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Great Western Railway of Canada.

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REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JULY 31, 1863 :

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in  
London on 14th October, 1863.*

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LONDON :

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

1863.

GREAT WESTERN RAILWAY OF CANADA.--NOTICE  
IS HEREBY GIVEN, that the HALF-YEARLY MEETING of  
Shareholders is appointed to be held on WEDNESDAY, October 14th, at the  
London Tavern, Bishopsgate-street, London, England, at Twelve o'clock  
precisely, for the purpose of submitting a report and general statement of  
accounts for the half-year ending July 31st last; for the purpose of electing  
Eleven Directors and Two Auditors, and for the transaction of other business.

And notice is further given, that the books kept at this office for the  
registration of shares will be closed on and from September, 30th to the day  
of meeting, both days inclusive, and transfers cannot be received between  
those dates.

By Order,

BRACKSTONE BAKER, Secretary.

126, Gresham House, Old Broad-street, E.C., London, August 26, 1863.

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# Great Western Railway of Canada.

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## LIST OF THE DIRECTORS.

1862-1863.

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### *President.*

ALDERMAN THOMAS DAKIN, 23, Abchurch Lane, London.

HENRY C. R. BECHER, Esq., Q.C., London, Canada West.  
THOMAS FAULCONER, Esq., 12, Cophall Court, London.  
FREDERICK W. GATES, Esq., Hamilton, Canada West.  
FRANCIS SOMERVILLE HEAD, Esq., Pit Place, Epsom.  
ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.  
RICHARD JUSON, Esq., Hamilton, Canada West.  
PAUL MARGETSON, Esq., Clapham Common.  
THOMAS SERVICE, Esq., Glasgow.  
GEORGE SMITH, Esq., 57, Conduit Street, London.  
JOHN YOUNG, Esq., Hamilton, Canada West.

### *Ex-officio Director.*

THE MAYOR of Hamilton, Canada West.

### *Auditor.*

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

### *General Manager.*

THOMAS SWINYARD, Esq., Hamilton.

### *London Offices.*

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

MR. BRACKSTONE BAKER, *Secretary.*

MR. WALTER LINDLEY, *Registrar.*

## THE GREAT WESTERN

### ACCOUNT

*Capital Account, showing the Receipts and Expenditure of*

#### RECEIPTS.

	Total Receipts to 31st July, 1863. Sterling. <i>£ s. d.</i>
<b>TO ORIGINAL SHARE ACCOUNT—</b>	
For amount received on 121,507 shares (including 29,908 new shares paid up in full and converted into original shares), viz.:—	
On 118,318 shares on English Register, at £20. 10s. sterling per share .....	£2,425,519 0 0
On 3,189 shares on Canadian Register at \$100 per share, converted at 100½ per cent. exchange .....	65,527 7 11
	2,491,046 7 11
<b>TO NEW SHARE ACCOUNT—</b>	
For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 48,193 new shares (after deducting the 29,908 new shares paid up in full and converted into original shares), viz.:—	
On 47,971 shares on English Register at £18 sterling per share .....	863,478 0 0
On 222 shares on Canadian Register at \$87.00 per share, converted at 100½ per cent. exchange .....	3,996 0 0
	867,474 0 0
Less amount of arrears on 3rd, 4th, 5th and 6th calls .....	2,444 7 9
	865,029 12 3
For amount received in anticipation of future calls on new shares .....	4,472 10 0
	869,502 2 3
Total amount received on account of share capital to 31st July, 1863,	£3,360,548 10 2
<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. non-convertible, due 1864 .....	72,700 0 0
" " " " 1873 .....	488,200 0 0
" " " " 1876 .....	127,000 0 0
Bonds at 5½ per cent. " " 1877 .....	485,000 0 0
" " " " 1878 .....	62,000 0 0
Bonds at 5 per cent. " " 1881 .....	1,000 0 0
	1,235,900 0 0
<b>TO GOVERNMENT LOAN—Balance</b> .....	573,687 15 0
	£5,216,836 5 2

#### Total Receipts on Capital Account during the half-year:—

Receipts from arrears of calls and payments in full on new shares .....	£6,941 9 3
Less amount of 1862, 6 per cent. bonds redeemed .....	2,500 0 0
	£4,441 9 3

# RAILWAY COMPANY OF CANADA.

No. 1.

*the Company on Capital Account to 31st July, 1863.*

## EXPENDITURE.

	£	s.	d.	£	s.	d.
				Total Expendi- ture to 31st July, 1863. Sterling.		
<b>By Total Amount expended on Capital Account to 31st Jan., 1863, as per last Report .....</b>				4,781,727	19	0
Expended during the six months ending 31st July, 1863.						
<b>By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &amp;c.</b>						
Land, Works, Bridges, Permanent Way, and all inci- dental charges .....	1,640	18	8			
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron .....	1,549	14	2			
Stations, Warehouses, Wharves, &c. ....	27	1	2			
Cost of "fish-jointing" 13½ miles of rails; .....	1,588	12	8			
	4,805	6	8			
<b>By Sarnia Extension—</b>						
Land Account .....	15	17	1			
<b>By Enniskillen Branch—</b>						
Expense of Survey from Wanstead to Oil Wells .....	£56	9	1			
Parliamentary expenses .....	184	8	7			
	240	17	8			
				5,062	1	5
<b>Total .....</b>	£4,786,790	0	5			
<b>By Detroit and Milwaukee Railroad Company—</b>						
Loan (including Funded Interest to October 24th, 1860, £300,000) .....	250,000	0	0			
	£5,036,790	0	5			
Balance carried to Account No. 4 .....	180,046	4	9			
				£5,216,836	5	2

## THE GREAT WESTERN

## ACCOUNT

## Revenue Account of the Great Western Railway

Half-year ended 31st July, 1862.	RECEIPTS.	Half-year ended 31st July, 1863.
£ s. d.		£ s. d.
86,512 19 8	To Amount for the carriage of 277,346½ Passengers ... ..	104,296 4 2
7,404 12 3	Ditto ditto Mails and Sundries ... ..	7,374 8 7
161,906 15 11	Ditto ditto Freight and Live Stock ... ..	180,772 0 6
245,524 7 10	Ditto ditto Rents ... ..	292,442 13 3
704 9 4		624 16 6
<u>£246,228 17 2</u>		<u>£293,067 9 9</u>

NOTE.—The Traffic Receipts above stated are exclusive of those of the Galt and Gouphre Railway, for which see Account H.

# RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the Half-year ending 31st July, 1863.

Half-year ended 31st July, 1862.	Per Cent on Gross Receipts.	EXPENSES.	Half-year ended 31st July, 1863.	Per Cent on Gross Receipts.
£ s. d.			£ s. d.	
14,081 19 9	5.96	By MAINTENANCE OF WAY, per Abstract	16,851 7 10	5.75
41,064 13 11	16.68	Locomotive Power do. .. .. . A	41,589 17 3	14.19
13,968 9 0	5.67	Repairs and Renewals of Passenger & Goods Cars do. C	18,714 3 5	6.39
19,123 4 3	7.77	Coaching Transit Expenses .. .. . D	19,587 11 8	6.68
24,949 4 8	10.13	Merchandise Expenses do. .. .. . E	24,334 11 10	8.39
8,104 2 8	3.29	General Charges.. do. .. .. . F	7,927 13 7	2.71
121,891 12 10	49.50	Total ORDINARY WORKING EXPENSES .. .. .	129,005 5 7	44.02
		ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.		
1,270 12 8	0.52	By Taxes .. .. .	1,376 2 2	0.47
177 14 10	0.07	Railway Inspection Fund .. .. .	177 14 10	0.06
1,087 16 8	0.44	Insurance.. .. .. .	1,087 16 8	0.37
4,623 5 9	1.88	Suspension Bridge Rent, for half-year .. .. .	4,623 5 9	1.58
129,051 2 9	52.41	Total Revenue Expenditure .. .. .	136,270 5 0	46.50
117,177 14 5		Balance carried to Net Revenue No. 3 account .. .. .	156,797 4 9	
£246,328 17 2			£293,067 9 9	

# THE GREAT WESTERN

## ACCOUNT

Dr.

### *Net Revenue Account*

HALF-YEAR ENDED 31st July, 1863.		HALF-YEAR ENDED 31st July, 1863.
£ s. d.		£ s. d.
11,051 6 6	To Balance of Net Revenue brought forward from half-year ended 31st January, 1863 ... ..	3,343 12 4
117,177 14 5	To Balance from Revenue (No. 2) Account for the half-year to date ... ..	156,797 4 9
£131,232 0 11		£160,145 17 1
	To Balance brought down ... ..	£7,954 15 3

# THE GREAT WESTERN

## ACCOUNT

Dr.

### *General Balance Sheet*

	£ s. d.
Amount outstanding and due to the Company on Traffic Account ... ..	16,232 6 5
General Stores on hand 31st July, 1863 ... ..	435,960 14 3
Add amount of Invoices for Iron purchased in England, &c., but not received into Stock at that date ... ..	2,477 14 1
Fuel Stores (wood) on hand 31st July, 1863 ... ..	23,379 15 5
Mechanical Stores " " " ... ..	15,406 5 5
Rail Stock Account " " " ... ..	22,375 16 8
Municipal Bonds " " " ... ..	14,260 5 6
Balances in Bankers' hands, Loans and Investments at Interest ... ..	179,174 4 2
Balance of Interest due to 31st July, 1863, on Loan to Detroit and Milwaukee Railway Company not received ... ..	14,906 14 3
Port Huron and Milwaukee Railway Company ... ..	8,219 3 7
Sundry Accounts due to the Company ... ..	3,519 18 7
	£335,402 18 4



## RAILWAY COMPANY OF CANADA.

No. 3.

to 31st July, 1863.

Cr.

HALF-YEAR ENDED 31st July, 1862.		HALF-YEAR ENDED 31st July, 1863.
£ s. d.		£ s. d.
17,498 5 0	By half-year's interest on the Balance of Government Loan, to 1st July, 1863 ... ..	17,498 5 0
	By Interest on Bonds, Bank Loans, Discount, &c., as per Abstract G, viz:—	
	Interest on Bonds, &c. ... .. £34,246 6 10	
	Discount & Charges on the conversion of American Currency, & Exchange on remittances to England ... .. 60,100 9 7	
41,611 16 7		94,346 16 5
35,222 4 7	By Renewal of Rails, Sleepers, Bridges, Fences, &c. ... ..	31,991 7 10
260 3 10	By Amount of claims and expenses, arising out of the Flamboro' Accident, paid during the half-year ... ..	5,354 12 7
36,639 10 11	By Balance carried down ... ..	7,954 15 3
£131,232 0 11		£160,145 17 1

## RAILWAY COMPANY OF CANADA.

No. 4.

to 31st July, 1863.

Cr.

	£ s. d.
Balance from Capital Account No. 1 ... ..	180,046 4 9
Balance from Net Revenue Account No. 3 ... ..	7,954 15 3
Insurance Fund Account ... ..	5,343 15 11
Balances due by the Company, and sundry Accounts not paid on 31st July, 1863 ... ..	142,059 2 5
	£335,402 18 4

Audited and confirmed subject to my Report to the Shareholders,

London, Sept. 30th, 1863.

JOHN YOUNG, Auditor.

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## GREAT WESTERN RAILWAY OF CANADA.

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

## ABSTRACT A.

Half-year ended 31st July, 1862.		Half-year ended 31st July, 1863.
£ s. d.		£ s. d.
1,031 4 2	Repairs of Bridges and Culverts	1,660 10 7
1,469 17 8	" Station Sidings, Fences, &c.	1,614 12 7
2,218 13 11	" Buildings	1,752 2 4
290 1 1	" Signals	500 18 2
8,759 12 7	Platelayers' Wages, and Extra Work on Way	10,446 12 11
154 18 11	Approaches	157 19 4
756 5 6	Engineering Superintendence, &c.	718 11 11
<u>£14,681 18 9</u>		<u>£16,851 7 10</u>
£35,222 4 7	Renewal of Rails, Bridges, Sleepers, Fences, &c.	<u>£34,991 7 10</u>

## ABSTRACT B.

Half-year ended 31st July, 1862.		Half-year ended 31st July, 1863.
£ s. d.		£ s. d.
	LOCOMOTIVE POWER.	
	Transit Expenses:—	
8,761 2 8	Wages of Enginemen and Firemen	8,563 9 9
975 15 10	Wages of Cleaners	1,197 12 11
10,389 7 10	Fuel	10,568 18 0
1,349 18 4	Oil	797 1 11
185 15 0	Tallow	208 2 1
850 4 8	Small Stores, including Signal Lamps, Waste, &c.	540 11 6
837 7 10	Pumping Engines	740 16 5
60 12 5	Salaries of Foremen and Clerks	87 13 5
204 3 1	Salary of Locomotive Engineer	102 2 2
<u>23,114 7 8</u>		<u>22,906 8 2</u>
	Repairs and renewal of Engines:—	
6,973 17 0	Material and Fuel	7,280 9 5
10,281 19 3	Wages	10,060 1 1
<u>40,370 8 11</u>		<u>17,940 10 6</u>
	Sundries:—	
102 7 4	Lighting Shops, &c.	55 10 6
160 0 8	Maintenance of Turntables	421 14 10
432 2 0	Maintenance of Tanks and Pumps	865 13 8
<u>£41,034 13 11</u>		<u>£41,589 17 3</u>
1s. 2-14d.	Cost per Train mile run	1s. 2-06d.
0s. 10-19d.	Cost per Traffic Engine mile run	0s. 10-28d.

## STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February, 1862, to 31st July, 1862.		Miles run, 1st February, 1863, to 31st July, 1863.
263,986	By Passenger Engines	272,070
492,832	By Freight Engines	438,982
<u>696,818</u>	Total Train miles earning Revenue	<u>711,052</u>
209,991	By Piloting and Shunting Engines	260,289
<u>906,809</u>	Total Traffic Engine miles run	<u>971,341</u>
34,058	By Construction Engines	26,481
76	By Wood Engines	4,660
<u>1,000,943</u>	Gross Engine miles run	<u>1,002,472</u>

## GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT C.

Half-year ended 31st July, 1862.		REPAIRS AND RENEWAL OF CARS.		Half-year ended 31st July, 1863.	
£	s. d.	Passenger Cars:—		£	s. d.
1,638	11 6	Materials	} Including the Cost of Cleaning Cars, (£468 4 2) {	3,783	8 7
3,183	14 3	Wages		4,410	5 7
85	1 11	Salaries of Superintendents, Foremen, and Clerks		81	2 11
4,907	7 8			8,274	17 1
		Merchandise Cars:—			
5,378	13 0	Materials		6,558	18 3
3,510	8 5	Wages		3,718	2 3
172	4 11	Salaries of Superintendents, Foremen, and Clerks		162	5 10
				10,439	6 4
£13,968	9 0			418,714	3 5
		4'8id. Cost per Train Mile run	6'32d.		
		0'35d. Cost per Car Mile run	0'46d.		

## STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Feb., 1862, to 31st July, 1862.		Miles run, 1st Feb., 1863, to 31st July, 1863.	
854,115	Of 1st Class Cars	884,714	
285,928	2nd Class Cars	303,986	
681,279	Post Office, Express, Baggage, and Conductors' Cars	727,837	
7,688,354	Freight and Platform Cars	7,773,465	
	Total earning Revenue	9,700,002	
9,489,676	Wood Cars	63,530	
1,296			
9,490,972	Total Miles run by Cars	9,763,532	

## ABSTRACT D.

Half-year ended 31st July, 1862.		COACHING TRANSIT EXPENSES.		Half-year ended 31st July, 1863.	
£	s. d.			£	s. d.
3,717	16 6	Salaries of Superintendents, Station Masters and Clerks		3,914	5 10
3,304	17 4	Wages of Conductors, Baggage-men, and Brakemen		3,465	9 0
1,328	9 2	Porters		1,352	13 7
328	14 4	Policemen		338	19 9
896	15 0	Switchmen		916	8 1
409	15 9	Watchmen at Level Road Crossings		501	18 8
88	17 9	Compensation for Damages		252	12 3
252	2 2	Cattle killed on Track by Trains		668	19 2
40	11 8	Lamps and Signals		27	18 11
137	19 3	Lights (including Oil, &c.) for Stations and Passenger Cars		101	3 10
776	11 7	Fuel for Stations and Passenger Cars		321	15 7
735	13 2	Stationery, Advertising, and Printing		683	7 1
522	6 3	Office Furniture and Expenses		694	8 2
99	8 8	Travelling and incidental expenses		60	7 8
400	10 2	Expenses of Advertising and Agency in United States		234	2 7
315	3 0	Proportion of Expenses of Ferry across the Detroit River		337	15 1
3,156	13 8	Proportion of Expenses of Telegraph		3,132	4 7
1,922	12 3			1,691	19 9
687	6 7			686	2 1
£19,123	4 3			£19,687	11 8

Equal to 20'36 per Cent.  
on  
Coaching Traffic Receipts.

Equal to 17'54 per Cent.  
on  
Coaching Traffic Receipts.

## GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT E.

Half-year ended  
31st July, 1892.Half-year ended  
31st July, 1893.

## MERCHANDISE TRANSIT EXPENSES.

£ s. d.		£ s. d.		
2,716	17 9	Salaries of Superintendents, Freight Agents and Clerks ... ..	2,986	11 3
3,827	1 3	Wages of Conductors and Brakemen... ..	4,447	14 2
7,771	2 0	"    Porters ... ..	7,842	1 4
896	15 3	"    Switchmen ... ..	916	8 2
743	7 9	"    Watchmen at Level Road Crossings ... ..	813	7 10
1,738	2 6	Compensation for Damages ... ..	719	2 4
65	10 6	Cattle killed on Track by Trains ... ..	45	4 1
761	1 5	Lights, Lamps, Fuel, and Signals (including Oil and Tallow) ... ..	686	17 5
436	15 11	Stationery, Advertising, and Printing ... ..	601	1 4
191	15 2	Office Furniture and Expenses ... ..	69	10 7
824	18 3	Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways ... ..	666	6 4
359	11 9	Rents ... ..	384	14 0
152	7 2	Travelling and Incidental Expenses ... ..	258	1 0
1,169	7 8	Proportion of expenses of Telegraph ... ..	1,074	0 10
3,028	8 10	Do. of expenses of Ferry across the Detroit River ... ..	2,667	2 6
419	1 1	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Flour Warehouse ... ..	156	8 8
<u>£24,940</u>	<u>4 3</u>		<u>£24,334</u>	<u>11 10</u>

Equal to  
16.46 per cent.  
on Merchandise  
Traffic Receipts.Equal to  
13.46 per cent.  
on Merchandise  
Traffic Receipts.

272,789 Tons. ... .. Total Tonnage carried ... .. 280,909 Tons.

## ABSTRACT F.

Half-year ended  
31st July, 1892.Half-year ended  
31st July, 1893.

## GENERAL CHARGES.

£ s. d.		£ s. d.		
3,514	13 3	Head Offices in London and Hamilton ... ..	3,855	4 9
405	2 6	Stationery, Advertising, and Printing ... ..	351	0 3
325	7 6	Postages and Stamps ... ..	270	16 8
60	13 4	Fuel and Lights ... ..	41	19 6
1,130	10 7	Travelling and Incidental Expenses... ..	1,233	6 6
112	8 7	Furniture, &c. ... ..	149	16 0
1,476	11 11	Law Charges ... ..	895	16 2
1,370	0 0	Directors' and Auditors' Remuneration and Expenses ... ..	1,265	2 0
<u>£8,295</u>	<u>7 8</u>		<u>£8,063</u>	<u>1 1</u>
191	5 0	Less Transfer Fees ... ..	135	7 6
<u>£8,104</u>	<u>2 8</u>		<u>£7,927</u>	<u>13 7</u>

Equal to  
3.29 per cent. on  
Total Revenue.Equal to  
2.71 per cent. on  
Total Revenue.

## GREAT WESTERN

## ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.

Sundry Interests ... ..	£ s. d.
Exchange and Charges remitting £81,049 4s. 7d. sterling to England ... ..	452 14 4
Discount, Commission, and Charges, on American Funds received on Foreign Traffic Account during the half-year, less credits on New York Exchange purchased to pay Traffic Balances, Stores Accounts, &c., in the United States, and discount collected ... ..	655 6 0
Interest on Outstanding Bonds in England ... ..	59,445 3 7
	36,572 0 0
	<u>£97,425 3 11</u>

## THE GALT AND

## ACCOUNT

The Galt and Guelph Railway Company (Working Account)

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

Half-year ended 31st July, 1862.		Half-year ended 31st July, 1863.
£ s. d.		£ s. d.
	To amount received during the Half-year for the carriage of—	
869 11 7	Passengers... ..	948 9 8
181 13 9	Mails and Sundries ... ..	150 13 6
1,997 18 4	Freight and Live Stock... ..	1,163 15 2
<u>£2,418 3 8</u>		<u>£2,252 18 4</u>
£396 8 10	To Balance brought down ... ..	£264 18 3

## RAILWAY OF CANADA.

## G.

DISCOUNTS, &amp;c., TO 31st JULY, 1863.

