 67
993 55	Salaries of Foremen and Clerks .....	309 22
	Salary of Locomotive Engineer .....	999 96
\$93,918 62		\$101,134 29
31,541 31	Repairs of Engines:—	
51,362 55	Material and Fuel .....	31,593 24
	Wages .....	54,025 49
\$176,822 48		\$85,618 73
	Sundries:—	
493 20	Lighting Shops .....	471 00
1,301 14	Maintenance of Turntables .....	1,168 81
2,235 51	Maintenance of Tanks and Pumps .....	1,561 21
		3,191 02
\$180,852 33		\$159,944 04
£37,161 8 8 Sterling.		Sterling £39,029 12 0
	\$0.341 or 1s. 4-84d. Cost per Train mile run .....	\$0.236 or 1s. 4-59d.
	\$0.248 or 1s. 0-25d. Cost per Traffic Engine mile run .....	\$0.247 or 1s. 0-16d.

### STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February to 31st July, 1859.		Miles run, 1st February, to 31st July, 1860.
295,174	By Passenger Engines .....	276,668
234,377	By Freight Engines .....	289,201
529,551	Total Train miles earning Revenue .....	564,769
198,225	By Piloting and Shunting Engines .....	205,239
727,776	Total Traffic Engine miles run .....	770,068
71,991	By Construction Engines .....	7,690
16,612	By Wood Engines .....	6,127
816,379	Gross Engine miles run .....	783,785

## GREAT WESTERN RAILWAY OF CANADA.

Half-year ended  
31st July, 1859.

## ABSTRACT C.

Half-year ended  
31st July, 1860.

REPAIRS AND RENEWALS OF CARS.					
Passenger Cars:—					
\$	c.		\$	c.	\$ c.
4,446	11	Materials .....	4,930	59	
14,639	13	Wages .....	17,351	30	
979	38	Salaries of Superintendent, Foremen, and Clerks.....	804	12	
<hr/>			<hr/>		
20,064	62				23,086 01
Merchandise Cars:—					
4,930	31	Materials .....	6,912	29	
7,877	29	Wages .....	6,395	08	
408	13	Salaries of Superintendent, Foremen, and Clerks.....	480	27	
<hr/>			<hr/>		
					13,787 64
<hr/>			<hr/>		
\$33,290	35				\$36,873 65
<hr/>			<hr/>		
£6,838 8s. 7d. Sterling. Showing a Cost of \$0.068 or 3.1d. per Train Mile run.			Sterling £7,576 15s. 6d. Showing a Cost of \$0.065 or 3.2d. per Train Mile run.		

## STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Feb., to 31st July, 1859.		Miles run, 1st Feb., to 31st July, 1860.
843,170	Of 1st Class Cars.....	788,490
285,203	2nd Class Cars.....	253,047
651,934	Post Office, Express, Baggage, and Conductors' Cars .....	641,807
3,414,374	Freight, Platform, and Cattle Cars.....	4,622,887
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5,199,681	Total Earning Revenue .....	6,906,231
182,732	Wood Cars .....	87,816
2,519,685	Gravel Cars .....	151,900
<hr/>		
7,902,093	Total Miles run by Cars.....	6,645,847

Half-year ended  
31st July, 1859.

## ABSTRACT D.

Half-year ended  
31st July, 1860.

## COACHING TRANSIT EXPENSES.

\$	c.		\$	c.	
14,628	76	Wages of Station Masters and Booking Clerks .....	16,935	38	
10,296	46	Porters.....	7,003	91	
18,315	29	Conductors, Baggage-men, and Brakemen.....	16,375	45	
1,974	88	Policemen.....	1,858	65	
4,363	64	Switchmen .....	4,066	25	
4,405	00	Watchmen at Level Road Crossings.....	3,421	28	
84	37	Clothing .....	460	62	
3,430	00	Oil and Tallow .....	3,363	31	
468	69	Compensation for Damages .....	1,502	77	
477	12	Cattle killed on Track by Trains.....	228	50	
1,729	16	Lamps and Signals .....	449	21	
10,667	23	Lights and Fuel for Stations and Passenger Cars, and cleaning of same .....	9,975	69	
3,068	46	Stationery, Advertising and Printing.....	2,483	74	
383	55	Office Expenses .....	456	98	
1,309	06	Small Stores .....	2,356	97	
868	32	Travelling and Incidental Expenses.....	808	14	
9,027	76	Expenses of Ferry across the Detroit River .....	7,817	20	
12,403	11	Expenses of Advertising and Agency in the United States .....	17,995	81	
4,547	32	Expenses of Telegraph.....	3,794	60	
<hr/>			<hr/>		
\$102,571	98		\$101,594	39	
<hr/>			<hr/>		
£21,133 1s. 7d. Sterling. Equal to 18.32 per Cent. on Coaching Traffic Receipts.			Sterling £20,875 11s. 3d. Equal to 21.12 per Cent. on Coaching Traffic Receipts.		

## GREAT WESTERN RAILWAY OF CANADA.

### ABSTRACT E.

#### MERCHANDISE TRANSIT EXPENSES.

Half-year ended  
31st July, 1869.

\$ c.	
19,129 11	Wages of Clerks, Conductors and Brakesmen .....
24,749 53	" Porters .....
4,363 68	" Switchmen .....
2,487 31	" Watchmen at Level Road Crossings .....
4,428 80	Lights, Lamps, Fuel, and Signals .....
1,461 68	Oil and Tallow .....
"	Clothing .....
847 48	Small Stores, including Tail Ropes, &c. ....
2,487 12	Rents .....
3,758 48	Compensation for Damages .....
490 87	Cattle killed on Track by Trains .....
705 52	Traveling and Incidental Expenses .....
3,657 95	Stationery, Advertising and Printing .....
277 45	Office Expenses .....
2,667 67	Expenses of Telegraph .....
4,991 79	Expenses of Ferry across the Detroit River .....
<u>\$76,404 44</u>	

£15,699 10s. 10d. Sterling.  
Equal to 24·07 per cent.

on  
Merchandise Traffic Receipts.

108,945 Tons.

Half-year ended  
31st July, 1860.

\$ c.	
23,861 26	Wages of Clerks, Conductors and Brakesmen .....
27,141 62	" Porters .....
4,060 87	" Switchmen .....
3,169 03	" Watchmen at Level Road Crossings .....
3,622 42	Lights, Lamps, Fuel, and Signals .....
1,709 28	Oil and Tallow .....
39 00	Clothing .....
1,661 24	Small Stores, including Tail Ropes, &c. ....
1,750 00	Rents .....
2,146 26	Compensation for Damages .....
276 27	Cattle killed on Track by Trains .....
1,765 72	Traveling and Incidental Expenses .....
2,248 83	Stationery, Advertising and Printing .....
329 47	Office Expenses .....
3,514 92	Expenses of Telegraph .....
7,031 60	Expenses of Ferry across the Detroit River .....
<u>\$84,317 89</u>	

Sterling £17,325 11s. 10d.  
Equal to 18·93 per cent.

on  
Merchandise Traffic Receipts.

162,959 Tons.

Total Tonnage carried.

### ABSTRACT F.

#### GENERAL CHARGES.

Half-year ended  
31st July, 1869.

\$ c.	
19,559 81	Head Offices in London and Hamilton .....
1,933 66	Stationery, Advertising and Printing .....
1,178 35	Postages and Stamps .....
296 70	Fuel and Lights .....
4,749 45	Travelling and Incidental Expenses .....
290 10	Discount on Bank Notes, and cost of Exchange .....
283 62	Furniture, &c. ....
161 22	Store Keeper's Office Expenses .....
2,790 53	Law Charges .....
4,866 67	Directors' Remuneration .....
<u>\$36,000 11</u>	
643 62	Less Transfer Fees .....
<u>\$35,356 49</u>	

£7,265 0s. 8d. Sterling.

Equal to  
4·00 per cent. on  
Total Revenue.

Half-year ended  
31st July, 1860.

\$ c.	
19,109 24	Head Offices in London and Hamilton .....
1,670 85	Stationery, Advertising and Printing .....
1,366 47	Postages and Stamps .....
163 26	Fuel and Lights .....
4,538 06	Travelling and Incidental Expenses .....
870 59	Discount on Bank Notes, and cost of Exchange .....
865 06	Furniture, &c. ....
"	Store Keeper's Office Expenses .....
3,901 40	Law Charges .....
4,866 67	Directors' Remuneration .....
<u>\$37,330 54</u>	
745 82	Less Transfer Fees .....
<u>\$36,584 72</u>	

Sterling £7,617 8s. 2d.

Equal to  
3·98 per cent. on  
Total Revenue.

## GREAT WESTERN

## ABSTRACT

## INTEREST ON BONDS, BANK LOANS,

Dr.

	DOLLARS.	STERLING.
	\$ c.	£ s. d.
Sundry Interests.....	2,767 96	568 16 2
Cost of remitting £70,000 sterling to England.....	1,644 44	337 18 0
Interest on Outstanding Bonds payable in England.....	186,035 23	38,226 8 4
	<u>\$190,447 63</u>	<u>£39,133 1 6</u>

## THE GALT AND

## ACCOUNT

The Galt and Guelph Railway Company (Working Account)

## EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1859.				Half-year ended 31st July, 1860.		
DOLLARS.	STERLING.			DOLLARS.	STERLING.	
	£ s. d.				£ s. d.	
			To Maintenance and Renewal of Way during the Half-year ended this day—			
\$2,170 84	446 1 3		Cost of Maintenance.....	\$1,992 80	409 9 7	
360 84	74 2 11		Cost of Renewal of Rails, &c....	363 95	75 16 3	
2,531 68	520 4 2		“ Locomotive Power.....	\$2,361 75	485 5 10	
2,618 14	617 8 6		“ Use of Passenger, Freight and other Cars.....	2,490 25	611 13 11	
248 64	51 1 10		“ Coaching and Merchandise Transit Expenses... 2,762 34	567 11 8		
2,911 90	598 6 9		“ General Charges.....	1,200 00	246 11 6	
1,200 00	246 11 6					
9,410 36	1,933 12 9		“ Taxes.....	9,130 56	1,876 2 10	
4 37	17 11					
9,414 73	1,934 10 8		“ Balance.....	1,130 56	1,576 2 10	
....	....			130 37	26 15 9	
\$9,414 73	£1,934 10 8			\$9,260 93	1,902 18 7	
\$2,844 68	£584 10 0		To Balance brought down.....	....	....	

31st July, 1859.

31st July, 1860.

NOTE.—The Mileage run by Engines during the Half-year, in working the Traffic of the Galt and Guelph Railway, has been as follows:

9,671	With Passenger and Freight Trains.....	9,765
1,662	Piloting and Shunting.....	1,908
<u>11,333</u>	Total.....	<u>11,673</u>

## RAILWAY OF CANADA.

## G.

DISCOUNTS, &amp;C., TO 31ST JULY, 1860.

	DOLLARS.	STERLING.
	\$ c.	£ s. d.
Sundry Interests and Discounts.....	6,009 16	1,234 15 2
Interest on Municipal and other Bonds.....	2,082 00	427 16 2
Balance as per Net Revenue Account, No. 3.....	182,366 47	37,470 10 2
	<u>\$190,447 63</u>	<u>£39,133 1 6</u>

## GUELPH RAILWAY.

## H.

in Account with the Great Western Railway Company of Canada.

## RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1859.			Half-year ended 31st July, 1860.		
DOLLARS.	STERLING.		DOLLARS.	STERLING.	
	£	s. d.		£	s. d.
\$3,506 24	720	9 3	By amount received during the Half-year ended this day for the carriage of—		
897 06	192	10 11	Passengers.....	\$3,688 22	737 6 1
2,126 85	437	0 6	Mails and Sundries.....	862 11	177 9 11
			Freight and Live Stock.....	4,810 60	968 9 7
6,570 15	1,350	0 8	" Balance.....	9,260 93	1,902 18 7
2,944 68	584	10 0	.....	....	....
				<u>\$9,260 93</u>	<u>1,902 18 7</u>
<u>\$9,414 73</u>	<u>£1,924 10 8</u>		By Balance brought down.....	<u>\$180 57</u>	<u>26 15 9</u>

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# REPORT OF THE DIRECTORS

OF THE

## Great Western Railway Company

OF CANADA.

The receipts on Capital Account during the last half-year from Calls on Shares, &c., amounted to.....

