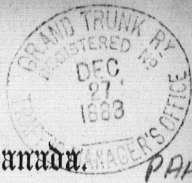


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Great Western Railway of Canada.

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REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JANUARY 31, 1864 :

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in  
London on Wednesday, 13th April, 1864.*

---

LONDON :

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

1864.

**G**REAT WESTERN RAILWAY OF CANADA.—NOTICE  
IS HEREBY GIVEN, that the HALF-YEARLY MEETING of  
Shareholders is appointed to be held on WEDNESDAY, April 13, 1864, at  
the London Tavern, Bishopsgate-street, London, England, at Twelve 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 trans-  
action 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 30 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., Feb. 17, 1864.

# Great Western Railway of Canada.

## LIST OF THE DIRECTORS.

1863-1864.

### *President.*

ALDERMAN THOMAS DAKIN, 23, Abchurch Lane, London.

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

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

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

ALLAN GILMORE, Esq., Putney.

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

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

RICHARD JUSON, Esq., Hamilton, Canada West.

PAUL MARGETSON, Esq., Clapham Common.

GEORGE SMITH, Esq., 57, Conduit Street, London.

JOHN YOUNG, Esq., Hamilton, Canada West.

### *Ex-officio Director.*

THE MAYOR of Hamilton, Canada West.

### *Auditors.*

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

SIDNEY SMITH, Esq., 4, Charlotte Row, Mansion House.

### *General Manager.*

THOMAS SWINYARD, Esq., Hamilton, Canada West.

### *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 Jan'y, 1864.  
Sterling.  
£           s.   d.
**TO ORIGINAL SHARE ACCOUNT--**

For amount received on 121,654 shares (including 30,055 new shares paid up in full and converted into original shares), viz.:-

On 118,463 shares on English Register, at £20. 10s. sterling per share .....	£2,428,491	10	0	
On 3,191 shares on Canadian Register at \$100 per share, converted at 109½ per cent. exchange .....	65,568	9	10	
		2,494,059	19	10

**TO NEW SHARE ACCOUNT--**

For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 48,046 new shares (after deducting the 30,055 new shares paid up in full and converted into original shares), viz.:-

On 47,703 shares on English Register at £18 sterling per share .....	858,654	0	0
On 343 shares on Canadian Register at \$87.60 per share, converted at 109½ per cent. exchange .....	6,174	0	0
	864,828	0	0
Less amount of arrears on 3rd, 4th, 5th and 6th calls .....	2,430	9	6
	862,397	10	6
For amount received in anticipation of future calls on new shares .....	4,472	10	0
	866,870	0	6

Total amount received on account of share capital to 31st January, 1864.   £3,360,930   0   4

**TO PERPETUAL 5 PER CENT. DEBENTURE STOCK--**
 For amount received on this account .....
 46,700 | 0 | 0 |**TO BOND ACCOUNT--**

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 .....	495,000	0	0
" " " " " 1878 .....	62,000	0	0
Bonds at 5 per cent. " " " 1881 .....	1,000	0	0
	1,235,900	0	0

**TO GOVERNMENT LOAN**—Balance .....
 573,687 | 15 | 0 |£5,217,217. 15   4

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

 Receipts from arrears of calls and payments in full on new shares .....
 £381 | 10 | 2 |

# RAILWAY COMPANY OF CANADA.

No. 1.

*the Company on Capital Account to 31st January, 1864.*

## EXPENDITURE.

	Total Expendi- ture to 31st Jan., 1864. Sterling.	
	£	s. d.
By Total Amount expended on Capital Account to 31st July, 1863, as per last Report .....	4,786,790	0 5
Expended during the six months ending 31st Jan., 1864.		
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.		
Land, Works, Bridges, Permanent Way, and all incidental charges .....	3,692	1 11
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron .....	4,699	6 1
Stations, Warehouses, Wharves, &c. ....	302	16 0
Rolling Mill at Hamilton .....	10,473	8 6
Cost of "fish-jointing" 15 miles of rails .....	1,833	0 10
	21,000	13 4
<b>By Sarnia Extension—</b>		
Grading, &c., at Stratford Station .....	56	16 3
	21,057	9 7
<b>Total.....</b>	£4,807,847	10 0
<b>By Detroit and Milwaukee Railroad Company—</b>		
Loan (including Funded Interest to October 24th, 1860, £300,000) .....	250,000	0 0
	£5,057,847	10 0
Balance carried to Account No. 4 .....	159,370	5 4

£5,217,217 15 4

## THE GREAT WESTERN

## ACCOUNT

## Revenue Account of the Great Western Railway

Half-year ended 31st Jan., 1863.	RECEIPT	Half-year ended 31st Jan., 1864.
£ s. d.		£ s. d.
114,100 1 0	To Amount for the carriage of 359,869½ Passengers ... ..	121,255 8 5
8,528 17 8	Ditto ditto Mails and Sundries ..a ... ..	8,428 18 10
186,068 15 7	Ditto ditto Freight and Live Stock ... ..	171,328 19 10
308,725 14 8		301,013 7 1
579 2 3	Ditto ditto Rents ... ..	621 1 9
<u>£309,304 16 6</u>		<u>£301,634 8 10</u>

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

# RAILWAY COMPANY OF CANADA.

No. 2.

*Company of Canada for the Half-year ended 31st January, 1864.*

Half-year ended 31st Jan., 1863.		Per Cent. on Gross Receipts.	EXPENSES.		Half-year ended 31st Jan., 1864.	Per Cent. on Gross Receipts.
£	s. d.		£	s. d.		
19,202	18 9	6.24	By MAINTENANCE OF WAY, .. .. per Abstract A	18,563	7 10	6.16
42,718	18 7	13.81	Locomotive Power .. .. do. B	39,206	18 10	13.00
14,965	13 6	4.84	Repairs and Renewals of Passenger & Goods Cars do. C	16,479	10 5	5.46
21,776	12 8	7.04	Coaching Transit Expenses .. .. do. D	20,824	18 0	6.90
23,278	19 6	7.52	Merchandise Transit Expenses .. .. do. E	23,754	7 5	7.88
7,032	2 4	2.27	General Charges.. .. do. F	7,859	12 4	2.61
<b>128,975</b>	<b>5 4</b>	<b>41.69</b>	<b>Total ORDINARY WORKING EXPENSES .. ..</b>	<b>126,708</b>	<b>14 10</b>	<b>42.01</b>
<b>1,385</b>	<b>12 4</b>	<b>0.43</b>	<b>ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.</b>			
<b>177</b>	<b>14 10</b>	<b>0.06</b>	By Taxes .. ..	<b>3,093</b>	<b>19 11</b>	<b>1.03</b>
<b>1,087</b>	<b>16 8</b>	<b>0.35</b>	Railway Inspection Fund .. ..	<b>355</b>	<b>9 7</b>	<b>0.12</b>
			Insurance.. ..	<b>1,097</b>	<b>5 11</b>	<b>0.36</b>
<b>4,623</b>	<b>5 9</b>	<b>1.50</b>	Suspension Bridge Rent, for half-year .. ..	<b>4,623</b>	<b>5 9</b>	<b>1.53</b>
<b>136,199</b>	<b>14 11</b>	<b>44.03</b>	<b>Total Revenue Expenditure .. ..</b>	<b>135,818</b>	<b>16 0</b>	<b>45.05</b>
<b>173,105</b>	<b>1 7</b>		Balance carried to Net Revenue No. 3 account .. ..	<b>165,755</b>	<b>12 10</b>	
<b>£309,304</b>	<b>16 6</b>			<b>£301,634</b>	<b>8 10</b>	

## THE GREAT WESTERN

## ACCOUNT

Dr.

## Net Revenue Account

HALF-YEAR ENDED 31st January, 1863.			HALF-YEAR ENDED 31st January, 1864.	
£	s. d.		£	s. d.
2,704	9 0	To Balance of Net Revenue brought forward from half-year ended 31st July, 1863	7,354	15 3
173,105	1 7	To Balance from Revenue (No. 2) Account for the half-year to date	165,755	12 10
<hr/>			<hr/>	
£175,809	10 7		£173,710	8 1
<hr/>			<hr/>	
		To Balance brought down	29,321	2 10
<hr/>			<hr/>	
			£29,321	2 10

## THE GREAT WESTERN

## ACCOUNT

Dr.