		Cr.
Sundry Interests and Discounts ... ..	£ s. d.	
Interest on Municipal and other Bonds ... ..	2,341 5 5	
Balance from the Galt and Guelph Railway Working Account, for the half-year ...	472 3 10	
Balance as per Net Revenue Account No. 3, viz.:—	264 18 3	
Interest on Bonds, &c. ... ..		
Discount, Exchange, &c., on American Funds, &c. ... ..	£34,246 6 10	
	60,100 9 7	
	94,346 16 5	
	£97,425 3 11	

## GUELPH RAILWAY.

## H.

in Account with the Great Western Railway Company of Canada.

## EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1862.		Half-year ended 31st July, 1863.
£ s. d.		£ s. d.
373 13 7	By Maintenance and Renewal of Way during the Half-year—	
195 12 4	Cost of Maintenance ... ..	366 3 10
	Cost of Renewal of Rails, &c. ... ..	191 5 1
563 5 11	" Locomotive Power ... ..	557 8 11
524 14 1	" Use of Passenger, Freight, and other Cars ... ..	531 8 7
77 10 6	" Coaching and Merchandise Transit Expenses ... ..	65 17 9
603 12 10	" General Charges ... ..	616 13 4
246 11 6		246 11 6
2,021 14 10	" Balance carried down ... ..	2,018 0 1
386 8 10		264 18 3
£2,418 3 8		£2,282 18 4

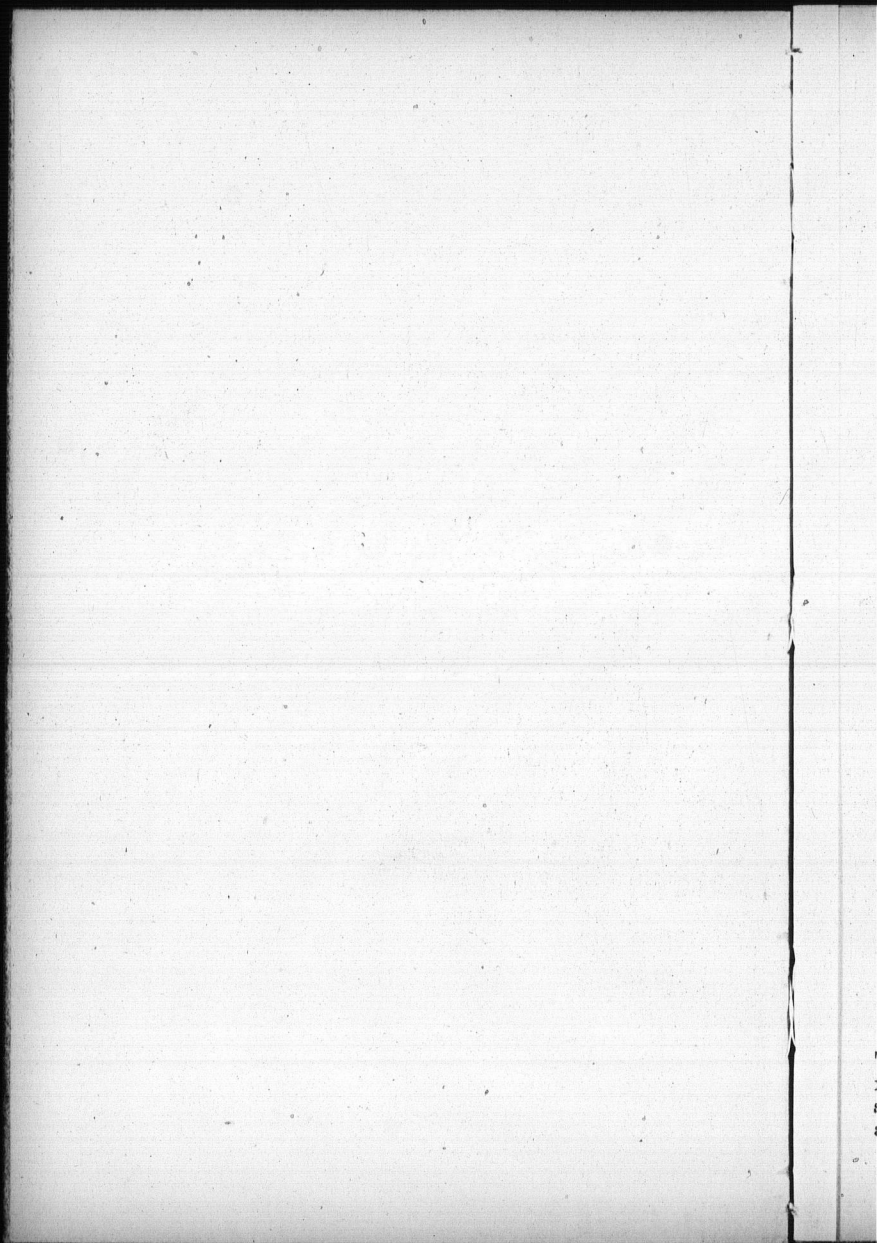
31st July, 1862.

10,118  
3,561  
13,669

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

With Passenger and Freight Trains .....	10,140
Piloting and Shunting .....	3,094
<b>Total</b> .....	<b>13,174</b>

31st July, 1863.





# REPORT OF THE DIRECTORS

OF THE

## Great Western Railway Company

OF CANADA.

1. The receipts on Capital Account during the Half-year amounted to £4,441. 9s. 3d., and the total receipts to the 31st July, 1863, were £5,216,836. 5s. 2d.

The aggregate expenditure to the same date amounted to £5,036,790. 0s. 5d., leaving a balance to the credit of Capital Account of £180,046. 4s. 9d.

2. The outlay on Capital Account during the past half-year consists of—additional Sidings laid down at sundry Stations—fish-jointing 13½ miles of rails—the proportion chargeable to Capital of the amount expended in the reconstruction of Timber Bridges over the River Thames in Stone and Iron—outlay on account of Enniskillen Branch, &c., amounting altogether to £5,062. 1s. 5d.

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

Gross Receipts	...	...	...	£293,067	9 9
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge	...	...	...	136,270	5 0
Balance	...	...	...	£156,797	4 9
From this there has been deducted—					
Interest on Government loan	...	...	£17,498	5 0	
Interest on Company's Bonds, &c.	...	...	34,246	6 10	
Loss on the conversion of American currency	...	...	60,100	9 7	
Renewal of rails, sleepers, bridges, &c.	...	...	34,951	7 10	
Flamboro' accident account	...	...	5,354	12 7	
				152,191	1 10
Balance from the half-year's working	...	...	...	4,606	2 11
To this has to be added the surplus from last half-year	...	...	...	3,348	12 4
Leaving a surplus of	...	...	...	£7,954	15 3

The Directors regret that this surplus will not permit of a Dividend for the past half-year, which result, as will be seen from the above statement, is entirely attributable to the loss incurred by the depreciation of American currency.

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

	1862.	1863.	Increase.	Increase per cent.
Passengers .....	247,776	277,348½	29,572½	11·93
Freight and Live Stock .....	272,789	280,909	8,120	2·93
Mileage of Passenger Trains .....	263,986	272,070	8,084	3·06
„ of Freight & Live Stock Trains	432,832	438,982	6,150	1·42

5. The receipts derived from the carriage of Through Traffic are £184,311. 6s. 2d., or 63 per cent. of the total nominal earnings of the Company for the half-year, showing an increase of about 4½ per cent. on the Through Traffic receipts of the corresponding period of 1862, and a half per cent. increase on the last half-year.