£43,753 3 1

This makes the total Receipts on Capital Account on the 31st July, 1860, as follows:—

Share Capital .....	£3,302,432 19 11
Perpetual 5 per cent. Debenture Stock.....	46,700 0 0
Loan from Canadian Government .....	573,687 15 0
Bonds of the Company.....	1,281,200 0 0

£5,204,020 14 11

The expenditure to 31st January, 1860, was....

£4,902,104 15 3

And there have been expended the following sums during the last half-year:

On Main Line, Galt and Toronto Branches	£13,768 12 1
On the Sarnia Line.....	12,080 10 6

Bringing the total outlay on Capital Account up to 31st July, 1860, to the sum of.....

£4,927,953 17 10

The expenditure on the Main and Toronto lines consists of the extra cost of renewing the Draw Bridges over the Desjardins and Welland Canals in stone and iron, instead of wood; and of the several amounts explained in the reports from the different departments.

The outlay on the Sarnia Branch is principally for the settlement of the arbitration relative to the contract for the construction of the line referred to in the last report.

The total amount of the half-year's Traffic and Rents is.....	£194,500 11 6
Less Working Expenses, Taxes, and Rent of the Suspension Bridge.....	114,260 14 6
Leaving a net revenue of.....	80,239 17 0
Adding Surplus from last half-year.....	23,813 3 7
<b>Making a Total of.....</b>	<b>£104,053 0 7</b>
From which the following deductions have to be made:—	
Interest on Government Loan.....	£17,498 5 0
Balance of General Interest Account, as per Abstract G.....	37,470 10 2
Payments on account of Desjardins Accident.....	653 19 9
Proportion of Bad Debt Account.....	1,186 9 10
Renewals of Bridges, Rails, Sleepers, &c.....	17,559 17 4
	<u>74,369 2 1</u>
Leaving an available Balance.....	<u>£29,683 18 6</u>

which the Directors recommend should be carried to the credit of the current half-year.

The following statement will show the traffic (exclusive of Grand Trunk Balance) and working expenses for the last half-year, and the corresponding period in 1859.

Half-year.	RECEIPTS.					Working Expenses, Taxes, Insurance.		
	Passengers and Mails.		Goods and Live Stock.		Rents.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
31st July, 1859	115,380	9 0	65,229	3 2	866	11 9	181,476	3 11
31st July, 1860	98,808	18 9	91,528	4 0	884	9 0	191,221	11 9
Increase...	..	..	26,299	0 10	17	17 3	9,745	7 10
Decrease £	16,571	10 3	—	—	—	—	—	—

It will thus be seen that whilst the Traffic is greater by £9,745 7s. 10d., the working expenses have increased £3,163 16s. 1d.

In considering this result, however, it is right to call attention to the fact that there has been again a large

falling off in the passenger receipts, which did not permit of any corresponding reduction of expense, and a very considerable increase in freight and live stock traffic, which could only be earned at an extra cost for haulage and handling.

The tonnage carried in the two half-years compares as follows :—

31st July, 1860.....	Tons 162,959
31st July, 1859.....	“ 108,945

Increase.....54,014 or 50 per cent.

The continued falling off in passenger traffic has been progressive since the commercial crisis of 1857, and till very recently has been universal upon all Western railways.

The number of Passengers travelling in Canada is still far below what it has been, or what may be expected when the country has quite recovered from its late depression.

The question of the rates at which goods have been carried on this Railway as well as on other Western lines generally during the last two years, has engaged the serious attention of the Board. The constant reduction of rates since the commercial crisis of 1857 has been owing partly to the diminished business of the country consequent upon bad harvests, which has increased the competition among existing lines accordingly.

The result in the opinion of the Board is, that reduction has been carried to a point at which business has sometimes ceased to be profitable. In pursuance of the views expressed in the last Report, the Directors have taken strong action on this subject, and hope, before long, to do no business, except at remunerative prices.

In the meanwhile, conventions have been held with the leading East and West lines, in order to obtain, as far as possible, combined action. Great advantage has already accrued from this course, and amongst other reforms, it is hoped that the ruinous system of outside agencies will

be abolished. The fact of an unusually abundant harvest in Canada and the Western States is undoubted, and we are entitled to expect traffic in proportion.

The Directors beg to draw attention to the large outlay which will be required for the maintenance of the Road, Bridges, Fencing, and Ballasting during the next five years. It is considerably in excess of what they were led to suppose would be necessary by the reports which they have received and published previously to the Proprietors. The Chief Engineer, Mr. Reid, being in England, further explanations have been required from him, which are given in letters annexed. At the same time, they must observe, that they believe all necessary repairs have been executed up to the present time; and that the proposed outlay states quite the outside of what will really be required.

The Galt and Guelph Line not having earned or paid any interest upon the amount expended on it by this Company, the mortgage taken for our advances has been foreclosed. When the necessary legal forms are complete, the line will become the property of this Company for the amount now at its debit in the Capital Account.

Since the date of the last report, proceedings were taken to foreclose the mortgages held by this Company for the amounts advanced to the Detroit and Milwaukee Railway Company; and on the 10th April, 1860, Mr. Brydges was appointed Receiver.

The object was to protect the interests of this Company (as well as of the first and second Mortgagees); and to provide for the efficient working of the Line until some permanent arrangement could be made, desirable for all parties.

On the 6th August, however, a decree of sale was granted by the Court of Chancery, of Michigan, and in pursuance thereof the Line was put up for sale at Detroit on the 4th October, and purchased by Messrs. Gray and Reynolds for the nominal sum of \$1,000,000, who appear to be joint trustees for a new Company to be formed hereafter, on certain conditions, to be carried out before June

1st, 1861. The nature of this transaction, not emanating from this Board, is at present so imperfectly understood by them, that they have felt it necessary to request Mr. Brydges to proceed to England, as soon as possible, to explain it, as they hope, to their satisfaction.

In the meanwhile, the Board are glad to observe, that the traffic on the Detroit and Milwaukee Railway appears to improve, and to promise increased value as a feeder to the Great Western Line.

During the last ten weeks ending October 18th, 1860, the following are its comparative gross receipts :—

Passengers and Freight .....	1860—	£41,538	17	8
“ “ .....	1859—	31,474	10	6
Increase .....		<u>£10,064</u>	<u>7</u>	<u>2</u>

The appointment of a Committee of investigation was recommended by the Directors at the last half-yearly meeting, from a feeling that such a step would show, not only their own readiness to court enquiry, but that the result of that enquiry would very shortly set at rest any question as to the soundness of the concern, or its management being responsible for the recent failure of traffic and consequent Dividend.

They are obliged, however, to deplore the delay which has taken place in the proceedings of the Committee, appointed on April 4th, 1860. It is useless to trouble the Proprietors to attend a half-yearly meeting until the Report of that Committee is ready.

Of its bearing or purport, up to the present time, the Board have not the smallest information ; and they can only trust that the peculiar inconvenience and damage which the affairs of the Company are now incurring from such delay, may soon be ended by its publication. The correspondence which has taken place on this subject is to be found in the Appendix.

The Board will appoint a day for the half-yearly meeting of Shareholders, as soon as possible after their receipt of the Committee's report, of which due notice will

be given. In the meanwhile, although the state of Railway affairs in Canada is at the present moment most critical, the Directors are glad to be able to state confidently, that the position of this Company is sound, and that with proper management its prospects are good.

The 6 per Cent. Bonds which fell due on the 15th of October last, amounting to £27,700, have been paid off at maturity, and offers to renew the same declined.

During the last six months, the Directors have received the sum of £105,000 in remittances from Canada on account of Revenue.

Signed on behalf of the Board of Directors in England,

ROBERT GILL,

*President of the Company and Chairman  
of the English Board.*

London, October 31, 1860.



## APPENDIX.

No. 1.

GREAT WESTERN RAILWAY OF CANADA,  
August 15th, 1860.

H. H. CANNAN, Esq.,  
*Chairman Committee of Investigation,  
Great Western Railway of Canada.*

DEAR SIR,—As the period is now approaching at which it is customary to hold the ordinary half-yearly meeting of shareholders in London, I am desired by the Board to ask you to be so good as to inform me when the Report of the Committee of Investigation is likely to be ready for issue, in order to guide the Board in fixing the day of meeting.

I am, Dear Sir,

Yours respectfully,

(Signed)

BRACKSTONE BAKER,  
*Secretary.*

No. 2.

GREAT WESTERN RAILWAY OF CANADA  
15th August, 1860.

BRACKSTONE BAKER, Esq.,  
*Secretary of the Great Western of  
Canada Railway.*

DEAR SIR,—I am in receipt of your letter of this day, informing me you are desired by the Board to ask when the Report of the Committee of Investigation is likely to be ready for issue.

In reply, I beg to say, the Committee will not be able to commence the preparation of their Report until the return of the accountants from Canada, and they are unable at present to say at what time they will return.

I am, Dear Sir,

Yours faithfully,

(Signed)

H. H. CANNAN.

No. 3.

GREAT WESTERN RAILWAY OF CANADA,  
October 10th, 1860.

H. H. CANNAN, Esq.,  
*Chairman Committee of Investigation,  
Great Western Railway of Canada.*

DEAR SIR,—Referring to your communication to me of August 15th, stating that the preparation of the Report of the Committee of Investigation was dependent upon the return of the accountants from Canada, I am now

instructed by the Board to inquire of you when your Report will be ready for issue, as the Board is most anxious to fix a day for the half-yearly meeting of Shareholders.

I am, Dear Sir,

Your obedient servant,

(Signed) BRACKSTONE BAKER,  
*Secretary.*

P. S.—As the Board is now sitting, you will perhaps send an answer by the bearer.

*To this letter no answer has been received.*

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No. 3.

GREAT WESTERN RAILWAY OF CANADA,  
*October 24th, 1860.*

H. H. CANNAN, Esq.,

*Chairman Committee of Investigation,  
Great Western Railway Company of Canada.*

DEAR SIR,—The Board desire me to state that they have continued to delay fixing a day for the half-yearly meeting of their shareholders, until your Report should be ready for circulation and consideration previous to such meeting; but a fortnight has now elapsed without my receiving any answer to my second application to you on this subject, and the time has now come when I must beg that your Committee will favor me with a date within which your Report shall be issued, as my Board can no longer apparently be held responsible for a delay which they have done all in their power to avoid.

I am, Dear Sir,

Your obedient servant,

(Signed) BRACKSTONE BAKER,  
*Secretary.*

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No. 4.

16, TOKENHOUSE YARD,  
*London, 27 October, 1860.*

BRACKSTONE BAKER, Esq.,

*Secretary of the  
Great Western Railway Company of Canada,  
Gresham House.*

DEAR SIR,—We find upon enquiry, that Mr. Cannan, on receipt of your letter forwarding Mr. Radcliffe's Letter Book, and copy of his letter to Mr. Gill, dated 4th inst., at once sent them to our Office.

For the Committee, we now beg to acknowledge their receipt with thanks. We note contents of Mr. Radcliffe's letter.

We would suggest that any future communications intended for the Committee should be addressed to our care.

With regard to the time when the Report will be ready, we beg to state that we shall be in a better position to form a correct opinion after meeting your Chairman, and a few other gentlemen whom the Committee expect to see on this matter.

We are, Dear Sir,

Yours truly,

(Signed) COLEMAN, TURQUAND, YOUNGS, & CO.

### REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,  
ENGINEER'S OFFICE,  
HAMILTON,  
20th August, 1860.

C. J. BRYDGES, ESQ.,

*Managing Director.*

DEAR SIR,—The following is a summary of the operations of this Department during the half-year ending 31st July last; and, in addition thereto, I beg to append a Report on the present condition of the Line.

#### *Charges to Construction Account.—1st. Main Line :—*

Completing the drainage and filling up a pond of stagnant water, on property of Sir A. McNab, at Hamilton, as referred to in my last half-yearly report . . . . .	£123 5 9	\$600 00
New wrought-iron swing Bridges over the Desjardines and Welland Canals, and stone abutments for bridge over the waste weir of the Welland Canal, being the excess in cost of the iron work and new masonry over the expenditure which would have been required for renewal in wood . . . . .	£7,213 18 7	35,107 79
Value of rails laid in new sidings in connection with the Grain Elevator at Hamilton; a new siding for receiving timber and staves between Ingersoll and London; and for the extension of a siding in connection with the Car-Department at Hamilton, in all 1½ miles . . . . .	£1,304 15 11	6,350 00
Charge of Rails, Stock Account, being duty on re-rolled rails, and cost of transportation from rolling mill . . . . .	£1,132 8 11	5,511 24
Total chargeable to Main Line . . . . .	£9,774 9 2	\$47,569 03

## 2nd.—Hamilton and Toronto Railway:—

Expenditure on account of extension of Line from the present Terminus to the new Station on the Esplanade, one mile in length, jointly with the Grand Trunk and Toronto and North- ern Companies.....	£212 9 4	\$1,034 00
---	----------	------------

These works are being executed by the above-mentioned railway companies, in conjunction with this Company, for the purpose of acquiring access to a joint station in a central position of Toronto.

