

*Accountant*

Great Western Railway.

...  
REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF YEAR ENDING JULY 31, 1855:

WITH THE ENGINEER'S REPORT,

AND

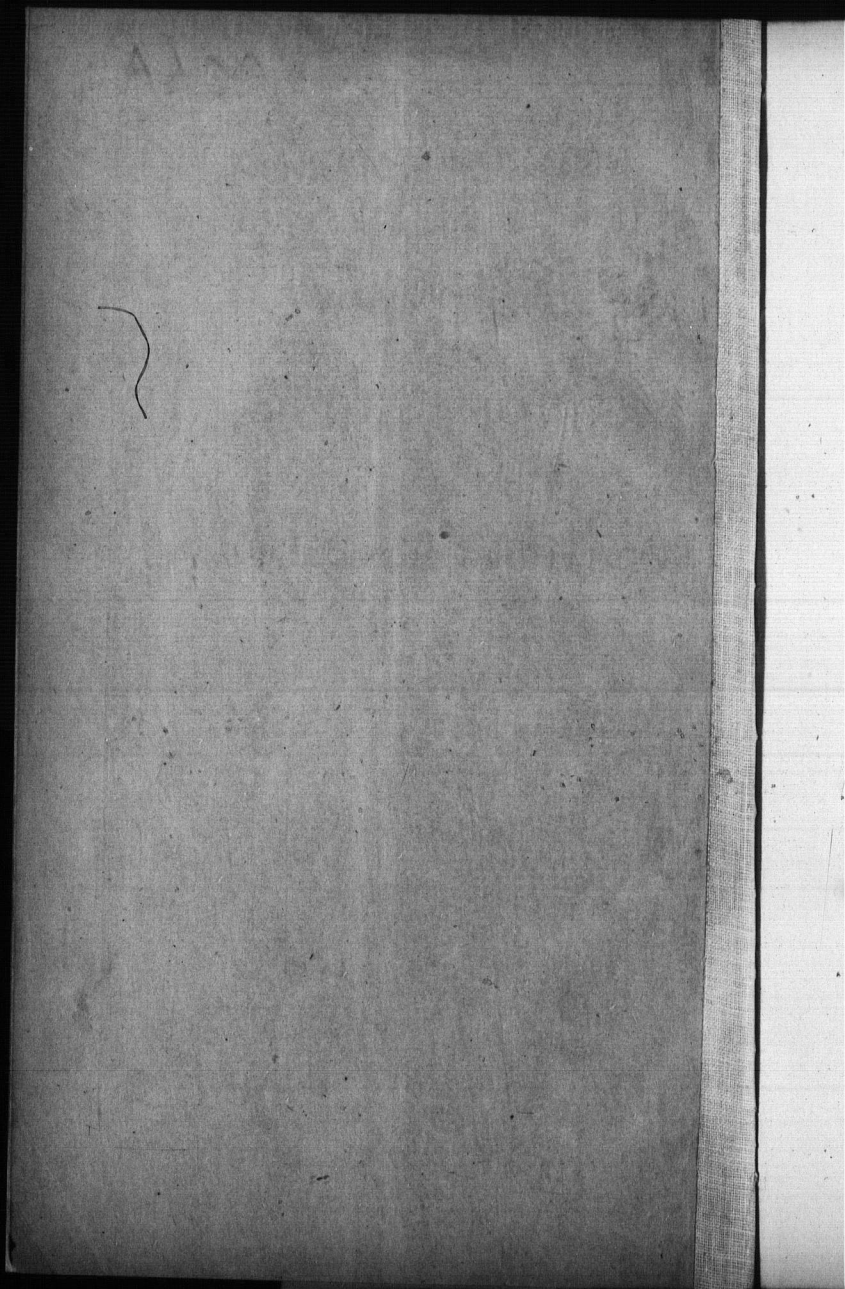
STATEMENTS OF ACCOUNTS.

&c. &c. &c.

...  
♦♦♦

HAMILTON, C. W.  
MORNING BANNER STEAM PRESS.

1855



Great Western Railway.

— . . . —  
REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF YEAR ENDING JULY 31, 1855;

WITH THE ENGINEER'S REPORT,

AND

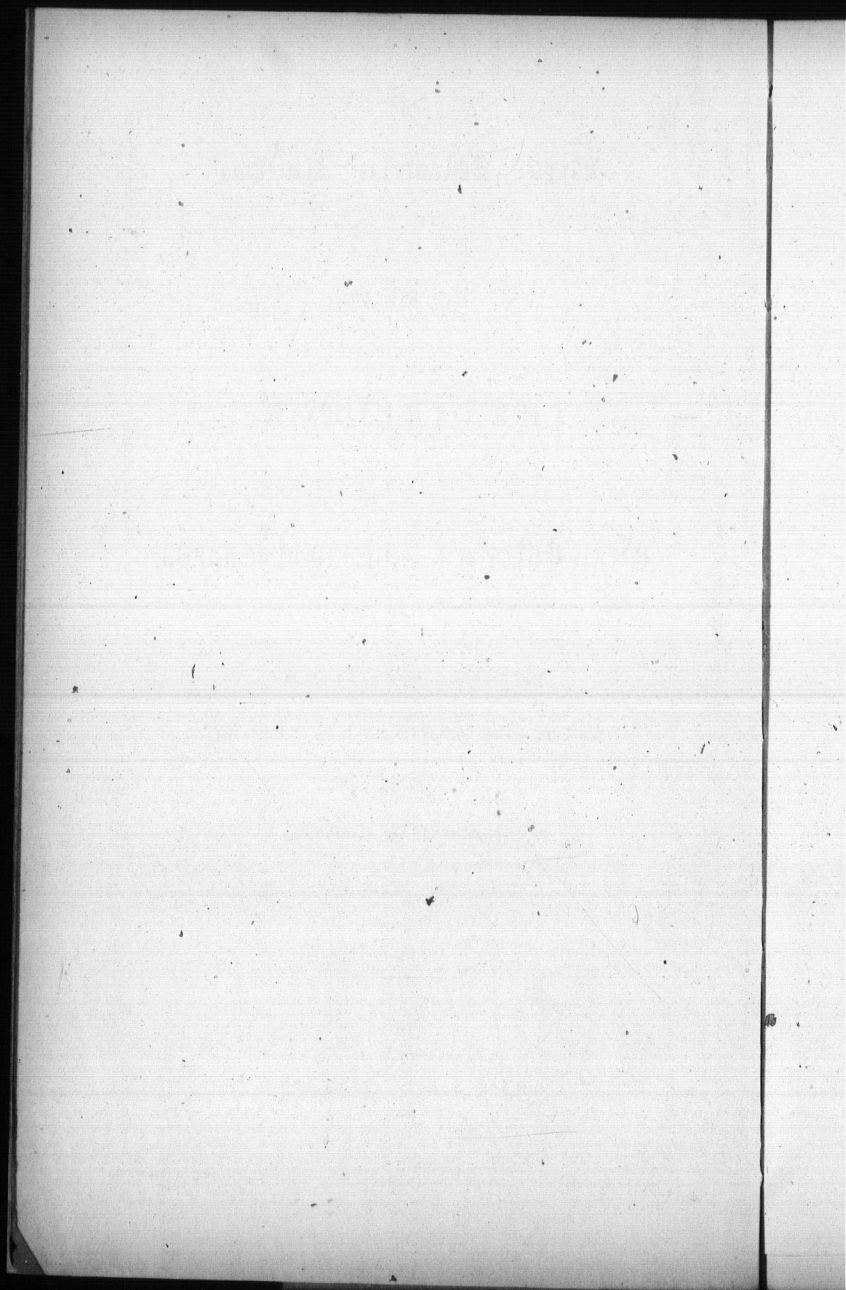
STATEMENTS OF ACCOUNTS,

&c. &c. &c.

