

No. 14.

Great Western Railway of Canada.

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REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JANUARY 31, 1861,

WITH

STATEMENTS OF ACCOUNTS,

&c., &c., &c.

*To be submitted to a Meeting of Shareholders to be held in
London on April 11th, 1861; and in Hamilton, Canada
West, at an adjourned General Meeting of the Share-
holders to be held on May 17th, 1861.*

LONDON:

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

1861.

Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1859-1860.

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.

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

Canadian Board.

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

WILLIAM DICKSON, Esq., Galt, Canada West.

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

RICHARD JUSON, Esq., ditto.

HENRY C. R. BECHER, Esq., 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.

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.

Canadian Offices.

HAMILTON, CANADA WEST.

Secretary . . . Mr. W. C. STEPHENS.

THE GREAT WESTERN**ACCOUNT***Capital Account, showing the Receipts and Expenditure of***RECEIPTS.**

Total Receipts to
31st Jany. 1861.
Sterling.
£ s. d.

TO ORIGINAL SHARE ACCOUNT—

For amount received on 110,072 shares (including 18,473 new shares paid up in full and converted into original shares), viz. :—

On 106,659 shares on English Register, at £20 10s. sterling per share..... £2,180,509 10 0

On 3,413 shares on Canadian Register at \$100 per share, converted at 109½ per cent. exchange 70,130 2 9

2,250,639 12 9

TO NEW SHARE ACCOUNT—

For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 59,628 new shares (after deducting the 18,473 new shares paid up in full and converted into original shares), viz. :—

On 59,300 shares on English Register at £18 sterling per share 1,067,400 0 0

On 328 shares on Canadian Register at \$97.00 per share, converted at 109½ per cent. exchange 5,904 0 0

1,073,304 0 0

Less amount of arrears on 3rd, 4th, 5th and 6th calls 15,469 16 9

1,057,844 3 3

For amount received in anticipation of future calls on new shares

5,785 0 0

1,063,629 3 3

Total amount received on account of share capital to 31st January, 1861, £3,320,268 16 0

TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—

For amount received on this account 46,700 0 0

TO BOND ACCOUNT—

Bonds at 6 per cent. non-convertible, due 1862..... 17,600 0 0

" " " " 1864..... 72,700 0 0

" " " " 1873..... 488,200 0 0

" " " " 1876..... 127,000 0 0

Bonds at 5½ per cent. " " 1877..... 485,000 0 0

" " " " 1878..... 62,000 0 0

Bonds at 5 per cent. " " 1881..... 1,000 0 0

1,253,500 0 0

TO GOVERNMENT LOAN—Balance.....

578,987 15 0

£5,194,166 11 0

Total Receipts on Capital Account during the half year.

From arrears of calls and payments in full on new shares..... £17,835 16 1

RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account to 31st January, 1861.

EXPENDITURE.

	Amount expended to 31st July, 1860, as per last account.		Amount expended during the half-year to 31st Jan., 1861.		Total Expenditure to 31st Jan., 1861.	
	£	s. d.	£	s. d.	£	s. d.
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.	£4,134,134	8 3				
Land, Works, Bridges, Permanent Way, and all incidental charges			£7,700	10 8		
Stations, Warehouses, Wharves, &c.			2,693	5 2		
Rolling Stock:—						
Freight (Wheat) Cars				139 4 11		
To 31st July, 1860.....	4,134,134	8 3				
During the half-year, 1st August, 1860, to 31st January, 1861 ...			£10,623	0 9		
Expenditure on Great Western Main Line, &c., to 31st January, 1861					4,144,757	9 0
By Steamers "Canada" and "America"—						
Amount received in Detroit and Milwaukee Stock, redebited to this Account					36,986	6 0
By Sarnia Extension.....	£467,636	2 2				
Works, Bridges, Permanent Way, Stations, Warehouses, and all incidental charges			£361	18 10		
Right of Way and Land				15 19 3		
To 31st July, 1860	£467,636	2 2				
During the half-year 1st August, 1860, to 31st January, 1861			£377	18 1		
Expenditure on Sarnia Extension to 31st January, 1861					£468,014	0 3
By Galt and Guelph Railway—						
Land, Works, Bridges, Permanent Way, and all incidental charges	£76,183	7 5	107 13 5		76,291	0 10
Total					4,728,048	16 1
By Detroit and Milwaukee Railway Company—						
Loan Account	£250,000	0 0			250,000	0 0
By Balance carried to Account No. 4.					£4,976,048	16 1
					218,107	14 11
					£5,194,156	11 0
Total Expenditure on Capital Account during the half-year.						
Great Western Main Line, &c.,	£10,623	0 9				
Sarnia Extension			377	18 1		
Galt and Guelph Railway.....			107	13 5		
					£11,108	12 3