The loss sustained by the Company in the conversion and remittance of these receipts amounts to £60,100. 9s. 7d., or 32·6 per cent. of the gross receipts from Through Traffic against 21 per cent. for the previous half-year.

The cost of remittances and of converting American money into gold varied during the half-year from 71¾ to 24¼ premium per cent., the average rate being 48¼ per cent.

6. The working expenses of the last half-year are at the rate of 46·50 per cent. as compared with 52·41 per cent. of the corresponding period, showing a reduction of nearly 6 per cent.

7. The Permanent Way and Rolling Stock generally is in an improved condition, and the Company is well prepared for the increased traffic expected during the ensuing fall and winter from the abundant harvests.

8. The following is a comparison of the receipts and expenses during the last five half-years :—

Half-year.	RECEIPTS.				EXPENSES, including Taxes, Insurance and Suspension- bridge Rent.
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.	
July, 1861.....	£ s. d. 95,771 10 2	£ s. d. 112,800 9 7	£ s. d. 744 6 10	£ s. d. 209,316 6 7	£ s. d. 129,616 5 1
July, 1862.....	104,167 14 2	161,069 17 4	714 0 5	265,951 11 11	125,424 17 10
July, 1862.....	93,917 11 11	151,606 15 11	704 9 4	246,228 17 2	129,051 2 9
July, 1863.....	122,626 18 8	160,098 15 7	579 2 3	309,304 16 6	136,199 14 11
July, 1863.....	111,670 12 9	180,772 0 6	624 16 6	293,667 9 9	136,270 5 0

9. During the past half-year 29,572½ passengers, and 8,120 tons of goods have been carried in excess of the corresponding period last year, and the train mileage shows an increase of 14,234 miles; but the comparative expenses of the Coaching Traffic have been diminished 2·82 per cent., and of the Goods Traffic 3·0 per cent., while the cost of Locomotive power, notwithstanding the increased mileage, shows only an aggregate increase of £525. 3s. 4d., or a decrease of 2·49 per cent.

10. It will be seen by reference to the Engineer's Report, appended hereto, that a sum of £34,991. 7s. 10d. has been expended in renewals. This is within the estimate contained in his report of 1860, acting upon which, 98 miles of line have, since January 1861, been entirely re-laid with re-rolled rails, and 409,600 new oak sleepers have been placed in the track.

By reference to his report for the past half-year, it will be seen that the renewals under his estimate alluded to, will be completed by the commencement of the year 1866; and that the expenditure under this item for each of the next five half-years will average about £34,000.

11. The Company's relations with the neighbouring American railways continue to be of the most friendly character, but it is with regret that the Directors have to announce that the Grand Trunk Company, in June last, terminated the agreement existing between that Company, the Buffalo and Lake Huron, and the Great Western, to charge equal rates and fares between competitive places, and have entered upon a contest for the traffic to and from the Eastern and Western States of America, as well as for local Canadian traffic. The Directors, however, have pursued a defensive policy throughout, following only where absolutely necessary in order to maintain their position, the reductions made by the above Companies, and hitherto without material detriment to the net earnings.

12. It was stated in the last Report that steps had been taken to bring the Commercial Bank case before the Court of Error and Appeal for Upper Canada, and that it was expected to be heard in June last; but in consequence of the report of the Arbitrator on the account which had been referred to him, not being concluded when the Court sat in June, the argument has been postponed until the next sitting in December.

The Directors are still advised, as they have always been, that the claim is not one which the Bank can succeed in establishing against this Company.

13. It is satisfactory to state that the receipts of the Detroit and Milwaukee Line for the past six months of the present year have

amounted to £96,407, against £68,447 for the corresponding period of 1862, showing an increase of 40 per cent., while the working expenses have been reduced from 71·82 per cent. in 1862 to 60·82 per cent. in 1863, being a diminution of 11 per cent.

The interest now due from this Company on the Great Western loan amounts to about £150,000, which the Directors are sanguine will eventually be recovered.

14. In the last Report it was stated that the Company had applied to the Canadian Legislature for powers to construct a Branch Line to the Oil Springs of Enniskillen, and that the opportunity had been taken to insert clauses giving a legal character to meetings in England of the Board and Shareholders.

These clauses have now been obtained, and will in future form the rule of the Company.

15. The Rolling Mill at Hamilton, estimated to cost £17,000, has been commenced and is expected to be finished by March or April next.

Signed on behalf of the Board of Directors,

THOMAS DAKIN,

*President.*

LONDON, *Sept. 30th*, 1863.

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## AUDITOR'S REPORT.

*To the Shareholders of the Great Western Railway of Canada.*

HAVING completed the examination and audit of your Company's Books and Accounts, for the half-year ending 31st July last, I beg to report that I find them correct,—the Expenditure is properly vouched, and the several accounts are duly certified by the heads of the respective departments.

## CAPITAL ACCOUNT.

The expenditure under this head is of the same character as that which the Shareholders have hitherto authorized being carried to this account, and amounts to the sum of £5,062. 1s. 5d.

## REVENUE ACCOUNT.

Notwithstanding the gross traffic returns for the half-year exceed those for the corresponding half-year in 1862 by the sum of £46,838. 12s. 7d., the balance of Net Revenue for this half-year only amounts to £4,606. 2s. 11d. as against £13,769. 0s. 5d. in the corresponding period of 1862. The difference, £9,162. 17s. 6d., I find arises as follows:—

*Increase in Payments.*

	£	s.	d.	£	s.	d.
Discount and exchange on conversion of American currency, half-year ending 31st July, 1863	60,100	9	7			
Ditto 31st July, 1862	6,953	15	10			
	<hr/>			53,146	13	9

*Flamboro' Accident.*

Amount charged half-year ending 31st July, 1863	5,354	12	7			
Ditto 31st July, 1862	260	3	10			
	<hr/>			5,094	8	9
Difference in working expenses which (although 5·91 per cent. less when taken on the Gross Receipts of the respective half-years) for the present half-year exceed those of the corresponding period in 1862 by the sum of				7,219	2	3
				<hr/>		
Forward				£65,460	4	9

	Forward	£65,460	4	9
<i>Debit</i> :—				
		£	s.	d.
Increase in Gross Traffic ... ..	46,838	12	7	
Payments appearing in half-year's Accounts, ending 31st July, 1862, in addition to, and in excess of, those for half-year ending 31st July, 1863 ... ..	9,458	14	8	
	<hr/>	56,297	7	3
Decrease in Net Revenue for the half-year, as compared with corresponding period in 1862 ... ..		<hr/> <hr/>	£9,162	17 6

It will thus be observed, the item so seriously affecting the interests of the Shareholders is the discount and exchange on American Currency, which it appears the Company are either obliged to accept in payment of "Through" traffic at certain rates, or decline to carry the goods.

I may remark, under this head, that the allowance to agents employed to secure traffic, amounts as shown in the accounts to £3,132. 4s. 7d. for the half-year. It may be a question whether the Net Revenue of the Company would suffer to this extent if the agencies were entirely discontinued.