— . . . —  
HAMILTON, C. W.,

MORNING BANNER STEAM PRESS.

1855.





# Great Western Railway of Canada.

## LIST OF THE DIRECTORS

1855-6.

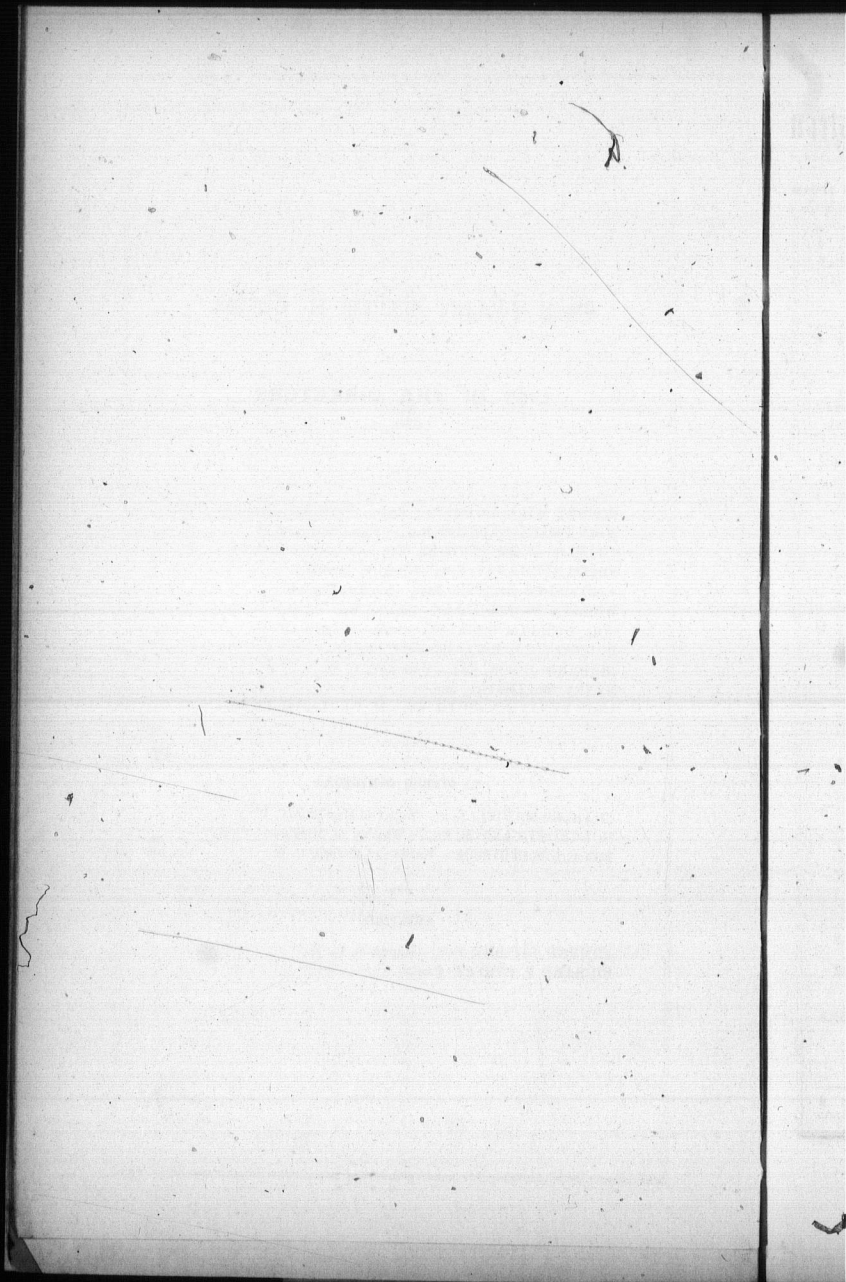
ROBERT WILLIAM HARRIS, Esq.,—President, Hamilton, C. W.  
JOHN SMITH RADCLIFF, Esq.,—Vice President, “ “  
CHARLES JOHN BRYDGES, Esq.,—Managing Director, “ “  
PETER BUCHANAN, Esq.,—Glasgow, Scotland.  
ALEXANDER BEATTIE, Esq.,—London, England.  
WILLIAM DICKSON, Esq.,—Galt, C. W.  
COL. WILLIAM GOURLAY,—Barton Lodge, C. W.  
ROBERT GILL, Esq.,—Mansfield, England.  
RICHARD JUSON, Esq.,—Hamilton, C. W.  
HENRY MCKINSTRY, Esq.,—“ “ “ “  
JOHN BENJAMIN SMITH, Esq., M. P.,—London, England.

### EX-OFFICIO DIRECTORS.

CHARLES MAGILL, Esq.,—Mayor of Hamilton, C. W.  
HOLCROFT CLENCH, Esq.,—Warden of Middlesex, C. W.  
DONALD MATHIESON,—Warden of Oxford, C. W.

### AUDITORS.

EDMUND RITCHIE, Esq.,—Hamilton, C. W.  
RICHARD P. STREET, Esq.,—“ “ “ “





# Great Western

Dr.

Capital Account from

	£	s.	d.
Total Receipts as per last Report, .....	3,153,297	6	4
Receipts from 31st January to 31st July, .....	856,753	0	2

£4,010,050 6 6

	£	s.	d.	DETAILS OF ABOVE RECEIPTS TO 31ST JULY.
<b>SHARE CAPITAL:</b>				
Amount paid on 57,189 original Shares .....	1,428,852	15	4	
"    "    40,826 New Issue of Shares....	280,656	5	0	
<b>BONDS:</b>				1,709,509 0 4
Convertible Bonds due 1862,.....£197,375				
"    "    1876,..... 373,500				
	570,875	0	0	
Non-Convertible Bonds due 1857..... 250,875				
"    "    1873..... 537,250				
	788,125	0	0	
Government Loan on Provincial Debentures .....	1,559,000	0	0	
Forfeited Shares.....	938,888	15	11	
	2,652	10	3	

Provincial Currency £ 4,010,050 6 6

31st

Total  
Exp

MAI

R

Q

S

M

B

F

R

S

E

L

C

L

M

T

S

P

I

A

L

P

I

A

T

O

T

SAL

STE

S

S

ENG

# Railway.

31st January to 31st July, 1855.

Cr.

	£	s.	d.
Total Expenditure as per last Report .....	3,310,715	6	7
Expenditure from 31st January to 31st July .....	368,135	5	7
	3,678,850	12	2
Balance .....	331,199	14	4
	£4,010,050	6	6

DETAILS OF ABOVE  
EXPENDITURE  
TO 31ST JULY.

MAIN LINE AND GALT BRANCH :	£	s.	d.	
Right of Way .....	175,496	6	2	
Grading .....	1,037,571	0	11	
Superstructure .....	428,957	5	8	
Masonry .....	248,633	17	9	
Bridging .....	135,164	17	5	
Fencing .....	56,713	5	0	
Rails .....	373,269	17	10	
Station Buildings .....	139,319	19	8	
Engineering for Main Line and Branches .....	89,016	6	9	
Locomotives—including Freights, Duties, &c. ....	260,101	1	8	
Cars .....	283,608	1	1	
Locomotive and Car Buildings, and Stocks .....	36,335	3	9	
Machinery and Tools .....	30,401	11	5	
Turntables, Tanks, Pumps and Signals .....	2,965	17	1	
Salaries .....	15,424	19	10	
Payment to Sir Allan McNab .....	5,000	0	0	
Interest, Discounts, and Premiums on Bonds and Shares .....	108,893	2	5	
Agencies on Sale of Bonds and Shares .....	44,802	15	5	
Law charges .....	12,602	10	3	
Police Force .....	3,043	19	7	
Insurance and Taxes .....	693	11	5	
Advertising, Printing and Stationery .....	4,708	12	1	
Telegraph .....	3,064	3	5	
Office Furniture .....	1,666	16	6	
Travelling and Incidental Expenses .....	17,105	7	5	
				3,514,560 11 4
SARNIA BRANCH .....				64,876 19 7
STEAMERS:				
Steamers "Canada" & "America" on Lake Ontario .....	85,360	13	5	
Steam Ferry "Transit" at Windsor .....	10,623	10	4	
do. "Globe" do .....	2,125	0	0	
				98,109 3 9
ENGINEERING SURVEY for Double Track .....				1,303 17 6
				3,678,850 12 2
Balance .....				331,199 14 4
				4,010,050 6 6
PLUMMER DEWAR, Accountant. }	Provincial Currency £			4,010,050 6 6





31st January to 31st July, 1855.