THE GREAT WESTERN

ACCOUNT

Revenue Account of the Great Western Railway

Half-year ended 31st January, 1860.		RECEIPTS.		Half-year ended 31st January, 1861.	
Dollars. c.	Sterling. £ s. d.			Dollars. c.	Sterling. £ s. d.
545,206 08	112,645 1 9	To Amount received for the carriage of 296,192½			
38,415 36	7,893 11 4	Passengers		562,855 76	115,655 18 2
419,732 41	86,246 7 8	Ditto ditto Parcels and Mails		36,965 12	7,595 11 6
		Ditto ditto Freight and Live Stock		625,947 21	128,619 5 9
1,006,353 85	206,785 0 9			1,225,771 09	251,870 15 5
9,493 97	717 18 9	Ditto ditto Rents		4,639 28	963 5 7
<p>Note.— The Traffic Receipts above stated, are exclusive of those of the Galt and Guelph Railway, for which see Account H.</p>					
\$1,009,847 82	£207,502 19 6			\$1,230,410 37	£252,824 1 0

RAILWAY COMPANY OF CANADA.

No. 2.

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

Half-year ended 31st January, 1860.		Per Cent. on Gross Receipts.	EXPENSES.		Half-year ended 31st January, 1861.		Per Cent. on Gross Receipts.
Dollars. c.	Sterling.		Dollars. c.	Sterling.	Dollars. c.	Sterling.	
	£ s. d.				£ s. d.		
76,143 39	15,645 18 0	7 54	By MAINTENANCE OF WAY, per				
189,504 94	38,939 7 5	18 76	Abstract.. .. A	73,849 70	15,174 11 11	6 00	
			Locomotive Power B	197,680 97	40,619 7 6	16 07	
			Repairs and Renew- als of Passenger and Goods Cars C	55,554 19	11,415 4 8	4 51	
36,122 67	7,422 9 4	3 58	Coaching Transit Expenses D	97,266 24	19,980 4 3	7 91	
107,074 59	22,001 12 7	10 60	Merchandise Ex- penses E	98,069 09	20,151 3 8	17 97	
85,100 71	17,486 8 11	8 43	General Charges.. .. F	32,559 33	6,751 15 4	2 67	
34,741 47	7,138 13 2	3 44					
			Total ORDINARY WORKING Expenses	555,279 46	114,098 10 4	45 13	
528,687 77	108,634 9 5	52 35	ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.				
			By Taxes	6,934 13	1,424 16 6	0 56	
7,380 86	1,516 12 4	0 73	Railway Inspec- tion Fund	865 00	177 14 10	0 07	
1,528 75	314 2 7	0 15	Insurance	5,267 04	1,082 5 4	0 43	
5,267 04	1,082 5 4	0 52	Suspension Bridge Rent, for half- year	22,500 00	4,623 5 9	1 83	
22,500 00	4,623 5 9	2 23					
			Total Revenue Expenditure	590,845 63	121,406 12 9	48 02	
565,364 42	116,170 15 5	55 98	Balance carried to net Revenue No. 3 account	639,564 74	131,417 8 3		
444,483 40	91,332 4 1			\$1,230,410 37	£252,824 1 0		
<u>\$1,066,447 82</u>	<u>£207,502 19 6</u>						

THE GREAT WESTERN

ACCOUNT

Dr.

Net Revenue Account

HALF-YEAR ENDED 31st January, 1860.			HALF-YEAR ENDED 31st January, 1861.	
Dollars.	Sterling. £ s. d.		Dollars. c.	Sterling. £ s. d.
39,749 74	8,167 15 1	To Balance of Net Revenue brought forward from half-year ended 31st July, 1860	144,461 75	29,683 18 6
444,483 40	91,332 4 1	„ Balance from Revenue (No. 2) Account for the half-year to date ..	639,564 74	131,417 8 3
484,233 14	99,499 19 2		784,026 49	161,101 6 9
		To Balance brought down.....	309,220 84	81,826 4 1
			309,220 84	81,826 4 1
		To Balance applicable to Dividend brought down	319,934 39	65,739 18 10
			319,934 39	65,739 18 10
1861. Jan. 31. To Balance brought down			76,848 32	15,790 15 0

THE GREAT WESTERN

ACCOUNT

Dr.