## General Balance Sheet

	£	s. d.
Amount outstanding and due to the Company on Traffic Account	11,107	19 3
General Stores on hand 31st January, 1864	35,517	5 11
Fuel Stores (wood) on hand " " "	20,811	10 10
Mechanical Stores " " "	17,714	14 9
Rail Stock Account " " "	20,845	5 6
Municipal Bonds " " "	14,260	5 6
Balances in Bankers' hands, Loans and Investments at Interest	189,741	11 9
Balance of Interest due to 31st July, 1859, 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	4,328	1 0
	£337,452	12 3



# RAILWAY COMPANY OF CANADA.

No. 3.

to 31st January, 1864.

Cr.

HALF-YEAR ENDED 31st January, 1863.			HALF-YEAR ENDED 31st January, 1864.	
£	s. d.		£	s. d.
17,498	5 0	By half-year's interest on the Balance of Government Loan, to 1st January, 1864	17,498	5 0
		By Interest on Bonds, Bank Loans, Discount, &c., as per Abstract G, viz:—		
35,573	9 3	Interest on Bonds, &c. ... ..	£33,663	7 4
		Discount & Charges on the conversion of American Currency, & Exchange on remittances to England ... ..	53,984	15 6
40,878	3 3			
36,368	8 1	By Renewal of Rails, Sleepers, Bridges, Fences, &c., ... ..	87,648	2 10
		By Amount of the late Paymaster's and Cashier's defalcations ... ..	35,457	8 9
		Less Amount at Credit of Clerks' Security Fund Account ... ..	4,593	9 6
			808	0 10
45,491	5 0	By Balance carried down	3,785	8 8
			29,321	2 10
£175,809	10 7		£173,710	8 1
1864				
Jan. 31		By proposed Dividend at the rate of 1½ per cent. per annum on 121,654 Old Shares and 48,046 New Shares ... ..	25,191	13 2
		„ Surplus carried to next half-year ... ..	4,129	9 8
			£29,321	2 10

# RAILWAY COMPANY OF CANADA.

No. 4.

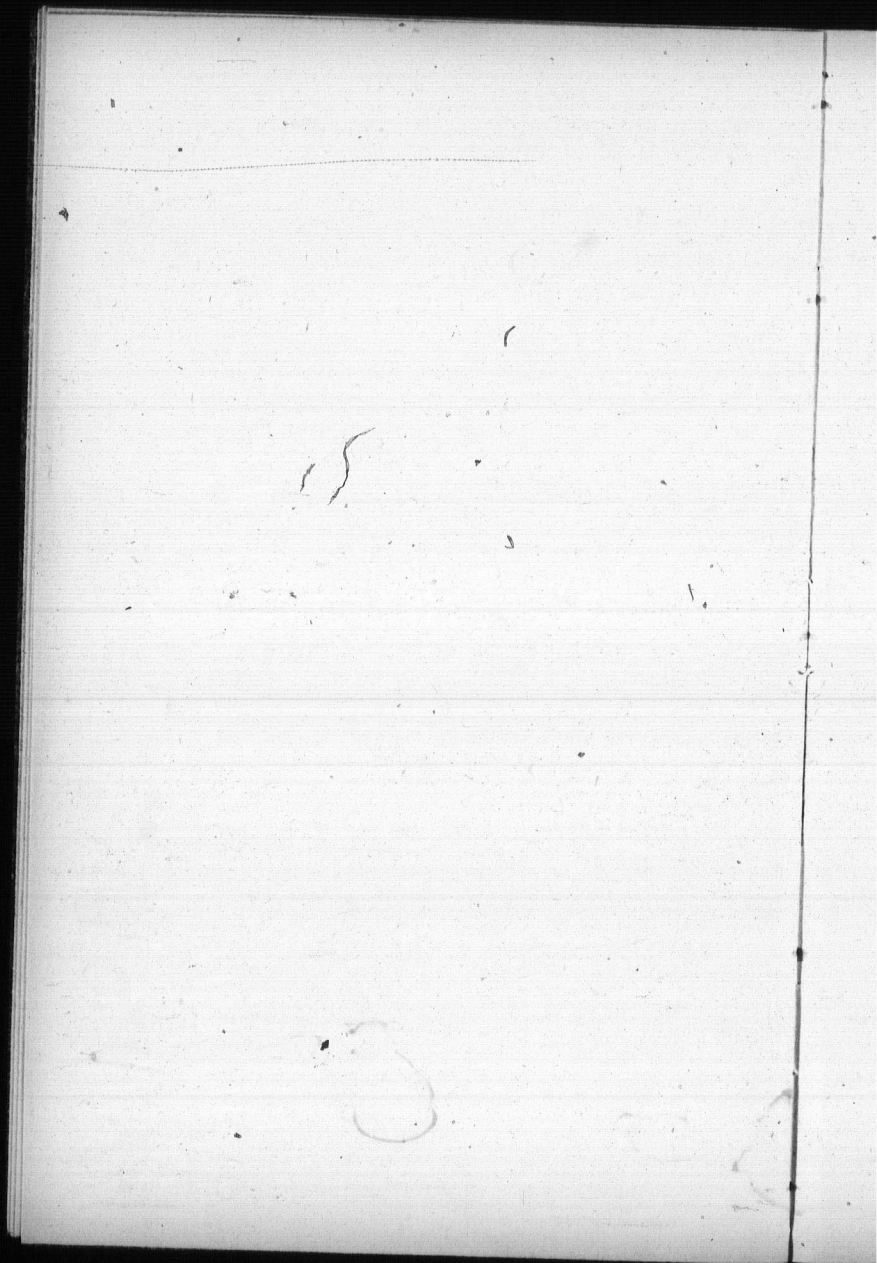
to 31st January, 1864.

Cr.

	£	s. d.
Balance from Capital Account No. 1	159,370	5 4
Balance from Net Revenue Account No. 3	29,321	2 10
Insurance Fund Account	3,461	7 8
Balances due by the Company, and sundry Accounts not paid on 31st January, 1864	145,299	16 5
	£337,452	12 3

Audited and confirmed,  
London, 2nd April, 1864.

JOHN YOUNG, }  
SIDNEY SMITH, } Auditors.



# GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended 31st January, 1864.*

## ABSTRACT A.

Half-year ended 31st Jan., 1863.		MAINTENANCE OF WAY.	Half-year ended 31st Jan., 1864.
£ s. d.			£ s. d.
1,722 16 9	Repairs of Bridges and Culverts	...	1,612 4 7
2,180 0 0	" Station Sidings, Fences, &c.	...	1,767 2 3
2,800 12 5	" Buildings	...	2,338 7 2
402 5 6	" Signals	...	700 14 6
10,933 10 11	Platelayers' Wages, and Extra Work on Way	...	11,238 3 0
357 18 2	Approaches	...	168 15 2
768 15 0	Engineering Superintendence, &c.	...	710 1 2
<u>£19,202 18 9</u>			<u>£18,583 7 10</u>
£36,368 8 1	Renewal of Rails, Bridges, Sleepers, Fences, &c.		<u>£35,457 8 9</u>

## ABSTRACT B.

Half-year ended 31st Jan., 1863.		LOCOMOTIVE POWER.	Half-year ended 31st Jan., 1864.
£ s. d.			£ s. d.
	Transit Expenses:—		
8,624 7 0	Wages of Enginemen and Firemen	...	8,172 0 0
1,065 6 4	Wages of Cleaners	...	1,154 18 2
11,075 19 3	Fuel	...	9,301 6 7
1,236 0 0	Oil	...	829 16 11
196 13 4	Tallow	...	176 16 2
539 2 9	Small Stores, including Signal Lamps, Waste, &c.	...	585 2 11
813 2 0	Pumping Engines	...	756 3 10
58 15 5	Salaries of Foremen and Clerks	...	80 9 9
173 3 7	Salary of Locomotive Engineer	...	103 8 4
<u>23,776 9 8</u>			<u>21,052 2 8</u>
	Repairs and renewal of Engines:—		
8,655 1 8	Material and Fuel	7,644 18 10	
9,877 11 4	Wages	9,556 2 1	
			<u>17,201 0 11</u>
41,739 2 8			<u>38,253 3 7</u>
	Sundries:—		
51 5 9	Lighting Shops, &c.	16 7 3	
273 6 7	Maintenance of Turntables	390 18 10	
653 3 7	Maintenance of Tanks and Pumps...	556 9 2	
			<u>953 15 3</u>
<u>£ 42,718 18 7</u>			<u>£39,206 18 10</u>

1s. 2d. Cost per Train mile run ... .. 1s. 1'86d.  
 6s. 10'28d. Cost per Traffic Engine mile run ... .. 6s. 10'05d.

## STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st August, 1862, to 31st January, 1863.		Miles run, 1st August, 1863, to 31st January, 1864.
278,717	By Passenger Engines	297,288
453,986	By Freight Engines	331,418
<u>732,703</u>	Total Train miles earning Revenue...	<u>678,701</u>
264,860	By Piloting and Shunting Engines	257,941
	Total Traffic Engine miles run	
997,563	By Construction Engines	936,642
47,681	By Wood Engines	85,673
7,268		7,054
<u>1,052,512</u>	Gross Engine miles run...	<u>979,369</u>

# GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT C.

Half-year ended  
31st Jan., 1863.

£ s. d.  
3,218 11 10  
3,430 0 3  
77 13 1

### REPAIRS AND RENEWAL OF CARS.

Passenger Cars:—  
Materials } Including the Cost of Cleaning Cars ...  
Wages ... }  
Salaries of Superintendents, Foremen, and Clerks ...

6,726 5 2

### Merchandise Cars:—

Materials ...  
Wages ...  
Salaries of Superintendents, Foremen, and Clerks ...

£14,965 13 6

Half-year ended  
31st Jan., 1864.

£ s. d. £ s. d.  
2,470 16 10  
2,796 13 6  
82 12 11

5,350 3 3

7,082 8 2  
3,881 13 3  
165 5 9

11,129 7 2

£16,479 10 5

4,99d. Cost per Train Mile run  
0,80d. Cost per Car Mile run

5,83d.  
0,44d.

## STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Aug., 1862,  
to 31st Jan., 1863.

1,000,081 Of 1st Class Cars ...  
251,696 2nd Class Cars ...  
869,945 Post Office, Express, Baggage, and Conductors' Cars ...  
8,569,008 Freight and Platform Cars ...  
10,571,580 Total earning Revenue ...  
97,938 Wood Cars ...  
10,669,518 Total Miles run by Cars ...

Miles run, 1st Aug., 1863,  
to 31st Jan., 1864.

1,146,190  
268,673  
759,545  
6,726,907  
8,801,215  
103,710  
8,904,925

Half-year ended  
31st Jan., 1863.

£ s. d.  
3,950 9 0  
3,560 8 7  
1,365 8 9  
340 5 2  
918 7 7  
508 6 6  
26 18 4  
2,631 16 8  
93 14 0  
172 10 1  
642-10 7  
706 3 10  
512 9 5  
85 10 1  
328 17 3  
210 2 4  
3,046 18 1  
2,041 7 4  
704 9 1

## ABSTRACT D.

### COACHING TRANSIT EXPENSES.

Salaries of Superintendents, Station Masters and Clerks ...  
Wages of Conductors, Baggage-men, and Brakemen ...  
Porters ...  
Police-men ...  
Switchmen ...  
Watchmen at Level Road Crossings ...  
Clothing ...  
Compensation for Damages ...  
Cattle killed on Track by Trains ...  
Lamps and Signals ...  
Fuel for Stations and Passenger Cars ...  
Stationery, Advertising, and Printing ...  
Office Furniture and Expenses ...  
Small Stores, including Waste, Links and Pins, Baggage Trucks, &c. ...  
Travelling and incidental expenses ...  
Expenses of Advertising and Agency in United States ...  
Proportion of Expenses of Ferry across the Detroit River ...  
Proportion of Expenses of Telegraph ...

£21,776 12 8

Half-year ended  
31st Jan., 1864.

£ s. d.  
3,962 0 2  
3,462 10 7  
1,313 8 7  
357 9 10  
917 17 5  
584 5 5  
832 15 4  
46 15 7  
50 13 6  
792 3 5  
992 0 10  
78 11 9  
221 10 1  
312 18 9  
3,238 9 7  
2,267 1 9  
711 8 0

£20,824 18 0

Equal to 17-76 per Cent.  
on  
Coaching Traffic Receipts.

Equal to 16-66 per Cent.  
on  
Coaching Traffic Receipts.

## GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT E.

Half-year ended  
31st Jan., 1863.Half-year ended  
31st Jan., 1864.

## MERCHANDISE TRANSIT EXPENSES.

£ s. d.		£ s. d.
2,416 11 8	Salaries of Superintendents, Freight Agents and Clerks ...	3,705 1 7
3,840 17 8	Wages of Conductors and Brakemen... ..	3,533 3 6
8,004 17 3	Porters ... ..	6,944 13 3
918 7 7	Switchmen ... ..	917 17 7
770 10 11	Watchmen at Level Road Crossings ... ..	772 3 0
292 11 10	Compensation for Damages ... ..	776 8 5
93 14 0	Cattle killed on Track by Trains ... ..	61 15 4
1,011 15 5	Lights, Lamps, Fuel, and Signals ... ..	885 6 5
450 18 11	Stationery, Advertising, and Printing ... ..	975 13 3
61 14 5	Office Furniture and Expenses ... ..	70 15 7
658 8 7	Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways ... ..	460 9 7
359 11 9	Rents ... ..	469 3 6
131 2 7	Travelling and Incidental Expenses ... ..	281 10 1
1,068 9 8	Proportion of expenses of Telegraph ... ..	940 0 4
5,029 2 5	Do. of expenses of Ferry across the Detroit River ... ..	2,935 3 5
172 15 10	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Flour Warehouse ... ..	55 2 7
<u>£23,278 19 6</u>		<u>£23,754 7 5</u>
Equal to 1251 per cent. on Merchandise Traffic Receipts.		Equal to 1398 per cent. on Merchandise Traffic Receipts.
273,843 Tons. ... ..	Total Tonnage carried ... ..	247,312 Tons

## ABSTRACT F.

Half-year ended  
31st Jan., 1863.Half-year ended  
31st Jan., 1864.

## GENERAL CHARGES.

£ s. d.		£ s. d.
3,619 4 5	Head Offices in London and Hamilton ... ..	3,504 12 10
425 10 2	Stationery, Advertising, and Printing ... ..	439 8 3
327 10 5	Postages and Stamps ... ..	363 19 11
41 12 10	Fuel and Lights ... ..	139 14 0
826 13 2	Travelling and Incidental Expenses... ..	655 5 8
48 10 11	Furniture, &c. ... ..	138 14 5
651 6 3	Law Charges ... ..	1,458 0 3
1,205 6 8	Directors' and Auditors' Remuneration and Expenses ... ..	1,305 14 6
<u>£7,175 14 10</u>		<u>£7,965 9 10</u>
143 12 6	Less Transfer Fees ... ..	105 17 6
<u>£7,032 2 4</u>		<u>£7,859 12 4</u>
Equal to 2.27 per cent. on Total Revenue.		Equal to 2.61 per cent. on Total Revenue.

## GREAT WESTERN

ABSTRACT  
INTEREST ON BONDS, BANK LOANS,

Dr.

Sundry Interests ... ..	£ s. d.
Discount and Charges on the Conversion of American Currency and Exchange on remittances £75,625 8s. 11d. to England ... ..	692 15 6
Interest on Outstanding Bonds in England ... ..	53,984 15 6
	36,872 0 0

£91,549 11 0

## 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 Jan., 1863.		Half-year ended 31st Jan., 1864.
£ s. d.		£ s. d.
	To amount received during the Half-year for the carriage of—	
981 0 4	Passengers... ..	969 14 1
186 1 3	Mails and Sundries ... ..	186 13 6
964 5 8	Freight and Live Stock... ..	1,418 9 6
£2,131 7 3		£2,604 17 1
103 3 7	„ Balance ... ..	... ..
<u>£2,234 10 10</u>		<u>£2,604 17 1</u>

31st Jan., 1863.