The contract price of the whole of the Earthworks and Bridges is \$48,000, of which this Company's proportion is fixed at \$8,970. In addition to that sum there is the cost of providing one mile of rails and sleepers, and laying and ballasting the same, amounting to the sum of \$10,000, or £2,054 15s.

Making an allowance for extra works, the whole cost is estimated at.....	£1,109 11 10	\$20,000 00
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## 3rd.—Sarnia Extension:—

Sundry small works executed in February last..	£33 15 1	\$164 27
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*Summary of Construction Charges for the half-year.*

Main Line.....	£9,774 9 2	\$47,569 03
Hamilton and Toronto Railway.....	212 9 4	1,034 00
Sarnia Extension.....	33 15 1	164 27
	<u>£10,020 13 7</u>	<u>\$48,767 30</u>

*Charges to Revenue Account.—1st. Maintenance of way; Main Line and Branches, 330 miles in length.*

Repairs of Bridges and Culverts.....	£1,136 1 10	\$5,528 99
Platelayers' wages and materials used for repairs	9,269 19 11	45,113 98
Repairs of Station Sidings and Yards.....	1,066 5 11	5,189 28
Buildings.....	1,282 4 1	6,240 09
Signals.....	236 18 0	1,152 90
Road and Bridge Approaches.....	75 0 1	365 02
Fences.....	651 8 10	3,170 35
Engineering, Superintendence, and Incidental Charges.....	835 16 11	4,067 79
	<u>£14,553 15 7</u>	<u>\$70,828 40</u>

Being at the rate of \$429, (£88 3s.) per mile per annum, as compared with \$466½, (£95 17s.) of the corresponding half-year in 1859.

In the above cost of maintenance of way is included an expenditure of \$6,744, (£1,385 15s. 1d.) for drainage works, and sodding of slopes of some of those heavy cuttings to which I have referred in former reports, as having never been thoroughly drained and protected from the weather.

The details of the works executed for that outlay are as follows:—

6,000 cube yards of clay removed from slopes.

5,109 lineal yards of rubble stone drains in ditto.

49,153 square yards of sodding, firmly staked down to the clay slopes.

The following table shows the relative cost of maintenance of the Main Line and Branches:—

Main Line (including the cost of drainage works above mentioned)			
229 miles long.....	\$486, or £99 17 3	per mile per annum	
Toronto Branch... 36 "	of independent track	382,	78 9 9 " "
Galt Branch..... 12 "	long .....	390,	80 2 11 " "
Sarnia Extension. 51 "	" .....	219½,	45 2 1 " "
Galt and Guelph Railway..... 15 "	" .....	265½,	54 12 3 " "

2. *Renewals of Way, Bridges, and Fences on Main Line and Branches.*

Renewals of rails and sleepers.....	£12,869 0 0	\$62,629 10
Ditto of Bridges: consisting of the cost that would have been incurred for renewing the Disjardines and Welland Canal Bridges in wood, the same having been deducted from the actual cost of renewal in stone and iron, as stated in the charges of the construction account .....	2,266 17 0	11,032 00
Renewals of Bridges, consisting of the actual cost of the following works:—Three open stone culverts enlarged from 3 feet to 6 and 9 feet spans; three open wooden culverts enlarged from 3 feet box drains to 6 feet spans; five entirely new wooden culverts and cattle guards to remedy defective water ways, and to protect level crossings; weather boarding 600 feet in length of druss Bridging between Hamilton and Suspension Bridge; ditto on lower chords of 500 feet ditto. The whole amounting to .....	2,065 11 1	10,052 39
Renewals of decayed fences.....	358 9 3	1,744 53
Total cost of renewals.....	<u>£17,559 17 4</u>	<u>\$85,458 02</u>

The new materials used in the permanent way, forming the above charge of \$62,629 (or £12,869) inclusive of labour, are as follows:—

368 tons of re-rolled rails.

609 tons of rails repaired by welding on new iron by means of a patent swage block, worked under contract.

783 tons of rails repaired by having the bruised ends cut off.

629 tons of fish-jointed rails removed from Galt Branch and sidings and replaced by repaired bridge rails.

557 tons of rails formerly removed from Main Line and repaired by various processes.

27,357 new oak sleepers.

54,906 lbs. of new chairs.

58,861 lbs. of fish plates and bolts.

39,929 lbs. of spikes.

The weight of new and repaired rails as above detailed amounts in all to 2,946 tons, which re-laid 29½ miles of track.

The main line and branches at present consists of the following lengths and patterns of rails :—

Main Line	{ Fished rail .....	116 miles.
	{ Bridge or U rail .....	113 "
Toronto Branch	fished rail .....	36 "
Sarnia Extension	ditto .....	51 "
Galt Branch	{ Flanged rail not fixed .....	7 "
	{ Bridge or U rail .....	5 "

*Galt and Guelph Railway.*—The cost of maintenance and renewals for the past half-year have been as follows :

Maintenance of way and works .....	£409 9 7	\$1,992 80
Renewals of rails, bridges and fences .....	75 16 3	368 95
Watchmen at public road crossings .....	28 3 5	137 10
Total .....	<u>£513 9 3</u>	<u>\$2,498 85</u>

*Present Condition of the Line.*—The whole of the works have been maintained in good condition during the past half-year at less expense than has heretofore been reached ; but the cost of renewals has greatly exceeded the charge incurred in any former half-year. I called your attention to the future increase in the expenditure for renewals in my last half-yearly report, and I consider it my duty again to bring forward this subject for your anxious consideration, as it is now one of the most important questions with which the company has to deal.

During the current half-year the cost of renewals will probably not much exceed that of the last six months, but during the half-year commencing 1st February next the renewal of the rails of the whole Main Line and of the Toronto and Galt Branches will require to be systematically begun. I have given much attention to this subject, and according to the estimate I have made, it will not be safe to calculate upon a longer period than five years from 1st February next for the entire renewal of the Main Line, Toronto and Galt Branches. After deducting about twenty-five miles of sound new rails placed in the track during the twelve months prior to the 1st February next, there will remain at that date about two hundred and fifty miles of rails to be replaced within five years, being an average of fifty miles per annum. The sleepers are now rapidly giving out, and they must be all replaced within three years from 1st February next, which for the Main Line and Toronto and Galt Branches will require an average of 160,000 per annum. The cost of these renewals of the permanent way, including new joint fastenings, and the labour of re-laying the rails and sleepers, and the supply of all deficiencies of ballast, will average \$285,000 (£58,561) each year for five years, from 1st February next ; being under this amount during the first two years and over it during the last three. The rails have been only six and a half years in use, and by the time they are all removed the average duration will not have reached eight years. Although this is fully equal to the duration of the rails on American Railways during the past ten years, it is nevertheless far below the service they ought to have yielded, even after making every allowance for the severity of our winters ; and I have already reported to you that this very unsatisfactory result has



arisen from the decidedly inferior quality of the iron in the case of the fish rails, and from the defective form of the rail and its joint fastening, combined with a poor quality of metal in the case of our "bridge" rails.

In addition to the renewal of the permanent way, the subject of re-building the wooden bridges demands immediate attention. One or two have been already rebuilt, and nearly all the bridges and trestle viaducts on the Main Line and Galt Branch must be renewed within a period of five years after 1st February next.

The extreme length of wooden bridging on the Main Line and Galt Branch, exclusive of those already rebuilt, is 13,915 lineal feet.

The cost of renewing these entirely in timber in their present form would be \$230,000 (£47,260) spread over a period of five years; and if stone abutments and piers are added in those cases where the piers are at present of wood, or iron girders substituted for wooden trusses, then the extra cost of such works would form a charge to capital account.

No renewals of bridges to any considerable extent will be required for the Toronto Branch for three or four years, nor on the Sarnia Branch for eight or ten years.

The wooden bridges for public and private roads over the line will not require any material renewals for two or more years yet. The aggregate length of this class of bridges is 9,600 lineal feet, and the greater part of them will last for fully six years yet.

The above periods represent a very brief existence for wooden bridges subject to railway traffic; but the universal experience of engineers in the Northern States of America establishes the fact that ten or twelve years is the limit of the reliable service of this class of structures. By exercising very great care in the selection of timber, having it seasoned before use, and by protecting the frame work by weather-boarding; I believe that fifteen years use can be obtained from wooden bridges.

For all spans exceeding 100 feet I am in favour of iron girders instead of wooden trusses, chiefly on account of the much greater security from fire (to which bridges are much more liable in this country than in England) but this is a question which must be decided mainly on its economical merits, and it will not effect many of the bridges, as they are to be renewed.

The extreme length of wooden bridging on the Main Line and Galt Branch, whose spans are 100 feet and upwards, is 3,476 lineal feet. Two bridges over the Thames between Woodstock and London have already had their spans divided into two openings each, by the erection of piers under the centre of the trusses, and the bridge over the same river at Thamesville which consisted originally of two spans of 125 feet each, was rebuilt last year in four spans of 62 feet each. When the time arrives for rebuilding the above mentioned length of 3,476 feet, it will be practicable to reduce the size of the spans to bays of from 50 to 60 feet each, to the extent of about 2,800 feet of the whole, but there will still remain upwards of 600 feet in length whose spans cannot be brought within the limit of 100 feet on account of the violence of the floods in the spring freshets, and which, therefore, in my opinion, ought to be renewed in iron. Wooden trusses, of spans varying from 50 to 70 feet, can be rebuilt with comparative facility

without interrupting the traffic, but in those of larger span the difficulty, expense and risk are very greatly increased, and therefore it is that it becomes very desirable to have such spans in iron.

By constructing stone abutments at the extremities of the present bridges, instead of wooden trestles (which at present connect a few of the larger bridges, and nearly all the smaller bridges with the slopes of the bank) on that portion of the line between Suspension Bridge and London, and on the Galt Branch, where stone can be obtained with facility, the aggregate length of the wooden bridging would be diminished by about 2,850 feet, and its place supplied with a solid earth embankment, and stone abutments. The length of wooden bridging on the division west of London can, in several instances, be advantageously diminished by substituting earth embankment for some of the timber trestle work, which was built originally as being cheaper than earth work; but with the facilities which now exist for hauling material by locomotive power, this objection does not exist. The additional length of bridging which can thus be dispensed with would be 730 feet, making in all a reduction of 3,580 lineal feet.

The perishable structures on the Line are the fences, wooden buildings, and planked road crossings, with their cattle guards and culverts; but the renewals of these during the next two or three years will not very sensibly exceed the expenditure now incurred in their maintenance.

I am, dear Sir,

Your very obedient servant,

(Signed)

GEO. LOWE REID,  
*Engineer.*

GREAT WESTERN OF CANADA RAILWAY OFFICES,  
LONDON,

26th October, 1860.

BRACKSTONE BAKER, Esq.,

*Secretary,*

*Great Western Railway of Canada.*

SIR,—I beg to acknowledge the receipt of your letter of 19th inst., desiring further information from me on the subject of the renewals of our rails.

In my report on the condition of the rails, addressed to Mr. Brydges, on the 31st January last, I took no account of the renewal of  $34\frac{1}{2}$  miles of fished rails on the Western Division, nor of 12 miles of rails on the Galt Branch, and 51 miles on the Sarnia Branch, whereas in my report for the half-year ending 31st July last I estimated the entire renewal of the  $34\frac{1}{2}$  miles of the Western Division rails, and also of the 12 miles of the Galt Branch, before the expiration of 5 years from 1st February next.

I have already explained to you what were my principal reasons for omitting any estimate of these portions of the Line, and I have now only to add that I did not regard my report of 31st January as embodying a *complete*

estimate of the future renewals of all our rails. My first instructions from Mr. Brydges were simply to report to him on the subject of the fished rails used on the Toronto Branch, and on the Main Line, for the purpose of replacing the compound rails and worn-out U rails. He subsequently requested me to report also on the condition of the U rails, but I was not told that my report was to be adopted by the Board as an estimate of the entire future renewals of the Line; I must, however, state that I should of my own accord have made mention of the 34½ miles of the Western Division rails, had I considered that their renewal was probable within the next four or five years. Even now I do not anticipate that they will be worn out before the fifth year from February, 1861, as I have already stated in my letter of the 4th inst.

