

No. 15.

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, 1861:

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in London on October 30th, 1861; and in Hamilton, Canada West, at an adjourned General Meeting of Shareholders to be held on November 26th, 1861.*

LONDON:

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

1861.

THE UNIVERSITY OF CHICAGO

REPORT

THE UNIVERSITY OF CHICAGO

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# Great Western Railway of Canada.

## LIST OF THE DIRECTORS.

1860-1861.

### *President.*

ROBERT GILL, Esq., Apps Court, Surrey.

### *Vice-President.*

JOHN YOUNG, Esq., Hamilton, Canada West.

### *Managing Director.*

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

### *Financial Director and Secretary.*

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

### *Canadian Board.*

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

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

RICHARD JUSON, Esq., Hamilton, Canada West.

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

### *Ex-officio Director.*

THE MAYOR of Hamilton, Canada West.

### *English Board.*

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

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

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

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

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

### *Auditors.*

HENRY WAITE, Esq., 68, Old Broad Street.

WILLIAM LANCE, Esq., 26, Throgmorton Street.

### *Bankers in London.*

LONDON JOINT STOCK BANK.

### *London Offices.*

126, GRESHAM HOUSE, OLD BROAD STREET, E.C.

Secretary . . . Mr. BRACKSTONE BAKER.

Registrar . . . Mr. WALTER LINDLEY.





# RAILWAY COMPANY OF CANADA.

No. 1.

*the Company on Capital Account to 31st July, 1861.*

## EXPENDITURE.

	Amount expended to 31st January, 1861, as per last account. Sterling.	Amount expended during the half-year to 31st July, 1861. Sterling.	Total Expenditure to 31st July, 1861. Sterling.
	£ s. d.	£ s. d.	£ s.
<b>By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &amp;c.</b>	£4,181,743 15 0		
Land, Works, Bridges, Permanent Way, and all incidental charges		£1,406 0 8	
Stations, Warehouses, Wharves, &c.		2,271 7 1	
To 31st January, 1861	4,181,743 15 0		
During the half-year, 1st February, to 31st July, 1861		£3,677 7 9	
Expenditure on Great Western Main Line, &c., to 31st July, 1861			4,185,421 2 9
<b>By Sarnia Extension</b>	£468,014 0 3		
Works, Bridges, Permanent Way, Stations, Warehouses, and all incidental charges		£402 11 9	
To 31st January, 1861	£468,014 0 3		
During the half-year 1st February, to 31st July, 1861		£402 11 9	
Expenditure on Sarnia Extension to 31st July, 1861			£468,416 12 0
<b>By Galt and Guelph Railway—</b>			
Land, Works, Bridges, Permanent Way, and all incidental charges	£76,291 0 10		76,291 0 10
Total			4,730,128 15 7
<b>By Detroit and Milwaukee Railway Company—</b>			
Loan Account	£250,000 0 0		250,000 0 0
By Balance carried to Account No. 4			£4,980,128 15 7
			232,968 11 7
			<u>£5,213,097 7 2</u>

### Total Expenditure on Capital Account during the half-year.

Great Western Main Line, &c.,	£3,677 7 9
Sarnia Extension	402 11 9
	<u>£4,079 19 6</u>

# THE GREAT WESTERN

## ACCOUNT

### Revenue Account of the Great Western Railway

Half-year ended 31st July, 1860.		RECEIPTS.		Half-year ended 31st July, 1861.	
Dollars. c.	Sterling. £ s. d.			Dollars. c.	Sterling. £ s. d.
446,246 47	91,694 9 7	To Amount received for the carriage of 225,564½		430,452 55	89,449 3 1
34,623 69	7,114 9 2	Passengers ... ..		35,635 45	7,322 7 1
445,437 25	91,528 4 0	Ditto ditto Parcels and Mails ... ..		548,962 33	112,800 9 7
926,307 41	190,337 2 9	Ditto ditto Freight and Live Stock ... ..		1,015,060 33	208,571 19 9
4,304 32	884 9 0	Ditto ditto Rents ... ..		3,822 46	744 6 10
930,611 73	191,221 11 9	Ditto Balance of Traffic from Grand Trunk Railway Company ... ..		1,015,672 79	209,316 6 7
15,957 73	3,278 19 9				
<u>\$946,569 46</u>	<u>£194,500 11 6</u>			<u>\$1,018,672 79</u>	<u>£209,316 6 7</u>

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

*J. J.*

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# RAILWAY COMPANY OF CANADA.

No. 2.

*Company of Canada for the half-year ending 31st July, 1861.*

Half-year ended 31st July, 1860.			Per Cent. on Gross Receipts	EXPENSES.		Half-year ended 31st July, 1861.			Per Cent. on Gross Receipts
Dollars. c.	Sterling. £ s. d.				Dollars. c.	Sterling. £ s. d.			
70,828 40	14,553 15 7	7 61		103,307 41	21,227 11 0	10 14			
180,944 04	39,029 12 0	20 41		190,781 13	40,434 9 7	19 32			
36,873 65	7,576 15 0	3 90		50,854 49	11,082 8 7	5 58			
101,594 39	20,875 11 3	10 92		95,597 69	19,043 7 3	9 38			
84,317 89	17,325 11 10	9 06		90,805 22	20,526 8 4	9 80			
36,584 72	7,517 8 2	3 93		42,463 80	8,725 8 9	4 17			
520,143 09	106,878 14 4	55 89		504,800 74	122,230 13 6	58 39			
6,629 98	1,362 6 6	0 71		7,240 23	1,487 14 4	0 71			
1,528 75	314 2 7	0 16		865 00	177 14 10	0 09			
5,267 04	1,082 5 4	0 57		5,294 12	1,087 16 8	0 52			
22,500 00	4,623 5 9	2 42		22,500 00	4,623 5 9	2 21			
556,068 86	114,260 14 6	59 75		630,790 06	120,616 5 1	61 92			
390,500 00	80,239 17 0			387,873 70	79,700 1 6				
<u>\$946,569 46</u>	<u>£194,500 11 6</u>			<u>\$1,018,672 79</u>	<u>£209,316 6 7</u>				

BY MAINTENANCE OF WAY, per Abstract.. .. A

Locomotive Power .. .. B

Repairs and Renewals of Passenger and Goods Cars .. .. C

Coaching Transit Expenses .. .. D

Merchandise Expenses .. .. E

General Charges.. .. F

Total ORDINARY WORKING Expenses .. ..

ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.

By Taxes .. ..

Railway Inspection Fund .. ..

Insurance .. ..

Suspension Bridge Rent, for half-year .. ..

Total Revenue Expenditure

Balance carried to net Revenue No. 3 account .. ..

# THE GREAT WESTERN

## ACCOUNT

Dr.

### Net Revenue Account

HALF-YEAR ENDED 31st July, 1860.			HALF-YEAR ENDED 31st July, 1861.	
Dollars.	Sterling. £ s. d.		Dollars. c.	Sterling. £ s. d.
115,890 81	23,813 3 7			
390,500 00	80,239 17 0			
506,391 41	104,053 0 7			
		To Balance of Net Revenue brought forward from half-year ended 31st January, 1861 .....	70,848 32	15,790 15 0
		" Balance from Revenue (No. 2) Account for the half-year to date ...	387,873 70	79,790 1 6
			464,722 02	95,490 16 6
		To Balance brought down .....	94,806 27	19,480 14 10
			94,806 27	19,480 14 10
		To Balance brought down .....	89,415 38	18,373 0 6

# THE GREAT WESTERN

## ACCOUNT

Dr.

### General Balance Sheet

	Dollars. c.	Sterling. £ s. d.
Amount outstanding and due to the Company on Traffic Account	154,801 21	31,808 9 4
General Stores on hand 31st July, 1861 .....	209,089 90	42,963 13 7
Fuel Stores (wood) " " .....	85,305 62	17,528 11 0
Mechanical Stores " " .....	64,747 84	13,304 7 0
Rail Stock Account .....	244,839 41	50,309 9 4
Municipal Bonds .....	69,400 00	14,260 5 6
Amount of Interest due to 31st January, 1860, on Loan to Detroit and Milwaukee Railway Company .....	\$167,437 05	£34,404 17 6
Less amount of Interest not placed to credit of Revenue Account .....	59,618 06	12,044 16 2
Balances in Bankers' hands .....	108,818 99	22,360 1 4
Bills of Exchange not yet due .....	534,283 34	109,780 2 9
Sundry Accounts due to the Company .....	97,333 33	20,000 0 0
	101,848 76	20,927 16 7
	1,670,448 40	343,242 16 5

# RAILWAY COMPANY OF CANADA.

No. 3.

to 31st July, 1861.

Cr

HALF-YEAR ENDED 31st July, 1860.			HALF-YEAR ENDED 31st July, 1861.	
Dollars. c.	Sterling. £ s. d.		Dollars. c.	Sterling. £ s. d.
85,158 15	17,498 5 0	By half-year's interest on the Balance of Government Loan, to 1st July, 1861.	85,158 15	17,498 5 0
182,356 47	37,470 10 2	„ Interest on bonds, &c., after deducting interest received, per Abstract	100,570 80	32,994 0 0
85,458 02	17,559 17 4	„ Renewal of Rails, Sleepers, Fences, Bridges, &c.	124,186 80	25,517 16 8
153,418 77	31,524 8 1	„ Balance carried down	94,806 27	19,480 14 10
506,391 41	104,053 0 7		464,722 02	95,490 16 6
		By amount of claims and expenses, arising out of the Flamboro' accident, paid during the half-year	5,390 89	1,107 14 4
		„ Balance carried down	89,415 38	18,373 0 6
			94,806 27	19,480 14 10

# RAILWAY COMPANY OF CANADA.

No. 4.

to 31st July, 1861.

Cr.

	Dollars. c.	Sterling. £ s. d.
Balance from Capital Account No. 1		
Balance from Net Revenue Account No. 3	1,133,780 44	232,968 11 7
Insurance Fund Account	89,415 38	18,373 0 6
Balances due by the Company, and Sundry Accounts not paid on 31st July, 1861.	36,753 32	7,552 1 1
	410,499 26	84,349 3 3
	1,670,448 40	343,242 16 5

Mr. Waite and myself having examined the accounts of the Great Western Railway Company, verify the correctness of the several entries in the books of the Company, those entries forming the substance of the general accounts submitted to the Shareholders.

October 8, 1861.

WILLIAM LANCE, Auditor.

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# GREAT WESTERN RAILWAY OF CANADA.