10,826  
2,791  
13,117

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 .....  
Piloting and Shunting.....

Total.....

31st Jan., 1864.

10,108  
3,450  
13,558

## RAILWAY OF CANADA.

G.  
DISCOUNTS, &c., TO 31ST JANUARY, 1864.

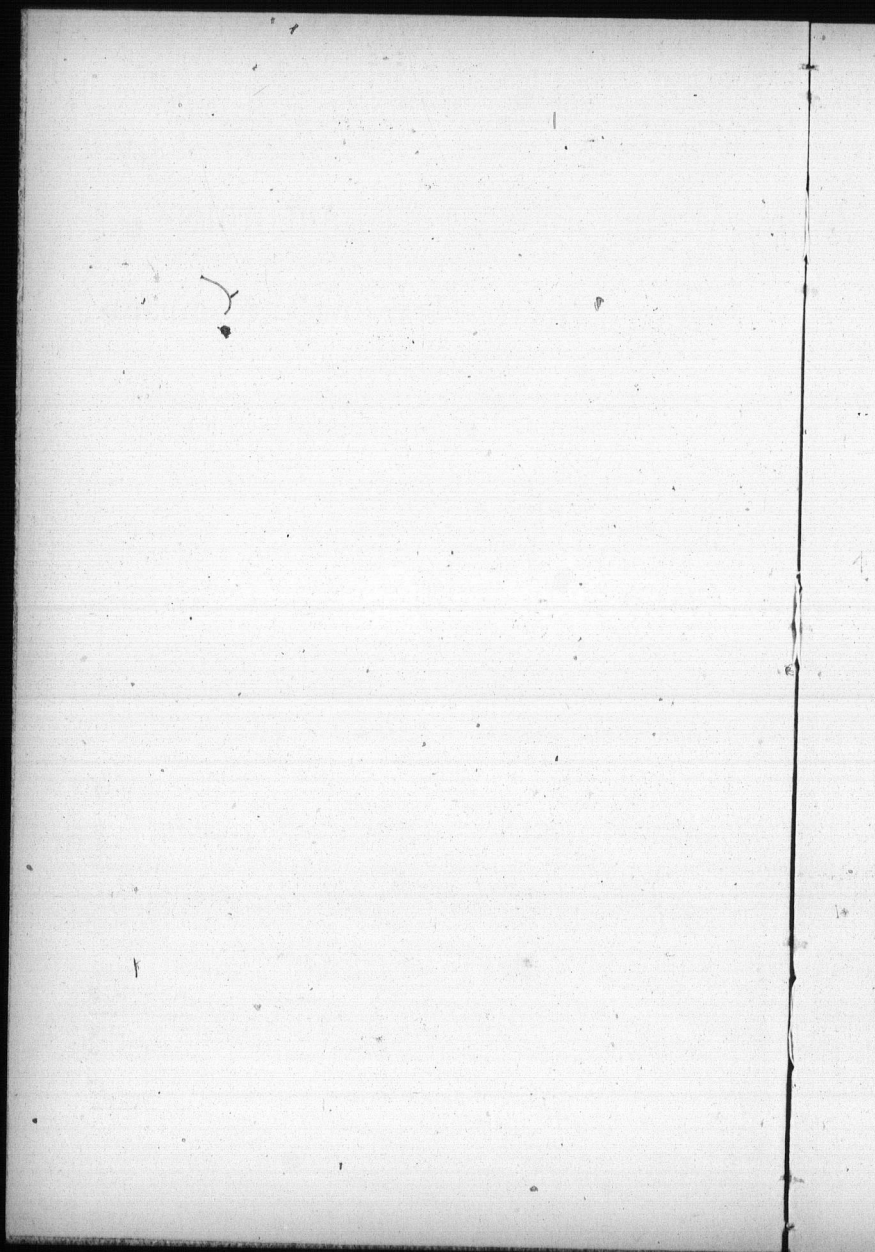
		£	s.	d.
		Cr.		
Sundry Interests and Discounts	...			
Interest on Municipal and other Bonds	...	2,855	5	10
Balance from the Galt and Guelph Railway Working Account, for the half-year	...	472	3	10
Balance as per Net Revenue Account No. 3, viz.:-		573	18	6
Interest on Bonds, &c.	...	233,663	7	4
Discount, Exchange, &c., on American Funds, &c.	...	53,984	15	6
				87,648 2 10
				£91,549 11 0

## 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 Jan., 1863.	£	s.	d.	By Maintenance and Renewal of Way during the Half-year—	£	s.	d.	Half-year ended 31st Jan., 1864.
	344	16	10	Cost of Maintenance	352	6	4	
	424	7	7	Cost of Renewal of Rails, &c.	179	10	10	
	769	4	5	„ Locomotive Power	531	17	2	
	505	18	3	„ Use of Passenger, Freight, and other Cars	493	13	2	
	61	18	7	„ Coaching and Merchandise Transit Expenses	75	4	9	
	614	11	5	„ General Charges	636	0	5	
	246	11	6	„ Taxes	246	11	6	
	36	6	8		47	11	7	
	2,234	10	10	„ Balance carried to Abstract G.	2,030	18	7	
	...	...	...		573	18	6	
	£2,234	10	10		£2,604	17	1	





# REPORT OF THE DIRECTORS

OF THE

## Great Western Railway Company

### OF CANADA.

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1. The receipts on Capital Account during the Half-year amounted to £381. 10s. 2d., and the total receipts to the 31st January, 1864, were £5,217,217. 15s. 4d.

The aggregate expenditure to the same date amounted to £5,057,847. 10s., leaving a balance to the credit of Capital Account of £159,370. 5s. 4d.

2 The outlay on Capital Account during the past half-year consists of—additional Sidings laid down at sundry Stations—fish-jointing 15 miles of rails—the proportion of expenditure chargeable to Capital in rebuilding, in stone and iron, the wooden bridges over the Grand River at Paris, and over the Cove of the River Thames, west of London—outlay on account of Rolling Mills, at Hamilton, &c., amounting altogether to £21,057. 9s. 7d.

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

Gross Receipts	£301,634	8	10
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge	135,878	16	0
Balance	£165,755	12	10
From this there has been deducted—			
Interest on Government loan	£17,498	5	0
Interest on Company's Bonds, &c.	33,663	7	4
Loss on the conversion of American currency	53,984	15	6
Renewals of rails, sleepers, bridges, &c.	35,457	8	9
Defalcations of late paymaster and cashier	3,785	8	8
	144,389	5	3
Balance from the half-year's working	21,366	7	7
To this has to be added the surplus from last half-year	7,954	15	3
Leaving a surplus of	£29,321	2	10

From which the Directors recommend a dividend at the rate of  $1\frac{1}{2}$  per cent. per annum. This will absorb £25,191. 13s. 2d., and leave a balance to be carried to the credit of the current half-year of £4,129. 9s. 8d.

4. For the past half-year the passenger traffic exhibits an increase of 34,894 passengers over the corresponding period last year; the freight and live stock conveyed shows a diminution of 26,531 tons; while the aggregate train mileage shows a reduction of 54,002 miles. This decrease is in *through freight*, and has chiefly arisen from the inability, from various causes, of the railways east of Suspension Bridge to take the freight which the Great Western Railway could have brought to them.

It is, however, satisfactory to report that, notwithstanding the competition at greatly reduced fares and rates induced by the Grand Trunk and Buffalo and Lake Huron Companies, the local passenger receipts for the past half-year exhibit an increase of £3,169. 15s. 3d.—the foreign passenger receipts an increase of £3,958. 12s. 2d.—and the local freight and live stock receipts an increase of £4,063. 7s. 10d.