With respect to your remark that "the rails now in use have given way sooner than any of your former half-yearly reports gave us any reason to expect, and the cost of replacing them greatly exceeds former estimates transmitted to us," I beg to offer the following explanation:—

In all my half-yearly reports, dated from 24th August, 1855, I have made reference to the increasing depreciation of the Permanent Way, but I candidly admit that my remarks in these reports are not such as to afford any clear information as to the actual extent to which the deterioration of the rails had gone. My allusions to the subject of future renewals were purposely stated in brief general terms, in compliance with the request of the Managing Director, who deemed it undesirable to go into any details. There was always a considerable degree of uncertainty regarding the future renewals of our rails, arising from many obvious causes, and although in August, 1857, the wear and tear of the rails was so great as to lead me to the conclusion that the whole of them would require renewal before 1st January, 1863, I afterwards saw good grounds for modifying this opinion, and I now consider and have estimated that the whole of them will not be removed till 1st January, 1866. The causes which interposed their agency to extend the life of our rails were chiefly these:—

- 1st. The diminished weight of traffic which began to decline in the summer of 1857.
- 2nd. The completion of the ballasting and drainage works, which greatly improved the condition of the road and added largely to the durability of the rails.
- 3rd. The introduction of wrought-iron chairs at the joints of the U rails on upwards of 30 miles of track, which of itself, I believe, added a year or two to the life of those rails thus treated.

The estimates of the cost of renewals have never been made out by me until I made those of my Report for the last half-year; and I have to add that the cost of re-rolling rails was formerly estimated at \$20, (£4 2s. 2d.) a ton, whereas we now find that the lowest contract price at which this work can be done is \$30, (£6 3s. 3d.) a ton.

I am, &c., &c.,

(Signed)

GEO. LOWE REID,

Engineer.

## GREAT WESTERN OF CANADA RAILWAY OFFICES,

LONDON,

27th October, 1860.

BRACKSTONE Baker, Esq.,  
Secretary,*Great Western Railway of Canada.*

SIR,—Agreeably to the request of your letters of 21st September, and 19th Inst., I beg to offer the following explanations regarding the large increase in the renewal of the permanent way which must immediately take place, and also to mention some of the principal causes which have contributed to the rapid deterioration of the rails of the Main Line and Toronto Branch.

When the Line was opened throughout in January, 1854, the permanent way consisted of the following lengths of different patterns of rails:—

Compound rail weighing 66 and 80 lbs. per lineal yard.....	384 miles.
U or Bridge rail, 66 lbs. per yard.....	156 "
Fish-jointed rail, 65 lbs. per yard.....	344 "

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 220
 

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At 31st July last the following were the respective lengths and patterns:—

Fish-jointed rail, 65 lbs. per lineal yard.....	116 miles.
U or Bridge rail, 66 lbs. per lineal yard.....	113 "

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 229
 

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From the above it will be seen that during the past six and a half years the whole of the compound rails, and 43 miles of U rail have been replaced by fish-jointed rails.

The Toronto Branch (36½ miles of independent track) was opened for public traffic in November, 1855. It was laid throughout with fish-jointed rails of the same pattern and manufacture as those employed in relaying the Main Line. At the present time upwards of 7 miles of the rails of the Toronto Branch have been renewed, and a large quantity requires to be taken up next spring. With the exception of 34½ miles of the original fished rails laid down on the western division of the Main Line when it was opened, there are at this date 81½ miles of fished rails on the Main Line of the same quality as the 36½ miles on the Toronto Branch, making in all 118 miles of the same pattern and quality of iron. These rails have unfortunately proved to be very inferior in quality. Many sections of the Line, where there were heavy gradients or sharp curves did not last two years; and the condition of the whole is such as to satisfy me that its average duration will barely reach six years; and in the estimates of future renewals, which I made 31st July last, I assumed that the whole of this pattern of rail will have to be renewed within five years from 1st February next. These rails have evidently been manufactured of very soft iron of poor quality, which from inherent defects has welded badly in passing through the rolling mill, and the consequence has been that it has become crushed and laminated to a most unexampled extent under an ordinary traffic, and on a perfectly well-ballasted road-bed,—the ballasting being complete when these rails were laid down.

The rails of the U or Bridge pattern were manufactured from much harder iron, but they were unfortunately made of a form badly adapted for the severity of a Canadian climate; and being supported on cross-sleepers, with merely a flat plate at the joint, to which the ends of the rails were bolted or spiked, the track thus formed was exceedingly deficient in that vertical stiffness, and rigidity of joint fastening so essential for the permanent way during our autumnal rains and spring thaws, (the latter alternating with periods of the most intense frost) at which time it is next to impossible to preserve a perfectly level piece of road on a solid bearing, even with the best possible appliances and materials at one's disposal. One of the principal objections attending the joint-fastening of this U rail, arises from the perforations of the bottom flanges, consisting of six holes  $\frac{7}{8}$  of an inch in diameter, close together at the extremities of each bar. Had the rails been laid on longitudinal sills the evil effects would have been very greatly mitigated; but resting on cross-sleepers the result has been to weaken the rail so much at these holes, that in the severe frosts of winter the fracture and complete breakage of rails becomes very alarming in extent. It will hardly be credited when I state that sometimes in one day of intense frost as many as twenty rails have been broken, some of them in two places, under a passing train.

I remedied this state of things very considerably by substituting a wrought-iron chair for the flat plates at the joints; but many of the rails had suffered too much injury already to derive the full benefit of this treatment. I do not expect that any of these U rails will exist beyond 1865, and I have therefore estimated the entire renewal of the present 113 miles as to take place before February, 1866.

Rails subjected to the influences of a Canadian winter and spring will always give way many years before the same quality of iron is worn out on an English railway. And when it is remembered that the Great Western Railway was almost entirely unballasted for several years after it was opened, and that it was subjected at the same time to a heavy goods traffic (besides the gravel and construction trains), there is less reason for astonishment at the rapid destruction of the rails than at first sight would appear.

There can be no question about the inferior quality of the iron (especially that of the fished rails purchased for the Toronto Railway by the contractor in 1855, and for renewing the main line, by the Company, in 1856); but at the same time it is beyond a doubt that our heavy freight traffic, worked at high-speeds on a single line of rails, has had a very injurious effect upon the permanent way. To make up time, the freight trains are frequently obliged to run at a speed of 30 miles an hour—a necessity inseparable from the working of a heavy traffic on a single line of rails; and this very often with coupled engines, weighing with the tenders 54 tons each, having a weight of from 10 to 13 tons on each of the driving axles.

Nearly all the leading railway companies in the Northern States and Canada are complaining loudly of these same evil effects which I have above mentioned. Amongst many instances I may mention that of a well-known Company—the Grand Trunk Railway of Canada. The published report of Mr. Blackwell, of Dec., 1859, exhibits, in the reports addressed to him by the several resident engineers, an extraordinary destruction of the permanent way. The central division of that line, between Toronto and Montreal,

333 miles in length, was opened in different sections during the year 1856, and at the date of the report of the Resident Engineer, viz., 31st October, 1859, it had not been opened for traffic much more than three years; and yet he reports as follows:—"Fully 2,500 tons (or 25 miles of track) is required in order to remove all defective bars from the track." He also says, "the sidings have been robbed long since for the use of the main line, partly this year (1859) and partly last year (1858.)" In accounting for this excessive wear of the iron he says, "the quality of iron was originally inferior, and that it suffered much injury from deficient ballast, bad chairs, and imperfect maintenance when first opened. The rails thus referred to are of the U pattern, the same as those of our line, and they are similarly laid down.

I shall just quote another instance, that of a line of high repute in the States, the Philadelphia, Wilmington and Baltimore Railway; from the report of the President of the Company, for the year ending 30th November, 1858. He says, "There is no question that the rails manufactured in England in the early days of Railroads were the best that have ever been laid down; but as the demand on this side increased, and the price diminished by strong competition, the English iron rapidly degenerated, till, finally, many lots were sent here which were not worth the expense of laying down. A lot of English iron delivered in 1854, purchased in Newcastle, has proved to be the poorest iron on the road, exhibiting a durability of only  $4\frac{1}{2}$  years."

I have been recently informed by the Engineers of several leading Railways in England, that the rails manufactured within the last few years do not last *one-half the time* of those made prior to 1850.

During the past six months I have begun to repair a large proportion of those rails which are only crushed at detached spots, by welding on fresh iron by a patent swage block at a moderate cost, but this only serves to prolong the life of the rails thus treated for a few years, and to that extent it is quite successful.

You request, on the part of the Board, information as to why the heavy renewals so soon to be commenced were not earlier foreseen, or if foreseen, why not reported upon: and also explanations respecting the extent of line re-laid during the half-year ending 31st July last. In order to make my remarks on these subjects as clear as possible, I shall briefly arrange them under the following heads:—

1st. Future renewals of rails, and previous intimations of the same.

I estimate that in five years from February next the whole of our permanent way on the Main Line and Toronto and Galt Branches, (with the exception of 25 miles of good rails just laid down) must be renewed, including new sleepers, joint fastenings, and a fresh supply of ballast; the whole costing \$1,425,000, or £292,805, or an average of \$285,000, or £58,561 each year. The expenditure will be considerably under this sum the first year, but it will gradually increase.

In all my half-yearly reports, (to which I beg to refer you) dating from 24th August, 1855, I have made reference to the increasing depreciation of our permanent way, and several years ago I suggested the formation of a



fund to meet future renewals. At the same time I have to state that the managing director did not deem it necessary that I should enter into any details on this subject in my half-yearly reports. There was always very considerable uncertainty as to what would be the precise duration of our rails, inasmuch as the great improvement in our drainage works, the completion of our ballasting, and the introduction of wrought-iron chairs at the points of the U rails, promised to extend very materially the existence of the permanent way beyond what appeared likely to be the case three or four years ago. In August, 1857, whilst our traffic was very heavy, and before the road bed was brought to that degree of excellence which it subsequently attained, and also prior to the application of the new wrought-iron joint chairs, I reported to the managing director that the rate of destruction then in progress would finish the whole of our rails before the end of 1862. But the ameliorating effects of the improvements which I subsequently effected have materially prolonged their existence, and instead of being entirely worn out in two years from this date, as seemed likely to be the case in 1857, it will be fully five years before they will be wholly removed.

2nd. Extent of renewals during the half-year ended 31st July last.

I have stated in my report for the last half-year that the weight of new and repaired rails amounted to 2,946 tons or 29½ miles of track. Of this quantity, however, it must be borne in mind that only 3½ miles were of new iron, and six miles were of partially worn rails, taken from the Galt Branch and from Sidings; the remainder consisting of rails repaired by the swage block, and of those repaired by having the bruised ends cut off: the two latter alone making 20 miles, which in the accounts of many railway companies would be classified under the head of repairs, and not of renewals, and for this reason, among others, that they can only be depended upon for a few years' duration from the date of their repair. It is a usual practice to remove rails from Sidings or Branch Lines with small Traffic, and to exchange them for partially worn rails from the Main Line, and this has been done to a large extent on the Great Western Railway.

3rd. Estimated cost of renewals of Permanent Way and Bridges, &c.

The following is an approximate estimate of the cost of renewing the permanent way, bridges, and fences for the next five years. Under the head of Permanent Way is included that of the whole of the Main Line and Branches; and under the head of Bridges and Fences the whole of those works on the Main Line and Galt Branch, but not on the Toronto or Sarnia Branches, as they require almost no renewals for several years. In the estimate of bridges the cost of renewing in wood only is charged, inasmuch as the excess in cost of all iron and stone additions will be a charge to capital.

1st Year commencing at 1st February, 1861 .. ..	£48,698	\$237,000
2nd do. do. do. 1862 .. ..	55,890	272,000
3rd do. do. do. 1863 .. ..	64,728	315,000
4th do. do. do. 1864 .. ..	84,247	410,000
5th do. do. do. 1865 .. ..	110,651	538,500
	<u>£364,212</u>	<u>\$1,772,500</u>

These expenditures are in addition to the ordinary repairs or maintenance of way, which at present amount to \$142,000 or £29,178 a year.

When the above sum of \$1,772,500 or £364,212 is expended, the line will be in a thoroughly efficient condition, such as it has never been in since it was opened for public traffic.

4th. Constant charges for renewals of permanent way, &c., being the average annual expenditure required after the line is renewed to the extent now contemplated. For Main Line and all branches, 330 miles, exclusive of sidings.