The sums paid in respect of liabilities alluded to in my Report of last half-year in connection with the 'Flamboro' accident, amount to £5,354. 12s. 7d., and I believe some further Costs in connection with the case are still outstanding, for which accounts have not yet been received.

JOHN YOUNG, *Auditor.*

LONDON, 30th September, 1863.

## REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,  
HAMILTON, C.W.,  
15th August, 1863.

THOS. SWINYARD, Esq.,  
General Manager.

DEAR SIR,—I beg to submit to you the following Statement of Expenditure and a Report upon the operations of my department during the half-year ended 31st July last.

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

### ON MAIN LINE.

	£	s.	d.
<i>Grading Account.</i> —Road approach to new siding at Lewisville Station ... ..	20	11	0
<i>Superstructure Account.</i> —Cost of laying down new sidings at Hamilton, Princeton, and Windsor, including cost of spikes, ties, &c. ... ..	543	4	5
<i>Rail Account.</i> —Cost of rails for the above-mentioned sidings—100 tons, at \$40 per ton ... ..	821	18	4
Cost of fishing 13½ miles of permanent way at £122. 4s. 1d. (\$594.72) per mile ... ..	1,588	12	8
<i>Bridging Account.</i> —Proportion chargeable to construction of cost of work in rebuilding in stone and iron the original wooden bridges over the River Thames at Woodstock, Ingersoll, and London ... ..	1,548	14	2
<i>Building Account.</i> —New platform at Bothwell to accommodate the oil traffic and new works in connection with other station buildings ... ..	27	1	2
	£4,550	1	9
	£4,550	1	9

### ON HAMILTON AND TORONTO RAILWAY.

<i>Superstructure Account.</i> —Extension of a siding at Toronto for the service of the wood department ... ..	50	2	10
<i>Rail Account.</i> —Cost of rails laid down in same ... ..	113	0	3
	£163	3	1
	£163	3	1

### PROPOSED BRANCH TO THE ENNISKILLEN OIL WELLS.

Expenses of final survey of Line from Wanstead to Oil Springs	£56	9	1
	£56	9	1

## MAINTENANCE OF WAY.

Repairs of bridges and culverts ... ..	£ 1,660 10 7
Platelayers' wages and extra work on way ... ..	10,446 12 11
Repairs of station, sidings, and yards ... ..	1,229 10 10
" of building and wharves ... ..	1,752 2 4
" of signals ... ..	500 18 2
" of road and bridge approaches ... ..	157 19 4
" of fences ... ..	385 1 9
Engineering, superintendence, and incidental charges ... ..	718 11 11
	<hr/>
	<u>£16,851 7 10</u>

The cost of maintenance during the corresponding half-year of 1862 amounted to £14,681. 18s. 9d., whilst the average cost of maintenance during the corresponding half-years of the past six years was £16,555. 17s. 10d. The expenditure on maintenance of way was undoubtedly reduced to too low a point during a few of the half-years prior to July, 1862, (the cost of each half-year ranging from £14,589 to £15,205. 10s., or thereby) and was telling injuriously upon the durability of the rails and sleepers generally, and more especially on some of those sections of the line where the gradients and curves are of an unfavourable character.

In connection with this subject I beg to remind you of what I have referred to in former reports, that as our bridges, fences, buildings, wharves, and loading platforms are nearly all built of wood, they must always cost more for repairs than the same class of works do in England, and that in addition to this circumstance the higher rate of wages and greater cost of iron and general stores which prevail in Canada as compared with England, coupled with the well-known fact of the much greater severity of our climate, must of necessity largely increase the cost of maintenance beyond that of English railways of the same amount of traffic.

## RENEWALS OF RAILS AND SLEEPERS.

3,000 tons of re-rolled rails at \$26 <sup>50</sup> / <sub>100</sub> per ton ... ..	£16,335 12 4
170 " representing loss in weight of stock at \$20 ... ..	698 12 7
81,252 lbs. of spikes ... ..	
346,861 lbs. of fish plates and bolts ... ..	
33,035 lbs. of chairs for track switches; and sundry small stores in connection with the track ... ..	4,708 15 5
56,726 white oak sleepers (cost on delivery) ... ..	2,399 8 6
1,405 tons of rails, repaired by swage block under contract, including cost of coal and iron ... ..	2,186 6 7
Wages of trackmen employed as follows:—	
Relaying the track with 30 miles of re-rolled rails; with 14 miles of swage block repaired rails; and with 22½ miles of old rails cut and prepared for further use; also loading, unloading and distributing new and old rails, and placing 56,726 new sleepers in the track ... ..	4,955 13 5
Carried forward	<u>£31,284 8 10</u>



	Brought forward	£31,284 8 10
Engine service and fuel used in the carriage of old and new rails to and from rolling mill, and in distribution of sleepers along the line	... ..	1,472 13 0
Renewals of bridges in stone and iron over River Thames at Woodstock, Ingersoll and London, the two former of which are now finished	... ..	530 4 2
Renewals of other bridges on the line rebuilt in wood and stone in the original manner	... ..	3,687 9 3
Renewals of fences at various parts of the line, including labour and material	... ..	1,636 7 5
		<u>£38,611 2 8</u>

Deduct cost of fish-jointing 13½ miles of track charged to construction account	1,588 12 8	
Cast scrap-iron sold	Tons. cwt. qrs. lbs. 31 4 1 11 ...	179 12 2
Wrought ditto	56 2 3 17 ...	207 13 3
Scrap-iron, consisting of old chairs, bolts, &c., to be used for re-rolling rails in the Company's rolling mill, debited to rail stock account, 400 tons at \$20—	1,643 16 8	
		<u>3,619 14 10</u>
		<u>£34,991 7 10</u>

The expenditure for the renewal of the permanent way, bridges, and fences, which was undertaken upon the basis of my estimate of October, 1860, amounting to an aggregate sum of £364,212. 6s. 6d. (\$1,772,500) and subsequently reduced to £331,279. 2s. 2d. (\$1,612,225) has now reached the following sum :—

	£	s.	d.
Expended during half-year ended 31st July, 1861 ...	25,517	16	8
Ditto 31st January, 1862 ...	27,442	15	4
Ditto 31st July, 1862 ...	35,222	4	7
Ditto 31st January, 1863 ...	36,368	8	1
Ditto 31st July, 1863 ...	34,991	7	10
Total to date ... ..	159,542	12	6
Total amount of estimate ... ..	331,279	2	2
Balance unexpended ... ..	£171,736	9	8

As it is contemplated to complete this renewal work by the commencement of the year 1866, the average expenditure on renewals for each of the next five half-years will be about £34,347. 6s. 0d. (\$167,157).

Since the commencement of this extensive renewal of the Line, 98 miles of track have been entirely relaid with re-rolled rails, and 409,600 new oak sleepers have been placed in the track.

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

## MAIN LINE.

Re-rolled rails ... ..	98	miles.
Fished rails imported from England in 1856-59 ... ..	45½	"
Fished rails originally laid on the Western Division in 1853-54 on the construction of the Line ... ..	30	"
U rails laid down in 1853-54 on the construction of the Line ... ..	55½	"
Total ... ..	<u>229</u>	miles.