General Balance Sheet

	Dollars. c.	Sterling. £ s. d.
Amount outstanding and due to the Company on Traffic Account	169,120 16	34,750 14 4
General Stores on hand 31st January, 1861	221,634 12	45,541 5 2
Fuel Stores (wood) " "	90,473 06	18,590 7 1
Mechanical Stores " "	62,752 06	12,594 5 2
Rail Stock Account	241,125 40	49,546 6 3
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.....	58,618 06	12,044 16 2
Balances in Bankers' hands	* 108,818 99	22,360 1 4
Bills of Exchange not yet due	467,296 69	96,019 17 4
Sundry Accounts due to the Company.....	170,333 33	35,000 0 0
	116,178 28	23,572 5 1
	1,717,132 09	362,835 7 3

* For the above amount of \$108,818 99 (or £22,360 1 4) the Company

RAILWAY COMPANY OF CANADA.

No. 3.

to 31st January, 1861.

Cr.

HALF-YEAR ENDED 31st January, 1860.				HALF-YEAR ENDED 31st January, 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 Jan., 1861	85,158	15	17,498 5 0
146,309	88	30,063 13 5	„ Interest on bonds, &c., after deducting interest received, per Abstract	175,581	66	36,078 8 6
44,353	42	9,113 14 4	„ Renewal of Rails, Bridges, Sleepers, Fences, &c.	125,065	84	25,698 9 2
208,411	69	42,824 6 5	„ Balance carried down	398,220	84	81,826 4 1
484,233	14	99,499 19 2		784,026	49	161,101 6 9
			By Balance of Bad Debt Account	23,097	07	4,745 19 6
			„ Amount of Outstanding Bonds at debit of Desjardins' Accident Account, and of sundry other claims and expenses, arising out of the Desjardins and Flamboro Accidents, paid during the half-year	20,280	66	4,167 5 3
			„ Amount of Detroit and Milwaukee Interest Bonds, received for interest on the D. and M. Stock, accepted in payment for steamers, Canada and America	21,000	00	4,315 1 5
			„ Balance of Galt and Guelph Railway Company, over due Interest Account; being amount of Interest due to this Company, and taken credit for in former Accounts, but not having been received, is now written back	3,904	95	781 16 9
			„ Balance of Galt and Guelph Railway Working Account, being the loss on the working of that Line from 1st February, 1853, to date	10,103	77	2,076 2 4
			„ Balance carried down	319,934	39	65,739 18 10
				398,220	84	81,826 4 1
			1861.	243,086	07	49,949 3 10
			Jan. 31. By Proposed Dividend at the rate of 3 per cent. per annum on 110,072 Old Shares and 69,628 New Shares	76,848	32	15,790 15 0
			„ „ Surplus to be carried to next half-year	\$319,934	39	£65,739 18 10