Cr.

	£	s.	d.	£	s.	d.
<b>MAINTENANCE OF WAY :</b>						
Maintenance of Way, Works and Stations, including Engineering Superintendence of Line.....	15,841	10	5			
Wages of Watchmen at Level Road Crossings, &c.....	2,015	18	0			
Water and Wood Service for Trains.....	3,836	17	2			
<b>LOCOMOTIVE DEPARTMENT :</b>				21,694	5	7
<b>WORKING OF ENGINES:—</b>						
Enginemen and firemen's Wages.....	6,303	6	5			
Laborers and Cleaners' Wages.....	2,295	5	6			
Clerks, Foremen & Store Keepers' Salaries.....	571	13	11			
Fuel.....	10,704	15	0			
Oil, Waste and Tallow.....	1,722	15	3	21,597	16	1
<b>REPAIRS OF ENGINES:—</b>						
Mechanics and Laborers' Wages.....	5,892	16	3			
Clerks, Foremen & Store Keepers' Salaries.....	669	2	8			
Material used in Repairs.....	2,747	17	7			
Fuel.....	400	0	0	9,709	16	6
<b>CAR DEPARTMENT :</b>				31,307	12	7
Maintenance of Passenger Cars, Wages.....	3,462	6	6			
Do. do. Materials.....	2,440	7	4			
Do. Freight Cars, Wages.....	2,258	5	1			
Do. do. Materials.....	1,938	0	3	10,098	19	2
<b>TRAFFIC CHARGES :</b>						
Salaries: Superintendents and Clerks.....	817	6	0			
Do. Station Masters and Clerks.....	5,429	16	0			
Wages, Conductors.....	2,034	0	9			
Do. Brakesmen.....	2,837	2	2			
Do. Bridge Tenders, Switch and Signalmen.....	1,784	18	9			
Do. Warehousemen and Baggage-men.....	1,737	10	8			
Do. Porters and Policemen.....	9,554	18	2			
Steam Ferry Boats at Windsor.....	5,300	19	7			
Rent of Wharf, &c., at Detroit.....	737	10	0			
Station Furnishings and Repairs.....	158	6	1			
Travelling, Incidental and Stations' Expenses.....	1,095	15	11			
Clothing to Police, &c.....	24	1	3			
Overcharges, Drawbacks and Compensation on Freight Account.....	1,407	15	10			
Compensation for Cattle killed, Baggage destroyed, &c.	853	12	0			
Fuel supplied Stations and Cars.....	1,729	10	0			
Stores supplied Stations, including Oil for Signal Lamps, Counterfeit and Uncurrent Money.....	2,498	12	4			
Telegraph Operators' Wages, &c.....	29	17	1			
Expenses of Printing, Advertising & Agency in the U. S.	1,327	8	9			
<b>GENERAL CHARGES :</b>	5,497	10	4	44,836	11	8
Directors and Auditors.....	725	0	0			
Salaries: Managing Director, Secretary & Accountant.	1,250	0	0			
Do. Solicitor, and Law Charges.....	345	17	9			
Do. Book Keeper, Cashier, Paymaster, &c., and Audit Department.....	2,789	16	8			
Printing and Stationery.....	2,693	5	0			
Advertising.....	745	0	10			
Donations to Public Institutions, Travelling and Incidental Expenses.....	985	3	0			
Taxes.....	1,069	4	0			
Postages.....	266	3	7			
Fire Insurance.....	679	12	9			
Gas.....	78	6	10	11,537	10	5
<b>Total Working Expenses.....</b>				119,474	19	5
Amount paid for items not belonging to ordinary working expenses, being damages and compensation for accidents during former half years.....				7,298	14	8
				126,773	14	1
<b>Balance carried to Nett Revenue.....</b>				122,920	2	2
<b>PLUMMER DEWAR, } Provincial</b>				<b>Currency.. £</b>	<b>249,693</b>	<b>16 3</b>
<b>Accountant. }</b>						



# Railway.

at 31st July, 1855.

Cr.

	£	s.	d.	£	s.	d.
<b>INTEREST CHARGES :</b>						
Interest on Government Loan.....	22,500	0	0			
Do. on Bonds, Bank Loans, &c., less Discounts and Interests on arrears of calls on Shares, &c .....	27,583	2	3	50,083	2	3
<b>SUSPENSION BRIDGE RENT :</b>						
Balance of nett Earnings for half-year, equal to 9½ per cent. per annum on £1,429,725 of Share capital, on 57,189 Shares.....	70,592	13	5			
Leaving a Surplus of.....	22	5	6	70,614	18	11
				123,035	6	8
By Act 12 Vic. Chap. 29, the Company is required to invest as a Sinking Fund, to provide for the half-yearly liquidation of the Government Loan of £600,000 Sterling, at the rate of 3 per cent. per annum .....						
				11,250	0	0
<b>NET BALANCE</b> to be submitted by the Directors to the Shareholders for their disposal, being equal to 8 per cent. per annum (or 4 per cent. for the half-year,) on £1,429,725 of Share capital on 57,189 Shares, leaving a Surplus balance of £2,175 18 11.....						
				59,364	18	11
				Provincial Currency £ 70,614 18 11		

on 31st July, 1855.

Cr.

	£	s.	d.
Capital Account as detailed on debit side of first page .....	4,010,050	6	6
Balance at the credit of Revenue Account .....	59,364	18	11
Debts due by the Company.....	174,799	5	9
Government Loan Liquidation Fund .....	24,025	0	0
	Provincial Currency £ 4,268,239 11 2		