## TORONTO BRANCH.

Fished rails imported from England for the construction of the Line in 1855 ... ..	29	miles.
Re-rolled rails ... ..	8	"
Total ... ..	<u>37</u>	miles.

## SARNIA BRANCH.

Fished rails laid down when the Line was opened in December, 1858	51	miles.
---	----	--------

## GALT AND GUELPH BRANCH.

U rails and light T rails with cast-iron chairs... ..	23¾	miles.
Fished and re-rolled rails... ..	3¾	"
Total ... ..	<u>27½</u>	miles.

The aggregate length of Sidings on the Main Line and Branches is 63 miles.

## RAIL STOCK.

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

		£	s.	d.
14 Tons suspension bridge rails ... ..	at \$63	181	4	8
800 " of re-rolled and repaired rails ... ..	" \$50	8,219	3	7
1,306¾ " partially worn ditto ... ..	" \$40	10,740	8	3
858¾ " unfit for further use in the track ... ..	" \$20	3,529	2	2
<u>2,979½ tons.</u>	Total ... ..	<u>£22,669</u>	<u>18</u>	<u>8</u>

## RENEWALS OF BRIDGES.

At the present time three wooden bridges of large size are undergoing reconstruction in stone and iron.

The first is that of the bridge over the cove of the river Thames, one mile west of London, consisting of four spans of 90 feet, of which the mason-work will be completed by the 1st October. The iron plates for the girders are daily expected from England, and it is hoped that the girders may be riveted and placed in position before the winter has fairly set in.

The second bridge is that over the Thames near London Station, consisting of one span of 160 feet. This is to be rebuilt in two spans, of which only the central pier is yet finished.

The third bridge is that over the Grand River, three miles east of Paris, consisting of two spans of 160 feet each. It is to be rebuilt in four spans of 80 feet each; and a commencement has just been made of the foundations of one of the piers.

#### ROLLING MILL.

In consequence of the high price paid for re-rolling rails in Canada (being £5. 8s. 11d. (\$26½) per ton as compared with £3. 1s. 8d. (\$15) in England) it was decided to erect a rolling mill at the Hamilton Station of sufficient power to meet the requirements of our permanent way, which, with branches and sidings, now consist of 407½ miles of single track. I accordingly had all the requisite plans prepared in the course of the past three months, and estimated the entire cost of the mill when ready for re-rolling at £17,000 sterling. The erection of the mill shed is now in progress, and contracts are let for the bulk of the machinery and for other work required for the foundation of a mill yard. It is expected that the whole will be completed by March or April next.

#### GALT AND GUELPH RAILWAY—15½ MILES.

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

	£	s.	d.
Maintenance of way ... ..	366	3	10
Renewals of rails, sleepers and fences ... ..	191	5	1
Watchmen ... ..	18	15	10
	<hr/>		
	£576	4	9
	<hr/> <hr/>		

I am, dear Sir,

Your obedient Servant,

(Signed)

GEORGE LOWE REID,

*Engineer.*

## ABSTRACT OF REPORT OF THE LOCOMOTIVE AND CAR SUPERINTENDENT.

HAMILTON, 15th August, 1863.

THOMAS SWINYARD, Esq.,  
General Manager.

During the Half-year *thirty-six* Engines have received heavy and substantial repairs, and *eighteen* light repairs. The re-building of the Boston Engines and of the two large Schenectady Engines referred to in the last Report has been completed; the total cost being charged to revenue.

Locomotive No. 23, the "Hercules," which it had been intended to break up, having been examined, was found to be still serviceable, and it has been repaired and a patent Fire Engine fixed upon it, so that it can be used for fire purposes at any place on the line, as well as for washing out boilers, &c., and besides is available for piloting, shunting, &c. The stock will thus be increased by *one* Engine, making a total of *ninety-four* Locomotives. The repairs and renewals of the Engines and Tenders have been executed in the best and most durable manner. The expenditure incurred during the Half-year for repairs and renewals of Engines and Tenders has been £17,940. 10s. 6d.

The following Table exhibits the comparative operations of this department:—

	HALF-YEARS ENDING JULY 31ST.					
	1858.	1859.	1860.	1861.	1862.	1863.
Gross Engine Mileage.....	692,563	727,776	770,068	808,742	906,869	971,311
Net Train ditto.....	536,890	529,551	564,709	638,252	696,818	711,052
Total Cost of Fuel.....	£15,444	£9,665	£9,486	£8,958	£10,310	£10,546
Cost of Fuel per Engine Mile.....	8'84d.	8'19d.	7'95d.	7'47d.	7'55d.	7'64d.
Ditto Train ditto.....	6'98d.	4'98d.	4'04d.	3'15d.	3'55d.	3'56d.
General Locomotive Expenses.....	£44,403	£37,161	£36,380	£40,494	£41,065	£41,500
Cost per Mile.....	15'40d.	12'25d.	12'16d.	11'17d.	10'19d.	10'28d.
Miles run per Cord of Wood.....	26'40	39'47	42'07	47'50	44'35	43'51

The Stationary Engine is in good working order. The workshops and tools are also in good repair.

The boilers of the Ferry Steamer "Union" were found to be much worn, and extensive repairs found to be necessary.

The cost of oil used upon Locomotives has been reduced from 0.475d. per train mile run during the Half-year ending July 31, 1862, to 0.275d.

for the past Half-year, effecting a saving in favor of 1863 of 0.2*d.* per train mile.

The stock of Cars consists of

83	First Class Cars, six of which are Sleeping Cars.
44	Second Class Cars.
20	Post Office and Baggage Cars.
33	Conductors' Cars.
750	Box freight Cars, 8 wheels.
110	Cattle Cars, 8 wheels.
100	Hopper or Grain Cars, 4 wheels.
256	Platform Cars, 4 wheels.
6	Timber Trucks.
120	Gravel Cars.

Total 1,522 Cars.

The upholstery work of the entire stock of First Class Passenger Cars has been re-dyed and scoured, and repairs of wheels, springs, ventilators, &c. have been well attended to.

Renewal of the stock generally is going on, so as to make good deficiencies from decay, &c.

Second Class Cars have also been kept in repair, a better kind of car being gradually introduced as they are renewed.

Extensive repairs and renewals have been done generally to Freight Cars wherever required.

The expenditure incurred during the Half-year for repairs, and renewals of all classes of Cars has been £18,714. 3*s.* 5*d.*

(Signed) S. SHARP,  
*Superintendent Mechanical Department.*



# RAILWAY OF CANADA.

## STATEMENT.

Half-year ending 31st July, 1863.