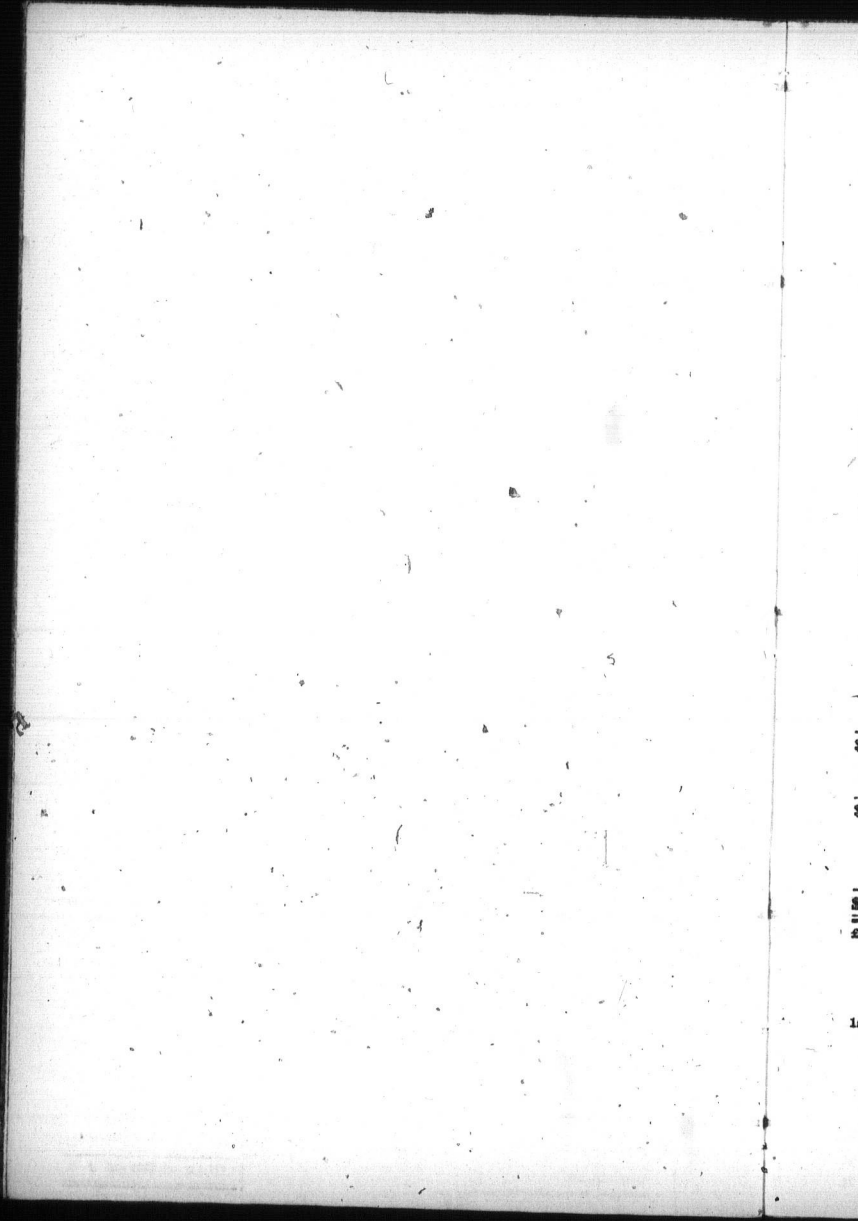
RAILWAY COMPANY OF CANADA.

No. 4.

to 31st January, 1861.

Cr.

	Dollars.	c.	Sterling. £ s. d.
Balance from Capital Account No. 1	1,061,457	70	218,107 14 11
Balance from Net Revenue Account No. 3.	319,934	39	65,739 18 10
Insurance Fund Account	32,720	85	6,723 9 3
Bonds payable (being Amount of Desjardins' Accident; Bonds still outstanding)	17,400	00	3,575 6 10
Balances due by the Company, and Sundry Accounts not paid on 31st January, 1861.	285,619	15	59,698 17 5
	1,717,132	09	362,835 7 3



GREAT WESTERN RAILWAY OF CANADA.

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

ABSTRACT A.

Half-year ended 31st Jan., 1860.		MAINTENANCE OF WAY.		Half-year ended 31st Jan., 1861.	
\$	c.			\$	c.
5,848	49	Repairs of Bridges and Culverts	...	6,861	14
10,046	12	" Stations, Sidings, Fences, &c.	...	9,579	66
8,358	23	" Buildings	...	9,946	83
1,403	24	" Signals	...	2,214	37
46,381	69	Platelayers' Wages, and Extra Work on Way	...	39,323	28
418	46	Approaches	...	2,141	94
3,707	16	Engineering Superintendence, &c.	...	3,782	48
\$76,143 39				\$73,849 70	
£15,645 18 0 Sterling				Sterling £15,174 11 11	
\$44,353 42		Renewal of Rails, Bridges, Fences, Sleepers, &c.		\$125,065 84	
£9,113 14 4 Sterling.				Sterling £25,698 9 2	

ABSTRACT B.

Half-year ended 31st Jan., 1860.		LOCOMOTIVE POWER.		Half-year ended 31st Jan., 1861.	
\$	c.			\$	c.
		Transit Expenses:—			
33,578	30	Wages of Enginemen and Firemen	...	38,597	34
7,283	39	Wages of Labourers and Cleaners	...	6,672	43
52,550	62	Fuel	...	50,216	70
4,204	95	Oil	...	4,556	16
891	43	Tallow	...	826	63
1,630	02	Small Stores, including Signal Lamps, Waste, &c.	...	1,341	40
4,958	65	Pumping Engines to supply Water...	...	3,875	45
349	82	Salaries of Foremen and Clerks	...	312	84
1,012	78	Salary of Locomotive Engineer	...	1,012	78
\$106,459 96				\$107,711 73	
		Repairs of Engines:—			
26,859	87	Material and Fuel	...	37,313	90
52,125	05	Wages	...	49,379	17
\$158,444 88				\$86,698 07	
		Sundries:—			
567	30	Lighting Shops, &c.	...	522	60
1,400	19	Maintenance of Turntables	...	893	91
2,092	57	Maintenance of Tanks and Pumps...	...	1,859	66
\$180,504 94				3,276 17	
£38,989 7 5 Sterling.				\$197,680 97	
				Sterling £40,619 7 6	