*Abstracts referred to in the Revenue Statement for the Half-year ended 31st July, 1861.*

## ABSTRACT A.

Half-year ended 31st July, 1860.	\$	c.		MAINTENANCE OF WAY.	\$	c.	Half-year ended 31st July, 1861.		
	5,559	54	Repairs of Bridges and Culverts	...	...	...	9,753	56	
	8,339	63	" Stations, Sidings, Fences, &c.	...	...	...	10,643	94	
	6,218	54	" Buildings	...	...	...	10,889	07	
	1,152	30	" Signals	...	...	...	2,715	55	
	45,113	88	Platelayers Wages, and Extra Work on Way	...	...	...	46,871	49	
	365	02	Approaches	...	...	...	512	89	
	4,067	73	Engineering Superintendence, &c.	...	...	...	4,712	91	
<b>\$70,828</b>	<b>46</b>						<b>\$86,009</b>	<b>41</b>	
			Extraordinary expenses, for removing snow, slips, &c., caused by the very severe winter	...	...	...		17,206	00
<b>\$70,828</b>	<b>46</b>						<b>\$103,307</b>	<b>41</b>	
<b>£14,553</b>	<b>15</b>	<b>7</b>	Sterling				<b>Sterling £21,227</b>	<b>11</b>	<b>0</b>
<b>\$85,458</b>	<b>02</b>		Renewal of Rails, Bridges, Fences, Sleepers, &c.				<b>\$124,186</b>	<b>80</b>	
<b>£17,559</b>	<b>17</b>	<b>4</b>	Sterling.				<b>Sterling £25,517</b>	<b>16</b>	<b>8</b>

## ABSTRACT B.

Half-year ended 31st July, 1860.	\$	c.		LOCOMOTIVE POWER.	\$	c.	Half-year ended 31st July, 1861.		
	35,831	36	Transit Expenses:—						
	6,965	61	Wages of Enginemen and Firemen	...	...	...	38,891	56	
	46,275	91	Fuel	...	...	...	6,670	01	
	4,129	51	Oil	...	...	...	44,053	06	
	911	52	Tallow	...	...	...	5,154	84	
	1,321	53	Small Stores, including Signal Lamps, Waste, &c.	...	...	...	870	88	
	4,389	67	Pumping Engines to supply Water...	...	...	...	1,201	02	
	309	22	Salaries of Foremen and Clerks	...	...	...	4,166	05	
	989	93	Salary of Locomotive Engineer	...	...	...	306	90	
<b>\$101,134</b>	<b>29</b>						<b>993</b>	<b>55</b>	
	31,593	24	Repairs of Engines:—					\$102,307	87
	54,025	49	Material and Fuel	...	...	...	42,018	72	
			Wages	...	...	...	49,662	41	
<b>\$196,753</b>	<b>02</b>							<b>\$91,681</b>	<b>13</b>
	471	00	Sundries:—						
	1,168	81	Lighting Shops, &c.	...	...	...	449	20	
	1,551	21	Maintenance of Turntables	...	...	...	868	91	
			Maintenance of Tanks and Pumps	...	...	...	1,474	02	
<b>\$789,944</b>	<b>04</b>							<b>2,792</b>	<b>13</b>
<b>£39,029</b>	<b>12</b>	<b>0</b>	Sterling.				<b>\$196,781</b>	<b>13</b>	
			\$0.336 or 1s. 4-56d. Cost per Train mile run	...	...	...	<b>\$0.311</b>	<b>or 1s. 3-33d.</b>	
			\$0.247 or 1s. 0-16d. Cost per Traffic Engine mile run	...	...	...	<b>\$0.226</b>	<b>or 0s. 11-17d.</b>	
							<b>Sterling £40,434</b>	<b>9</b>	<b>7</b>

## STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February, to 31st July, 1860.		Miles run, 1st February, to 31st July, 1861.
275,568	By Passenger Engines	268,313
289,201	By Freight Engines	364,939
<b>564,769</b>	Total Train miles earning Revenue	<b>633,252</b>
205,209	By Piloting and Shunting Engines	235,490
<b>770,068</b>	Total Traffic Engine miles run	<b>868,742</b>
7,590	By Construction Engines	20,483
6,127	By Wood Engines	5,153
<b>783,785</b>	Gross Engine miles run	<b>894,378</b>

## GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT C.

Half-year ended 31st July, 1860.		REPAIRS AND RENEWALS OF CARS.		Half-year ended 31st July, 1861.	
\$	c.			\$	c.
4,930	59	Materials	Passenger Cars:—	7,620	89
17,351	30	Wages *	...	18,719	42
804	12	Salaries of Superintendent, Foremen, and Clerks	...	604	85
<u>23,086</u>	<u>01</u>			<u>26,945</u>	<u>17</u>
			Merchandise Cars:—		
6,912	29	Materials	...	16,892	70
6,395	08	Wages	...	12,345	32
480	27	Salaries of Superintendent, Foremen, and Clerks	...	671	30
				<u>29,909</u>	<u>32</u>
<u>\$36,873</u>	<u>65</u>			<u>\$56,854</u>	<u>49</u>

£7,576 15s. 6d. Sterling  
 Showing a Cost of  
 \$9,065, or 3-22d.  
 per Train Mile run.

Sterling £11,682 8s. 7d.  
 Showing a Cost of  
 \$9,089 or 4-42d.  
 per Train Mile run.

## STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Feb., 1860, to 31st July, 1860.		Miles run, 1st Feb., 1861, to 31st July, 1861.	
783,490	Of 1st Class Cars	...	753,331
253,047	2nd Class Cars	...	251,263
641,807	Post Office, Express, Baggage, and Conductors' Cars	...	633,810
4,622,887	Freight, Platform, and Cattle Cars	...	5,631,706
	Total earning Revenue	...	7,300,110
6,306,231	Wood Cars	...	84,773
87,816	Gravel Cars	...	409,660
151,900			
<u>6,545,947</u>	Total Miles run by Cars	...	<u>7,794,543</u>

\* Including the expense of cleaning the Passenger Cars, during the present half-year, formerly charged under the head of "Coaching Transit Expenses" in Abstract D.

## ABSTRACT D.

Half-year ended 31st July, 1860.		COACHING TRANSIT EXPENSES.		Half-year ended 31st July, 1861.	
\$	c.			\$	c.
16,935	33	Wages of Station Masters and Booking Clerks	...	17,445	13
7,068	91	Porters	...	6,427	80
16,575	45	Conductors, Baggage-men, and Brakemen	...	17,359	54
1,858	65	Policemen	...	1,726	80
4,066	35	Switchmen	...	4,147	61
3,421	28	Watchmen at Level Road Crossings	...	2,586	75
460	62	Clothing	...	388	50
3,368	31	Oil and Tallow	...	2,957	52
1,502	77	Compensation for Damages	...	551	45
1,502	77	Cattle Killed on Track by Trains	...	100	00
298	50	Lamps and Signals	...	487	17
449	21	Stationery, Advertising, and Printing	...	6,438	49
9,975	59	Office expenses	...	3,146	31
2,483	74	Small Stores	...	577	20
356	96	Travelling and incidental expenses	...	2,088	98
2,356	97	Expenses of Ferry across the Detroit river	...	1,119	07
808	14	Expenses of Advertising and Agency in United States	...	7,749	00
7,817	20	Expenses of Telegraph	...	16,391	87
17,985	81			<u>3,963</u>	<u>50</u>
3,794	60				
<u>\$101,594</u>	<u>39</u>			<u>\$95,597</u>	<u>69</u>

£20,875 11s. 3d. Sterling,  
 Equal to 21-12 per Cent.  
 on  
 Coaching Traffic Receipts.

Sterling £19,643 7s. 3d.  
 Equal to 20-51 per Cent.  
 on  
 Coaching Traffic Receipts.

\* The cost of cleaning Passenger Cars was formerly charged here. In the present half-year it is charged under the head of repairs and renewals of Cars in Abstract C.

## GREAT WESTERN RAILWAY OF CANADA.

## ABSTRACT E.

Half-year ended  
31st July, 1890.Half-year ended  
31st July, 1891.

## MERCHANDISE TRANSIT EXPENSES.

\$	c.		\$	c.
23,861	26	Wages of Clerks, Conductors, and Brakemen	28,746	74
27,141	62	" Porters	34,287	10
4,080	87	" Switchmen	4,147	69
3,169	03	" Watchmen at Level Road Crossings	3,047	78
3,622	42	Lights, Lamps, Fuel, and Signals	2,350	54
1,709	28	Oil and Tallow	1,782	83
39	00	Clothing		
1,661	34	Small Stores		
1,760	00	Rents	3,334	74
2,146	26	Compensation for Damages	1,750	00
276	27	Cattle killed on Track by Trains	915	48
1,755	72	Travelling and Incidental Expenses	118	05
2,248	83	Stationery, Advertising, and Printing	734	87
329	47	Office Expenses	2,164	95
3,514	92	Expenses of Telegraph	409	43
7,031	60	Expenses of Ferry across the Detroit River	4,669	41
" "	"	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Freight Warehouse	8,947	35
			2,288	76
<u>\$94,317 89</u>			<u>\$99,695 22</u>	

£17,325 11s. 10d. Sterling.  
Equal to  
18.93 per cent.  
on Merchandise  
Traffic Receipts.

102,959 Tons.

Total Tonnage carried

198,407 Tons.

Sterling £20,526 8s. 4d.  
Equal to  
18.20 per cent.  
on Merchandise  
Traffic Receipts.

## ABSTRACT F.

Half-year ended  
31st July, 1890.Half-year ended  
31st July, 1891.

## GENERAL CHARGES.

\$	c.		\$	c.
19,109	24	Head Offices in London and Hamilton	18,618	66
1,670	85	Stationery, Advertising, and Printing	3,806	33
1,366	47	Postages and Stamps	1,996	84
152	20	Fuel and Lights	247	70
4,538	06	Travelling and Incidental Expenses	5,307	98
870	59	Discount on Bank Notes, and cost of Exchange	1,306	73
855	06	Furniture, &c.	311	20
3,901	40	Law Charges	5,450	98
4,836	67	Directors' Remuneration	4,866	67
		Leas Transfer Fees	\$43,215 09	
<u>\$37,330 54</u>			<u>751 29</u>	
745 82				
<u>\$36,584 72</u>			<u>\$42,463 80</u>	

£7,517 8s. 2d. Sterling.

Sterling £8,725 8s. 9d.

Equal to  
3.93 per cent. on  
Total Revenue.

Equal to  
4.17 per cent. on  
Total Revenue.

## GREAT WESTERN

## ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.

	\$	c.	STERLING.
			£ s. d.
Sundry Interests .....		1,451	74 298 6 1
Interest on Outstanding Bonds payable in England ...	182,119	25	37,421 15 3
	\$183,570	99	£37,720 1 4

## 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, 1860.	DOLLARS.	STERLING.		Half-year ended 31st July, 1861.	DOLLARS.	STERLING.
		£ s. d.	To amount received during the this day for the carriage of—			£ s. d.
\$3,588 22	737	6 1	Passengers .....	\$3,841 03	759	5 1
862 11	177	2 11	Mails and Sundries .....	869 69	178	14 1
4,810 60	988	9 7	Freight and Live Stock .....	6,401 78	1,315	8 8

\$9,260 93    £1,902 18 7

\$11,112 50    2,283 7 10

\$130 37    £26 15 9

To Balance brought down .....

\$116 72    £23 17 3

31st July, 1860.

31st July, 1861.

31st July, 1860.		31st July, 1861.
9,765	NOTE.—The Mileage run by Engines during the Half-year, in working the Traffic of the Galt and Guelph Railway has been as follows:—	
1,908	With Passenger and Freight Trains .....	12,432
11,673	Piloting and Shunting .....	5,940
	Total .....	18,372

## RAILWAY OF CANADA.

### G.

DISCOUNTS, &c., TO 31st JULY, 1861.