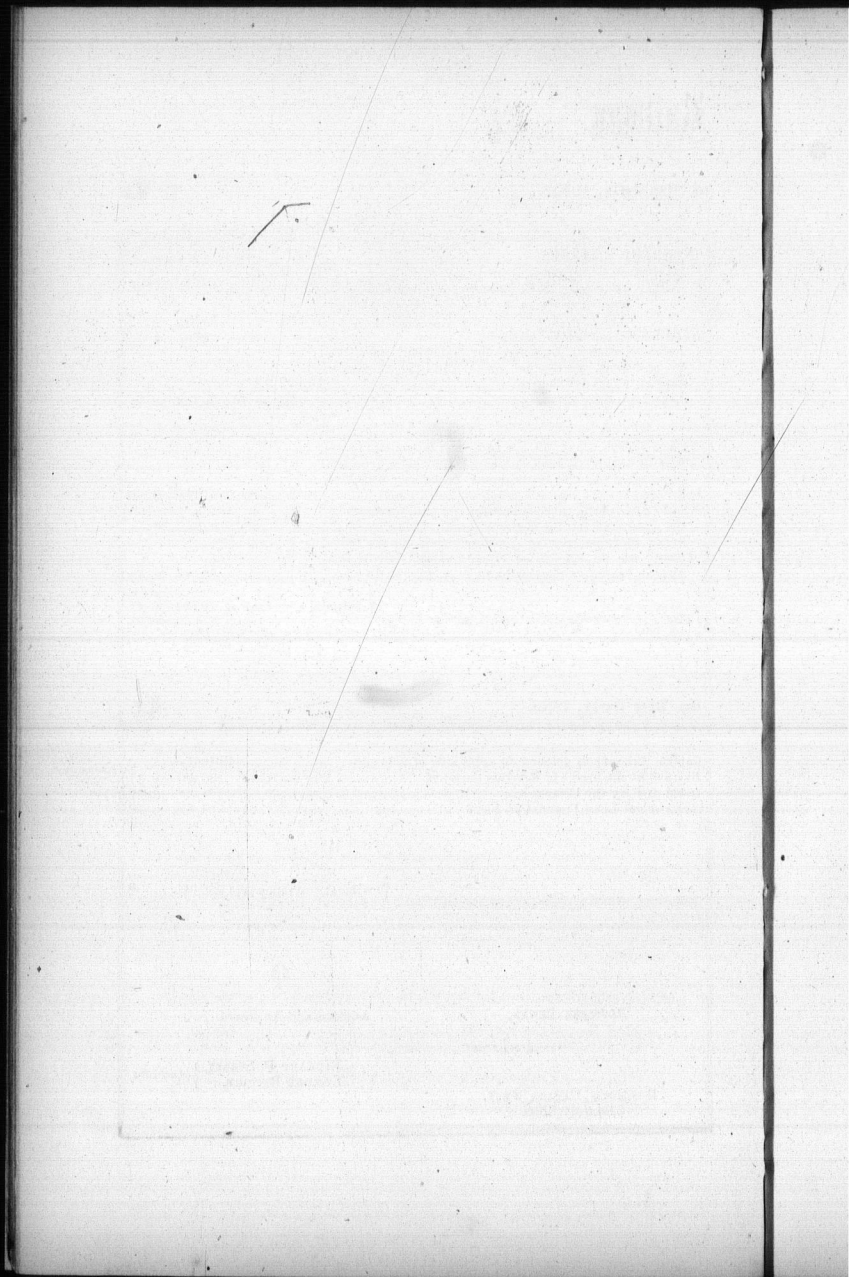
PLUMMER DEWAR,

Accountant.

HAMILTON, CANADA WEST,  
31st July, 1855.

Audited and Approved.

RICHARD P. STREET, }  
EDMUND RITCHIE, } Auditors



# REPORT

OF THE DIRECTORS OF THE

## Great Western Railway Company

OF CANADA.

---

THE DIRECTORS OF THE GREAT WESTERN RAILWAY have much pleasure in laying before the shareholders, the accompanying statements of account, for the half year ending the 31st July 1855, from which it will be seen that the net revenue from the working of the line, after deducting interest upon the Government Loan and the Company's bonds, amounts to ..... £70,614 18 11 which is equal to a dividend upon the Share Capital of 9½ per cent. per annum. But by the act of Parliament under which the loan from the Provincial Government was obtained, a sinking fund of 3 per cent per annum upon such loan has to be paid, before any dividend is declared. This absorbs a sum, for the half year, of..... £11,250 0 0

Leaving the available balance..... £59,364 18 11

From which the Directors recommend the payment of a dividend at the rate of 8 per cent. per annum, on the Share Capital of £1,429,725 requiring..... £57,189 0 0

---

And leaving to be carried to the credit of the next half year..... £2,175 18 11

---



The following comparative statement of the traffic during the eighteen months that the Great Western Railway has been in operation, will afford satisfactory evidence of the rapid development of the sources of business from which the Company derives its present prosperous condition, and also some guide as to the probable increase of traffic in future.

## PASSENGER TRAFFIC.

Half Years ending.	Local.		Through.		Total.	
	No.	Am't.	No.	Am't.	No.	Am't.
31st July 1854....	155,191	£ 59,962	55,737	£ 58,724	210,928	£118,686
31st Jan'y 1855....	191,757	66,928	77,826	76,458	269,583	143,386
31st July 1855....	198,996	66,882	89,435	104,068	288,431	170,901

## FREIGHT TRAFFIC.

Six months ending.	Local. Amount.	Through. Amount.	Total. Amount.
31st July 1854.....	£19,745	£11,674	£31,419
31st Jan'y 1855.....	34,306	17,026	51,332
31st July 1855.....	41,987	36,305	78,292

The prospects of traffic for the future are very encouraging, the present weekly receipts averaging an increase of upwards of £4000 over those of the corresponding period of last year. The average weekly receipts for the half year ending 31st July 1855, have amounted to £9,585—and for the whole year to £8,537. It will be recollected that in the report for the half year ending 31st July 1854, the Directors anticipated a probable weekly receipt during the year just ended of £7000.

During the past half year a considerable traffic in cattle and hogs from the Western States has come upon the line for the Eastern markets, and this promises to be a valuable and important item of traffic in future.

The actual working expenses have amounted during the past half year to 48 per cent. on the gross receipts, the average of all the railways on this continent being above 50 per cent.

It will be seen that the charge for maintenance of way somewhat exceeds the rate per mile charged during the last year. The actual expense of maintaining the line has this half year been charged.

The suggestion contained in the Engineer's report in regard to providing for the renewal of the rails, sleepers, and fencing, is a



matter which should not be lost sight of, although at present, the sinking fund upon the Government loan amply provides for this purpose. This sinking fund now amounts to £24,025.

The Locomotive expenses amount to £31,307 12 6<sup>3</sup>/<sub>4</sub>. The miles run have been 503,781, making the charge per mile 14.916 as against 15.629 during the previous half year. The number of cords of wood consumed by engines has been 13,373, making the average number of miles run with one cord of wood 37<sup>1</sup>/<sub>2</sub>. The Locomotive stock is in a satisfactory state, and generally speaking more efficient than at the close of the previous half year. The number of engines in steam daily during the half year for the regular trains has been 33, making the average number of miles run by each engine 15,266.

The stock of engines now on the line, (including eight small ballast engines,) is..... 53

There are now in the Company's workshops being put together..... 9

There are still to receive..... 14

Total..... 76

The above stock of engines will not be sufficient to carry on the increasing traffic of the line.

The Car expenses amount to £10,098 19 2. The mileage of all Cars has been 3,132,392, making the charge 0.774 per mile against 0.941 the previous half year. The improvement of the old stock of cars has been actively carried on during the half year, and the cars generally are now in a good and serviceable state. The following is a statement of the cars received and building,

	Rec'd.	Under Const.	Total.
1st Class Passenger Cars, .....	45	12	57
2nd do do .....	29	11	40
Post Office and Baggage Cars.....	12	15	27
Freight Cars, (8 wheels) .....	416	359	775
do do (4 wheels) .....	100		100
Platform Cars, .....	122	118	240
Cattle and Sheep Cars, .....	56	4	60
Gravel Cars, .....	409		409
	1189	519	1708

The whole of the above stock of cars, it is expected, will be received in time for the business of the autumn months.

The Company are now building twelve passenger, and 100 platform, cars in their own shops. They have also ordered a large supply of timber, so as to have it well seasoned by the time more freight cars are required. It is believed that a considerable saving both in first cost and repairs, may be effected by the Company building cars in their own workshops, besides insuring the use of none but the best materials, which is the greatest safeguard against accidents. This course, therefore, the Directors propose to adopt in future.

The two steamers built by this Company to ply, in connexion with the Railway, upon Lake Ontario, were placed on the route between Hamilton and Oswego on the 25th June last. The uncertainty which existed as to when these boats would be ready, and the route they would occupy, prevented the necessary efforts being made in the Spring, for bringing this new line of communication properly before the public, and in consequence of, the unusual coolness of the present Summer, there has been less steamboat travelling throughout the Continent than for many previous years. It is, however, expected that the business by these boats, and the consequent advantage which they are to the Railway, will ultimately prove important, and the arrangements which are in contemplation for next year, seem to promise beneficial results, and that the additional traffic which the Steamers will bring upon the Railway, will gradually become a considerable item of profit.