1stly. Rails: duration taken at 12 years, being an average of about 27 miles a year, which, at \$32, or £6 11s. 6d., a ton, for re-rolling and transportation along the line, will cost.....	\$88,128 or £18,108 10 0	
Laying down same .....	10,800	2,219 3 7
Joint fastenings (supply of waste and breakage of bolts, nuts and spikes).....	5,400	1,109 11 9
2ndly. Sleepers: duration taken at 8 years for whole Main Line, branches and sidings, being 836,000 in all, or a supply of 104,500 a year, costing for material and labour, per annum...	41,800	8,589 0 10
3rdly. Bridges: including those over the line, cattle-guards, and planked-road crossings, taken at an average duration of 15 years, average cost per annum.....	24,000	4,931 10 2
4thly. Fences: duration taken at 12 years to be renewed in common "snake fence," average per annum.....	16,666	3,424 10 5
5thly. Replenishing waste of ballast, say 25,000 cube yards a year.....	10,000	2,054 15 11
6thly. New switches and signals, and allowance for slips of embankment, &c.....	3,206	668 15 4
Total average per annum.....	<u>\$200,000</u>	<u>£41,095 18 0</u>

From the above estimate it will be seen, that if the sum of \$200,000 or £41,095 18s. for renewals of the Main Line and branches is not expended in any one year, it is certain to be increased in future years, as is to be the case for the following five years.

The aggregate charges on account of renewals from the opening of the line to 31st July last are.....	\$388,778	£79,886
The estimate cost of renewals for the five years following February next, as already stated, are.....	1,772,500	864,212
Total expenditure in twelve years.....	<u>\$2,161,278</u>	<u>£444,098</u>

Or an average of \$180,106 (£37,008) per annum, exclusive of the bridges of the Toronto and Sarnia branches, and of the greater part of the rails of the latter branch.

The conclusion fairly warranted by the above estimate appears to me to be this:—that after completing the renewals of works during the next five years to the extent of \$1,772,500, or £364,212 in all, the sum of \$200,000, or £41,095 18s., should be set apart for renewals each year, and if not all expended (as it will not be at first) to be funded for future use.

Assuming then that the renewal forms a fixed charge of \$200,000, or £41,095 18s. per annum, and that the ordinary maintenance costs \$150,000 or £30,822 a year, we have an aggregate expenditure of \$350,000 or £71,908 to meet each year on 330 miles of railway, or \$1,060 (£218



sterling) per mile per annum, which is considerably under that incurred by many of the leading trunk lines of England.

The cost of new rails or of re-rolling old ones (with a fresh supply of new iron in them) in Canada or America is very heavy; the contract price for merely re-rolling and supplying the loss in weight occasioned during the process of manufacture being \$30 or £6 3s. 3d. a ton, whereas the same work can be performed in England for 30s. to 40s. a ton, or about one fourth of the price paid in Canada.

The re-laying of a mile of single line of rails in Canada, including new rails, sleepers, and joint fastenings, and a fresh supply of ballast, cannot be done (at present prices) under a cost of £1,140 a mile, whereas the same could be performed in England for £725 a mile.

I am, Sir,

Your obedient servant,

(Signed)

GEO. LOWE REID.

*Engineer.*

**REPORT OF THE LOCOMOTIVE SUPERINTENDENT.**

GREAT WESTERN RAILWAY,  
HAMILTON,

Aug. 17th, 1860.

C. J. BRYDGES, Esq.,  
Managing Director.

DEAR SIR,—In laying before the Board of Directors the following Report of our operations during the past half-year, I wish to premise that the last winter was an exceedingly destructive one to our Stock; very few of the engines escaped serious damage, the tyres especially suffered, and we had to use almost a twelve months' average supply in the month of February and March alone. Some portions of the winter were the coldest on record.

1. *General Repairs and Maintenance.*—36 engines have received *heavy* and 10 others lighter repairs, and as regards maintenance, considerable progress has been made with two powerful freight engines to cover the depreciation of the Stock, and various essential parts are in hand for renewal of parts of the oldest engines.

2. *Fireboxes, Boilers and Tubes.*—One new boiler and two tube sheets have been supplied, another new boiler is almost completed, and three others are in hand besides the two for new engines. Every possible attention has been paid to the repairs, and new boilers will be supplied to the old Stock as fast as required.

3. *Wheels and Axles.*—77 cast and 4 wrought-iron wheels, 2 crank and 29 straight axles have been provided, and the total number of new straight axles inserted into the Stock since February, 1858, amounts to 233. 36 new wrought-iron wheels of diameters varying from 3 to 5 feet, are now making in our workshops.

4. *Tyres.*—97 new tyres (Lowmoor) have been provided at a cost for raw material alone of \$6,752 88.

5. *Coupling Rods and Crank Pins.*—5 sets of new coupling rods and 27 larger crank pins have been put in.

6. *Springs.*—The damage done to springs (owing to the severity of the winter) and the consequent cost of repairs has been very heavy indeed.

7. *Trucks.*—Fairbairn's passenger engines have been completed by the addition of 4 new trucks, also 1 new truck has been supplied to the "Ajax" engine, and 1 rebuilt truck to the "Windsor" engine.

8. *Fuel.*—The following tables will show the economy which has been effected in the cost of this important item:—

TABLE NO. 1.

	HALF-YEARS ENDING			
	July 31, 1857	July 31, 1858	July 31, 1859	July 31, 1860
Gross Engine Mileage.....	761,944	692,663	727,776	770,063
Net Train ".....	597,450	533,390	529,551	562,861
Total Cost of Fuel.....	\$91,848	\$75,161	\$47,036	\$46,167
Cent. per Mile on Engine Mileage.....	12.05 cts.	10.85 cts.	6.46 cts.	5.99 cts.
" " Train ".....	15.37 "	14.07 "	8.88 "	8.20 "

Table No. 1 shows the progressive decline which has been made in the cost of fuel. We cannot expect to make much further reductions, but no pains will be spared to continue every possible economy, and we shall receive some assistance from the fact of our Stock of new wood being of excellent quality and reasonable in price.

The lessened consumption per mile has greatly prolonged the existence of the old stock of firewood, and on that account we are only running one coal burning engine, but as soon as the wood on the Toronto branch is exhausted, that line will be worked entirely with coal.

TABLE No. 2.

	Total Engine Mileage.	Total cost of Fuel.	Average cost per mile.
Five Half-Years ending January 31st, 1858.....	3,682,841	\$432,089	11.73 cts.
" " " July 31st, 1860.....	3,655,746	\$281,140	7.69 "
Decrease.....	27,095	\$150,949	4.04 cts.

Making proper allowance for the difference in mileage between the two periods, the total net saving in fuel amounts to \$147,771, and as the tonnage of freight is about equal for both periods, and the last half-year in particular being amongst the heaviest we have yet experienced; the reduction is, of course, a clear gain to the Company.

9. *Condition of Shops, Tools, &c.*—The rearrangement of the heavy machinery into systematic order is nearly completed. Two new forges for making wrought-iron wheels have been built, \$632 has been expended in useful tools, and \$150 in rebuilding the walls of boiler maker's shop.

10.—*Expenses of Working and Repairs.*—

	HALF-YEARS ENDING			
	July 31, 1857	July 31, 1858	July 31, 1859	July 31, 1860
Total Engine Mileage.....	761,944	692,563	727,776	770,068
Total Expenses for Working and Repairs.....	\$255,273	\$216,388	\$180,852	\$189,944
Cost per Mile for Working.....	19.28 cts.	18.19 cts.	12.90 cts.	18.14 cts.
" " Repairs.....	13.92 "	13.05 "	11.95 "	11.53 "
Total Cost per Mile.....	33.50 cts.	31.24 cts.	24.85 cts.	24.67 cts.

The decrease in the average cost per mile between 1857 and 1860, is equal to 8.83 cents, but in comparing the half-year just closed with former periods, the fact should be borne in mind that the gravelling and wood trains have been almost entirely discontinued, also that the following sums have been expended on new work to keep up the Stock.

On two new freight engines.....	\$5,127
On tools.....	632
On workshops.....	150
	<u>\$5,909</u>

The running of engines for gravel and wood trains whilst the line was being completed and ballasted, were of great benefit to this department, inasmuch as they found profitable employment during the summer months for a large number of enginemen and firemen which it was absolutely necessary to retain on the staff for working the heavy traffic during the fall and winter, but as this opportune employment is now at an end, the Locomotive department labours under a very great disadvantage because we cannot possibly discharge our steady and experienced men at each recurrence of slackness in traffic.

Regarding the general question of half-yearly expenses, the annexed table will show the comparative costs for two equal periods before and after January, 1858.

	Total Engine Mileage.	Total Cost for Working.	Total Cost for Repairs.	Total Expenses of Working and repairs.
Five Half Years ending January 31st, 1858..	2,682,841	\$774,411	\$401,193	\$1,175,604
" " " " July 31st, 1860...	3,655,746	\$527,656	\$432,968	\$960,644
Increase.....			\$31,795	
Decrease.....	27,095	\$246,755		\$214,960

Deducting \$5,698 as the cost of "working" the excess of 27,095 miles during the first period, the net saving in working expenses is \$241,057, of which \$147,771 is due to economy in fuel.

There is an excess of \$31,795 on repairs during the second period which, together with the requisite deduction for difference in mileage, reduces the total net saving to \$206,312.

During the said second period we have expended from Revenue Account upon permanent improvements in the engines, machinery, and workshops, an amount equal to \$71,378.

In conclusion, I beg to state that taking our Stock as a whole, it is in very efficient order, and no efforts will be spared to maintain and improve its condition.

I am, dear Sir,

Yours very respectfully,

(Signed)

RICHARD EATON.

## CAR REPORT.

GREAT WESTERN RAILWAY,  
CAR DEPARTMENT, HAMILTON,  
21st August, 1860.

C. J. BRYDGES, Esq.,  
Managing Director.

DEAR SIR,—I beg to lay before you a statement of the work done in the Car Department during the half-year ending 31st July, 1860.

The Stock consists of the following, viz. :—

83	First Class Cars.
44	Second Class Cars.
53	Post Office, Baggage, and Conductor's Cars.
750	Eight-wheeled Box Freight Cars.
100	Four " " "
110	Cattle Cars.
256	Platform Cars.
6	Timber Trucks.
120	Gravel Cars.

1,522

## CONSTRUCTION.

The charges against Construction for the half-year ending July 31st, 1860, are as follows, viz. :

Fitting up two new Sleeping Cars with beds, &c. for 48 persons, and separate Wash and Dressing Rooms, and fittings for ladies and gentlemen; also finishing 3 (three) of the large Timber Cars referred to in my last report.

## MAINTENANCE.

## FIRST CLASS CARS.

The 8 (eight) First Class Cars to complete the 24 (twenty-four) renewals of the old stock referred to in my last report, as being then undergoing renewal, 4 (four) of them are finished and at work; 4 (four) are now in the shops, painted and in forward state, the work done to them is more than equivalent to the completion of *two* cars.

Two more of this class, (one of which belonged to the old stock) which were broken up, have been restored and made sleeping cars of; these were made 7-ft. 6-in. (seven feet six inches) longer and 10-in. (ten inches) wider than those which they replaced. The renewals of these, except fittings for sleeping referred to in Construction Account, were charged against Revenue. We are at present renewing two of the old stock which had been entirely broken up, and following up the restoration of the remainder of the same old class of cars. Ten (10) of this Stock, including the above, have been

repainted and varnished during the past half-year. Twenty (20) have been touched up and re-varnished, and re-painting of the rest of this Stock, as required, has been attended to.

This half-year is likewise charged with alterations and fittings of one Passenger Car, for the use of the Prince of Wales.

#### SECOND CLASS CARS.

Repairs to this class have been attended to as required, also the roofs have all been repaired and re-painted, and 8 (eight) of this Stock have been altered to carry through Passengers and Bonded Baggage, so as to save an extra car for second class passengers on the through trains.

#### POST-OFFICE, BAGGAGE, and CONDUCTOR'S CARS.

Two of the large Baggage Cars have been fitted up as Post-Offices during the past half-year, and the general Stock repaired as required.

#### BOX FREIGHT AND CATTLE CARS.

This Stock is in general good condition, repairs when required have been executed. The cost for repairs in this class is considerably augmented by the cost of keeping the roofs water-tight; from the constant exposure to all weathers, painting and repairing is constantly needed to keep them in a condition for conveyance of dry goods, groceries, &c.