5. The following table places in comparison the receipts and expenses of 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.		
Jany., 1862.....	£ s. d. 104,167 14 2	£ s. d. 161,069 17 4	£ s. d. 714 0 5	£ s. d. 265,951 11 11	£ s. d. 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	
Jany., 1863.....	122,626 18 8	186,098 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	293,067 9 9	136,270 5 0	
Jany., 1864.....	129,684 7 3	171,328 19 10	621 1 9	301,634 8 19	135,878 16 0	

The working expenses of the last half-year in relation to the aggregate receipts, are at the rate of 45.05 per cent. as compared with 46.50 per cent. of the preceding half-year, and 44.03 of the corresponding half-year.

6. The receipts derived from the carriage of through traffic are £180,005. 0s. 7d., or 59 $\frac{1}{4}$  per cent. of the total nominal earnings of the Company for the half-year, while the loss sustained by the Company in the conversion and remittance of those receipts is 30 per cent. of its amount, or £53,984. 15s. 6d., leaving a net sum of £126,020. 5s. 1d., which nearly covers the whole of the ordinary working expenses of the line for the half-year.

The premium on gold has varied during the half-year from 25 to 60 $\frac{1}{2}$ .

7. The usual report of the Engineer and of the Mechanical Superintendent are appended. By reference to the former it will be seen that a sum of £35,457. 8s. 9d. has been expended in renewals as compared with £36,368. 8s. 1d., and that the cost of the maintenance of way has been £18,583. 7s. 10d. against £19,202. 18s. 9d., for the corresponding half-year. The rolling mill at Hamilton, in course of erection, is expected to be ready for work by the end of May next.

The renewal of wheels on Freight Cars has been very heavy during the past half-year, owing to the deterioration of the old stock, and there has consequently been an increase in the expenditure on that item amounting to £2,889. 18s. 10d. The maintenance of Passenger Cars, however, shows a decrease of £1,376. 1s. 11d.

8. The traffic of the Line for the past half-year has been worked with marked regularity and success, notwithstanding the severity of the winter and the unusual heavy snow storms.

9. The Court of Error and Appeal for Upper Canada pronounced judgment on March 10th in the Commercial Bank suit. A new trial has been granted on the grounds of misdirection on the former trial, the Court being of opinion that the Great Western Company are not liable for more than the amount of the authorized loan to the Detroit and Milwaukee Company of £250,000.

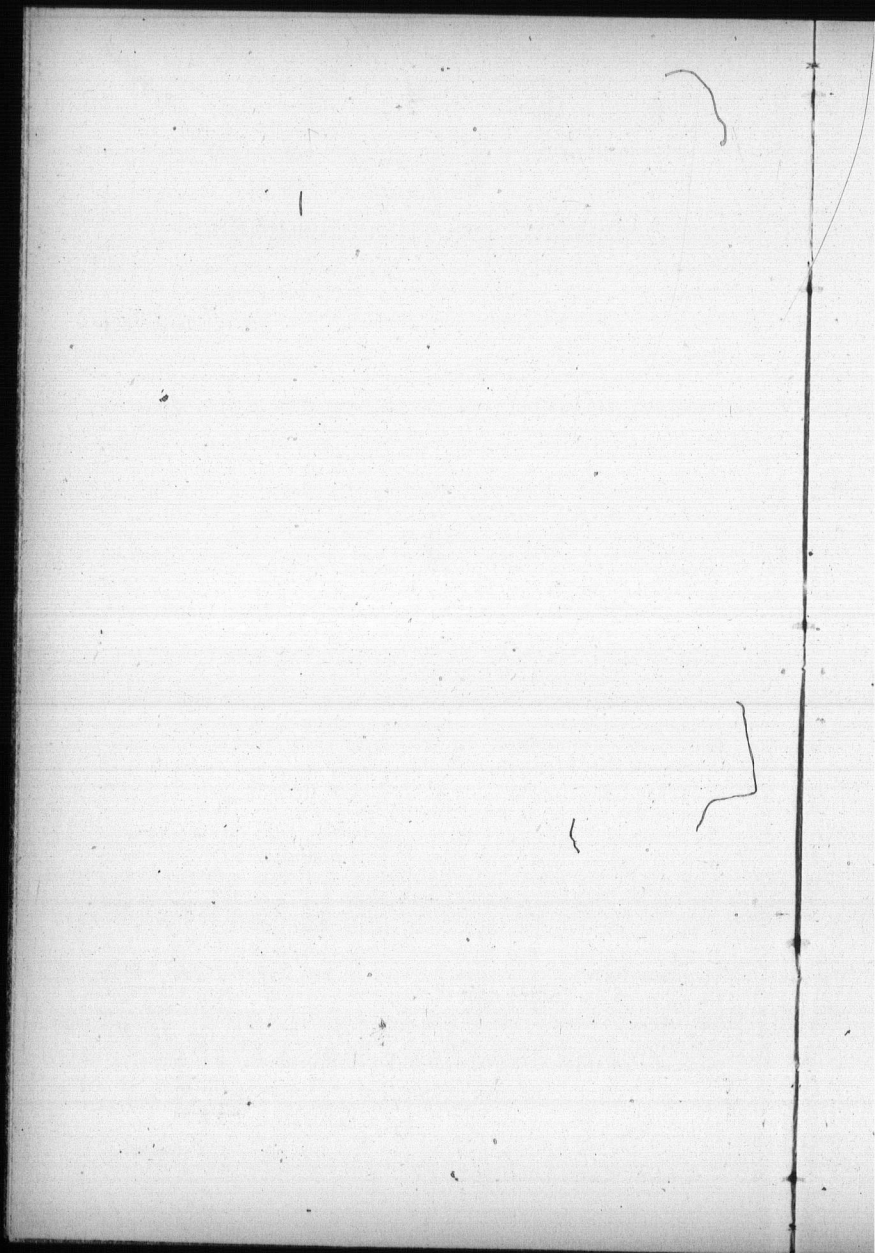
10. The Company's ferry boat "Transit" being nearly worn out, and insufficient for the economical transport of traffic across the Detroit River, the Executive in Canada have recommended that a new boat should be built of an improved construction, capable of carrying loaded freight cars, and thus avoiding the delay and expense of the former system of handling freight and live stock twice. The Directors have accordingly required the plans and specifications of such a ferry boat as is proposed, to be submitted for their consideration.

11. The Directors notice with satisfaction the steady improvement in the position of the Detroit and Milwaukee Railroad Company. It appears by statements made up to Dec. 31, 1863, that after providing interest on all the mortgages prior to the first mortgage bonds, the whole of the floating debt of the Company, with interest thereon, has been discharged out of net revenue, and a considerable sum applied to construction account, leaving a small balance at that date available towards meeting the ordinary bond interest.

Signed on behalf of the Board of Directors,  
**THOMAS DAKIN,**

*President.*

London, March 30th, 1864.



## REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,  
HAMILTON, C. W.,

16th February, 1864.

THOS. SWINYARD, Esq.,

*General Manager.*

DEAR SIR,—The following is a Statement of the Expenditure in the Engineering Department during the half-year ended 31st January last, to which is annexed a brief Report upon the present condition of the Line.

The following new works were executed during the past half-year, forming a charge to Construction Account.\*

### ON MAIN LINE.

	£	s.	d.
<i>Superstructure Account.</i> —Cost of laying down new sidings at Suspension Bridge, Hamilton, Lynden, Paris, Princeton, Beachville, Ingersoll, and Newbury, including cost of spikes, sleepers, switches, &c. ... ..	1,055	11	1
<i>Rails Account.</i> —Cost of rails for the above-mentioned siding:—			
New rails, 8½ tons ... ..	£	89	18
Partially worn rails, 284½ tons ... ..	2,340	8	2
Cost of fish-jointing 15 miles of permanent way ... ..	2,430	6	2
<i>Bridging Account.</i> —Proportion of expenditure chargeable to construction account of the cost of rebuilding in stone and iron the original wooden bridges over the Grand River at Paris, and over the cove of the River Thames west of London	4,699	6	1
<i>Building Account.</i> —Cost of removing station-house at Cope-town, and building additions thereto; sinking a well at St. Catherine's, and erecting platform and freight shed at Stony Point ... ..	261	14	1
Buildings and machinery for re-rolling rails at Hamilton, now in course of erection ... ..	10,473	8	6
	£20,763	6	9

### HAMILTON AND TORONTO BRANCH.

<i>Building Account.</i> —Building dwelling-house for switchman at Oakville Station ... ..	£41	1	11
	£20,804	8	8

* Expended on Main Line, &c. ... ..	£20,804	8	8
Ditto Sarnia Extension ... ..	56	16	3
Right of Way Account ... ..	198	4	8
Total as per Capital Account ... ..	£21,057	9	7

## SARNIA EXTENSION.

*Grading Account.*—Work done at Strathroy for extension of station yard in connection with three grain stores on the Railway Company's grounds ... ..