\$0.328 or 1s. 4-16d. Cost per Train mile run \$0.309 or 1s. 3-26d.
 \$0.242 or 0s. 11-92d. Cost per Traffic Engine mile run \$0.224 or 0s. 11-07d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st August, 1859, to 31st January, 1860.		Miles run, 1st August, 1860 to 31st January, 1861.	
292,169	By Passenger Engines	270,214	
286,143	By Freight Engines	368,651	
578,312	Total Train miles earning Revenue...	638,865	
205,467	By Piloting and Shunting Engines	241,412	
783,779	Total Traffic Engine miles run	880,277	
26,140	By Construction Engines	22,752	
7,312	By Wood Engines	468	
819,231	Gross Engine miles run...	903,497	

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st Jan., 1860.		REPAIRS AND RENEWALS OF CARS.		Half-year ended 31st Jan., 1861.	
\$	c.			\$	c.
6,662	10	Passenger Cars:—		12,402	33
14,223	93	Materials * .....	...	17,756	38
826	00	Wages * .....	...	722	70
		Salaries of Superintendent, Foremen, & Clerks .....	...	
21,712	03				
		Merchandise Cars:—			
6,710	15	Materials .....	...	13,587	46
7,152	35	Wages .....	...	10,447	11
548	14	Salaries of Superintendent, Foremen, and Clerks .....	...	578	15
				24,612	72
				\$55,554	13
\$36,122	67				
£7,422	9s. 4d.	Sterling.		£11,415	4s. 8d.
Showing a Cost of		Showing a Cost of		Sterling	
\$0,962, or 3.08d.		\$0,087 or 4.29d.		per Train Mile run.	
per Train Mile run.					

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Aug., 1859, to 31st Jan., 1860.		Miles run, 1st Aug., 1860, to 31st Jan., 1861.	
913,464	Of 1st Class Cars .....	...	856,517
243,961	2nd Class Cars .....	...	231,742
746,100	Post Office, Express, Baggage, and Conductors' Cars .....	...	677,141
4,497,330	Freight, and Platform Cars .....	...	6,347,081
	Total earning Revenue .....	...	8,112,481
6,387,804	Wood Cars .....	...	5,752
100,214	Gravel Cars .....	...	546,088
844,200			
7,342,218	Total Miles run by Cars .....	...	8,664,321

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

ABSTRACT D.

Half-year ended 31st Jan., 1860.		COACHING TRANSIT EXPENSES.		Half-year ended 31st Jan., 1861.	
\$	c.			\$	c.
14,304	96	Wages of Station Masters and Booking Clerks .....	...	17,029	97
9,448	83	" Porters .....	...	6,001	57
17,964	22	" Conductors, Baggage-men, and Brakemen .....	...	16,143	83
1,907	84	" Policemen .....	...	1,767	41
4,243	77	" Switchmen .....	...	3,928	13
4,208	85	" Watchmen at Level Road Crossings .....	...	2,645	27
183	24	Clothing .....	...	213	12
4,507	67	Oil and Tallow .....	...	3,569	13
1003	04	Compensation for Damages .....	...	1,559	43
435	23	Cattle killed on Track by Trains .....	...	116	23
1,436	80	Lamps and Signals .....	...	374	75
12,081	11	Lights and Fuel for Stations and Passenger Cars,* .....	...	6,706	71
2,221	33	Stationery, Advertising, and Printing .....	...	3,185	11
408	24	Office expenses .....	...	625	70
1,561	77	Small Stores .....	...	2,383	27
874	62	Travelling and incidental expenses .....	...	1297	06
		Do. Cost of adapting Freight Cars for Passengers during Exhibition week, and of arrangements at Stations for the reception of H.R.H. the Prince of Wales .....	...	2372	07
11,336	62	Expenses of Ferry across the Detroit river .....	...	3,669	13
14,708	84	Expenses of Advertising and Agency in United States .....	...	7,963	82
4,237	56	Expenses of Telegraph .....	...	15,306	54
				3,777	12
\$107,074	59			\$97,266	24
£22,001	12s. 7d.	Sterling.		£19,986	4. 8d.
Equal to 18.35 per Cent.		Equal to 16.22 per Cent.		on	
on		Coaching Traffic Receipts.		on	
Coaching Traffic Receipts.				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 Jan., 1860.Half-year ended
31st Jan., 1861.