	\$ c.		STERLING.	
	£	s. d.	£	s. d.
Sundry Interests and Discounts ... ..	13,252	72	2,723	3 3
Interest on Municipal and other Bonds... ..	2,298	00	472	3 10
Balance from the Galt and Guelph Working Account for the half-year	116	12	23	17 2
Difference of Exchange remitting £75,000 sterling to England ... ..	7,333	35	1,506	17 1
Balance as per Net Revenue Account, No. 3 ... ..	160,570	80	32,991	0 0
	\$183,570	99	£37,720	4 1 4

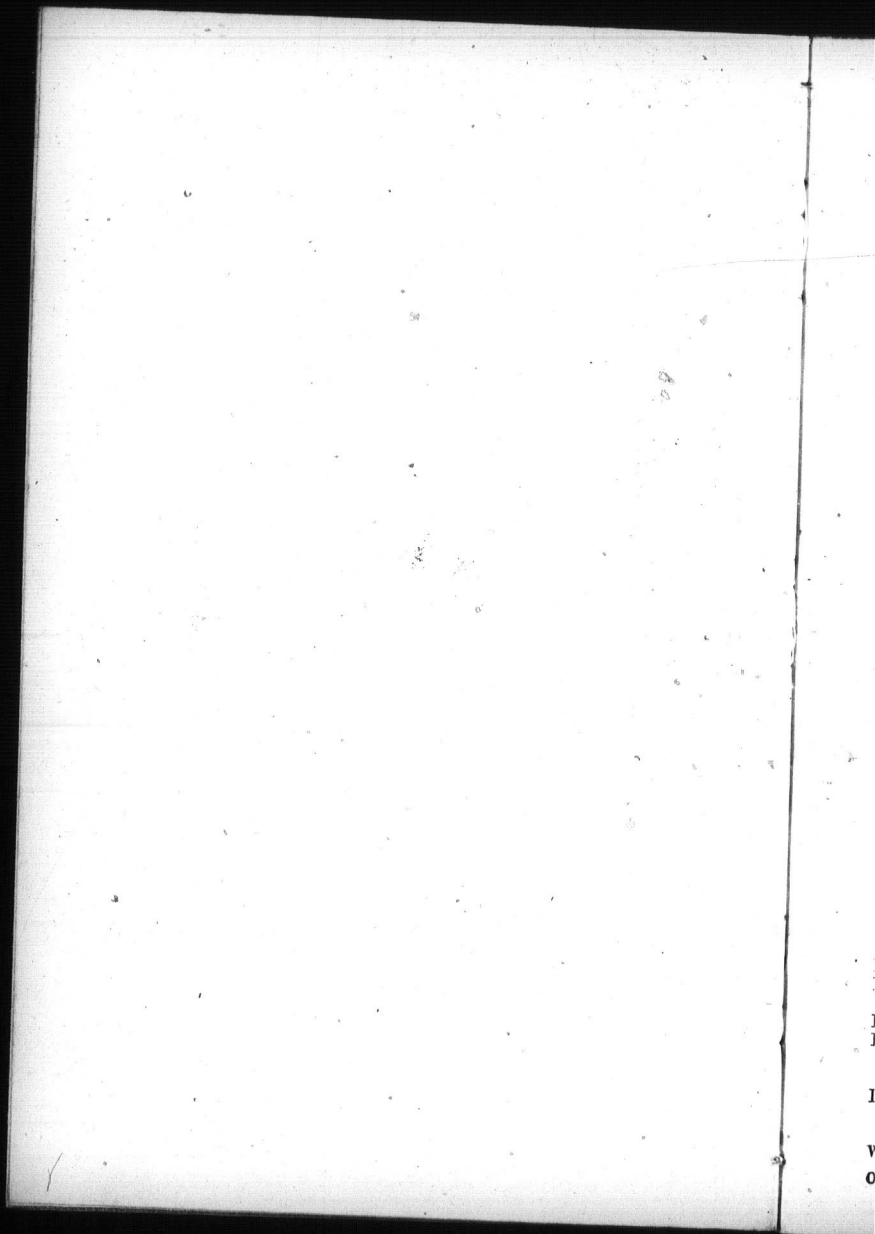
## GUELPH RAILWAY.

### H.

in Account with the Great Western Railway Company of Canada.

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

Half-year ended 31st July, 1860.		Half-year ended 31st July, 1861.				Half-year ended 31st July, 1861.	
DOLLARS. STERLING.		DOLLARS. STERLING.				DOLLARS. STERLING.	
\$	£ s. d.	\$	£ s. d.			\$	£ s. d.
\$1,992 80	469 9 7			By Maintenance and Renewal of Way during the			
308 95	75 16 3			Half-year ended this day--			
				Cost of Maintenance ... ..	\$2,628 46	540 1 11	
				Cost of Renewal of Rails, &c.... ..	130 87	26 17 10	
2,361 75	485 5 10				2,759 33	566 19 9	
2,490 25	511 13 11			" Locomotive Power ... ..	3,310 08	680 3 1	
316 32	64 19 11			" Use of Passenger, Freight, and other Cars	381 70	78 8 7	
2,762 24	567 11 8			" Coaching and Merchandise Transit Expenses	3,345 27	657 7 8	
1,200 00	246 11 6			" General Charges ... ..	1,200 00	246 11 6	
9,130 56	1,876 2 10				10,996 38	2,259 10 7	
130 37	26 15 9			" Balance carried down... ..	116 12	23 17 3	
9,260 93	1,902 18 7				11,112 50	2,283 7 10	





# REPORT OF THE DIRECTORS

OF THE

## Great Western Railway Company

OF CANADA.

---

THE receipts on Capital Account during the last half-year were £20,340. 16s. 2d. for arrears of Calls on Shares, &c., making the total receipts on 31st July, 1861, £5,213,097. 7s. 2d.

Bonds due in 1862, amounting to £1,400, have been paid off during the half-year, and notice has been given that the Directors are prepared to pay, at once, the balance, if applied for, which amounts to £16,200.

The expenditure on Capital Account during the half-year was £4,079. 19s. 6d., the details of which are given in the Engineer's Report, making the total outlay to 31st July, 1861, £4,980,128. 15s. 7d., and leaving a balance to the credit of capital of £232,968. 11s. 7d.

The Revenue Account shows the following result:—

Gross receipts	...	...	...	...	...	£209,316 6 7
Working Expenses, including Maintenance of Way, Taxes, Insurance, and Rent of Suspension Bridge	...	...	...	...	...	129,616 5 1
Balance of half-year	...	...	...	...	...	£79,700 1 6
Add surplus from previous half-year	...	...	...	...	...	15,790 15 0
	Total	...	...	...	...	£95,490 16 6
From this there has to be deducted—						
Interest on Government Loan	...	...	...	...	...	£17,498 5 0
Company's Bonds, &c.	...	...	...	...	...	32,994 0 0
Renewal of Rails, Sleepers, Bridges, &c.	...	...	...	...	...	25,517 16 8
Payment on account of Flamboro' Accident,	...	...	...	...	...	1,107 14 4
					<u>          </u>	77,117 16 0
Leaving a Surplus of	...	...	...	...	...	<u>£18,373 0 6</u>

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

The severity of the last winter added very heavily to the Working Expenses. The cost of maintenance of way exceeded by £6,673. 15s. 5d. the same charge for the corresponding period last year, in which is included the sum of £3,535. 17s. 9d. for extra cost of removing snow, heavy slips, &c.; whilst the unusual breakage of wheels, tyres, axles, &c., largely increased the expenditure in the Locomotive and Car Departments.

The following statement will exhibit the comparison of the receipts and expenses for the last three half-years:—

Half-year	RECEIPTS.				EXPENSES, including Taxes, Insurance and Suspension- bridge Rent.
	Passengers and Mails.	Goods and Live Stock.	Rent.	Total.	
31st July, 1860...	£ s. d. 98,808 18 9	£ s. d. 91,528 4 0	£ s. d. 884 9 0	£ s. d. 191,221 11 9	£ s. d. 114,260 14 6
31st Jan., 1861...	123,251 9 8	128,619 5 9	953 5 7	252,824 1 0	121,406 12 9
31st July, 1861...	95,771 10 2	112,800 9 7	744 6 10	209,316 6 7	129,616 5 1

The gross traffic as compared with the corresponding half-year shows a rise of £18,094. 14s. 10d., but accompanied by an increase of expense amounting to £15,355. 10s. 7d.

The general improvement lately experienced as shown in the traffic of the half-year ending January 31st last, would doubtless have continued but for the complete check given to all commerce by the civil war in the United States.

As regards the West, these evils have been increased by the enormous depreciation of the bank currency, founded mainly upon the deposit of Southern securities, which were rendered comparatively valueless on the breaking out of actual war.

The traffic upon neighbouring American railways is now showing the effect of such disasters, although some have been to a certain extent benefited by the carriage of troops and munitions of war, in which, of course, this Company has not been able to participate.

The heaviest falling off is in through passengers, but the dissensions in America have also very largely affected the consumption of foreign and other manufactured goods in the Western States, thus greatly reducing an important and valuable stream of through traffic from New York and Boston.

Whilst the present unsettled state of affairs continues it is impossible to expect anything but a moderate amount of through business, especially in passengers.

The harvest in the Western States this year is reported to be excellent, and in Canada the result of careful inquiries is that the harvest will be a fair average.

The Directors continue to receive very encouraging reports of the apparently inexhaustible Oil Springs in the Sarnia District, and when a properly organized system of working them is perfected, and the means of access to them improved, it is to be expected that the transport of Earth Oil will form an important and profitable item of traffic to this Company.

Last half-year's report expressed an opinion that it might be desirable to erect a mill for re-rolling the worn-out rails. The Directors have since found it advisable to come to a decision upon this point, and a rolling mill is now in course of construction at Hamilton.

The systematic renewal of the permanent way, bridges, and fences, pursuant to the report of the Engineer of July 31st, 1860, has been continued during the last half-year and an expenditure of £25,517. 16s. 8d. has been incurred, the whole of which has been charged to revenue.

This is in accordance with the practice hitherto pursued of charging each half-year with the full cost actually incurred, and although it bears heavily upon a diminished income, yet by this plan no debts are contracted for relaying the line to be liquidated out of future revenue. It is right to say, however, that many of the English Railway Companies have adopted a different course, and that six of the leading English lines in June last had an aggregate total of over £340,000, already expended in renewals, to be charged against future revenue.

The present outlay is also increased by the fact that 206½ miles of the line are now being "fish jointed," at an expense of £25,214, of which, about half having been already paid for, has up to the present time been charged to revenue, but the remainder of this expense it is in future proposed to charge to capital, it being an addition to the original value of the line.

In pursuance of the resolution come to at the statutory half-yearly meeting in Canada, on 17th May, 1861, the necessary steps were taken to place this Company's loan to the Detroit and Milwaukee Company, as a third mortgage charge upon the new Company, carrying interest at 10 per cent. per annum.

The Directors regret that the arrangement proposed for disposing of the different outside claims upon the Detroit and Milwaukee Company has not been concurred in by all those creditors whose position is subsequent to that of the Great Western of Canada, and by the last accounts they are informed that legal proceedings are pending in the courts of Michigan, to which it is attempted to make this Company a party.

The traffic of the Detroit and Milwaukee line has been injuriously affected by the difficulties which have been previously adverted to.

The gross receipts of this Company derived from the traffic to and from the Detroit and Milwaukee Company amounted during the last half-year to £16,530, as against £17,485 in the corresponding half-year of 1860.