£56 16 3

The expenditure during the half-year charged to Capital, as above stated in detail, consists of extensions of several sidings which the necessities of the freight and live stock traffic demanded, and of additions made to sundry Stations. It also embraces the extra cost of relaying the permanent way with fished joints, and the increased expense of rebuilding wooden bridges in stone and iron. In addition to these usual charges, there is included a sum of £10,473. 8s. 6d., already expended on the rolling mill which was referred to in my last half-yearly Report as having then been just commenced. The machinery is now well advanced towards completion, and the mill will probably be in operation in about three months.

## INSURANCE OF BUILDINGS ACCOUNT.

Reconstruction of roof of engine shed at Hamilton, destroyed by fire on 29th October last ... ..  
Sheathing with iron plates the outside walls of grain elevator at Hamilton, as a protection from fire ... ..

938 15 10

256 8 9

£1,195 4 7

## MAINTENANCE OF WAY.

Repairs of bridges and culverts ... .. £ 1,612 4 7  
Platelayers' wages and extra work ... .. 11,288 3 0  
Repairs of station sidings ... .. 1,347 6 2  
" of buildings and wharfs ... .. 2,338 7 1  
" of signals ... .. 700 14 6  
" of road and bridge approaches ... .. 166 15 2  
" of fences .. .. 419 16 1  
Engineering, superintendence, and incidental charges ... .. 710 1 3

£18,583 7 10

The expenditure on maintenance of way during the corresponding half-year ended 31st January, 1863, amounted to £19,202. 18s. 9d., thus exhibiting a reduction during the past six months of £619. 10s. 11d. The present cost of maintenance is, however, considerably higher than what it would be in ordinary circumstances, as the past half-year's expenditure is burdened with a sum of £1,083. 18s. 1d., incurred for renewal of ballast on several deficient sections of the Line, and also with the heavy charges occasioned in clearing the main track, sidings, and station yards of snow-drifts during the severe storms of last January, amounting to a sum of £543. 14s., inclusive of engine power.

## RENEWAL of RAILS, SLEEPERS AND BRIDGES.

2,900 tons of re-rolled rails ...	...	...	...	£15,791	1	11
80 <sup>15th</sup> / <sub>100</sub> tons, representing loss in weight of stock	...	...	...	331	9	10
72,264 lbs. of spikes ...	...	...	...			
184,925 ,, of plates and bolts ...	...	...	...			
22,636 ,, of chairs for track and switches; and sundry small stores in connection with the track	...	...	...	3,849	0	5
46,933 white oak sleepers (cost on delivery)	...	...	...			
1,485 tons of rails, repaired by swage block under contract, including cost of coal and iron	...	...	...	3,286	17	2
Wages of trackmen employed as follows:—	...	...	...	1,768	12	0
Relaying the track with 29 miles of re-rolled rails; with 14 <sup>3</sup> / <sub>4</sub> miles of swage block repaired rails; and with 16 <sup>1</sup> / <sub>2</sub> miles of old rails cut and prepared for further use; also loading, unloading and distributing new and old rails, and placing 46,933 new sleepers in the track	...	...	...	4,410	4	3
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	...	...	...	1,555	13	6
Renewals of bridges in stone and iron over the River Thames at London, and over the Grand River at Paris	...	...	...	1,884	18	6
Renewals of other bridges on the line, rebuilt in wood and stone in the original manner	...	...	...	3,110	18	0
Renewals of fences at various parts of the line, including labour and material	...	...	...	1,822	17	0
				<u>£37,811</u>	<u>12</u>	<u>7</u>
Deduct—						
Cost of fish-jointing 15 miles of track charged to construction account	...	...	£1,833	0	10	
Wrought scrap iron sold	...	...	110	3	10	
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	...	...	410	19	2	
				<u>2,354</u>	<u>3</u>	<u>10</u>
				<u>£35,457</u>	<u>8</u>	<u>9</u>

The thorough renewal of the permanent way and bridges which was commenced at 1st February, 1861, has now reached a sum of £195,000, as per the following statement for each half-year:—

		£	s.	d.
Expended on renewals in 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
Ditto	31st January, 1864	35,457	8	9
		<u>£195,000</u>	<u>1</u>	<u>3</u>
Total estimated cost of renewals	...	331,279	2	2
Balance unexpended	...	<u>£136,279</u>	<u>0</u>	<u>11</u>

As it is intended that the systematic renewal of the Line (for which the above-mentioned estimate was prepared) shall be completed in the course of the next two years, the average expenditure under this head during

each of the next four half-years, dating from the 1st instant, will amount to a sum of £34,070.

The following statements exhibit the respective lengths of track of each pattern of rail in the Main Line and Branches :—

		miles.	miles.
MAIN LINE.—Re-rolled rails	... ..	116½	
Do. Fished rails imported from England in 1856-59	... ..	43	
Do. Fished rails originally laid down on Western Division in 1853-54 when the Line was opened	... ..	29	
Do. U rails laid down in 1853-54, when the Line was opened	... ..	40½	229
<hr/>			
TORONTO BRANCH.—Fished rails imported from England for the construction of the Line in 1855	... ..	29	
Do. Re-rolled rails	... ..	8	37
<hr/>			
SARNIA EXTENSION.—Fished rails laid down when Line was opened in December, 1858	... ..		51
GALT AND GUELPH BRANCH.—U rails and light T rails with cast-iron chairs	... ..	24	
Do. Fished and re-rolled rails	... ..	3½	27½
<hr/>			
Total	... ..		344½
<hr/>			

The aggregate length of sidings on the Main Line and Branches is 65 miles.

#### RAIL STOCK.

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

		£	s.	d.
14 Tons suspension bridge rails	... ..	181	4	8
784 „ re-rolled and repaired rails	... ..	8,054	15	11
872½ „ partially worn rails	... ..	7,173	5	9
822½ „ rails unfit for use in the track	... ..	3,381	3	3
500 „ small scrap	... ..	2,054	15	11
<hr/>				
2,993½ tons	Total	£20,845	5	6
<hr/>				

#### RENEWALS OF BRIDGES.

The masonry of the new abutments and piers of the bridges over the Grand River, the River Thames, at London, and the cove of River Thames, west of London, has been completed, and the iron plate girders for the last-mentioned bridge are in progress at the Company's workshops at Hamilton, and will be all placed in position on the new stone piers in the course of the next three months. Instead of replacing the timber superstructures of the other two bridges above-mentioned with iron girders at once, I intend to erect new wooden trusses within the present bridge framework in short spans of 80 feet length (which the new stone piers enable me to do) whereby the heavy cost of renewal in iron will be postponed for several years.



During the present year I propose to commence the renewal of four wooden bridges of moderate dimensions, viz. :—1st, the bridge over the mountain torrent at Dundas Station; 2nd, bridge over mill-dam at Cope-town; 3rd, bridge over Horner's Creek, near Princeton, and 4th, the bridge over Cedar Creek, at Woodstock. These four bridges will be rebuilt in reduced spans, having stone abutments and piers, and an improved wooden superstructure.

GALT AND GUELPH RAILWAY, 15½ MILES. ]

The cost of maintenance and renewals of this Branch was as follows :—

	£	s.	d.
Maintenance of way ... ..	352	6	4
Renewals of rails, sleepers and fences ... ..	179	10	10
Watchmen ... ..	19	13	10
Total ... ..	<u>£581</u>	<u>11</u>	<u>0</u>

GENERAL CONDITION OF THE LINE.