MERCHANDISE TRANSIT EXPENSES.				
\$	c.	\$		
20,825	22	Wages of Clerks, Conductors, and Brakesmen	25,843	08
28,824	21	Porters	33,989	11
4,343	83	Switchmen	3,928	17
2,964	13	Watchmen at Level Road Crossings	2,798	69
4,345	29	Lights, Lamps, Fuel, and Signals	4,185	76
2,268	77	Oil and Tallow	2,465	1
1,157	41	Small Stores, including Tail Ropes, &c.	1,481	8
1,812	36	Rents	1,750	00
4,112	09	Compensation for Damages	957	34
311	34	Cattle killed on Track by Trains	122	22
851	50	Travelling and Incidental Expenses	952	81
2,169	37	Stationery, Advertising, and Printing	2,549	60
355	53	Office Expenses	373	33
3,039	96	Expenses of Telegraph	3,935	10
7,828	70	Expenses of Ferry across the Detroit River	8,136	21
"	"	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Freight Warehouse	1,709	63
<u>\$85,100 71</u>			<u>\$98,009 09</u>	

£17,486 8s. 11d. Sterling.
Equal to
20.28 per cent.
on Merchandise
Traffic Receipts.

142,515 Tons.

Total Tonnage carried

210,924 Tons.

Sterling £20,151 3s. 8d.
Equal to
15.67 per cent.
on Merchandise
Traffic Receipts.

ABSTRACT F.

Half-year ended
31st Jan., 1860.Half-year ended
31st Jan., 1861.

GENERAL CHARGES.				
\$	c.	\$		
19,112	71	Head Offices in London and Hamilton	17,785	93
1,610	64	Stationery, Advertising, and Printing	1,540	83
926	67	Postages and Stamps	1,288	32
310	36	Fuel and Lights	457	80
5,176	90	Travelling and Incidental Expenses...	3,335	40
520	68	Discount on Bank Notes, and cost of Exchange	1,943	22
354	37	Furniture, &c.	433	80
2,512	78	Law Charges	2,176	39
4,866	67	Directors' Remuneration...	4,906	67
<u>\$35,391 78</u>			<u>\$33,828 41</u>	
650	31	Less Transfer Fees	969	08
<u>\$34,741 47</u>			<u>\$32,859 33</u>	

£7,138 13s. 2d. Sterling.

Equal to
3.44 per cent. on
Total Revenue.

Sterling £6,751 18s. 4d.

Equal to
2.67 per cent. on
Total Revenue.

GREAT WESTERN

ABSTRACT

INTEREST ON BONDS, BANK LOANS.

Dr.	DOLLARS.		STERLING.	
	\$	c.	£	s. d.
Sundry Interests	5,008	55	1,029	3 1
Interest on Outstanding Bonds payable in England	186,057	53	38,231	0 0
	<u>\$191,066</u>	<u>08</u>	<u>£39,260</u>	<u>3 1</u>

THE GALT AND

ACCOUNT

The Galt and Guelph Railway Company (Working Account)

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

Half-year ended 31st January, 1860.		To amount received during the this day for the carriage of—	Half-year ended 31st January, 1861.	
DOLLARS.	STERLING. £ s. d.		DOLLARS.	STERLING. £ s. d.
\$3,588 17	737 5 11	Passengers	\$4,524 22	929 12 8
989 56	199 4 6	Mails and Sundries	879 20	180 13 2
3,860 21	811 13 9	Freight and Live Stock	6,290 16	1,294 7 0
8,597 94	1,748 4 2		11,792 58	2,404 12 10
1,112 73	228 12 11	Balance	35 98	7 7 10
<u>\$9,620 67</u>	<u>£1,976 17 1</u>		<u>\$11,738 56</u>	<u>2,412 0 8</u>

31st January, 1860.

9,882
1,852
11,734

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

Total.....

31st January, 1861.

11,268
2,890
14,158

RAILWAY OF CANADA.

G.

DISCOUNTS, &c., TO 31ST JANUARY, 1881.