Since the meeting in London on 11th April last, the accountants employed by the late Committee of Investigation have sent in a bill comprising all the cost of the enquiry incurred by them, and it was afterwards certified to by their Chairman, "that in the opinion of the late Committee such expenses should be paid." The following is a summary of the account, the details of which will be found in the appendix at page 32:—

Messrs. Coleman, Turquand, Youngs & Co.'s					
Charges	...	...	...	£5,677	17 6
Ditto	ditto Expenses	...	...	734	7 2
Ditto	ditto Sundry Disbursements			233	13 11
					<hr/>
					6,645 18 7
Mr. Alfred Giles, Engineer, as per account	...				1,000 0 0
Messrs. Norris & Son, Printers, ditto	...		460	10 0	
Messrs. Maclure & Co., ditto, ditto	...		737	16 1	
Messrs. J. King & Co., ditto, ditto	...		69	15 0	
					<hr/>
					1,268 1 1
Mr. Barber, Short-hand Writer, ditto	...			106	4 0
Mr. Kaye's Travelling Expenses, ditto	...			110	0 0
					<hr/>
					<u>£9,130 3 8</u>

The Board required as a preliminary to examining this account, that all books and papers taken from the Company's offices should be returned, and all the evidence, reports, and other documents, collected by the late Committee in the course of their enquiry, laid before the Board, in order that by a comparison of the work performed with the charges made for it, some basis might be obtained on which to estimate the propriety of their claims.

The Directors regret that they have not been able to pass and discharge the account. After giving the subject their fullest consideration, they addressed a letter on August 8th, to the Chairman of the late Committee of Investigation, a copy of which will be found in the Appendix. To this letter no reply has been received. Messrs. Coleman, Turquand, Youngs and Co. have written to the Board respecting their account, but the Directors have declined entering upon any discussion, except with the late Committee.

The two auditors who were appointed at the last meeting of Shareholders have carefully examined the accounts for the half-year, and the certificate of their correctness is appended. Both these gentlemen have had the advantage of making a personal visit to Canada, and have made themselves acquainted with the detail of the Canadian system of account keeping.

The Directors have had the staff, both in this country and in Canada, under their careful consideration, with a view of ascertaining if any justifiable reduction could be made, and they are able to report that some saving has been effected.

Signed on behalf of the Board of Directors in England,

**ROBERT GILL,**

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

LONDON, October 11th, 1861.

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## REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,  
ENGINEER'S OFFICE,  
HAMILTON,  
14th August, 1861.

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

DEAR SIR,—I have the honour to lay before you the following Summary of the operations of my Department for the half-year ending 31st ultimo.

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

## FIRST.—MAIN LINE.

<i>Station Buildings.</i> —Consisting of the completion of the passenger and car shed at Windsor for the accommodation of the passenger traffic, as referred to in my last half-yearly report, and the erection of an auxiliary grain elevator at Hamilton	\$7,356 19
<i>Bridging.</i> —Being a payment to the Contractor on account of a new bridge in course of erection over the river Nith, in stone and iron, to replace the present timber structure, the difference in value between the new and original bridge being charged to Construction Account	710 19
<i>Superstructure.</i> —Consisting of new sidings for the Windsor shed above mentioned, and of an addition to the sidings for the wood department at Longwood, and for the car department at Hamilton	2,095 18
Rails laid down in the above-mentioned sidings	3,291 36
<i>Wharfing.</i> —Consisting of an addition to the passenger steam-boat wharf at Windsor in connection with the passenger shed	3,697 72
	Sterling, £3,524 2 1 = \$17,150 64
Charges to Rail Stock Account during the half-year	Sterling, £763 3 0 = \$3,714 01

## SECOND.—SARNIA EXTENSION.

Addition to grain elevator at Sarnia and some new mooring posts for wharf in connection with same	\$1,958 71
Extension of sidings, &c.	150 40
	Sterling, £433 7 7 = \$2,109 11

* Expended on Main Line	.. .. .	£3,524 2 1
Do. Sarnia	.. .. .	433 7 7
		£3,957 9 8
Add payment for right of way	.. .. .	\$745 97
Less sundry credit balances	.. .. .	149 85
		\$596 12 =
Total as per Capital Account	.. .. .	£4,070 19 6



The following statement exhibits the half-year's Expenditure for Maintenance of Way of the Main Line and Branches, 330 miles in length :—

Repairs of bridges and culverts ... ..	\$9,753	56
Platelayers' wages and extra work on way ... ..	46,871	49
Repairs of station sidings ... ..	6,277	81
Ditto buildings ... ..	10,889	07
Ditto signals ... ..	2,715	55
Ditto road and bridge approaches ... ..	512	89
Ditto fences ... ..	3,366	13
Engineering superintendence and incidental charges ... ..	4,712	91
Sterling, £17,691 13 2 = <u>\$86,099 41</u>		

In addition to the above there is charged to the account of Maintenance of Way for the past half-year a sum expended in the following extraordinary works, viz. :—the removal of snow from the Line, the repair of sundry heavy slips, and the flattening of the slopes in several deep cuttings, all of which was directly occasioned by the excessive severity of the snow storms and by the subsequent thaws of the months of February and March last :—

The whole amounting to ... Sterling, £3,535 17 9 = \$17,208 00

The cost of Maintenance of Way during the past half-year is at the rate of \$521½ (£107 3s. 1d. sterling) per mile per annum as compared with \$429 (£88 3s. 0d. sterling) of the corresponding half-year of 1860.

The average rate of the last four half-years is \$466 per mile per annum, and the increased cost of maintenance during the past half-year has arisen almost altogether from the circumstance that the more perishable works of the Line, such as the wooden bridges, buildings, fences and signals, have now reached that stage when their annual repairs rapidly augment till the period arrives for their complete renewal.

As compared with the corresponding half-year of 1860 there is an increase during the last half-year of \$11,632 in the cost of repairs of the above-mentioned perishable works, whereas the increased cost of repairs and maintenance of the road-bed, way and station sidings, is only \$2,846, which was occasioned by the unprecedented severity of the winter, to which I have already referred.

Estimating the cost of maintenance by the gross engine mileage for the half-year the cost per engine mile run is 9½ cents as against 9 cents for the corresponding half-year of 1860.

In addition to the 330 miles of main track there are now 58 miles of sidings.

The sums charged to account of Renewals of Rails, Sleepers, Bridges and Fences are as follows :—

Renewals of rails and sleepers ... ..	\$109,185	68
Ditto bridges ... ..	12,491	38
Ditto fences ... ..	2,509	74
Sterling, £25,517 16 8 = <u>\$124,186 80</u>		

The above expenditure embraced the following work :—

894 $\frac{3}{4}$	tons of re-rolled rails placed in permanent way.
1,382	“ of rails repaired by patent swage block do.
1,003 $\frac{1}{4}$	“ of old rails cut, straightened and fitted for further use do.
30 $\frac{1}{2}$	“ of new spikes used for renewals.
46	“ of fish-plates, bolts and nuts.
14 $\frac{1}{2}$	“ of new chairs for joints of rails and for switch crossings.
94,070	new white oak sleepers placed in track, of which 80,000 were purchased during the half-year.

The Renewal of Bridges consisted of the rebuilding in timber and iron of a bridge over the Erie and Ontario Railway, and the renewal in stone of sundry small culverts and open water channels, and also of some small wooden bridges.

The erection of a new bridge over the river Nith was commenced two months ago and is being successfully prosecuted. It will consist of two spans of iron girders, 70 feet each, resting on stone abutments and pier; the extreme length of the bridge being 160 feet instead of the present 420 feet of woodwork; the difference in length to be converted into a solid earth embankment. The masonry and iron girders will be completed within six months, and the embanked approaches will be formed next summer. The girders are being manufactured in the Company's workshops at Hamilton.

In the renewals of the Permanent Way, the new materials employed are greatly superior to those originally made use of. The new rails are all of a very good quality and fish jointed. The sleepers are all of white oak, nine inches by six inches and nine feet in length, laid at thirty inches apart from centres. The effect of this new permanent way will undoubtedly be to reduce considerably the present cost of maintenance in proportion as it gradually takes the place of the existing inferior rails and rapidly decaying sleepers.

The following table exhibits the present proportion of the different classes of rails now in the Permanent Way of the Main Line and Branches :—

1st. New rails of superior quality re-rolled in Canada and the States; fish-jointed (laid during the past 18 months) ... ..	26 $\frac{1}{2}$ miles.
2nd. Fish-jointed rails chiefly imported from England to replace the original compound rail and the worn-out U rails, but which are of inferior quality and already undergoing extensive renewal ... ..	70 “
3rd. Original fish-jointed rails laid down on Western Division when the Line was opened... ..	33 $\frac{1}{2}$ “
4th. U or bridge rails laid down when the Line was opened in 1853-54 ... ..	99 “
	<hr/> <hr/>
	Total 229 miles.

#### TORONTO BRANCH.

1st. Fish-jointed rails imported from England, and laid down in original construction of Line in 1855 ... ..	35 miles.
2nd. New rails re-rolled in Canada and the States ... ..	2 “
	<hr/> <hr/>
	Total 37 miles.

#### SARNIA EXTENSION.

Fish-jointed rails imported from England and laid down in original construction of Line, 1858-59 ... ..	51 miles.
	<hr/> <hr/>

## GALT BRANCH.

1st. Light T rail with cast-iron joint chairs	...	...	...	...	9 miles.
2nd. U rails	...	...	...	...	2½ "
3rd. New re-rolled rails	...	...	...	...	0½ "

Total 12 miles.

## GALT AND GUELPH RAILWAY—15 MILES.

The expenditure for Maintenance and Renewals of Way for the half-year were as follows:—

Maintenance of way and works	...	...	...	...	\$2,628 46
Renewals of rails and sleepers	...	...	...	...	130 87
Watchmen at public roads...	...	...	...	...	91 02

Sterling, £585 13 9 = \$2,850 35

I am, dear Sir,

Your very obedient servant,

(Signed)

GEO. LOWE REID,

Engineer.

## REPORT OF THE LOCOMOTIVE SUPERINTENDENT.

GREAT WESTERN RAILWAY,  
LOCOMOTIVE DEPARTMENT,  
HAMILTON,  
August 15th, 1861.

C. J. BRYDGES, Esq.,

*Managing Director,*

DEAR SIR,—In laying before you the Report of our operations during the half-year ending July 31st, 1861, I would respectfully call your attention to the large amount of Repairs and Renewals which have been effected, and to the reduced rate per mile of the Working Expenses. The winter of 1860-61 was the severest which I have yet seen in Canada; a fact rendered evident by the unusually large number of new tyres, wheels and other materials, which have been supplied to the stock, making the total charge for materials considerably in excess of any former half-year.

1. *General Repairs and Maintenance.*—37 Engines have received heavy, and 27 others medium, repairs; and in furtherance of Maintenance or Renewals, we have made considerable progress with 1 new passenger and 2 new freight engines and tenders. We have also completed the rebuilding of 1 passenger engine (the "Canada"), 1 shunting engine (the "Ontario"), and of 1 shunting and 4 passenger tenders.

2. *Fireboxes, Boilers and Tubes.*—4 new boilers have been completed for the "Ontario," "Canada," "Hamilton," and new passenger engine. 3 new tube sheets have been supplied to the "Detroit," "Venus," and "Pluto" engines, and all requisite repairs have been done to the remainder of the engines.

3. *Wheels, and Axles.*—4 wrought and 9 cast driving wheels; 93 chilled truck and tender wheels; also 5 crank and 25 straight axles have been put in.

4. *Tyres.*—110 Lowmoor and Bowling, and 6 semi-steel tyres have been supplied.

5. *Coupling Rods and Crank Pins.*—2 sets of new coupling rods, and 35 new crank pins have been put in.

6. *Springs.*—The outlay upon new springs has been very heavy during the half-year.

7. *Trucks.*—No new trucks have been put in.