The Railway Suspension Bridge at Niagara Falls was brought into operation on the 19th March, 1855, and has, since that date, afforded an uninterrupted highway for the passage of trains between the two sides of the Niagara River. It has, so far, completely succeeded, and by the facilities it has afforded, tended materially to increase the passenger traffic, and during the coming Winter, will prove of great benefit in the transport of freight.

The accounts shew that there has been expended on the construction of the Main Line and Galt Branch, up to the 31st July, 1855, £3,514,560 11s. 4d.

The annexed report, from the Company's Engineer, will show that there is still to expend, of the estimate made in September, 1854, the sum of £70,830 9s 11.

It will be seen that the closing of all the contracts (now completed,) has involved an expenditure of about £35,000 beyond the

amount estimated in September last. This excess was explained in the last half yearly report.

The amount required for rolling stock, buildings, and sidings, &c., will also be considerably increased, and the great and continued increase which is taking place in the traffic of the line, renders it impossible at present to state the ultimate expenditure for these items.

Since the last half-yearly Meeting, the Company has received a further advance of £70,000 of Provincial Bonds, which were not disposed of on the 31st July. This makes the total bonds received from the Provincial Government £770,000 sterling, upon which, in addition to the interest of 6 per cent per annum, a sinking fund of 3 per cent. per annum has to be paid to provide for the liquidation of the principal. This last will amount to a charge upon revenue of £23,100 stg., per annum.

The Hamilton and Toronto Railway, mentioned in the last report as approaching completion, is expected to be ready for opening in the course of the month of November next.

Negotiations have been carried on during the past half-year, between the Boards of the Hamilton and Toronto and Great Western Companies, relative to an immediate amalgamation of the two companies, in place of the deferred union previously contemplated. The Hamilton and Toronto Board have recommended their Shareholders to carry out that proposal, and the Directors of the Great Western Company have now to advise their Shareholders to adopt the same course. This will place both Companies practically upon the same footing as under the first arrangement, but avoiding the expense and inconvenience of a double management and set of accounts.

The line from Galt to Guelph, which has been under construction by an independent company, will be completed as far as Preston, four miles from Galt, in about a month. Acting upon the resolution passed at the last half-yearly meeting, and under the authority of the acts of Parliament in that behalf, this Company has agreed to supply the Galt and Guelph Company with the rails required for their line, receiving from the Galt and Guelph Company first-mortgage bonds on that line for the value of the rails; subsequently, this arrangement was extended, so as to ensure the completion of the entire line to Guelph at the earliest practicable date. The town of Guelph lately subscribed £20,000 towards the construction of the line. That sum is to be paid in cash to this Company, and an additional amount of first-mortgage bonds issued to this

Company for such sum as may be required to complete the line beyond said £20,000, and the amount already spent. The Great Western Company to work the line at cost, and, after deducting the interest upon the bonds issued to the Great Western company, to pay the balance of the net earnings to the Galt and Guelph Company. The total amount of mortgage bonds, including those for the iron, will be about £65,000 currency on the completion of the line, the interest upon which, at 6 per cent., will be £3,900 currency per annum. It is not possible that the line will fail to yield a nett revenue of that amount, so that the Great Western Company's advance is fully secured. The Directors believe that no arguments are necessary to show the advantage of this arrangement, which will bring over the line of the Great Western Company the traffic of a district of country, (the value of which is seen by the earnings of the Galt Depot, amounting last half-year to £12,500,) and which, if this arrangement had not been perfected, would have been seriously interfered with next year.

In connexion with the Guelph line is also the question of the branch from Preston to Berlin (eleven miles). This line is of so much importance, as securing to the Great Western considerable traffic which must otherwise be lost to it, that the Directors recommend the Proprietors to authorise them to make such arrangements towards aiding in the construction of that line as may, upon full consideration, be found to be desirable, and for the interests of this Company.

The Sarnia line still remains suspended, nothing having been done upon that branch during the past half-year.

The bill which, it was stated in the last report, was before Parliament, became law on the 19th May last. By it the Company was authorised to raise an additional amount of share capital to the extent of £1,500,000 currency. Immediately upon the passing of this act, the existing shareholders were offered one new share at par for each original share held by them. A large number were accordingly taken up, on which dividend will accrue, upon the amount paid, during the current half-year. It is not expected that any further call will be required during the present year.

The objects for which this new capital is required are as follows, viz.—

- 1st. The completion and ballasting of the main line.
- 2d. Providing sufficient rolling stock, buildings, and other facilities for accommodating the rapidly increasing traffic

3d. The doubling of the line from Hamilton to London, which the extent of traffic renders absolutely indispensable.

4th. The providing the rolling stock and stations for the Hamilton and Toronto Railway, and for the completion of that line into Toronto, and

5th. The completion of the line from London to Sarnia.

Upon this latter point, the Directors must express their conviction that the Sarnia line will prove to be a very valuable portion of the Company's property, the traffic upon it promising to be considerable when the completion of the railway through Northern Michigan to Grand Haven, now under construction, places the Great Western Railway in direct connexion with Milwaukee and the State of Wisconsin, and the rich district in Michigan through which the line passes. The Directors, therefore, recommend that the Sarnia line be proceeded with when the period for which it was agreed to be suspended has expired.

By the act of the Legislature before alluded to, the mode of holding the meetings of the Company has been changed. In place of a General meeting once a year, half yearly meetings in March and September have to be held, at which full statements of account, and a report for the preceding half year are to be laid before the shareholders. The election of Directors is also to take place at each September meeting, when two Auditors, being shareholders, are also to be elected for the ensuing year. Power is also given by the act for the calling of special general meetings when necessary, and providing for the regulation of several matters of importance.

The Directors trust that the adoption in the act, of the plan pursued by all English Railway Companies, of affording full reports and accounts semi-annually, in place of only once a year, as provided for in this company's original act, will meet with the approval of the shareholders.

Signed, on behalf of the Board of Directors,

ROBERT W. HARRIS, President.

Hamilton, C. W., 31st August, 1855.

**N. B.** All the amounts mentioned in the foregoing Report and accounts, are in Provincial currency, except when specially stated to be otherwise.



## ENGINEER'S REPORT.

*To the President and Directors of the Great Western Railway;*

GENTLEMEN:

I have the honor to submit to you the following report on the condition of the line, and to lay before you a statement of the expenditure on construction account, and on the maintenance of the line during the half year ending 31<sup>st</sup> July last.

### CONSTRUCTION.

The expenditure on account of the works carried on during the half year has been as follows:

	Currency.
For Grading, Ditching, Drainage, and slope protection works.....	24,130 10 1
“ Masonry, Bridging, and Buildings.....	27,935 11 7
“ Permanent Way, and Fencing.....	30,250 10 7
“ Contingencies, Engineering, and office expenses	12,668 10 1
	£94,985 2 4
The sum expended on works during the half year ending 31 <sup>st</sup> January last, was.....	193,293 2 9
	£288,278 5 1
The sum estimated by me at 14 <sup>th</sup> September, 1854, as required to finish the line, was.....	359,108 15 0
Balance still required for the completion of the line	£70,830 9 11



This amount is still sufficient to finish the line to the extent contemplated when I prepared my estimates of the 14th September last year, but I then stated in my report of that date, that when the traffic receipts exceeded an average of £8,000 to £10,000 Currency, per week, a large additional outlay would have to be incurred for an extension of the Station Buildings, sidings, &c. and in my report of 8th March last, I mentioned that a sum of £25,000 currency, would be required to meet the new works then in progress for this increased business. But even this additional accommodation was found during the very heavy traffic of the past half year to be quite inadequate to the demands of the freight and passenger business of the line, and with a view to meet those wants, you have within the past two months let contracts for the construction of new buildings, wharves, cattle and coal pens, &c., which, including the necessary grading, laying of new sidings, switches, &c., will involve an additional expenditure of about £65,000 currency. And even this sum cannot be regarded as the final expenditure on works, for as the business of the line increases and new sources of traffic are opened up, the building and siding accommodation must keep pace with the business requirements of the Railway.