Toronto Branch Earnings.		Harrisburgh and Galt Branch Earnings.		Galt and Guelph Branch Earnings.		Sarnia Branch Earnings.		Total Average Earnings Per Mile for Half-year.
For 38 Miles.	Per Mile.	For 12 Miles.	Per Mile.	For 15 Miles.	Per Mile.	For 51 Miles.	Per Mile.	
dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.
41,121 23	1,161 08½	4,776 76	398 06½	4,419 13	294 60½	16,486 47	323 26½	
200 12	5 26½	147 78	12 31½	132 28	8 82	12 45	24½	
6,890 69	181 07	76 70	6 39½	63 53	4 23½	381 80	7 48½	
338 55	8 91	2 70	22½	1 01	00½	3 57	67	
1,881 78½	49 52	504 24½	49 52	742 81	49 52	...	...	
...	...	...	...	...	...	...	...	
1,625 55	42 77½	99 00	8 25	94 11	6 27½	91 52	1 79½	
...	...	...	...	...	...	...	...	
425 41	11 19½	46 08	3 84	42 37	2 82½	158 78	3 11½	
...	...	...	...	...	...	...	...	
55,473 33½	1,459 82½	5,743 26½	478 60½	5,405 24	366 34½	17,134 59	335 97½	1,501 18½
20,635 14	543 03	7,693 78	641 14½	5,511 98	369 46½	22,639 73	443 91½	
437 07	11 50	...	...	...	...	...	...	
123 01	3 23½	15 30	1 27½	4 24	28½	56 09	1 10	
66 49	1 75	14 16	1 18	4 11	27½	26 50	52	
745 91	19 03	62 77	5 23½	41 64	2 77½	43 59	85½	
3 04	08	15	01½	19	01½	1 19	02½	
62 69	1 65	36 09	3 00½	13 75	91½	95 83	1 87½	
191 83	5 04½	6 72	56	5 85	39	6 11	12	
32 11	84½	12 70	1 05½	3 20	21½	135 53	2 65½	
22,297 29	586 77	7,841 67	653 47½	5,614 96	374 33	23,004 57	451 07	2,566 29½
70,114 31½	1,845 11½	13,505 53½	1,125 46	11,045 66	736 37½	38,753 79	779 48½	
7,656 31	201 48	79 40	6 61½	64 54	4 30½	385 27	7 55½	
77,770 62½	2,046 59½	13,584 03½	1,132 07½	11,110 20	740 67½	40,139 16	787 04½	4,157 48

## GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 11.

Statement of General Traffic Earnings for the Half-year ended  
31st July, 1863.

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.	Sterling.	
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.			£ s.	d.
<b>FEBRUARY.</b>													
Local Passengers...	21,346 42½	6,712 75	737 58	735 31	2,697 12	32,129 18½							
Do. Merchandise.	31,255 85	5,801 77	2,228 34	2,022 70	4,102 53	45,301 19							
Foreign Passenger	35,971 64½	970 23	...	18 75	50 81	37,035 23½							
Do. Merchandise.	167,375 30	95 16	...	...	...	167,470 46							
<b>MARCH.</b>	255,549 21½	13,579 91	2,969 72	2,756 76	6,850 46	282,026 06½					282,026 06½	57,950 11	2½
Local Passengers...	29,883 59½	8,465 39	937 19½	920 10½	3,266 24	43,472 51½							
Do. Merchandise.	38,248 72½	4,400 75	1,539 06	1,210 50	4,089 92	49,489 35½							
Foreign Passenger	49,747 47	1,564 00	13 34	15 61	31 22	51,372 64							
Do. Merchandise.	163,648 53	86 14	...	...	...	163,734 67							
<b>APRIL.</b>	381,528 31	14,516 28	2,489 59½	2,144 61½	7,380 38	408,069 18					308,009 18	63,301 17	8½
Local Passengers...	30,034 52	9,249 87	1,033 68½	1,028 20½	3,100 73	44,495 01							
Do. Merchandise.	45,909 83	5,193 70	993 62	765 62	7,345 25	60,301 07							
Foreign Passenger	52,681 89½	1,514 62	15 21	13 94	40 82	54,265 96½							
Do. Merchandise.	95,212 54	107 67	...	...	...	95,320 21							
<b>MAY.</b>	223,928 80½	16,068 86	2,092 51½	1,805 76½	10,496 30	254,382 24½					254,382 24½	52,270 6	5½
Local Passengers...	26,215 79½	7,728 99	883 82½	806 41½	2,575 30	38,210 32½							
Do. Merchandise.	43,822 43	2,625 87	985 12	636 63	4,180 56	57,300 66							
Foreign Passenger	51,027 62	1,137 70	9 19	6 70	90 93	52,272 14							
Do. Merchandise.	68,865 21	89 81	...	...	...	68,955 02							
<b>JUNE.</b>	184,961 10½	11,582 37	1,878 13½	1,449 74½	6,796 79	206,668 14½					206,668 14½	42,466 1	13½
Local Passengers...	28,752 92	8,006 74	946 96½	862 48½	2,631 71	41,300 82							
Do. Merchandise.	35,984 03½	1,747 32	1,296 49	529 78	1,142 01	40,579 63½							
Foreign Passenger	56,694 55½	1,083 38	8 07	4 37	117 56	57,907 93½							
Do. Merchandise.	55,965 59	41 65	...	...	...	56,007 54							
<b>JULY.</b>	177,277 40	10,879 00	2,251 52½	1,396 63½	3,691 28	195,695 93					195,695 93	40,211 9	10
Local Passengers...	32,124 41½	8,090 35½	1,074 61½	1,080 18	2,478 12	44,947 69½							
Do. Merchandise.	34,416 97½	2,087 81	799 04	469 33	2,194 30	39,967 45½							
Foreign Passenger	59,731 75½	949 31	9 79	7 17	51 53	61,749 55½							
Do. Merchandise.	60,906 25	16 64	...	...	...	60,922 89							
<b>Total .....</b>	\$ 1,291,728 23½	77,770 62½	1,384 93½	1,110 29	40,139 16	1,434,331 16					1,434,331 16	294,725 11	6½
Less Galt and Guelph Railway Traffic.....											11,110 20	2,282 18	4½
<b>Total Traffic, G. W. Railway proper .....</b>											1,423,220 96	292,442 13	2½

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



GENERAL MEETING OF SHAREHOLDERS.

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At a General Meeting of Shareholders

OF THE

GREAT WESTERN RAILWAY OF CANADA,

*Held at the London Tavern, Bishopsgate Street, London, on Wednesday, April 13th, 1864, at 12 o'clock,*

ALDERMAN THOMAS DAKIN in the Chair.

The Secretary read the following advertisement calling the Meeting:—

NOTICE is hereby given, that the Half-yearly Meeting of Shareholders is appointed to be held on Wednesday, April 13th, 1864, at the London Tavern, Bishopsgate Street, London, England, at 12 o'clock noon, precisely, for the purpose of submitting a Report and General Statement of Accounts, for the half-year ending January 31st last, and for the transaction of other business.

And Notice is further given that the Books kept at this Office for the registration of Shares, will be closed on and from March 30th to the day of Meeting, both days inclusive, and transfers cannot be received between those dates.

By Order, BRACKSTONE BAKER, Secretary.

126, Gresham House, Old Broad Street,  
London, E.C., Feby., 1864.

The Minutes of the General Meeting of Shareholders held in London on October 14th, 1863, were read and approved.

The Report and Accounts for the half-year ending 31st January, 1864, were taken as read.

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

“That the Report and Accounts for the half-year ending 31st January, 1864, this day submitted, be received and adopted, and that a dividend at the rate of  $1\frac{1}{2}$  per cent. per annum be now declared payable in London on May 3rd, 1864.”

It was proposed by Mr. WM. EVANS, seconded by COLONEL EVELYN, and resolved—

“That a cordial vote of thanks be given to the Chairman for his conduct in the Chair, and to the Directors for their attention to the interests of the Company.”

The Meeting then separated,