8. *Fuel.*—It is satisfactory to state that the cost of Fuel has received a further reduction; and we now not only show the smallest rate per mile yet attained, but the total cost is less by \$2,570 than for the corresponding half-year of 1860, although we have run a large increase of mileage, consisting principally of heavy freight trains.

The new stock of firewood is of the very best quality.

	HALF-YEARS ENDING JULY 31ST.				
	1857.	1858.	1859.	1860.	1861.
Gross Engine Mileage .....	761,944	692,563	727,776	770,068	869,742
Net Train do. ....	597,450	533,890	529,551	562,861	681,180
Total Cost of Fuel, Wood and Coal .....	\$91,848	\$75,161	\$47,086	\$46,167	\$43,307
Cost per Mile on Engine Mileage .....	12'05 cts.	10'85 cts.	6'46 cts.	5'99 cts.	5'018 cts.
Do. do. Train do. ....	15'37 "	14'07 "	8'88 "	8'20 "	6'400 "

9. *Condition of Shops, and Tools, &c.*—Considerable repairs have been done to the Hamilton and London Workshops, and the machinery and tools are generally in good condition.

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

	HALF-YEARS ENDING JULY 31ST.				
	1857.	1858.	1859.	1860.	1861.
Total Engine Mileage .....	761,944	692,563	727,776	770,068	868,742
Total Half-yearly Expenses.....	\$255,273	\$216,388	\$180,852	\$189,944	\$196,781
Average Cost per mile .....	33.50 cts.	31.24 cts.	24.85 cts.	24.67 cts.	22.65 cts.
Half-Yearly cost of Working .....	\$149,174	\$125,969	\$93,919	\$101,134	\$102,307
Do. do. Repairs.....	106,099	90,389	78,195	82,901	68,689
Do. do. Renewals .....	...	...	8,738	5,909	25,775
Average Cost per Mile of Working..	19.58 cts.	18.19 cts.	12.90 cts.	13.14 cts.	11.77 cts.
Do. do. Repairs.....	13.92 "	13.05 "	10.75 "	10.77 "	7.91 "
Do. do. Renewals .....	...	...	1.20 "	.76 "	2.97 "

The particulars and cost of the Renewals effected during the half-year are as follows (and when the expense of such renewals is deducted from the General Account, it will be found that the total cost for Working and Repairs is less for July, 1861, than for any former half-year since July, 1855):

On 2 new freight engines and 3 tenders (in progress)	\$14,273
1 new passenger do.	1,170
1 rebuilt do. (completed)	4,107
1 do. shunting do.	2,349
4 do. tenders for passenger engines	3,600
1 do. do. shunting do.	276

Total amount expended upon Renewals \$25,775 or £5,296 4 8

all of which is included in the charges for Locomotive power; and with respect to the "Canada" and "Ontario" Engines, which have been rebuilt, I may safely state that they are now more durable and efficient engines than when they were first placed upon the line in 1853.

The Working Expenses as compared with 1860, have been but slightly increased by the additional freight mileage; and therefore the principal increase in the total charge is due to the cost of Renewals.

The following is the present stock of Engines :

52 Passenger

31 Freight

8 Shunting

Total No. of Engines 91

The engines, workshops and tools are generally in very good order, and every care is and will be taken to ensure their being kept in the best possible condition.

I am, dear Sir,

Yours very respectfully,

(Signed)

RICHARD EATON,

*Locomotive Superintendent.*

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## CAR REPORT.

GREAT WESTERN RAILWAY,  
CAR DEPARTMENT, HAMILTON,  
15th August, 1861.

C. J. BRYDGES, Esq.,

DEAR SIR,

Herewith I beg to hand you the particulars of the state of the Car Stock, and the work done for the half-year ended 31st July, 1861. The Stock consists of the following, viz. :—

83 First Class Cars.  
44 Second Class Cars.  
53 Post Office, Baggage and Conductors' Cars.  
750 Box Freight Cars (8 Wheels)  
100 " " " (4 " )  
110 Cattle Cars.  
256 Platform Cars.  
6 Timber Trucks.  
120 Gravel Cars.

Total 1,522

## FIRST CLASS CARS.

During the past half-year nine of this class have been renewed, making the total renewals thirty-three in all; three more have undergone extensive repairs, and have been painted inside and outside; twenty-six have been washed and cleaned and had the painting retouched, and received two coats of varnish each.

We have also ventilated thirty-eight Cars with improved ventilators for the reception of fresh and expulsion of foul air.

During the months of February and March last, the frost was so extreme as to cause serious damage to wrought-iron wheels; over 100 pairs were entirely shaken to pieces under Passenger Cars alone, and in the same period the remainder required very great expense and the strictest vigilance to keep them in a safe condition.

In the last six months we have renewed twenty-one pairs of Trucks, and under these were placed the American cast-iron wheels, such as are used on the best roads in the United States. From the cheapness of these wheels, first cost, and their great durability over wrought iron, we are adopting them as the wrought wheels wear out.

In my report for the half-year ended 31st January, 1859, I gave my opinion relative to the merits of wrought and cast wheels. My further experience entirely corroborates what I then stated.

Our stock of this class of cars are in general good condition. Renewals and repairs have been promptly done as required.

SECOND CLASS, POST OFFICE, BAGGAGE AND CONDUCTORS' CARS.

The whole of this stock is in good working order. Two Conductors' Cars have been thoroughly repaired, and repairs done to others as required.

BOX, FREIGHT, AND CATTLE CARS.

Thirty-nine Box Cars have been renewed during the past half-year; and eighty-nine have had new canvas roofs; also four hundred and twenty-five had the roofs repaired and painted with two coats each.

In preceding reports I have referred to the cause of the great expense incurred in keeping our roofs in repair. We have also renewed over 2,000 Axle Boxes of the improved pattern referred to in my former reports. Renewals of the old stock are steadily progressing, and repairs were executed to the rest as required.

Many of this class of our stock have still the wrought wheels under, which by their failures in February and March last, and even at a later period, caused us very great expense. Ninety-two pairs gave out entirely and were replaced with cast iron of same quality as those bought for Passenger Cars.

Such was the effect of the climate during the winter on the wrought-iron wheels with cast hubs under Freight Cars, that it was with the greatest difficulty and extra expense that we managed to keep this class of cars at work.

To give you some idea of the damage done: last winter I find we repaired 1,612 pairs of wrought-iron wheels, which is over fifty per cent. of the stock of said wheels in the above class of Cars.

The heavy expense attending these repairs forms a considerable item in our expenditure, and will continue to do so until they are replaced with wheels better adapted to the climate.

PLATFORM CARS AND TIMBER TRUCKS.

Fifty-nine Platform Cars have been renewed during the past half-year, making with the renewals of the previous half-year a total of one hundred and ten of this stock renewed. A few more are undergoing renewal; with this exception, the remainder of the stock is in good order.

RENEWALS.

The following is the number of Cars renewed, and cost of same during the past half-year, viz. :—

9 First Class Cars .....	\$11,250 00
39 Box Freight Cars .....	7,600 00
59 Platform Cars .....	6,490 00
<u>107</u>	<u>Total \$25,340 00 or £5,206 17 0</u>

Yours respectfully,

(Signed) S. SHARP.

## APPENDIX.

LONDON, *August 8th*, 1861.

H. H. CANNAN, ESQ.,

*Chairman late Committee of Investigation.*

DEAR SIR,

My Board have had under their consideration the statement of expenses claimed by the late Committee of Investigation, amounting to £9,130. 3s. 8d., and I am now directed to communicate the decision they have come to respecting them.

That portion of the amount which refers to the expenses of Mr. Giles' visit to Canada being £1,000, my Board considers as not unreasonable, and they are ready to hand you, as Chairman of the late Committee, a cheque for that sum.

They are also ready to pay the expenses incurred by Mr. R. Kaye, say £110.

But my Board regret that with respect to the charges made by the accountants, amounting to £6,645. 18s. 7d., they must decline taking upon themselves the responsibility of paying this item until it is submitted to the Shareholders, and an express vote taken upon it.

My Board considers it necessary to adopt the same course respecting the charge for printing, &c., and which amounts to £1,374. 5s. 1d., excepting as to that portion which refers to the printing and circulating the reports which were addressed by the late Committee to the Shareholders, and which portion my Board are prepared to discharge.

I am, dear Sir,

Yours truly,

(Signed) BRACKSTONE BAKER,  
*Secretary.*

16, TOKENHOUSE YARD, LONDON,  
29th April, 1861.

BRACKSTONE BAKER, Esq., *Secretary.*

Great Western Railway of Canada.

DEAR SIR,

At the request of the members of the late Committee we beg to hand you accounts, with statement on the other side, of the expenses of the investigation; and shall feel obliged by your sending us separate cheques for the respective amounts, in exchange for which we shall forward receipts.

We take this opportunity of stating, that some of the officers of the Company in Canada, rendered us special services, by furnishing copies of documents, and for which we should be glad to certify, if necessary, to a proper amount of remuneration.

We are, dear sir,

Yours truly,

(Signed) COLEMAN, TURQUAND, YOUNGS & Co.

THE COMMITTEE OF INVESTIGATION OF THE GREAT WESTERN RAILWAY OF  
CANADA, *Dr.*

To COLEMAN, TURQUAND, YOUNGS & Co., 16, Tokenhouse Yard.

	£	s.	d.	£	s.	d.
April 1860 Having received instructions to make a full in- to vestigation into the affairs of the Company, for April 1861. time engaged thereon, including the time of three principals and three clerks in Canada, and drawing Report for the Committee of the result of our investigation.						
Principal's time out of town, 3,344 hours, equal to 418 days, for which our usual charge is £5 5s. per day, arranged with the Committee at £3 3s. per day	...	...	...	1,316	14	0
Principal's time in town, 6,752 hours, equal to 844 days at £3 3s. per day	...	...	...	2,658	12	0
Clerk's time out of town, 4,232 hours, equal to 529 days at £1 11s. 6d. per day	...	...	...	833	3	6
Clerk's time in town, 6,624 hours, equal to 828 days, at £1 1s. 0d. per day	...	...	...	869	8	0
						5,677 17 6

MESSRS. COLEMAN, TURQUAND, YOUNGS & Co.'s Expenses:—

Travelling expenses from London to Canada, three partners and two clerks	...	...	...	180	9	1
Hotel expenses in Canada, three partners and three clerks	...	...	...	380	2	4
Travelling expenses from Canada to London, three partners and three clerks	...	...	...	170	1	5
Travelling expenses in Canada	...	...	...	3	14	4
						734 7 2

MESSRS. COLEMAN, TURQUAND, YOUNGS & Co., Sundry Disbursements.