#### PLATFORM CARS AND TIMBER TRUCKS.

Three (3) more large Cars (referred to in my last report) have been added to this Stock; our old Stock of Flat Cars are now undergoing general repairs which will be completed by the close of the present half-year.

#### GRAVEL CARS.

One hundred and twenty (120) of these are kept in repair for the Engineer's use, for the repairs of the track when required.

#### CONCLUSION.

In concluding this report I would beg to state that the past hard winter was very severe on our wheels, more especially those of wrought iron. I found it at times difficult to keep the cars running.

Notwithstanding we have a good stock of wheels on hand.

#### RENEWALS.

The Renewals for the past half-year are as follows:—

6 (Six) First Class Passenger Cars .....	\$7,500
1 (One) Conductors Car .....	650
	<hr/>
	<u>\$8,150</u>

#### CONSUMPTION OF OIL ON CARS WHEN RUNNING.

Referring to my report of 31st January, 1860, relative to the saving in the consumption of oil, I am happy to report a still further saving during the past half-year, as the following statement will show.



Statement showing the cost of oil used upon Cars, Train miles run, and cost per mile, for five (5) corresponding half-years, ending 31st July, 1860.

Half-Years ending	Cost of Oil		Train Miles Run.	Cost per Mile.
	Dollars.	Cents.		
31st July, 1856.....	5,483	87	603,901	·908
31st July, 1857.....	4,176	10	597,450	·639
31st July, 1858.....	3,599	35	633,890	·672
31st July, 1859.....	3,211	17	629,551	·606
31st July, 1860.....	2,384	90	574,534	·415

Taking the average cost per mile (about ·727 cents) for four half-years ending 31st July, 1859, there is a saving shown of 42·92 per cent. in favour of the past half-year 31st July, 1860.

Yours respectfully,

(Signed)

S. SHARP.

GREAT WESTERN RAILWAY OF CANADA.



# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE STATEMENT NO. 1.

*Statement of Monthly Traffic for the Half-Year ended 31st July, 1860.*

MONTHS.	TRAFFIC BY PASSENGER TRAINS.					TRAFFIC BY FREIGHT TRAINS.					GRAND TOTAL.			
	Local Passengers	Foreign Passengers	Emigrants	Mails and Exp. Fret.	Stairies.	Total.	Local Freight.	Foreign Freight.	Local L. Stock.	Foreign L. Stock.	Storage & W'age.	Total.	Canada Currency.	Sterling.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
February.	25,254 70	28,523	1,955 65	5,137 68	431 67	60,111 97	31,204 48	32,156 14	3,426 64	11,924 58	923 17	70,837 0	139,136 79	28,592 16 11
March.	31,994 54	46,535 30	1,456 66	5,348 64	440 95	85,538 42	38,346 66	51,719 65	3,740 61	17,519 80	1,155 07	112,781 79	138,570 79	45,992 16 11
April.	32,294 86	51,901 10	1,456 77	5,348 64	440 95	81,423 83	32,750 00	47,157 64	2,745 89	16,532 81	453 84	99,600 14	191,084 07	39,263 17 0
May.	30,722 02	52,403 13	2,266 25	5,679 94	426 55	81,774 68	31,074 68	18,272 29	2,345 05	13,692 01	410 88	66,247 50	157,845 40	32,433 19 8
June.	30,996 88	41,903 92	2,165 42	5,331 48	328 06	80,725 26	31,774 68	8,572 59	2,245 05	5,992 77	157 99	46,563 46	127,288 72	26,155 4 4
July.	31,763 61	36,630 15	1,241 25	5,698 23	349 79	75,773 99	23,954 06	11,329 18	2,746 46	7,732 85	101 38	45,569 93	121,532 93	24,972 10 4
Less Traffic G. & Guelph	183,015 61	265,245 88	8,573 20	32,933 61	2,532 11	485,320 40	183,624 74	170,808 62	17,502 38	75,814 82	2,692 33	450,247 84	895,658 33	192,240 1 4
Total G. W.	3,692 68	83 69	1 95	821 65	40 46	4,450 33	4,917 79	279 07	13 74	—	—	4,810 60	9,260 93	1,992 18 7
R. Traffic.	179,513 83	268,162 29	8,571 25	32,112 03	2,511 65	480,870 15	179,006 95	170,693 62	17,523 26	75,814 82	2,688 59	445,437 24	896,307 40	190,337 2 8
HE-Y-7-60.	178,512 95	265,162 29	8,571 25	32,112 03	2,511 65	480,870 15	179,006 95	170,693 62	17,523 26	75,814 82	2,688 59	445,437 24	896,307 40	190,337 2 8
do. '59.	196,286 78	306,964 56	19,402 20	29,633 63	7,725 94	561,513 18	166,083 24	107,746 88	13,407 06	35,271 61	1,019 67	317,448 56	678,666 75	180,609 12 1
Increase.	16,773 84	60,402 27	10,831 01	2,673 39	5,214 29	80,643 02	23,003 61	62,856 74	4,116 19	36,543 21	1,468 92	127,988 67	47,340 65	9,272 10 7

*Comparative Statement of the Traffic of the Great Western proper, (exclusive of Galt and Guelph,) for the Half-Years ended 31st July, 1860 and 1859.*

# GREAT WESTERN RAIL

## AUDIT OFFICE

*Comparative Statement showing the Earnings at each Station for  
ended 31st July,*

STATIONS.	PASSENGERS AND SUNDRIES.		FREIGHT AND SUNDRIES.					
			1860.		1859			
	1860.	1859.	\$	c	\$	c		
Suspension Bridge .....	127,190	53½	140,772	37½	128,767	80	87,231	00½
Thorold .....	1,319	72	1,338	10	361	43	698	85
St. Catharines .....	7,245	04½	7,043	00½	1,578	75	1,700	43
Jordan .....	463	89½	536	24½	290	66	125	16
Beansville .....	765	13	716	82	657	77	163	47
Grimby .....	1,042	04	1,261	38½	384	09	245	48½
Ontario .....	380	86	345	41½	99	14	7	08
Hamilton .....	34,860	04½	56,746	23½	17,584	77	14,736	62
"    Wharf .....					5,567	91	4,949	82
Watersdown .....	384	51½	387	98	313	83	116	10
Wellington Square .....	1,037	75	1,112	76	211	27	163	16
Bronte .....	1,204	70	1,313	44½	214	74	271	67
Oakville .....	2,186	10½	2,347	08½	335	65	271	67
Port Credit .....	292	81	1,825	68½	203	14	156	07
Mimico .....	491	28½	410	77½	28	36	18	42
Toronto .....	27,340	56	35,013	82½	12,638	88	11,627	12
Dundas .....	2,986	98	2,707	20½	4,515	02	1,643	75
Flamboro .....	631	44½	461	23½	1,172	59	812	18
Copetown .....	571	64½	380	43	1,374	28	742	84
Lynden .....	492	28½	544	52½	3,552	72	2,168	67
Harrisburg .....	1,116	46½	1,327	87½	879	17	471	40
Branchton .....	282	79½	354	39½	442	79	288	65
Galt .....	3,577	52½	3,835	47	7,911	18	2,126	07
Preston .....	1,972	74½	1,976	08½	1,323	86	1,425	63
Hespeler .....	277	54	318	00½	2,898	09	1,286	17
Guelph .....	4,285	30½	4,063	22½	11,453	66	3,488	15
Paris .....	17,695	58	21,445	49½	14,342	80	24,295	17½
Princeton .....	1,195	00	1,451	35	3,453	84	863	60
Arnolds .....	351	98	408	63	1,884	63	1,370	00
Eastwood .....	5,647	34	5,896	07	1,415	53	954	21
Woodstock .....	717	99	910	69	1,498	43	2,457	41
Beachville .....	6,705	89	6,174	25½	9,174	84	4,247	91
Ingersoll .....	692	07	674	47½	231	20	194	84
Edwardsburgh .....	23,542	91	28,018	74½	17,338	53	8,236	18
London .....	1,488	73	2,245	89½	380	24	411	76
Komoka .....	1,774	97½	1,615	66½	7,503	81	9,186	19
Strathroy .....	135	44						
Currie Road .....	1,053	86½	1,421	06½	3,433	13	3,075	87
Wauford .....	631	03	663	87½	2,921	35	2,251	66
Waukegan .....	149	37½						
Wyoming .....	263	70	478	67	235	61	139	09
Maudaunim .....	5,474	86	8,336	53½	743	22	2,308	60
Sarnia .....	910	63	878	38	3,823	66	5,531	60
Mt. Brydges .....	540	78½	590	68	6,037	67	7,007	66
Logwood .....	57	68½						
Ekfrid Centre .....	1,078	71½	1,182	99	4,082	73	7,157	73
Glencoe .....	2,690	60	2,659	33	2,370	82	4,787	62½
Newbury .....	829	16½	700	81½	1,189	06	1,149	71
Bothwell .....	1,329	29	1,420	78½	1,625	57	634	96
Thamesville .....	7,924	53½	7,651	09	3,256	30	2,679	23
Chatham .....	113	00	160	25				
Baptiste Creek .....	118	62½	20	62½				
Stoney Point .....	660	46½	741	15½	302	55	169	00
Belle River .....	145,025	11	172,533	15½	57,260	99½	40,213	98½
Windsor .....	32,933	68½	30,393	74½				
Mails and Express Freight .....								
	\$485,320	49½	565,961	49½	356,630	69½	266,740	43½
Less Galt and Guelph Traffic .....	4,450	33½	4,443	30½	4,531	53	1,970	54
<b>Total G. W. R'y Traffic .....</b>	<b>\$480,870</b>	<b>16</b>	<b>561,518</b>	<b>18½</b>	<b>352,099</b>	<b>16½</b>	<b>264,769</b>	<b>89½</b>

# WAY OF CANADA.

## STATEMENT No. 2.

Passengers, Freight and Live Stock, forwarded during the Half-Years  
1860 and 1859.

LIVE STOCK.		TOTAL.					
1860.		1859.		1860.		1859.	
\$	c	\$	c	\$	c	\$	c
455	40	337	20	256,433	73½	228,340	68
28	40	11	75	1,709	55	2,043	70
47	35	57	48	8,871	14½	8,800	91½
.....	.....	.....	.....	754	55½	661	40½
4	60	.....	.....	1,427	40	890	29
191	54	6	60	1,617	67	1,513	47½
.....	.....	.....	.....	480	00	352	40½
348	17	251	29	52,492	98½	71,733	14½
.....	.....	.....	.....	5,567	91	4,949	82
4	94	6	60	703	28½	610	68
20	78	4	99	1,289	80	1,280	91
73	30	70	12	1,492	74	1,659	55½
56	30	32	24	2,598	30½	2,650	99½
213	60	73	34	2,084	71	2,055	69½
.....	.....	.....	.....	321	17	429	19½
620	85	743	26	40,600	29	47,284	20½
59	00	66	09	7,561	00	4,617	04½
.....	.....	7	05	1,664	78½	1,270	46½
.....	.....	.....	.....	1,905	72½	1,123	27
12	15	22	60	4,424	36½	2,725	69½
18	77	50	95	2,007	78½	1,850	29½
1,188	14	9	45	744	35½	662	49½
687	10	1,271	60	12,674	85½	7,233	04
23	00	166	15	4,592	70½	3,567	76½
1,414	88	76	00	3,199	63	1,678	17
742	15	808	01	17,153	74½	8,359	58½
174	00	485	94	32,680	03	46,226	61
.....	.....	15	20	4,822	84	2,330	15
.....	.....	.....	.....	884	63	1,370	00
190	03	168	77	1,957	54	1,631	61
538	52	888	11	13,747	96	9,341	59
152	72	70	87	2,389	14	1,293	74
879	62	705	86	16,760	35	11,118	02½
.....	.....	3	00	923	27	872	31
4,719	29	4,120	63	45,900	73	40,465	65
207	05	619	40	2,076	02	3,177	05½
120	75	31	85	9,399	53½	10,833	00½
.....	.....	.....	.....	135	44	.....	.....
164	85	14	30	4,651	84½	4,511	22½
25	.....	8	85	3,552	63	2,924	38½
.....	.....	.....	.....	149	37½	.....	.....
3	90	.....	.....	593	21	617	76
80	20	113	70	6,298	28	10,817	83½
494	80	390	61	5,229	09	6,800	69
34	00	131	00	6,612	45½	7,719	34
.....	.....	.....	.....	57	68½	.....	.....
219	22	567	90	5,300	66½	8,908	62
725	19	704	91	6,196	61	8,162	46½
21	20	.....	.....	2,039	42½	1,850	62½
272	85	282	70	3,227	71	2,338	44½
2,190	30	541	52	13,371	13½	10,871	84
.....	.....	.....	.....	113	00	160	25
.....	.....	.....	.....	118	62½	20	62½
1	60	11	55	965	64½	921	70½
75,898	49	38,985	74½	278,176	68½	251,732	80½
.....	.....	.....	.....	32,933	68½	30,393	74½
93,617	15	52,884	96½	935,568	33½	885,536	91
279	07	166	31	9,280	93½	6,670	15½
93,896	68	53,050	67½	926,307	40½	878,906	75½

# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE STATEMENT No. 3.