My estimate of September last year will be increased by a sum of £35,000 currency, expended in the settlement of then outstanding contracts, and of claims in connection with these, not known at the time, as stated in your half yearly report of 8th March last.

#### REVENUE.

The expenditure during the past half year, chargeable to revenue account, amounts to £21,543 11s. 8d., and consists of the following items:

	Currency.
1st. Repairs of Permanent Way and Buildings, and Engineering Superintendence of the line.	15,874 1 9
2nd. Watchmen at level road crossing, and other points.....	2,015 18 0
3rd. Water and Wood service for Trains, exclusive of the cost of Fuel.....	3,653 11 11
	£21,543 11 8

From the above, it appears that the cost of maintenance of Way and Works has been at the rate of £132 currency per mile per an-

num, for the past half year. This sum will however be somewhat increased during the next half year, inasmuch as the maintenance of the open ditches and slope protection works will then be charged to Revenue account, these works having only been completed during the past six months.

The Second item consists of the wages of watchmen employed principally at the Public Roads crossing the track on the level.

The third charge consists of the wages of pumpers and other employes at the different water tanks and wooding stations.

There are twenty watering and wooding stations, along the line and two for wooding alone.

Only one station is supplied with water by gravitation; all the others derive their supply of water from wells, and natural water courses, from which the water has to be pumped, at great cost in many cases. In four instances the water is pumped by steam power; in one, by a horse gin; and in the remainder by manual labour. I am about to introduce steam pumping engines at a few more of the stations, which engines will also be used for sawing the wood for the locomotive engines, whereby I anticipate a considerable reduction in the annual cost of this service.

#### UNFINISHED WORKS.

The principal works now in progress, or contemplated, are the following:

1st. The excavation of a large area of high ground at the Suspension Bridge for the purpose of enlarging the depot grounds, and for affording sites for the new freight and engine houses there, and also, the construction of these buildings.

2d. The laying of the permanent track in the bottom of the rock cutting, near St. David's, which has just been reduced to its ultimate level.

3rd. The filling up of the temporary trestle structure between Thorold and St. David's.

4th. The following works at Hamilton, viz:—The erection of a store house and other buildings in connection with the Locomotive Department; of a Steamboat Wharf; Coal and Cattle Pens; the completion of the new approaches to the Depot, and the filling up of the open space at its Western extremity.

5th. The erection of a store house and woodshed, &c., at London.

6th. The erection of combined Freight and Passenger Houses, and the laying down of sidings at two new Stations between London and Windsor.

7th. The following works at Windsor, viz :

The construction of a brick Engine House of twelve stalls; the addition of 600 feet in length to the present wooden Freight House; the extension of the Wharf 800 feet farther up the Detroit River; and the construction of Coal and Cattle Pens and sundry small works.

8th. The completion of the ballasting of the line, requiring still the distribution of some 400,000 cubic yards of gravel.

9th. The construction of some Road Bridges, Cattle Guards, and Wooden Culverts.

10th. The sodding of the slopes of several wet clay cuttings, and the building of dwarf dry stone retaining walls, and the effectual drainage of the said cuttings.

In the month of April last, the ballasting contract with Mr. Geo. F. Harris was broken up, and the ballasting of the line is now being carried on by the Company. At present, six gravel pits are being worked, and seven engines are employed drawing the ballast trains. There still remain eighty-three miles of the line to be ballasted, chiefly on the Western Division, between London and Windsor.

#### PRESENT CONDITION OF THE WORKS.

I am happy to be still able to report very favorably of the soundness of all the structures and of the excellent condition of the earthworks and track, where the same are in a completely finished state. During the months of June and July, the Western Province was visited with a series of rain storms of almost unexampled severity, which injured, rather seriously, the slopes of many of the cuttings, and washed away a very large quantity of the light material composing some of the embankments; and those portions of the line ballasted with sand, suffered severely in some of the cuttings, where the ballasting was scoured from underneath the cross ties by the violence of the flood. At the period of those rains, I was engaged in carrying out extensively a system of slope protection and drainage works, the beneficial effects of which were fully tested during the continuance of the above mentioned floods, by the perfect preservation of the earthworks and road-bed of those cuttings, where the carrying out of my plans had been completed.

The rails on some portions of the Track, which were entirely without ballast, have suffered considerable injury from the very heavy traffic of the spring of this year. Many bars have had to be replaced, and several more will require to be removed within the next four months.

Where the Track was fully ballasted the deterioration of the permanent way has not been greater than that of the average of Railways generally.

This subject—the gradual depreciation of the Permanent Way, and Fencing of the Line, is one which I beg to suggest may very advantageously, at an early day, receive serious consideration for the purpose of determining to what extent a sinking fund should be established to meet the future renewal of the Permanent Way.

I have the honour to be

Gentlemen,

Your most obed't serv't,

G. LOWE REID,

*Chief Engineer*

ENGINEER'S OFFICE, G. W. R., )  
Hamilton, 24th August, 1855. }

# PROCEEDINGS

AT A

## General Half-Yearly Meeting of Shareholders

OF THE

### GREAT WESTERN RAILWAY OF CANADA,

Held at the Company's Office, in Hamilton, on Tuesday, the  
11th September, 1855.

The President of the Company, ROBERT W. HARRIS, Esq., in the Chair.

The Advertisement calling the Meeting was read.

The Minutes of the last General Half-Yearly Meeting, held on Tuesday, the 13th day of March last, and of a Special General Meeting, held on Monday, the 4th day of June last, were read and confirmed.

The Report of the Directors for the half year ending on the 31st July last, with complete statements of account and the Engineer's half-yearly Report, having been read,

It was Resolved,

“That the Report and accounts this day submitted be approved of and adopted, and printed and circulated amongst the Shareholders.”

Referring to the recommendation of the Directors to that effect, contained in the Report,

It was Resolved,

“That a dividend at the rate of eight per cent. per annum for the half year, ending 31st July last, be hereby declared upon the original shares standing registered on the 28th day of August, 1855, upon which day the Transfer Books were closed.”

Concurring in the expediency of the amalgamation with the Hamilton and Toronto Railway, at an early date, proposed by the Directors in the Report,

It was Resolved,

“That in the opinion of this meeting it is desirable to adopt the recommendation contained in the Report this day read, for an amalgamation of the Hamilton and Toronto Railway Company with the Great Western Railway Company, and that the Directors be authorised and requested to take the necessary steps to carry the same into effect.”

Reviewing the circumstances that have induced the Directors to



into an arrangement with the Galt and Guelph Railway,

It was Resolved,

"That the arrangement reported by the Directors to have been made with the Galt & Guelph Railway Company for insuring the completion of that line, be approved of and adopted by this Meeting, and that the Directors be authorised and requested to carry out the same."

The proposed Preston and Berlin Line of Railway being deemed by the Meeting to be a most important auxiliary to the Great Western Line,

It was Resolved,

"That the Directors be authorised and requested to make such arrangements for securing the construction of the Line from Preston to Berlin, as may upon full consideration, appear to them to be desirable and for the interests of this Company."

The requirements of the Company for the further capital authorized by the Company's new Act, having been fully explained in the Report,

It was Resolved,

"That this Meeting sanctions and approves of the increase of the capital of the Company, to the extent of £1,500,000 Provincial currency, in shares of £25 currency each, as allowed by the Act passed in the late session of the Provincial Parliament."