Mr. Cheshire, shorthand writer	...	...	...	50	15	9
Extra premiums on life policies	...	...	...	38	10	0
Postages and petty disbursements	...	...	...	119	8	2
Stationery	...	...	...	25	0	0
						233 13 11

Total charges of Messrs. Coleman, Turquand, Youngs and Co. ... £6,645 18 7

		£ s. d.	£ s. d.
			6,645 18 7
		Brought forward	
To Mr. ALFRED GILES.—Engineer.			
1860.	To journey to Canada with my assistants for the		
June.	purpose of examining the Great Western Rail- way and for writing report thereon, as per agreement ... ..		1,000 0 0
To MESSRS. NORRIS & SON, Printers.			
From	To composition of 225 pages of folio foolscap,		
Dec. 1860	including very heavy corrections, re-imposing and transposing, nightwork and proofs very numerous ... ..	297 15 0	
to	3,500 Reports of Committee, &c., 3½ sheets fine		
April 1861.	wove double foolscap, 3,500 covers for ditto, whole thick tinted foolscap, folding and stitching ditto with additional sheets from McClure's ... ..	73 5 0	
	50 Origin, &c., 8½ sheets fine wove double foolscap,		
	50 covers for ditto, whole thick tinted foolscap, folding and stitching ditto with additional sheets from McClure's ... ..	5 0 0	
	50 Appendix, &c., 5¼ sheets fine wove double foolscap (sent to McClure's) ... ..	2 15 0	
	3,000 Rejoinder, 1½ sheets fine wove double fools- cap, folding and stitching ditto and inleting extra half-sheet from King's ... ..	30 0 0	
	1,250 ditto, 1 sheet fine wove double foolscap (sent to King's) ... ..	3 5 0	
	Stereotyping 213 pages of folio foolscap ... ..	53 5 0	
	200 letters lithographed 1st and 3rd pages ¼ fine cream laid thick post ... ..	0 15 0	
		466 0 0	
	The stereotype plates if not required will be allowed	5 10 0	
			460 10 0
<i>Correct to the best of our knowledge and belief,</i> <i>Coleman, Turquand, Youngs &amp; Co.</i>			
To MESSRS. MACLURE, MACDONALD & MACGREGOR, Printers.			
1860.	Composition of 359 foolscap pages, including		
October to	numerous proofs with various alterations and corrections, altering numbers and transposing into the divisions—Great Western Railway, Hamilton and Toronto Railway and Detroit and Milwaukee Railway ... ..	477 6 3	
April,	Re-composing 19 pages—46 pages composed		
1861.	afterward rewritten, 6½ pages deleted, alterations and 11 proofs ... ..	31 8 0	
	56 pages proofs with corrections, 2 pages of part deleted and 4 pages of remainder deleted ... ..	15 17 6	
	302 large plates for stereotyping at 6/8 ... ..	100 13 4	
	34 small ditto 5/- ... ..	8 10 0	
	7 complete proofs of 28 sheets of type and 63 sheets of plate ... ..	14 0 0	
	3 proofs of 50 sheets and corrections ... ..	10 0 0	
	Headlines to 171 plates ... ..	14 19 3	
	50 copies of 321 pages, with covers, stitching, &c. Printing 3,500 copies of Appendix to Committee's Report, pp. 27 to 45 ... ..	45 13 0	
		25 1 0	
		£743 8 4	8,106 8 7



# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 1.

*Statement of Monthly Traffic for the Half-year ended 31st July, 1861.*

### TRAFFIC BY PASSENGER TRAINS.

MONTHS.	Local Passengers.	Foreign Passengers.	Emigrants.	Mails and Exp. Frt.	Sundries.	TOTAL.
February .....	dollars. c. 23,250 50½	dollars. c. 26,598 83	dollars. c. 383 75	dollars. c. 4,032 17½	dollars. c. 333 47½	dollars. c. 55,498 73½
March .....	33,096 61½	43,154 00	967 87½	5,529 92½	391 89½	83,117 91
April .....	35,179 56½	50,066 19½	1,504 00	5,598 06½	630 50	93,098 32½
May .....	31,222 06	44,458 50	3,341 37½	5,803 15½	927 70	85,752 78½
June .....	30,456 06	36,110 42½	3,364 29½	5,527 95½	495 03	75,953 67½
July .....	33,712 70	34,441 98	2,374 35	5,978 80½	359 36½	77,467 29
	\$ 189,907 50½	234,770 63	12,615 55	33,367 17½	3,137 96½	470,798 72½
Less Traffic Galt and Guelph .....	3,773 69	60 97	6 37	827 54½	42 15	4,710 72½
Total G. W. R. Traffic.....	\$ 183,133 81½	234,709 56	12,609 18	32,539 63	3,095 81½	466,088 00

*Comparative Statement of the Traffic of the Great Western proper (exclusive of the Galt and Guelph) for the Half-years ended 31st July, 1861 and 1860.*

Half-year 1861 .....	183,133 81½	234,709 56	12,609 18	32,539 63	3,095 81½	466,088 00
do. 1860 .....	179,512 93½	258,102 29	8,571 25	32,112 03	2,511 65½	450,870 16
Increase .....	3,620 88	...	4,037 93	427 60	584 16	...
Decrease .....	...	23,452 73	...	...	...	14,782 16

### TRAFFIC BY FREIGHT TRAINS.

MONTHS.	Local Freight.	Foreign Freight.	Local Live Stock	Foreign Live Stock	Stor'ge & Wh'f'ge.	Total.	GRAND TOTAL.	STERLING.
February...	dollars. c. 35,904 91½	dollars. c. 53,752 35	dollars. c. 2,508 28½	dollars. c. 9,887 49	dols. c. 54 24	dollars. c. 102,107 38	dollars. c. 157,516 11½	£ s. d. 32,366 6 6
March .....	44,229 46½	64,009 57	4,498 60	18,792 02	160 74	131,690 39½	214,398 30½	44,138 13 10
April .....	45,471 01½	56,509 47½	3,395 36½	19,661 24½	117 11	125,154 21	218,252 53½	44,846 8 2½
May .....	37,407 09½	24,114 48½	1,929 83½	18,188 49	114 49	81,654 10	167,400 83½	34,398 13 6
June .....	32,357 88	14,650 18	1,397 77	11,150 52	44 36	59,900 71	135,554 38½	27,853 12 9½
July .....	27,398 63½	14,763 10	1,387 29	11,565 88	42 41	55,157 31½	132,924 00½	27,251 12 7½
	\$ 222,769 00½	227,799 16	15,016 94½	80,245 65	533 35	555,364 11	1,026,162 83½	210,855 7 5½
Less Traffic G.&Guelph .....	6,153 94	...	241 07	...	6 77	6,401 78	11,112 50½	2,283 7 9½
Total G. W. R. Traffic.....	216,615 06½	227,799 16	14,775 87½	80,245 65	526 58	548,962 33	1,015,050 33	208,571 19 7½

*Comparative Statement of the Traffic of the Great Western proper (exclusive of the Galt and Guelph) for the Half-years ended 31st July 1861 and 1860.*

Half-year '61 .....	216,615 06½	227,799 16	14,775 87½	80,245 65	526 58	548,962 33	1,015,050 33	208,571 19 7½
do. '60 .....	179,006 95½	170,803 62	17,523 26	75,814 82	2,488 59	445,437 24½	926,307 40½	190,337 2 8½
Increase ...	37,608 11	57,195 54	...	13,430 83	...	103,525 08½	88,742 92½	18,234 16 11½
Decrease ...	...	...	2,747 38½	...	1,962 01	...	...	...

# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 2.

*Comparative Statement showing the Earnings at each Station for Passengers, Freight and Live Stock forwarded during the Half-years ended 31st July 1861 and 1860.*

STATIONS.	PASSENGERS AND SUNDRIES.				FREIGHT AND SUNDRIES.				LIVE STOCK.				TOTAL.			
	1861.		1860.		1861.		1860.		1861.		1860.		1861.		1860.	
	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.
Suspension Bridge	131,958	14	127,190	53	124,181	43	128,757	80	717	12	485	40	256,856	70	256,433	73
Thorold	1,317	05	1,319	72	318	94	361	43	11	02	28	40	1,647	01	1,709	55
St. Catharine's	7,394	24	7,245	04	1,810	55	1,578	75	5	53	47	35	9,861	32	8,871	14
Jordan	459	17	463	85	84	67	290	66	...	...	...	...	543	84	874	55
Beamsville	749	37	765	13	577	00	657	77	...	72	4	50	1,327	09	1,254	55
Ontario	1,143	08	1,042	04	257	63	384	09	104	43	191	54	1,505	14	1,617	67
Hamilton	299	90	380	86	52	02	99	14	...	...	...	...	351	92	480	00
Hamilton Wharf	36,487	96	34,860	04	20,894	27	17,284	77	301	29	348	17	57,683	52	52,492	98
Waterdown	...	86	...	...	7,210	23	5,567	91	...	70	...	...	7,210	93	5,567	91
Wellington Square	1,131	56	1,037	75	388	79	313	83	2	40	4	94	761	05	703	28
Bronx	1,269	02	1,204	70	196	65	211	27	10	40	20	78	1,338	61	1,269	80
Oakville	2,088	08	2,186	15	78	65	214	74	23	96	73	30	1,371	64	1,492	74
Port Credit	1,622	30	1,667	97	391	01	355	85	2	05	56	30	2,481	14	2,598	30
Mimico	251	61	292	81	1	37	28	36	136	40	213	60	2,063	80	2,084	71
Toronto	26,938	40	27,340	56	14,505	75	12,638	88	...	86	...	85	41,992	01	40,600	29
Dundas	2,813	76	2,986	98	3,351	27	4,515	02	36	50	59	00	6,201	53	7,561	00
Flamboro'	387	26	492	28	1,631	63	1,172	50	1	80	...	...	2,020	69	1,664	78
Copetown	434	82	631	44	392	58	1,274	28	...	...	...	...	827	40	1,905	72
Lynden	1,142	01	1,116	46	679	17	879	17	...	10	12	15	3,560	77	4,424	36
Harrisburgh	528	84	571	64	371	21	442	79	95	10	18	77	1,916	28	2,007	73
Branchton	337	27	282	79	371	21	442	79	...	...	...	...	708	48	744	35
Galt	3,563	36	3,577	53	9,785	69	7,911	18	...	16	1,186	14	13,920	21	12,674	85
Preston	1,599	29	1,972	74	4,454	08	1,932	86	385	60	687	10	6,438	904	4,592	70
Hespeler	331	42	277	54	3,968	72	2,899	09	12	25	23	00	4,312	39	3,199	62
Guelph	4,272	22	4,285	30	14,965	04	11,453	56	1,300	12	1,414	88	20,537	33	17,153	74





# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 3.