	DOLLARS.		STERLING.	
	\$	c.	£	s. d.
Sundry Interests and Discounts	9,057	95	1,861	4 5
Interest on Municipal and other Bonds... ..	2,082	00	427	16 2
Difference of Exchange remitting £95,000 sterling to England	4,344	47	892	14 0
Balance as per Net Revenue Account, No. 3	175,581	66	36,078	8 6
	<u>\$191,066</u>	<u>08</u>	<u>£39,260</u>	<u>3 1</u>

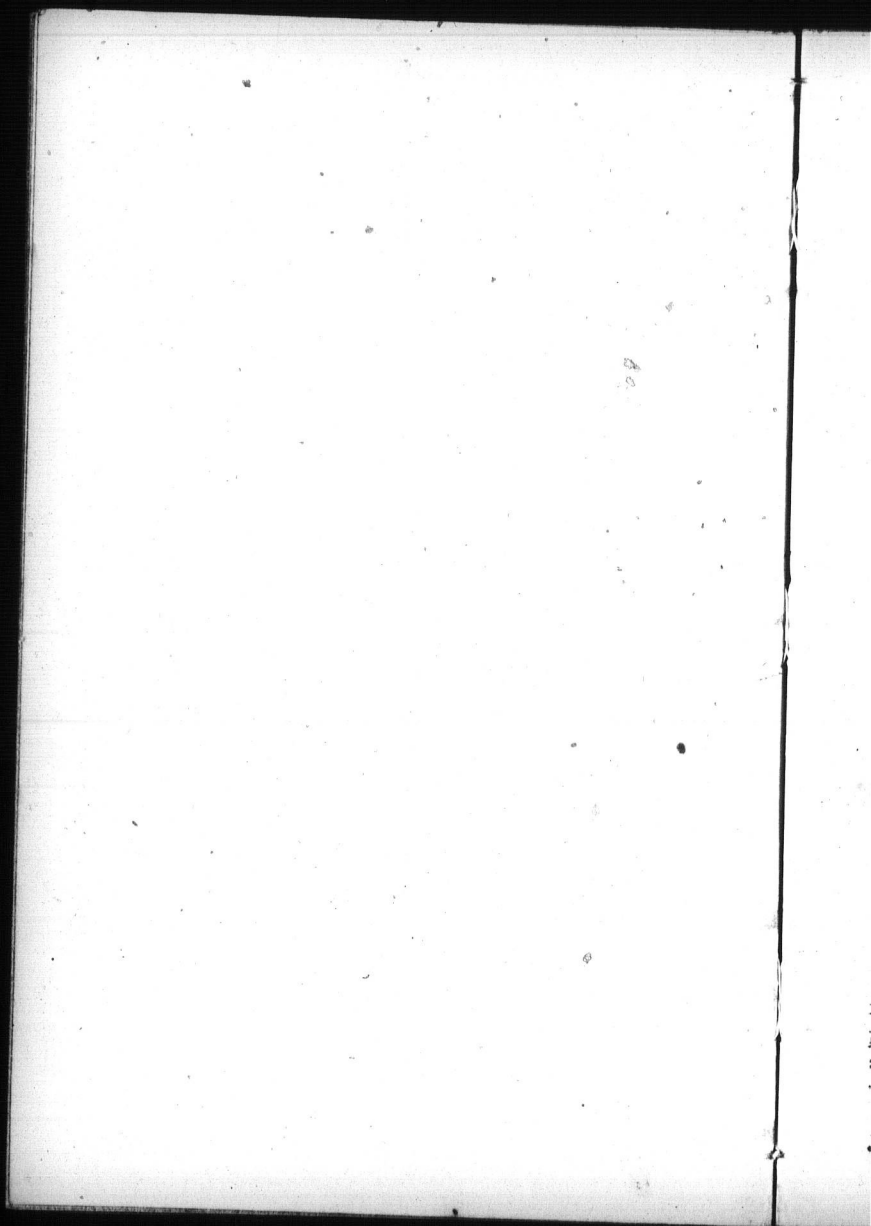
GUELPH RAILWAY.

H.

in Account with the Great Western Railway Company of Canada.