*Comparative Statement showing the number of Passengers, Outwards and Inwards, at each Station, for the Half-Years ended 31st July, 1860 and 1859.*

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1860.	1859.	1860.	1859.
Suspension Bridge.....	34,201½	35,527	34,019½	37,287
Thorold.....	1,516	1,480	1,507	1,395½
St. Catharines.....	6,930½	7,069½	7,431	7,383½
Jordan.....	1,245	1,365	1,145	1,313½
Beamsville.....	1,177	1,141½	1,065	1,128½
Grimsby.....	1,469	1,709	1,429½	1,670½
Ontario.....	542	612½	500½	590
Hamilton.....	28,015½	30,903½	27,124½	28,936
Waterdown.....	726½	713½	661½	748
Wellington Square.....	1,919	2,065½	1,869½	1,911
Bronte.....	1,855	2,045½	1,835	1,917
Oakville.....	3,668½	3,767	3,469½	3,594
Fort Credit.....	2,811	1,573½	2,633½	2,999½
Mimico.....	1,470	1,673½	1,196½	1,895
Toronto.....	22,203	28,011	24,202	26,253½
Dundas.....	5,250½	4,293½	5,302½	4,207
Flamboro'.....	822½	677½	709½	644
Copetown.....	761	647	741	600
Lynden.....	863	755½	734½	708½
Harrisburg.....	1,522½	1,753	1,675½	1,711½
Branchton.....	666½	794½	639½	710½
Galt.....	4,399½	4,556	4,071	4,254
Preston.....	1,965½	2,008	2,051½	2,023½
Hespeler.....	610½	678	655½	675½
Guelph.....	3,830	3,643	3,570	3,537½
Paris.....	10,138	11,255	9,602	11,164½
Princeton.....	1,414½	1,535	1,300½	1,367
Arnolds.....	.....	.....	.....	476
Eastwood.....	556	535	516	5,467½
Woodstock.....	5,874	5,643	5,816	1,139
Beachville.....	1,223½	1,194½	1,222½	5,627½
Ingersoll.....	6,417	5,617	6,328	1,013½
Edwardsburgh.....	854	1,178	749	.....
Waubuno.....	61½	.....	61½	15,114½
London.....	17,923	16,929½	17,485½	2,611
Komoka.....	1,855	2,531½	1,803½	1,510½
Strathroy.....	2,146½	1,422½	2,026	.....
Currie Road.....	173½	.....	253½	.....
Watford.....	1,134½	1,003	1,149½	694½
Wanstead.....	719½	620½	327	.....
Wyoming.....	188	.....	4	406
Mandamin.....	402½	462	453	3,492
Sarnia.....	6,327½	3,265	6,620½	1,134
Mount Brydges.....	1,205	1,203	1,180	323½
Longwood.....	752½	902½	813	1,231½
Ekfrid Centre.....	162½	.....	764	2,500
Glencoe.....	1,126½	1,189	1,059	911
Newbury.....	2,324	2,594½	2,229½	1,091½
Bothwell.....	960½	918	950½	34½
Thamesville.....	1,187½	1,240½	1,111½	4,056½
Vosburgh.....	5,142½	4,749	4,376½	242½
Chatham.....	161	179	194	85
Baptist Creek.....	201½	101½	178	593
Stoney Point.....	763	744	731	36,865
Belle River.....	.....	.....	.....	.....
Windsor.....	27,641½	30,685½	30,208½	.....
<b>Totals.....</b>	<b>229,432½</b>	<b>237,844½</b>	<b>229,432½</b>	<b>237,844½</b>

# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE STATEMENT No. 4.

*Comparative Statement showing the number of Tons of Freight, Outwards and Inwards, at each Station, for the Half-years ended 31st July, 1860 and 1859.*

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1860.	1859.	1860.	1859.
Suspension Bridge.....	28,617	20,086	25,486	6,002
Thorold.....	93	234	511	588
St. Catharines.....	326	438	742	1,000
Jordan.....	108	46	36	29
Beamsville.....	269	61	86	82
Grimsby.....	229	131	52	103
Ontario.....	48	1	8	9
Hamilton.....	5,542	4,411	5,249	6,338
Hamilton Wharf.....	2,275	1,713	38,262	26,044
Waterdown.....	147	34	233	112
Wellington Square.....	78	64	576	232
Bronte.....	123	174	138	104
Oakville.....	107	69	250	252
Port Credit.....	46	42	158	106
Mimico.....	6	2	.....	.....
Toronto.....	3,022	2,649	8,052	7,190
Dundas.....	2,538	701	2,049	748
Flamboro'.....	1,388	916	59	33
Copetown.....	1,151	456	11	3
Lynden.....	3,893	1,762	30	35
Harrisburg.....	602	272	37	60
Branchton.....	319	140	29	62
Galt.....	3,798	1,012	1,286	1,255
Preston.....	792	544	581	546
Hespeler.....	1,270	600	75	641
Guelph.....	6,041	1,504	1,969	1,670
Paris.....	7,092	9,312	3,275	3,045
Princeton.....	3,499	779	79	43
Arnolds.....	932	1,440	.....	36
Eastwood.....	952	946	30	24
Woodstock.....	4,236	1,443	1,032	824
Beachville.....	686	91	137	94
Ingersoll.....	7,718	2,512	848	1,100
Edwardsburgh.....	244	122	25	21
London.....	6,837	2,719	7,038	6,548
Komoka.....	126	176	227	429
Strathroy.....	3,673	4,418	625	678
Watford.....	1,542	1,370	278	634
Wanstead.....	1,020	1,047	147	120
Mandamnia.....	178	66	49	44
Sarnia.....	285	985	1,294	2,256
Mount Brydges.....	1,360	2,617	110	341
Longwood.....	3,052	3,216	57	44
Glencoe.....	1,849	2,951	244	395
Newbury.....	2,095	1,856	344	649
Bothwell.....	629	504	160	191
Thamesville.....	881	263	200	170
Chatham.....	860	719	1,209	1,133
Baptiste Creek.....	.....	.....	36	36
Belle River.....	83	58	112	165
Windsor.....	18,489	12,411	28,034	17,905
<b>Totals.....</b>	<b>131,826</b>	<b>90,188</b>	<b>131,820</b>	<b>90,188</b>

# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE STATEMENT No. 5.

*Comparative Statement showing the Number of Head of Live Stock forwarded from each Station, for the Half-years ended 31st July, 1860 and 1859.*

STATIONS.	DESCRIPTION OF LIVE STOCK.					Total No. of head	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1860.	1859.
Suspension Bridge	67	3	4	56	1	131	193
Thorold	3	3	..	..	..	6	10
St. Catharines	9	2	..	..	1	12	15
Jordan	..	..	..	..	..	..	..
Beansville	1	..	..	..	..	..	..
Grimsby	1	..	5	..	..	6	..
Ontario	21	147	..	615	121	804	1
Hamilton	..	..	..	..	..	..	..
Wharf	102	106	3	215	..	426	325
Waterdown	..	2	..	..	..	..	..
Wellington Square	..	2	2	..	..	4	2
Bronie	6	6	..	..	..	12	9
Oakville	4	31	..	122	..	167	170
Port Credit	23	2	..	6	..	31	103
Mimico	51	93	..	..	..	144	59
Toronto	..	..	..	..	..	..	..
Dundas	238	43	1	51	167	500	398
Flamboro'	..	74	..	..	..	74	56
Copetown	..	..	..	..	..	..	2
Lynden	..	..	..	..	..	..	..
Harrisburg	..	2	..	..	..	..	3
Branchton	..	5	..	..	3	5	63
Galt	..	..	2	..	1	8	2
Georgetown	86	551	..	1,275	..	1,912	1,859
Hespeler	79	361	..	72	..	512	68
Georgetown	..	14	..	..	..	14	145
Paris	26	908	1	84	307	1,229	901
Princeton	163	214	..	570	103	1,040	1,013
Eastwood	19	26	2	..	295	342	..
Woodstock	14	65	9	238	..	326	411
Beachville	80	207	11	285	602	1,185	1,716
Ingersoll	4	31	12	270	81	398	103
Edwardsburgh	44	289	94	404	1,015	1,846	1,271
Waubano	..	..	..	..	..	..	1
London	788	1,179	11	922	1,628	4,528	4,664
Komoka	5	53	1	131	..	190	372
Strathroy	1	8	5	1	339	354	12
Watford	1	25	5	17	291	339	16
Wanstead	..	..	..	1	..	1	4
Mandaumin	1	..	..	3	..	4	..
Sarnia	28	..	..	..	..	28	35
Mount Brydges	17	149	..	80	160	406	654
Longwood	..	..	..	..	111	111	211
Glencoe	2	48	..	70	325	456	745
Newbury	30	259	11	16	1,011	1,316	721
Bothwell	19	..	..	..	..	19	..
Thamesville	40	27	5	39	196	307	439
Chatham	190	204	2	880	3,550	4,826	564
Belle River	1	..	..	..	..	1	2
Windsor	107	38,087	35	11,300	31,459	80,983	66,825
<b>Totals</b>	<b>2,260</b>	<b>43,124</b>	<b>221</b>	<b>17,623</b>	<b>41,767</b>	<b>104,995</b>	<b>83,967</b>

*Comparative Statement of Totals for Half-years ended 31st July, 1860 and 1859.*

Half-year, 1860	2,260	43,124	221	17,623	41,767	104,995	..
Ditto 1859	783	22,133	252	9,668	51,131	83,967	..
Increase							..
Decrease	1,477	20,991	31	7,955	9,364	21,028	..



## GREAT WESTERN RAILWAY OF CANADA.

### AUDIT OFFICE STATEMENT No. 6.

*Statement showing the Number of Passengers conveyed Monthly during the Half-year ended 31st July, 1860.*

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Emig'ts.	Total.	
February.....	11,222½	3,143½	14,366	11,388½	2,651	214½	14,254	28,620
March.....	14,536½	4,269½	18,806	14,624	4,463	563	19,640	38,446
April.....	14,001½	4,720½	18,722	14,386½	4,789½	760½	19,936½	38,658½
May.....	14,561	5,789	20,350	15,061	5,299	1,525	21,885	42,235
June.....	13,888	4,725	18,613	14,000	3,902	1,491½	19,393½	37,806½
July.....	17,511½	4,466	21,977½	17,813½	3,086½	799	21,709	43,686½
Totals.....	85,521	27,093½	112,614½	87,273½	24,191	5,353½	116,818	229,432½

*Comparative Statement of Totals for the Half-year ended 31st July, 1860 and 1859.*

Half-year, 1860.	85,521	27,093½	112,614½	87,273½	24,191	5,353½	116,818	229,432½
Do. 1859.	86,105	29,707½	115,812½	85,972½	26,432½	9,627	122,032	237,844½
Increase.....				1,301				
Decrease.....	584	2,614	3,198		2,241½	4,273½	5,214	8,412

### AUDIT OFFICE STATEMENT No. 7.

*Statement showing the Number of Tons of Freight conveyed Monthly during the Half-year ended 31st July, 1860.*

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Total.	
February.....	10,546	4,586	15,132	3,609	2,968	6,577	21,709
March.....	14,450	4,710	19,160	3,710	7,107	10,817	29,977
April.....	11,806	4,477	16,283	3,533	7,034	10,967	27,250
May.....	6,730	994	7,724	9,147	3,434	12,581	20,305
June.....	9,761	659	10,420	4,227	1,861	6,088	16,508
July.....	8,538	963	9,501	4,125	2,451	6,576	16,077
Totals.....	61,831	16,389	78,220	28,751	24,855	53,606	131,826

*Comparative Statement of Totals for the Half-years ended 31st July, 1860 and 1859.*

Half-year, 1860.....	61,831	16,389	78,220	28,751	24,855	53,606	131,826
Do. 1859.....	41,263	7,467	48,730	25,220	16,233	41,453	90,188
Increase.....	20,568	8,922	29,490	3,531	8,622	12,153	41,638

# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE STATEMENT NO. 8.