*Comparative Statement showing the Number of Passengers Outwards and Inwards at each Station for the Half-years ended 31st July, 1861 and 1860.*

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1861.	1860.	1861.	1860.
Suspension Bridge.....	35,251	34,201½	27,847½	34,019½
Thorold.....	1,305½	1,516	1,447½	1,507
St. Catherine's.....	6,834½	6,930½	7,271½	7,431
Jordan.....	1,197½	1,245	1,107½	1,145
Beamsville.....	1,233½	1,177	1,203	1,065
Grimsby.....	1,703	1,469	1,736½	1,429½
Ontario.....	503½	542	494½	500½
Hamilton.....	28,268	28,015½	26,777½	27,124½
Waterdown.....	704	726½	751½	661½
Wellington Square.....	2,167	1,919	2,113	1,869½
Bronte.....	1,951½	1,885	1,895	1,835
Oakville.....	3,424	3,668½	3,346½	3,469½
Port Credit.....	2,587	2,811	2,537	2,633½
Mimico.....	1,483	1,470	1,246½	1,196½
Toronto.....	21,214	22,203	23,646½	24,262
Dundas.....	4,730½	5,250½	4,764	5,306
Flamboro'.....	577	822½	647	708½
Copetown.....	676½	761	613	741
Lynden.....	817	863	748	734½
Harrisburgh.....	1,675½	1,522½	1,732½	1,575½
Branchton.....	859½	666½	785½	638½
Galt.....	4,669	4,389½	4,577½	4,071
Preston.....	2,001	1,995½	2,285	2,051½
Hespeler.....	710	616½	672½	555½
Guelph.....	3,987½	3,830	3,738½	3,570
Paris.....	10,821½	10,138	11,098	9,692
Princeton.....	1,413½	1,414½	1,325½	1,300½
Arnolds.....	72	...	55	...
Eastwood.....	737½	556	586	516
Woodstock.....	6,112½	5,874	6,406	5,816
Beachville.....	1,365	1,223½	1,341½	1,222½
Ingersoll.....	6,458½	6,417	6,509	6,328
Dorchester.....	846½	854	869	749
Waubuno.....	2	61½	...	61½
London.....	15,024½	17,923	14,989½	17,485½
Komoka.....	1,685½	1,855	1,699½	1,803½
Strathroy.....	2,429	2,146½	2,461½	2,026
Currie Road.....	495	173½	562	253½
Watford.....	1,514	1,134½	1,527	1,149½
Wanstead.....	703½	719½	578	827
Wyoming.....	3,705	158	4,434	4
Mandaunin.....	349½	402½	370½	458
Sarnia.....	6,138½	6,327½	5,731½	6,620½
Mount Brydges.....	1,198	1,205	1,239	1,180
Longwood.....	880½	752½	801½	813
Ekfrid Centre.....	297	102½	360	76½
Glencoe.....	749½	1,126½	734	1,059½
Newbury.....	2,113½	2,324	2,158½	2,229½
Bothwell.....	869	960½	898	950½
Thamesville.....	1,384	1,187½	1,222	1,111½
Lewisville.....	5	...	7	...
Chatham.....	4,382	5,142½	4,160	4,375½
Baptiste Creek.....	139	151	189	194½
Stoney Point.....	217½	201½	253½	178
Belle River.....	760	768	721½	731
Tecumseh.....	18½	...	26	...
Windsor.....	22,147	27,641½	28,261	30,208½
<b>Totals.....</b>	<b>225,564½</b>	<b>229,432½</b>	<b>225,564½</b>	<b>229,432½</b>

# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 4.

*Comparative Statement showing the Number of Tons of Freight Outwards and Inwards at each Station for the Half-years ended 31st July, 1861 and 1860.*

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1861.	1860.	1861.	1860.
Suspension Bridge.....	27,337	28,617	38,518	25,486
Thorold .....	58	93	360	511
St. Catherine's .....	380	326	743	742
Jordan .....	15	108	50	36
Beamsville .....	157	269	79	86
Grimsby .....	139	229	66	52
Ontario .....	16	48	9	8
Hamilton .....	6,764	5,542	5,914	5,249
Hamilton Wharf .....	3,842	2,275	55,773	38,262
Waterdown .....	197	147	55	233
Wellington Square .....	59	78	1,819	876
Bronte.....	31	123	148	138
Oakville .....	118	107	305	250
Port Credit.....	94	46	169	158
Mimico .....	...	6	11	...
Toronto .....	3,312	3,022	7,114	8,052
Dundas .....	1,433	2,538	1,662	2,049
Flamboro' .....	1,889	1,388	15	59
Copetown .....	305	1,151	11	11
Lynden .....	2,485	3,893	49	30
Harrisburgh .....	359	602	127	57
Branchton .....	170	319	20	29
Galt .....	4,611	3,798	1,495	1,286
Preston .....	2,282	792	624	531
Hespeler .....	1,596	1,270	368	75
Guelph .....	7,530	6,041	2,442	1,969
Paris .....	11,936	7,092	5,305	3,275
Princeton .....	1,828	3,499	74	79
Arnolds .....	478	932	...	...
Eastwood .....	1,058	952	24	30
Woodstock .....	3,931	4,296	1,416	1,033
Beachville .....	1,048	686	155	137
Ingersoll .....	6,928	7,718	1,041	848
Dorchester .....	193	244	29	25
London .....	8,720	6,837	8,935	7,038
Komoka .....	23	126	222	227
Strathroy .....	4,085	3,673	1,713	625
Watford .....	1,812	1,542	366	278
Wanstead .....	1,075	1,020	120	147
Wyoming .....	2,321	...	1,560	...
Mandaumin .....	...	178	...	49
Sarnia .....	14,457	285	1,225	1,294
Mount Brydges .....	1,595	1,980	96	110
Longwood .....	2,310	3,052	124	57
Glencoe .....	1,055	1,849	549	244
Newbury .....	856	2,095	364	344
Bothwell .....	408	629	101	160
Thamesville .....	610	881	182	200
Chatham .....	985	860	828	1,209
Baptiste Creek .....	...	...	24	36
Belle River .....	34	83	104	112
Windsor .....	31,873	18,489	22,295	28,034
<b>Totals .....</b>	<b>164,798</b>	<b>131,826</b>	<b>164,798</b>	<b>131,826</b>

# GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 5.

*Comparative Statement showing the Number of Head of Live Stock forwarded from each Station for the Half-years ended 31st July, 1861 and 1860.*

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL NO. OF HEAD	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1861.	1860.
Suspension Bridge .....	55	16	...	362	59	492	131
Thorold .....	...	2	2	...	...	4	6
St. Catherine's .....	16	23	2	...	70	111	12
Beamsville .....	...	4	...	...	...	4	6
Grimsby .....	...	55	...	13	466	534	804
Hamilton .....	110	15	...	88	191	404	426
Hamilton Wharf .....	...	...	1	...	...	1	...
Waterdown .....	1	...	...	...	...	1	4
Wellington Square .....	...	6	...	...	...	6	12
Bronte .....	3	3	...	70	...	76	157
Oakville .....	...	1	...	1	...	2	31
Port Credit .....	41	28	2	52	9	132	57
Toronto .....	170	33	1	101	159	464	90
Dundas .....	1	36	1	...	...	38	74
Flamboro' .....	1	...	...	...	...	1	...
Harrisburgh .....	1	14	1	...	307	323	5
Branchton .....	...	...	...	...	...	...	8
Galt .....	24	260	1	459	99	843	1,912
Preston .....	25	177	3	1	134	340	512
Hespeler .....	...	5	...	...	1	6	14
Guelph .....	19	742	2	26	740	1,529	1,226
Paris .....	44	161	2	312	972	1,491	1,040
Princeton .....	...	1	...	4	325	330	342
Eastwood .....	3	6	4	133	1	147	326
Woodstock .....	91	170	...	505	899	1,665	1,185
Beachville .....	...	12	...	32	7	51	398
Ingersoll .....	8	148	82	295	1,602	2,135	1,846
Dorchester .....	...	...	...	...	1	1	...
London .....	326	649	5	159	5,253	6,392	4,528
Komoka .....	...	75	7	140	210	432	190
Strathroy .....	6	37	1	12	771	827	354
Watford .....	1	112	2	145	505	765	339
Wanstead .....	...	...	...	...	...	...	1
Wyoming .....	2	...	...	...	...	2	...
Mandamin .....	...	...	...	...	...	...	4
Sarnia .....	2	7	1	...	...	10	28
Mount Brydges .....	1	129	...	...	510	640	406
Longwood .....	...	23	...	...	30	832	111
Glencoe .....	1	23	8	...	7	786	456
Newbury .....	23	183	13	...	1,756	1,975	1,316
Bothwell .....	1	...	...	...	...	1	19
Thamesville .....	17	26	1	...	1,327	1,371	307
Chatham .....	71	89	34	145	5,209	5,548	4,826
Belle River .....	...	...	...	...	...	...	1
Windsor .....	113	43,299	36	5,566	33,371	82,385	80,988
Totals .....	1,177	46,570	212	8,621	56,017	112,597	104,995

<i>Comparative Statement of Totals for the Half-years ended 31st July, 1861 and 1860.</i>							
Half-year, 1861 .....	1,177	46,570	212	8,621	56,017	112,597	104,995
Ditto 1860 .....	2,260	43,124	221	17,623	41,767	104,995	...
Increase .....	...	3,446	...	...	14,250	7,602	...
Decrease .....	1,083	...	9	9,002	...	...	...

## GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 6.

Statement showing the Number of Passengers conveyed Monthly during the Half-year ended 31st July, 1861.

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Emigr't.	Total.	
February.....	9,757	2,518	12,275	9,928	2,668½	219½	12,810	25,085
March.....	14,820½	3,743	18,563½	15,112	4,469	463½	20,044½	38,608
April.....	15,647½	41,26	19,773½	16,080	5,239½	844	22,163½	41,937
May.....	15,038	4,108½	19,146½	15,229	4,254½	1,647½	21,131	40,277½
June.....	14,163	3,769	17,932	14,123½	3,722	2,225½	20,071	37,943
July.....	16,161½	3,613½	19,775	16,239½	3,740	1,939½	21,939	41,714
Totals.....	85,527½	21,878	107,405½	86,732	24,093½	7,333½	118,159	225,564½
<i>Comparative Statement of Totals for the Half-years ended 31st July 1861 and 1860.</i>								
Half-year, 1861.....	85,527½	21,878	107,405½	86,732	24,093½	7,333½	118,159	225,564½
Ditto 1860.....	85,521	27,096½	112,617½	87,273½	24,191	5,353½	116,818	229,432½
Increase.....	6½	...	...	...	...	1,980	1,341	...
Decrease.....	...	5,218½	5,209	541½	97½	...	...	3,868

## GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 7.

Statement showing the Number of Tons of Freight conveyed Monthly during the Half-year ended 31st July, 1861.

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Total.	
February.....	11,588	9,955	21,573	4,309	3,027	7,336	28,909
March.....	14,309	8,070	22,379	4,643	6,695	11,338	33,717
April.....	15,749	6,609	22,358	4,636	6,276	10,912	33,070
May.....	12,709	5,236	17,945	4,777	2,225	7,002	24,947
June.....	10,213	5,633	15,846	5,429	1,810	7,239	23,085
July.....	6,484	6,881	13,365	6,202	1,503	7,705	21,070
Totals.....	70,852	42,414	113,266	29,993	21,536	51,532	164,798
<i>Comparative Statement of Totals for the Half-years ended 31st July 1861 and 1860.</i>							
Half-year, 1861.....	70,852	42,414	113,266	29,996	21,536	51,532	164,798
Ditto 1860.....	61,831	16,389	78,220	28,751	24,855	53,606	131,826
Increase.....	9,021	26,025	35,046	1,245	...	...	32,972
Decrease.....	...	...	...	...	3,319	2,074	...

## GREAT WESTERN RAILWAY OF CANADA.

### AUDIT OFFICE—STATEMENT No. 8.

*Statement showing the Earnings of Trains from Passenger Traffic for the Half-year ended 31st July, 1861.*

#### GOING EAST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.						Total Average Earnings per Trip per Mile.
	LOCAL.		FOREIGN.		TOTAL.		
	dollars.	c.	dollars.	c.	dollars.	c.	dollars. c.
Day Express .....	258	81½	306	94	565	75½	1 88
Night Express .....	93	70	316	51	410	21	1 79
Accommodation .....	134	75	43	74	178	49	0 96½
Mixed .....	21	41½	.....	.....	21	41½	0 19½

#### GOING WEST.

DESCRIPTION OF TRAIN.	AVERAGE EARNINGS PER TRIP.						Total Average Earnings per Trip per Mile.
	LOCAL.		FOREIGN.		TOTAL.		
	dollars.	c.	dollars.	c.	dollars.	c.	dollars. c.
Day Express .....	208	19½	318	78	526	97½	1 75
Night Express .....	63	59½	367	00	430	59½	1 88
Accommodation .....	125	04	38	33	163	37	0 88
Mixed .....	26	15½	.....	.....	26	15½	0 24
Emigrant .....	.....	.....	.....	.....	78	78	0 34

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 9.