The President having explained that under the Provisions of the Company's amended Act, the term of office of the present Directors and Auditors expires this day,

It was Resolved,

"That John Whyte and John Osborne, Esquires, be appointed Scrutineers to take the votes of the Shareholders for the appointment of eleven Directors and two Auditors for the ensuing year."

It was likewise unanimously Resolved,

"That the best thanks of the Meeting be tendered to the President and Directors for their able management of the affairs of this Company."

The scrutineers having taken the votes of the Proprietors, reported that the following eleven Gentlemen had been unanimously elected as Directors:—P. Buchanan, C. J. Brydges, A. Beattie, W. Dickson, R. Gill, W. Gourlay, R. W. Harris, R. Juson, H. McKinstry, J. S. Radcliff, and J. B. Smith, Esquires; and E. Ritchie, and R. P. Street, Esquires, as Auditors, for the ensuing year.

...

At a Meeting of the Board held subsequently to the General Meeting, Robert W. Harris, Esq., was elected President, and J. S. Radcliff, Esquire, Vice-President, of the Company.

It was ordered that the Dividend declared at the General Meeting, this day, should be payable on and after the 20th September, instant.

(Extracted from the Minutes.)

W. C. STEPHENS, Secretary to the Company.

Hamilton, September 11th, 1855.



## GREAT WESTERN RAILWAY.

STATEMENT SHOWING MILEAGE OF CARS FOR HALF-YEAR ENDING 31ST JULY, 1855.

Fortnight ending	1st Class.	2d Class.	Freight. -c	Baggage and Exp. and Mail.	Platform.	Cattle.	Construction of Road.	Wood.	Total.
1855									
February 10th.....	25,218	5,296	50,804	11,438	4,964	2,884	8,334	11,117	120,005
" 24th.....	33,836	8,952	88,022	15,824	9,048	5,812	17,046	10,462	194,002
March 10th.....	43,384	8,888	131,803	27,124	9,702	9,542	13,608	11,561	255,772
" 24th.....	51,000	10,236	127,713	25,960	9,512	10,422	15,735	11,254	264,892
April 7th.....	62,692	17,764	125,362	29,680	9,866	8,444	14,490	10,987	279,285
" 21st.....	78,960	23,648	147,396	32,650	6,856	19,172	27,702	11,321	350,365
" 5th.....	78,114	27,882	180,673	33,860	6,753	11,588	33,024	13,289	391,083
" 19th.....	74,732	24,380	135,046	31,700	8,613	20,088	54,702	12,491	361,752
June 2d.....	67,146	20,578	85,725	31,324	4,898	25,560	60,318	14,324	300,843
" 16th.....	62,456	20,086	78,058	28,740	8,317	35,208	100,908	14,429	348,242
" 30th.....	59,282	24,698	73,423	30,848	20,404	8,444	109,521	11,314	337,274
July 14th.....	58,578	25,988	79,962	27,148	24,984	16,568	100,593	14,542	348,423
" 28th.....	56,616	22,810	88,126	28,136	20,742	24,708	92,124	16,700	349,971
" 31st.....	8,968	4,356	13,612	4,744	5,544	2,314	27,792	3,146	70,476
	769,582	244,302	1,405,915	362,176	149,733	200,681	682,947	166,246	3,981,385

## GREAT WESTERN RAILWAY.

STATEMENT SHOWING MILEAGE OF ENGINES FOR HALF YEAR, ENDING 31st JULY, 1855.

For Month Ending	Passenger.	Freight.	Pilot.	Construction.	Wood.	Total.
1855.						
February 10th .....	10,241	9,716	4,968	463	1,206	36,595
"    24th .....	13,906	13,054	7,474	947	891	36,274
March 10th .....	14,445	15,188	5,565	756	1,951	37,916
"    24th .....	15,180	14,154	6,543	877	1,768	38,474
April 7th .....	14,151	14,787	6,522	805	1,690	37,956
"    21st .....	19,706	14,085	8,603	1,539	1,484	45,417
"    5th .....	20,288	16,450	9,328	2,168	1,235	49,480
"    19th .....	19,590	15,627	7,814	3,039	1,841	47,912
"    2nd .....	19,801	14,229	5,581	3,351	1,234	44,196
"    16th .....	19,462	13,458	6,795	5,611	1,659	46,986
"    30th .....	19,716	13,338	5,628	6,084	1,549	46,316
July 14th .....	19,595	13,568	8,233	5,588	1,325	48,320
"    28th .....	20,355	13,261	6,615	5,118	1,578	46,927
"    31st .....	3,629	2,053	1,106	1,544	304	8,636
	230,030	182,972	90,778	37,891	19,736	561,469

# GREAT WESTERN RAILWAY.

AUDIT OFFICE.

STATEMENT OF MONTHLY TRAFFIC FOR THE HALF YEAR ENDING THE 31st JULY, 1855.

MONTHS.	TRAFFIC BY PASSENGER TRAINS.						TRAFFIC BY FREIGHT TRAINS.				GRAND TOTAL.
	Local Passengers.	Foreign Passengers.	Emigrants.	Mails and Express Frt.	Stairies.	Total.	Freight.	Live Stock.	Stairies.	Total.	
February	5926 1 6½	1503 2 10½	679 5 7½	1158 13 6	177 17 3½	3755 0 10	9459 17 0	389 5 1	31 19 7	9881 1 8	23696 2 6
March	8232 5 4	12901 5 0	1598 3 9	1296 19 4½	242 5 8	3755 0 10	9459 17 0	389 5 1	31 19 7	9881 1 8	23696 2 6
April	10918 8 5½	18609 1 0	4018 18 10½	1250 13 2½	641 19 0	39939 0 65½	18848 18 10½	364 18 5	141 15 1	19263 14 1½	42013 13 8½
May	12996 18 8½	2076 14 4½	3569 8 0	1272 9 4¾	771 19 0	38477 9 11½	9820 4 3	2962 7 11	277 18 0	12140 10 2	40728 0 1¼
June	11014 12 6	1077 12 6	1077 12 6	1077 12 6	390 6 9½	20462 18 8½	11396 12 2½	2077 12 9	163 14 2	8877 19 11½	38839 17 10½
July	11283 4 2½	13069 15 9½	1172 10 9	1240 19 11¼	389 4 0	27692 14 4	6837 11 0½	962 4 9	206 17 8	8006 16 5½	35696 10 9½
Totals...£	60880 9 0½	86421 8 2¼	13675 9 6	7290 5 0	2623 12 3	170901 4 0	9784 0 8	7478 10 8	1029 2 11	78291 14 3	249192 18 3

*Comparative Statement of Totals for the half years ending the 31st July, 1854 and 1855.*

Half year 55	60880 9 0½	86421 8 2¼	13675 9 6	7290 5 0	2623 12 3	170901 4 0	9784 0 8	7478 10 8	1029 2 11	78291 14 3	249192 18 3
do 54	55503 17 8½	49717 4 7	6884 13 7½	5537 13 8½	1243 4 1½	118936 13 9	29488 9 1	1259 12 1	764 19 9	31448 17 11	169166 11 8
Increase...	5376 11 4½	36704 3 7¾	6990 15 10½	1762 11 3½	1380 8 1½	52214 10 3	46345 11 7	6252 18 7	274 6 2	46872 16 4	99087 6 7



EST

## ERN RAILWAY.

AUDIT

OFFICE.

T EACH

STATION, FROM PASSENGER AND FREIGHT TRAFFIC FORWARDED,

ENDING

THE 31ST OF JULY, 1854, AND 1855.