Since the commencement of the systematic renewal of the Line in the beginning of 1861, upwards of 125 miles of the track of the Main Line and Toronto Branch have been relaid with re-rolled rails, and 456,600 new oak sleepers have been placed in the permanent way.

The rails have been laid with the most improved forms of fished joints, and every effort has been exerted to secure the best quality of materials in the rails, sleepers, and joint fastenings. To the extent of this new permanent way the Line may be pronounced to be in excellent condition, but there still remain in the Line 40½ miles of the original bridge or U rails, laid down in 1853-4, which are now very badly bruised and laminated, and of which 30 miles are to be removed during the current year, and the residue in 1865. Besides these there are 72 miles of fished rails laid down during the period extending from the opening of the Line in January, 1854, to the close of 1858, which are giving way very rapidly, and which must be nearly all renewed before the close of 1865, as is provided for in my estimate already referred to.

The Company's rolling mill will be ready for work in about three months, and I shall then be enabled to produce new rails of a quality greatly superior to any we have hitherto been able to obtain from the rolling mills of the States or Canada, and at a considerably reduced cost.

The bridges, station buildings and wharfs have all been maintained during the past half-year in a most efficient state of repair.

I am, dear Sir,

Yours faithfully,

(Signed)

GEORGE LOWE REID,

Engineer.

## REPORT OF THE LOCOMOTIVE AND CAR SUPERINTENDENT.

GREAT WESTERN RAILWAY,  
MECHANICAL DEPARTMENT,

HAMILTON, 24th February, 1864.

THOMAS SWINYARD, Esq.,  
General Manager.

DEAR SIR,—I beg to hand you a Report of the working of the Mechanical Department for six months ended 31st January, 1864.

### ENGINES.

During the past Half-year *thirty-seven* Engines have received heavy and substantial repairs, and *thirty-two* light repairs, all of which have been executed in the best manner. During the very cold weather, early in January last, the breakages to wheels, tyres, axles and springs were exceedingly heavy, all of which have been made good, and charged in the Half-year's Accounts.

I am glad to have to report a saving for the last Half-year in our consumption of fuel, the cost of oil and small stores, and also a small reduction in our expenses for inside work.

The following Table will exhibit the comparative working of the Locomotive Department for *seven* corresponding Half-years:—

	HALF-YEARS ENDED 31ST JANUARY.						
	1856.	1859.	1860.	1861.	1862.	1863.	1864.
Gross Engine Mileage.....	758,300	681,850	749,779	880,277	961,222	997,563	1006,642
Net Train ditto .....	567,590	518,859	578,312	638,865	700,664	732,703	678,701
Total Cost of Fuel.....	£17,364	£12,319	£10,766	£10,287	£10,214	£10,992	£9,291
Cost of Fuel per Engine Mile ....	2.29s.	4.94d.	3.29d.	2.50d.	3.55s.	2.64d.	2.68s.
Ditto Train ditto.....	6.34d.	5.71d.	4.47d.	3.86d.	3.49d.	3.8d.	3.28d.
General Locomotive Expenses ..	£50,900	£37,799	£38,299	£40,619	£40,925	£49,719	£39,207
Cost per Engine Mile .....	15.92d.	13.91d.	11.42d.	11.07d.	16.07d.	10.28d.	10.06d.
Per Centage of Locomotive Expenses on Earnings .....	19.61	17.92	18.76	18.07	15.17	15.61	13.00

*Renewals.*—We are still progressing with the renewals of eight new boilers for the Schenectady small class of engines, and we have renewed three tender frames and trucks complete.

The following is the cost of renewals for the past half-year included in the charges against revenue, viz. :—

Eight new boilers for Schenectady engines referred to above ... ..	£2,790 8 8
Three new tender frames and trucks complete ... ..	369 17 3

Total cost of renewals ... .. £3,160 5 11

*Stationary Engines.*—The stationary engines at Hamilton and London have undergone extensive repairs during the past half-year, and are now in good working condition.

*Tools.*—The tools, shafting, and machinery received a thorough overhauling during the holidays at Christmas, and are now working well.

*Water Service.*—The water service has been improved, and all the engines attached thereto have been kept in a thorough state of repair.

*Turntables.*—The turntables are in good order; the necessary repairs having been promptly attended to as required.

*Buildings.*—The buildings composing our workshops, &c., have also been kept in a good state of repair.

*Cars.*—The stock consists of the following :—

83	First class cars.
44	Second do.
20	Post Office and baggage cars.
33	Conductors' cars.
850	Box freight do.
110	Cattle cars.
262	Flat and timber cars.
120	Gravel or construction cars.

Total ... 1,522 cars.

*Passenger Cars, First Class.*—These have been kept in a good state of repair: one has been renewed, and six more are in hand undergoing renewal. Twelve pairs of trucks have been finished, and sent to work. The painting and upholstering work of the whole stock have been well attended to.

*Second Class Cars.*—One second class has been rebuilt, and sundry repairs done to the others as required.

*Post Office, Baggage, Conductors', Freight, and Cattle Cars.*—Repairs to the post office, baggage, and conductors' cars have been attended to: these cars are in good order. Extensive repairs and renewals have been executed on our freight and cattle car stock during the past half-year. The expenses consequently for this division of our stock have been correspondingly high; a large portion of which was for wheels and axles, to supply the place of others worn out. Twenty of our cattle cars were fitted up with double decks for carrying hogs during the past half-year.

The following is the cost of renewals for the last six months :—

Passenger cars	513	14	0
Twelve pairs of passenger car trucks	1,282	3	10
One second class car	113	0	3
Renewals of conductors, cattle, box, and flat cars	5,424	13	2
Total	£7,333	11	3

#### STEAMBOATS.

*"Union."*—The repairs of the boilers of the steamer "Union" referred to in my last report have been completed, and other necessary repairs attended to as required.

*"Transit."*—The "Transit" also has received considerable repairs to her hull.

Yours respectfully,

(Signed)

S. SHARP,

Mechanical Superintendent.

## THE GREAT WESTERN

AUDIT OFFICE—

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for Each.		Mileage of Each.	Main Line Earnings.			
							For 229 Miles	Per Mile.		
BY PASSENGER TRAINS.	Passengers. Local .....	221,437	...	dol. c.	dol. c.	8,728,070	...	dol. c.	dol. c.	
	" Excursionist .....	57,143	...	251,982 87	...	4,220,077	...	172,810 76	754 63	
	" Foreign .....	75,975	...	24,424 35	...	...	...	18,346 12	80 11	
	" Emigrants. ....	5,314	...	309,840 12	...	15,275,737	...	301,815 09	1,317 96	
	Mails .....	...	359,809	9,047 60	...	1,081,109	...	8,504 29	37 13	
	" Local .....	...	...	14,746 96	594,974 94	...	29,254,994	...	...	
	" Foreign .....	...	...	5,743 29	...	...	...	11,486 58	59 16	
	Exp's. Fr't. Local .....	...	...	5,714 42	20,490 25	...	...	3,923 80	13 20	
	" Foreign .....	...	...	11,538 45	...	...	...	11,538 45	50 47	
	Sundries. Local .....	...	...	2,363 20	17,272 87	...	...	1,621 71	7 08	
	" Foreign .....	...	...	1,803 00	4,166 20	...	...	1,803 00	7 87	
	Passenger Totals .....	...	359,869	...	636,904 26	...	29,254,994	536,713 09	2,343 72	
	BY FREIGHT TRAINS.	Merchandise. Local .....	113,131	...	261,824 98	...	6,967,392	...	207,430 84	905 81
		" Foreign .....	66,676	...	295,580 50	...	13,509,846	...	295,340 14	1,289 69
		Vehicles. Local .....	207	179,807	906 05	557,405 57	...	20,477,238	628 63	2 73
" Foreign .....		21	...	240 00	...	13,551	...	240 00	1 04	
Horses. Local .....		3,161	223	5,941 34	1,146 05	...	18,360	5,431 72	23 71	
" Foreign .....		127	...	950 41	...	308,839	...	950 41	4 15	
Cattle. Local .....		7,374	3,288	9,788 54	6,891 75	723,601	397,653	7,707 70	33 65	
" Foreign .....		48,755	...	105,633 94	...	25,794	...	105,633 94	461 28	
Calves. Local .....		53	56,129	47 22	115,422 48	723,601	10,992,307	42 43	183	
" Foreign .....		18	...	19 00	...	4,122	...	19 00	08	
Sheep. Local .....		24,754	71	5,842 80	66 22	2,398,447	10,038	5,372 13	23 45	
" Foreign .....		32,444	...	11,817 64	...	6,816,851	...	11,817 64	51 60	
Pigs. Local .....		42,712	57,198	17,001 45	17,659 94	...	9,175,299	16,621 53	72 58	
" Foreign .....		262,955	...	123,821 50	...	6,509,900	...	123,821 50	540 70	
Sundries. Local .....		...	305,667	1,289 37	140,822 95	57,218,600	63,818,590	1,215 31	5 30	
" Foreign .....	...	...	...	1,289 37	...	...	...	...		
Freight Totals .....	...	...	...	840,704 34	...	...	782,270 98	3,416 03		
Local Traffic Totals .....	...	...	...	601,553 06	...	...	451,737 33	1,972 65		
Foreign " " .....	...	...	...	876,055 54	...	...	867,246 75	3,787 10		
Grand Totals for Half-year .....	...	...	...	1,477,608 60	...	...	1,318,984 08	5,759 75		
Less Galt and Guelph Branch .....	...	...	...	12,676 95	...	...	...	...		
G.W.R. Grand Total .....	...	...	...	\$ 1,464,931 65	...	...	...	...		