Statement showing the Description of Freight forwarded from each Station for the Half-year ended 31st July, 1861.

STATIONS.	No. of BARRELS.		No. of BUSHELS.			Staves and Lumber. Feet.	Pork in the Hog. Tons.	Merchandise not enumerated in the foregoing. Tons.
	Flour.	Pork.	Wheat, Corn, and Rye.	Oats.	Barley.			
Suspension Bridge.....	...	...	...	...	...	...	...	27,937
Thorold.....	...	...	...	...	...	...	...	58
St. Catherine's.....	...	...	...	...	...	...	...	389
Jordan.....	...	...	2	...	...	...	...	15
Beamsville.....	...	...	...	...	...	...	...	157
Grimsby.....	...	...	284	18	...	104,000	...	26
Ontario.....	...	...	309	...	...	...	...	63
Hamilton.....	496	200	562	...	2,374	24,000	64	6,588
Hamilton Wharf.....	3,554	...	...	...	...	...	...	3,486
Waterdown.....	312	...	74	...	425	65,000	...	86
Wellington Square.....	400	...	...	...	...	...	...	19
Bronte.....	...	...	...	...	...	...	...	31
Oakville.....	200	...	...	...	...	40,000	...	58
Port Credit.....	...	...	...	...	...	...	...	94
Mimico.....	...	...	...	...	...	...	...	...
Toronto.....	2,680	...	...	...	...	...	70½	2,973
Dundas.....	5,717	...	...	...	...	...	...	861½
Flamboro.....	...	...	...	...	...	1,332,000	...	857
Copetown.....	...	...	...	...	...	298,000	...	7
Lynden.....	...	...	615	...	...	2,453,000	...	14
Harrisburgh.....	274	...	5,232	...	4,102	16,000	...	354
Branchton.....	856	...	1,964	...	320	8,000	...	7
Galt.....	33,351	...	19,554	...	1,263	20,000	7½	623½
Preston.....	13,355	...	17,388	...	313	...	...	357
Hespeler.....	10,971	...	...	...	...	...	...	499
Guelph.....	20,619	...	129,620	352	1,011	...	169	1,352
Paris.....	41,745	...	26,643	...	...	4,229,000	5½	2,721
Princeton.....	...	...	2,988	...	...	1,717,000	...	22
Arnolds.....	...	...	...	...	...	478,025	...	15
Eastwood.....	...	...	600	300	...	1,016,899	...	925
Woodstock.....	8,295	251	50,866	4,907	5,650	272,880	21½	408½
Beachville.....	603	...	6,923	100	320	358,890	...	385
Ingersoll.....	2,429	...	27,053	...	...	5,505,860	2½	384
Dorchester.....	300	...	...	...	...	151,440	...	1,881½
London.....	2,967	100	173,898	5,901	1,951	766,790	306½	13
Komoka.....	1	...	58	6	...	8,000	...	228
Strathroy.....	...	...	22,405	565	562½	3,150,999	...	46
Watford.....	169	...	5,779	...	...	1,568,000	6	111½
Wanstead.....	...	...	858	62	37	1,037,120	...	490
Wyoming.....	...	...	528	...	...	1,890,152	...	514
Sarnia.....	2,850	391	443,711	575	...	267,000	...	7
Mount Brydges.....	250	...	...	207	...	1,547,000	...	15
Longwood.....	...	...	9	32	...	2,246,180	...	36
Glencoe.....	...	...	6,403	1,249	201	784,439	...	149½
Newbury.....	...	...	1,830	1,998	...	592,000	...	5
Bothwell.....	...	...	487½	98	298	376,418	...	83
Thamesville.....	...	34	4,096	100	37	393,000	1½	567
Chatham.....	...	...	5,661	231	792	218,000	...	34
Belle River.....	...	...	...	...	...	...	...	143,819
Windsor.....	143,819	6,759	82,364	...	...	...	1,920	12,019
Totals.....	296,913	7,735	1,038,724	16,681	20,246½	32,590,853	2,516½	66,498½

Comparative Statement of Totals for the Half-years ended 31st July, 1861 and 1860.

Half-year, 1861.....	296,913	7,735	1,038,724	16,681	20,246½	32,590,853	2,516½	66,498½
" 1860.....	151,981	6,244	362,748	58,815½	18,969½	37,523,609	1,031½	63,941
Increase.....	144,932	1,491	685,976	...	1,288	...	1,485½	2,525½
Decrease.....	...	...	...	41,634½	...	4,932,756	...	...





## RAILWAY OF CANADA.

STATEMENT No. 10.

Half-year ending 31st July, 1861.

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.
38,879 50	1,023 14½	4,162 89	346 90	3,759 69	250 64½	14,428 43	282 01	
209 06	5 50½	20 74	1 72½	14 00	93½	511 20	10 02½	
6,448 28	169 69½	79 01	6 58½	60 97	4 06½	325 22	6 37½	
365 38	9 61½	9 07	75½	6 37	42½	4 61	09	
1,881 78½	49 52	594 25	49 52	742 81½	49 52	...	...	
...	...	...	...	...	...	...	...	
1,109 97	30 78½	91 86	7 63½	84 73	5 64½	48 30	94½	
...	...	...	...	...	...	...	...	
441 35	11 61½	46 98	3 91½	42 15	2 81	161 34	3 16½	
...	...	...	...	...	...	...	...	
49,355 32½	1,299 87½	5,638 51	417 04	4,710 72½	314 04½	15,479 10	303 51	1,364 68½
13,828 41	363 90½	8,592 05	716 00½	6,140 53	409 36½	12,306 97	241 31½	
228 05	6 00½	...	...	...	...	6,286 39	123 26½	
100 70	2 65	12 41	1 03½	13 41	89½	78 55	1 54	
...	...	...	...	...	...	...	...	
271 60	7 14½	26 98	2 24½	11 15	74½	27 79	54½	
...	...	...	...	...	...	...	...	
566 21	14 90	221 08	18 42½	194 10	12 94	51 85	1 01½	
...	...	...	...	...	...	...	...	
5 43	14½	68	05½	63	04½	1 61	03½	
...	...	...	...	...	...	...	...	
92 45	2 43½	23 77	1 98	5 08	33½	7 51	14½	
...	...	...	...	...	...	...	...	
73 52	1 98½	30 36	2 53	30 11	2 00½	37 69	73½	
...	...	...	...	...	...	...	...	
18 65	49	2 31	19½	6 77	45	2 71	05½	
...	...	...	...	...	...	...	...	
15,185 02	399 60½	8,900 64	742 47	6,401 78	426 78½	18,801 07	368 64½	1,609 75
57,538 63½	1,514 17	13,826 07	1,152 17	11,045 16½	736 34	27,663 95	542 42½	
7,041 71	185 31	88 08	7 84	67 34	4 49	6,616 22	129 73	
64,680 34½	1,699 48	13,914 15	1,159 51	11,112 50½	740 83	34,280 17	672 15½	2,974 88½

## GREAT WESTERN RAILWAY OF CANADA.

## AUDIT OFFICE—STATEMENT No. 11.

Statement of General Traffic Earnings for the Half-year ended  
31st July, 1861.

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.
<b>FEBRUARY.</b>								
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	s. d.
Local Passengers...	18,014 18½	5,584 85	625 37	605 08	1,887 54	26,717 02½		
Do. Merchandise.	30,486 98	3,412 61	2,120 99	1,593 55	854 41	38,467 54		
Foreign Passenger	27,834 3¼	799 01	8 82	6 53	43 01	28,691 71½		
Do. Merchandise.	63,597 45	42 39	...	...	...	63,639 84		
<b>MARCH.</b>								
	139,931 95½	9,838 86	2,755 18	2,205 16	2,784 96	157,516 11½	157,516 11½	32,366 6 6
Local Passengers...	25,078 79½	6,987 94	889 53½	828 67½	3,261 34	37,043 28½		
Do. Merchandise.	40,088 80½	3,465 69	1,789 33	1,462 29	2,102 69	48,888 80½		
Foreign Passenger	44,861 49½	1,107 13	13 95	11 98	80 16	46,074 62½		
Do. Merchandise.	82,752 14	49 45	...	...	...	82,801 59		
<b>APRIL.</b>								
	192,761 14½	11,610 21	2,989 81½	2,302 94½	5,444 19	214,808 30½	214,808 30½	44,138 13 10
Local Passengers...	27,090 23	7,863 25	898 56½	834 67½	2,627 29	39,314 01		
Do. Merchandise.	39,968 55	2,880 87	1,186 86	801 11	1,446 10	48,888 80½		
Foreign Passenger	52,418 29¼	1,248 48	21 17	14 65	81 72	53,784 31¼		
Do. Merchandise.	76,103 15	67 37	...	...	...	76,170 72		
<b>MAY.</b>								
	195,580 22½	12,000 17	2,106 69½	1,650 43½	6,855 11	218,252 53½	218,252 53½	44,846 8 3
Local Passengers...	24,029 19¼	7,579 68	849 57½	812 86½	2,210 45	35,481 77½		
Do. Merchandise.	32,387 42	1,792 10	1,640 82	1,160 79	2,363 99	39,351 12		
Foreign Passenger	48,898 76½	1,287 31	17 15	15 89	51 80	50,271 01½		
Do. Merchandise.	41,121 41	48 30	...	...	1,133 27	42,302 98		
<b>JUNE.</b>								
	146,436 79¼	10,707 39	2,507 54½	1,995 64½	5,759 51	167,406 88½	167,406 88½	34,398 13 6
Local Passengers...	23,217 66¼	7,439 47	783 49¼	706 85¼	2,234 23	34,381 70¼		
Do. Merchandise.	28,853 26	1,660 42	1,279 79	836 61	1,169 93	33,800 01		
Foreign Passenger	40,292 86½	1,214 85	11 97	9 28	42 91	41,571 96½		
Do. Merchandise.	23,539 61	13 65	...	...	2,247 44	25,800 70		
<b>JULY.</b>								
	115,903 48½	10,928 39	2,075 26½	1,552 74½	5,694 51	135,554 38½	135,554 38½	27,853 12 10
Local Passengers...	26,094 75½	7,126 47½	872 89	855 23½	2,928 42	37,877 77½		
Do. Merchandise.	23,772 21¼	1,745 28	891 85	541 43	1,877 56	28,928 33¼		
Foreign Passenger	38,378 47¼	1,156 88	15 02	8 91	30 23	39,589 51¼		
Do. Merchandise.	23,416 61	6 69	...	...	2,905 68	26,328 98		
	111,662 05¼	10,935 32½	1,779 76	1,405 57¼	7,741 89	132,624 60¼	132,624 60¼	27,251 12 8
Total .....	\$ 902,275 66¼	64,580 34½	13,914 15	11,112 50½	34,280 17	1,026,162 83¼	1,026,162 83¼	210,855 7 7
Less Galt and Guelph Railway Traffic .....							11,112 50½	2,283 7 10
Total Traffic, G. W. Railway proper .....							1,015,050 33	208,571 19 9

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

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**GREAT WESTERN RAILWAY OF CANADA.**

**N**OTICE IS HEREBY GIVEN, that the HALF-YEARLY MEETING of Shareholders is appointed to be held on Wednesday, October 30th, at the London Tavern, Bishopsgate Street, at Twelve o'clock precisely, for the purpose of submitting a Report and General Statement of Accounts for the half-year ending 31st July last, for the purpose of electing eleven Directors, 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 October 16th 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.  
9th October, 1861.

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