*Statement showing the Earnings of Trains from Passenger Traffic for the Half-year ended 31st July, 1860.*

### GOING EAST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.			Total average earnings per Trip per mile.
	LOCAL.	FOREIGN.	TOTAL.	
	\$ c.	\$ c.	\$ c.	\$ c.
Day Express.....	222 27½	272 00½	494 37	1 64
Night Express.....	101 58	354 85½	456 43½	1 98
Accommodation.....	155 25	46 47½	201 72½	1 09
Mixed.....	22 76	.. ..	22 76	20½

### GOING WEST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.			Total average earnings per Trip per Mile.
	LOCAL.	FOREIGN.	TOTAL.	
	\$ c.	\$ c.	\$ c.	\$ c.
Day Express.....	211 46½	296 54	508 00½	1 65
Night Express.....	87 44	359 39	446 83	1 71
Accommodation.....	123 48	20 05½	143 53½	78
Mixed.....	27 77½	.. ..	27 77½	25½
Emigrant.....	.. ..	.. ..	52 12½	23



# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE STATEMENT No. 9.

*Statement showing the Description of Freight forwarded from each Station for the Half-Year ended 31st July, 1860.*

STATIONS	NO. OF BARRELS.		NO. OF BUSHELS.			Staves and Lumber. Feet.	Pork in the Hog. Tons.	Merchandise not enumerated in the foregoing. Tons.
	Flour.	Pork.	Wheat, Corn and Rye.	Oats.	Barley.			
Suspension Bridge.....								28,617
Thorold.....								67
St. Catharines.....						26,000		326
Jordan.....			1, 40					68
Beamsville.....								269
Grimsby.....			2,770½	276	495½			27
Hamilton.....			3,891			32,000		16
Hamilton Wharf.....			1,230½			27,000		5,383
Waterdown.....	5,632				195			1,669
Wellington Square.....	200					48,000		95
Bronte.....	993							58
Oakville.....	215							113
Port Credit.....			155		146			85
Mimico.....								37
Toronto.....	1,200							6
Dundas.....	16,398	120						2,801
Flamboro'.....		1						371
Copetown.....						1,388,000		47
Lyden.....			2			1,148,000		4
Harrisburg.....			14,957			3,964,720		5
Brantford.....	1,112					144,000		25
Galt.....	26,861		9,634		638	196,000		14
Preston.....	3,382		1,843	235½		8,000		778
Hespeler.....	6,911		271			56,000		356
Guelph.....	11,143		95,484	18,171	1,707	8,000	121½	433
Paris.....	21,609		34,799	726	1,020½	637,500		1,322
Princeton.....			1,627	292	173	3,418,500		3,204
Arnolds.....						1,004,000		16
Eastwood.....	6	4	14	41				
Woodstock.....	4,029	143	29,577½	15,635½	1,815½	1,190,000		3
Beachville.....	1,243		5,119	4,151	426	2,052,000	13	356
Ingersoll.....	896		7,079	9,679	1,181	240,325		90
Edwardsburgh.....						6,084,351		683
London.....	9,107		88,040		9,907	240,000		4
Komoka.....	8			38½		72,000	177½	2,579
Strathroy.....			12,699	1,696		80,000		45
Watford.....	1,672		2,074	1,752	125	2,991,335		137
Wanstead.....	2		91			1,074,000		44
Mandamin.....						906,029		180
Sarnia.....						16,000		178
Mount Brydges.....			306	205		1,971,000		276
Longwood.....	1		10	14		3,114,774		31
Glencoe.....		3	1,741	453	407	1,799,275	2½	16
Newbury.....			29	543	205	1,931,800		82
Bothwell.....						608,000		28
Thamesville.....						824,000		77
Chatham.....			1,869½	4,403	540			633
Belle River.....								84
Windsor.....	39,371	5,973	36,659				709	11,632
<b>Totals.....</b>	<b>151,961</b>	<b>6,244</b>	<b>352,748</b>	<b>58,315½</b>	<b>18,963½</b>	<b>37,523,609</b>	<b>1,031½</b>	<b>63,941</b>

Half-Year, 1860...	151,961	6,244	352,748	58,315½	18,963½	37,523,609	1,031½	63,941
Do. 1859...	47,146	4,163	169,601	16,833	8,911½	27,635,397	173	47,674
<b>Increase.....</b>	<b>104,835</b>	<b>2,081</b>	<b>193,147</b>	<b>41,482½</b>	<b>10,052</b>	<b>9,888,212</b>	<b>858½</b>	<b>16,267</b>

# GREAT WESTERN RAIL

AUDIT OFFICE

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of each.		Amount for each.		Mileage of each.	Main Line Earnings.	
							For 229 Mls	Per Mile.
<b>BY PASSENGER TRAINS.</b>								
Passen'r	Local...	162,302	.....	\$ 179,551 73	\$ c.	6,037,710	\$ - c.	\$ c.
	Excurs't	10,492	.....	3,463 88	.....		542,694	123,473 97
" "	Foreign	61,284	.....	258,245 88	.....	9,923,057	1,225 84	6 25
	Emig'ts.	5,353	.....	8,573 20	.....	1,036,418	261,548 69	1,088 46
Mails...	Local...	229,432	.....	449,834 69	.....	17,539,879	8,278 98	36 17
" "	Foreign	.....	.....	14,653 03	.....	.....	11,413 41	49
	.....	.....	.....	5,363 20	.....	.....	5,363 20	23
Exp.Fr't	Local...	.....	.....	7,067 44	.....	20,016 23	.....	.....
	Foreign	.....	.....	5,850 00	.....	.....	5,850 00	25
Sundries	Local...	.....	.....	2,107 16	.....	12,917 44	.....	.....
	Foreign	.....	.....	444 95	.....	.....	5,850 00	25
Passenger Totals.		229,432	.....	485,320 49	.....	17,539,879	414,902 90	1,811 80
<b>BY FREIGHT TRAINS.</b>								
Merch'e	Local...	90,582	.....	182,503 16	.....	5,637,026	154,678 47	675 45
	Foreign	41,244	.....	170,414 12	.....	9,337,320	169,125 49	738 53
Vehicles		282	.....	1,021 58	.....	19,672	726 14	3 17
" "	Foreign	28	.....	189 50	.....	6,368	189 50	8 2
	Horses		2,123	.....	5,017 03	.....	223,402	4,607 15
" "	Foreign	137	.....	845 22	.....	30,722	845 22	3 69
	Cattle		5,101	.....	7,974 03	.....	5,862 25	264,125
" "	Foreign	38,023	.....	62,450 90	.....	8,047,913	62,460 90	272 71
	Calves		182	.....	99 54	.....	14,064	78 89
" "	Foreign	39	.....	31 54	.....	7,919	31 54	13
	Sheep		6,323	.....	1,743 89	.....	51,162	1,541 03
" "	Foreign	11,300	.....	3,021 77	.....	2,368,355	3,021 77	13 19
	Pigs		17,623	.....	4,788 76	.....	2,779,517	2,815 08
" "	Local ..	10,307	.....	2,967 74	.....	1,383,364	9,465 39	41 34
	Foreign	31,460	.....	9,465 39	.....	6,906,351	1,764 09	7 70
Sundries		41,767	.....	2,502 33	.....	8,289,745	.....	.....
Freight Totals.....		.....	.....	450,247 84	.....	34,891,341	418,288 21	1,836 68
Local Traffic Totals.....		.....	.....	410,672 66	.....	.....	316,575 48	1,382 42
Foreign " ".....		.....	.....	624,895 67	.....	.....	516,615 63	2,255 96
Grand Totals for Half-year.....		.....	.....	935,568 33	.....	.....	833,191 12	3,638 38
Less, Galt and Guelph Branch.....		.....	.....	9,260 93	.....	.....	.....	.....
G. W. R. Grand Total.....		.....	.....	926,307 40	.....	.....	.....	.....



# GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT No. 11.

*Statement of General Traffic Earnings for the Half-year ended 31st January, 1860.*

MONTHS.	Main Line, 229 miles.	Toronto Branch, 38 miles.	Galt Branch 12 miles.	Guelph Branch 15 miles.	Sarnia Branch 51 miles.	Total, 345 miles.	MONTHLY TOTALS.	
							Monthly Totals.	Sterling.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	£ s. d.
<b>FEBRUARY.</b>								
Local Passenger Traffic.	20,271 36½	6,242 52	677 31½	645 47½	1,213 12*	29,049 79		
Do. Merchandise do..	29,066 34½	3,016 30	1,099 21	803 47	898 97	34,864 29½		
Foreign Passenger do..	30,184 52½	846 65	12 47	9 03	9 51	31,062 18½		
Do. Merchandise do..	43,976 63	204 09	.....	.....	.....	44,180 72		
	123,498 86½	10,309 56	1,788 99½	1,457 97½	2,091 60	139,146 99	139,146 99	28,561 16 11½
<b>MARCH.</b>								
Local Passenger Traffic.	25,289 94½	7,153 47	848 99½	812 40½	1,974 78	36,079 59½		
Do. Merchandise do..	36,438 42	3,163 24	1,006 19	793 21	1,841 28	43,242 34		
Foreign Passenger do..	48,740 64½	1,019 21	17 05	15 28	16 64	49,808 82½		
Do. Merchandise do..	69,307 96	231 49	.....	.....	.....	69,539 45		
	179,776 96½	11,567 41	1,872 23½	1,620 89½	3,892 70	198,670 21½	198,670 21½	40,822 12 11
<b>APRIL.</b>								
Local Passenger Traffic.	25,631 29½	7,355 40	803 13½	722 54½	1,661 41	36,173 77½		
Do. Merchandise do..	30,462 01½	2,279 36	1,296 43	873 20	1,088 69	35,949 69½		
Foreign Passenger do..	54,089 45½	1,094 38	16 54	16 79	32 90	56,250 15½		
Do. Merchandise do..	63,207 69	502 76	.....	.....	.....	63,710 45		
	173,390 45½	11,231 90	2,116 10½	1,612 53½	2,733 09	191,084 07½	191,084 07½	39,263 17 0½

MAY.

Local Passenger Traffic. 24,232 27½

7,565 71½

758 93½

719 60½

1,671 85

34,941

34,941

34,941

<b>MAY.</b>										
Local Passenger Traffic.	24,282 27½	7,565 71½	753 93½	712 69½	1,624 28	84,888 88½				
Do. Merchandise do..	29,771 82	1,952 49	1,295 13	874 60	519 14	34,383 28				
Foreign Passenger do..	55,307 68½	1,243 98	17 17	43 92	26 26	56,609 01½				
Do. Merchandise do..	31,797 46	166 76	.....	.....	.....	31,964 22				
	141,109 24½	10,929 04½	2,036 21½	1,601 21½	2,169 68	157,845 40½			32,433 19 8½	
<b>JUNE.</b>										
Local Passenger Traffic.	23,968 23½	7,985 98	776 55½	699 20½	1,522 46	34,952 43½				
Do. Merchandise do..	24,615 31	1,305 60	1,058 40	854 82	763 76	28,597 89				
Foreign Passenger do..	44,457 62½	1,265 06	15 84	13 58	20 73	45,772 83½				
Do. Merchandise do..	17,881 56	84 01	.....	.....	.....	17,965 57				
	110,922 72½	10,640 65	1,850 79½	1,567 60½	2,306 95	127,288 72½			26,155 4 4	
<b>JULY.</b>										
Local Passenger Traffic.	24,023 97	6,857 57½	762 27½	772 46½	3,282 48	35,698 77½				
Do. Merchandise do..	22,804 43½	1,610 25	813 26	611 30	962 60	26,801 90½				
Foreign Passenger do..	38,705 89½	1,200 88	26 84	16 94	23 67	39,974 22½				
Do. Merchandise do..	18,958 51	99 52	.....	.....	.....	19,058 03				
	104,492 86½	9,768 22½	1,602 37½	1,400 70½	4,268 75	121,532 93			24,972 10 4½	
Total.....	\$ 833,191 12	64,446 79½	11,266 72½	9,260 93½	17,402 77	935,568 33½			192,240 1 4	
									9,260 93½	1,902 18 7½
									926,307 40½	190,337 2 8½

Less Galt and Guelph Railway Traffic.....\$  
Total Traffic Great Western Railway proper.....

N. B.—The receipts derived from the carriage of "Mails and Parcels" are included under the head of "Passenger Traffic," and those from the carriage of "Live Stock" under that of "Merchandise Traffic."