## RAILWAY OF CANADA.

## STATEMENT.

Half-year ending 31st January, 1864.

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.
51,852 81	1,364 54	4,908 08	409 00	4,602 61	306 84	17,488 62	342 91	
3,491 43	91 88	363 17	30 26	231 54	15 43	1,992 09	39 09	
7,604 60	200 12	34 76	2 89	29 25	1 95	353 42	6 98	
535 72	14 09	4 10	34	1 83	12	1 66	63	
1,906 07	50 16	601 91	50 16	752 39	50 16	...	...	
...	...	...	...	...	...	...	...	
2,327 82	61 25	118 20	9 85	113 45	7 56	131 14	2 57	
...	...	...	...	...	...	...	...	
485 23	12 76	45 55	3 73	42 62	2 84	168 09	3 29	
...	...	...	...	...	...	...	...	
68,203 67	1,794 83	6,075 77	506 31	5,773 70	384 91	20,138 02	394 86	1,846 09
22,352 46	588 23	10,129 14	844 09	6,750 31	450 02	15,162 23	297 29	
240 45	6 32	...	...	...	...	...	...	
154 80	4 07	14 41	1 20	14 67	97	95 54	1 87	
...	...	...	...	...	...	...	...	
376 86	9 91	53 81	4 48	31 65	2 11	47 30	72	
...	...	...	...	...	...	...	...	
1,787 29	47 03	76 11	6 34	68 85	4 59	148 50	2 91	
...	...	...	...	...	...	...	...	
2 60	03	1 65	13	11	00	37	00	
...	...	...	...	...	...	...	...	
355 88	9 36	54 72	4 56	6 53	43	53 04	1 04	
...	...	...	...	...	...	...	...	
352 02	9 26	9 54	79	8 38	55	9 98	19	
...	...	...	...	...	...	...	...	
11 63	29	21 15	1 76	22 75	1 51	19 13	37	
...	...	...	...	...	...	...	...	
25,633 33	674 56	10,360 53	833 37	6,903 25	460 21	15,536 18	304 43	2,426 82
85,456 29	2,248 84	16,397 44	1,386 45	12,645 87	843 05	35,316 12	692 27	
8,380 77	220 54	38 86	3 23	31 08	2 07	358 08	7 02	
93,837 06	2,469 39	16,436 30	1,369 69	12,676 95	845 12	35,674 20	699 29	4,282 02

## GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE STATEMENT.

Statement of General Traffic Earnings for the Half-year ended  
31st January, 1864.

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.	£ s. d.
<b>AUGUST.</b>								
Local Passengers...	37,992 78½	10,200 63	950 38½	996 14½	2,309 54	53,058 45½		
Do. Merchandise.	30,277 65	2,091 77	801 90	551 49	1,977 81	35,700 52		
Foreign Passenger	44,890 44½	1,065 00	7 38	6 13	28 13	45,967 06½		
Do. Merchandise.	42,136 18	14 04	...	...	...	42,150 22		
<b>SEPTEMBER.</b>	155,260 96	13,380 44	1,759 60½	1,553 78½	4,915 48	176,876 31	176,876 31	36,344 8 11½
Local Passengers...	43,833 21	11,268 86	1,366 15½	1,211 79½	4,417 05	62,097 07		
Do. Merchandise.	39,760 48½	2,889 23½	1,455 41	774 31	3,494 20	48,373 64		
Foreign Passenger	65,758 93½	1,653 79	6 02	4 57	59 29	67,482 51½		
Do. Merchandise.	76,540 27	24 43	...	...	...	76,564 70		
<b>OCTOBER.</b>	225,892 90	15,836 31½	2,827 58½	1,900 67½	7,970 45	254,517 92½	254,517 92½	52,298 4 0½
Local Passengers...	36,944 16½	12,041 18	1,086 78½	957 02½	3,614 04	54,643 20		
Do. Merchandise.	60,816 85	3,987 56	1,930 51	1,329 65	3,415 62	71,480 22		
Foreign Passenger	61,396 68	1,621 48	6 62	4 94	65 81	63,085 53		
Do. Merchandise.	99,418 77	43 45	...	...	...	99,462 42		
<b>NOVEMBER.</b>	258,576 46½	17,693 87	3,023 91½	2,291 64½	7,095 47	288,681 37½	288,681 37½	59,318 1 9½
Local Passengers...	29,473 08½	9,038 62	818 37½	865 43½	3,372 70	43,597 60½		
Do. Merchandise.	45,225 71	4,064 99	2,169 49	1,196 68	2,301 59	54,957 46		
Foreign Passenger	51,185 96	1,591 64	5 75	4 87	62 95	52,821 17		
Do. Merchandise.	165,396 12	61 64	...	...	...	165,427 76		
<b>DECEMBER.</b>	231,230 87½	14,756 29	3,023 61½	2,065 98½	5,737 24	256,813 99½	256,813 99½	52,769 19 11½
Local Passengers...	31,541 59½	9,257 96½	891 80	832 22	3,083 90	45,667 88½		
Do. Merchandise.	34,582 15	7,709 38	1,763 95	1,341 44	2,000 98	47,397 90		
Foreign Passenger	52,032 20	1,621 86	6 35	5 35	96 94	53,662 70		
Do. Merchandise.	111,474 60	75 71	...	...	...	111,550 31		
<b>JANUARY.</b>	229,630 94½	18,564 91½	2,662 10	2,229 01	5,181 82	258,268 79½	258,268 79½	53,068 18 7
Local Passengers...	27,503 73½	8,247 69½	893 41½	830 00½	2,382 71	39,857 55½		
Do. Merchandise.	33,785 61	4,650 01	2,239 27	1,710 65	2,345 88	44,731 52		
Foreign Passenger	54,209 90	686 55	6 74	5 22	45 05	54,953 46		
Do. Merchandise.	102,886 69	20 98	...	...	...	102,907 67		
	218,385 93½	13,605 23½	3,139 42½	2,545 87½	4,773 74	242,450 20½	242,450 20½	49,818 10 8½
<b>Total .....</b>	\$ 1,318,984 08	93,837 06½	16,436 30½	12,876 95½	35,674 20	1,477,608 60½	1,477,608 60½	308,618 4 0½
							12,676 95½	2,604 17 0½
								Total Traffic, G. W. Railway proper .....
							1,464,931 65	301,013 7 0

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."