	FREIGHT AND LIVE STOCK.		TOTALS.	
	1854.	1855.	1854.	1855.
7 1	9,755 3 6½	22,933 2 1	50,282 8 9	90,886 9 2
5 5	123 12 4	154 8 9	514 10 3½	451 14 2
0 7	380 11 4	344 6 1	2,828 16 2½	2,754 6 8
0 0 9½	.....	49 19 7	.....	209 0 4½
0 0 9½	34 6 10	90 13 7	471 15 5½	475 3 7½
1 5½	107 6 6	115 8 1	690 2 10	652 9 6½
9 5	1 12 11	1 14 6	151 8 5½	135 3 11
2 0 8	7,649 0 3½	12,254 0 6½	22,533 3 7½	27,986 12 7½
1 5½	355 15 1	885 0 3½	1,035 8 6½	1,715 11 9
13 7	121 14 4	459 11 3	193 1 3	642 4 10
1 3	.....	515 15 0	.....	22 11 3
5 3	.....	256 4 6	.....	592 0 3
1 10	.....	.....	.....	1,087 6 4
6 11	.....	.....	.....	28 6 11
4 11½	.....	4,235 12 4	.....	6,776 17 3½
3 5½	2,412 9 0	3,183 2 10	6,800 11 7	8,585 6 3½
9 7	205 3 9	689 17 1	637 10 10½	1,173 6 8
.....	.....	49 0 0	.....	49 0 0
.....	.....	29 5 0	.....	29 5 0
16 7½	982 2 3	1,755 11 9	3,458 6 8½	4,737 8 4½
16 2	551 15 0	535 13 5	783 18 10½	843 9 7
5 7	1,239 5 3½	1,478 5 11½	3,093 14 8	4,104 11 6½
18 5½	.....	1 15 0	.....	270 13 5½
3 1½	2,435 12 10½	5,589 18 2½	11,629 17 2½	15,875 1 3½
14 11	8 16 3	73 10 7	439 9 10½	672 5 6
2 0 6½	.....	60 14 11	.....	318 17 5½
19 2	27 10 4	87 13 3	248 2 7	470 12 5
5 6	.....	21 5 0	.....	144 10 6
3 3	297 18 0	268 19 9½	1,374 9 7½	1,520 3 0½
0 6½	.....	.....	.....	145 0 6½
18 9	426 8 11	488 1 7½	3,327 12 7½	3,876 0 4½
13 4	.....	4 2 0	.....	254 15 4
5 11	4,302 13 1	21,679 1 3	34,073 7 11½	64,406 7 2
5 0	.....	.....	5,537 13 8½	7,300 5 0
4 0	31,418 17 11	78,291 14 3	150,105 11 8	249,192 18 3

about 20% ad valorem  
post



# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

A COMPARATIVE STATEMENT, SHOWING THE NUMBER OF PASSENGERS, IN-  
WARDS AND OUTWARDS, AT EACH STATION FOR THE HALF-YEARS  
ENDING THE 31st JULY 1854 AND 1855.

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1854.	1855.	1854.	1855.
Suspension Bridge....	53,413	75,717	33,490½	45,503½
Thorold .....	1,932	1,513	1,766½	1,120½
St. Catharines.....	9,733	10,810½	10,426	11,644½
Jordan .....		1,187½		1,468
Beamsville .....	2,718½	2,543	2,747½	2,435
Grimsby .....	3,696½	3,543½	3,223	3,533
Ontario .....	1,129	924	1,043½	775½
Hamilton .....	39,567	43,109½	39,020½	41,324½
Dundas.....	3,683	5,242	3,526½	5,014
Flamboro' .....	478½	1,279	387½	1,324½
Copetown.....		82		114
Vansickles.....		349½		244½
Fairchild's Creek....		5,264½	36½	5,370
Branchton .....		223½		177½
Galt .....		8,934½		10,905
Paris.....	12,419½	15,953½	13,037½	15,090½
Princeton.....	2,246	2,729½	2,022	2,579
Eastwood .....		9		7
Woodstock.....	9,345½	12,337½	10,263	12,876
Beachville .....	1,537	2,338½	1,413½	2,177
Ingersoll .....	7,117	10,800	7,194	10,800
Dorchester .....		2,139		2,329½
London.....	21,077½	25,005½	23,187½	26,463½
Komoka.....	1,619	2,749	1,912	3,154½
Mount Brydges.....		1,333		1,367½
Ekfrid .....	965	1,912½	985½	1,586½
Mosa .....		569½		832½
Wardsville.....	2,918½	3,801½	3,107	3,833½
Thamesville.....		570½		668½
Chatham.....	5,676½	7,123½	6,079	6,889½
Baptiste Creek.....		228		240½
Belle River.....		1,127½		1,297
Windsor.....	29,656½	36,981	46,059½	65,285
<b>TOTALS.....</b>	<b>210,928½</b>	<b>288,431½</b>	<b>210,928½</b>	<b>288,431½</b>

# GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A COMPARATIVE STATEMENT SHEWING THE NUMBER OF TONS OF FREIGHT  
OUTWARDS AND INWARDS AT EACH STATION, FOR THE HALF  
YEARS ENDING THE 31ST JULY 1854 AND 1855.

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1854	1855	1854	1855
Suspension Bridge,.....	5110	13010	3899	20529
Thorold,.....	194	213	509	116
St. Catherines,.....	488	300	1233	717
Jordan,.....		103		19
Beamsville,.....	46	150	125	118
Grimsby,.....	132	168	168	224
Ontario,.....	3	1	17	1
Hamilton,.....	6006	16575	8500	15812
Dundas,.....	544	1352	201	1040
Flamboro,.....	468	1136	64	155
Copetown,.....				
Vansickles,.....		1385		4
Fairchild's Creek,.....		465		165
Galt,.....		9090		8159
Paris,.....	4063	5163	1446	1703
Princeton,.....	366	855	164	135
Gobles,.....		224		5
Eastwood,.....		92		
Woodstock,.....	1466	1999	1016	1727
Beachville,.....	756	827	199	316
Isgersoll,.....	2343	2977	839	1302
Dorchester,.....		8		49
London,.....	2142	5393	5082	10632
Komoka,.....	4	72	112	334
Mt. Brydges,.....		109		184
Ekfrid,.....	19	195	66	125
Mosa,.....				96
Wardeville,.....	201	268	481	907
Thamesville,.....				17
Chatham,.....	346	395	463	684
Belle River,.....	1	6	4	4
Wind-or,.....	2920	13637	3024	10689
<b>Totals,.....</b>	<b>27612</b>	<b>75968</b>	<b>27612</b>	<b>75968</b>

# GREAT WESTERN RAILWAY.

## AUDIT OFFICE.

A STATEMENT SHOWING THE NUMBER OF PASSENGERS CONVEYED MONTHLY  
FOR THE HALF YEAR ENDING THE 31st JULY, 1855.

Months Ending.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Emigr't.	Total.	
1855.								
February 28.....	9,724½	2,086½	11,811	9,476½	2,635	1,050	13,161½	24,972½
March 31.....	13,430	3,128½	16,578½	13,986½	6,524½	2,191½	22,702½	39,281
April 30.....	17,761½	5,237	22,998½	18,138½	9,871½	6,086½	34,096½	57,095
May 31.....	19,366½	5,629	24,995½	20,247	10,072	6,066	36,385	61,380½
June 30.....	18,625	5,932½	24,557½	19,328	5,849	4,046	29,223	53,780½
July 31.....	19,327½	5,059	24,386½	19,565	4,763	3,207½	27,535½	51,922
Totals.....	98,255	27,072½	125,327½	100,741½	39,715	22,647½	163,104	288,431½

*Comparative Statement of Totals for the half years ending 31st July, 1854 and 1855.*

July 31, 1855....	98,255	27,072½	125,327½	100,741½	39,715	22,647½	163,104	288,431½
July 31, 1854....	73,844	13,903½	87,747½	81,347½	13,469	28,365	123,181½	210,929
Increase, .....	24,411	13,169	37,580	19,394	26,246	.....	39,922½	77,502½
Decrease, .....						.....	5,717½	