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st January, 1880.				Half-year ended 31st January, 1881.	
DOLLARS.	STERLING.			DOLLARS.	STERLING.
	£ s. d.				£ s. d.
\$1,653 44	339 15 0	By Maintenance and Renewal of Way during the			
425 72	87 9 6	Half-year ended this day—			
2,079 16	427 4 6	Cost of Maintenance	\$1,598 33	328 8 6	
2,580 53	591 17 10	Cost of Renewal of Rails, &c.... ..	2,421 08	497 9 8	
296 20	63 18 11	" Locomotive Power	4,019 41	825 18 9	
2,950 07	607 8 3	" Use of Passenger, Freight, and other Cars	3,039 87	624 12 7	
1,200 00	246 11 6	" Coaching and Merchandise Transit Expenses	352 24	72 7 7	
		" General Charges	2,976 62	611 12 8	
9,412 36	1,934 1 0		1,316 57	270 10 7	
208 31	42 16 1	" Taxes	11,704 71	2,405 1 7	
9,620 67	1,976 17 1		33 85	6 19 1	
			<u>11,738 56</u>	<u>2,412 0 8</u>	
\$1,112 73	£228 12 11	" By Balance brought down	\$35 98	£7 7 10	



REPORT OF THE DIRECTORS
OF THE
Great Western Railway Company
of Canada.

THE receipts on Capital Account during the last half-year have been £17,835. 16s. 1d. for arrears of Calls on Shares, &c.

Bonds to the amount of £27,700 matured on 15th October, 1860, and having been paid off, the bond capital has been reduced to that extent.

The total receipts on capital account to 31st January, 1860, were £5,194. 15s. 11s. 0d.

The expenditure on Capital Account during the half year has amounted to £11,108. 12s. 3d., being for extra sidings required for the goods traffic; the construction of a shed at the Windsor Station, to protect passengers from the weather, in passing between the trains and the ferry boats; the construction of certain Works in connection with the passenger station at Toronto, used jointly with the Grand Trunk Railway Company; and sundry other small items detailed in the reports from the various departments.

There has also been written back to Capital Account the sum of £36,986. 6s. 0d., which was deducted from that account in the half-year ending 31st July, 1857, being the amount of the par value of the securities received on the sale of the Company's Steamers on Lake Ontario, as reported to, and approved by, the Shareholders, in the Report for the half-year ending 31st January, 1857. The amount since that date has been standing as a credit item in the balance-sheet; but as the foreclosure of this Company's mortgages on the Detroit and Milwaukee Railway has altered the position and amount of those shares, it is now written back to the debit of Capital.

This brings the total expenditure on Capital Account to 31st January, 1861, to the sum of £4,976,048. 16s. 1d.

The Revenue Account shows the following results:—

Total receipts from all sources	£252,824	1	0
Deduct Working Expenses, including maintenance of way, Taxes, Insurance, and Rent of Suspension Bridge ...	121,406	12	9
Balance of net revenue	£131,417	8	3
From which have to be deducted the following:—			
Interest on Government Loan	£17,498	5	0
„ Company's Bonds	36,078	8	6
Renewals of Rails, Sleepers, Bridges, Fencing, &c.	25,698	9	2
			<u>79,275 2 8</u>
Leaving the balance from the half-year's working	£52,142	5	7
Out of which the Directors recommend the payment of a Dividend at the rate of 3 per cent. per annum, which will absorb	49,949	3	10
			<u>£2,193 1 9</u>
Surplus			
To this has to be added the surplus from last half-year	£29,683	18	6
From which it is proposed to deduct the following items which have been stand- ing as suspense accounts in the balance sheet, viz:—			
Balance of Bad Debt Account £4,745 19 6			
Desjardins, Bonds, &c. .. 4,167 5 3			
Interest credited on Detroit and Milwaukee Stock now written back	4,315	1	5
Galt and Guelph Interest Account	781	16	9
Ditto Working Account	2,076	2	4
	<u>£16,086</u>	<u>5</u>	<u>3</u>
			<u>13,597 13 3</u>
Making the balance to be carried over	£15,790	15	0

The working of the last half-year, irrespective of the former surplus, has thus yielded the sum of £2,193. 1s. 9d. more than the amount required to pay the dividend now recommended.

The average dividend paid by this Company during the last seven years has been at the rate of 4¼ per cent. per annum.

The comparison of gross traffic and working expenses during

the last half-year and the corresponding period will be seen by the following table :-

RECEIPTS.					Expenses, including Taxes and Insurance, and Bridge rent.
Half-year.	Passengers and Mails.	Goods and Live Stock.	Rents.	Total.	
31st Jan., 1861..	£ 123,251 s. 9 d. 7½	£ 123,919 s. 5 d. 9¼	£ 953 s. 5 d. 7	£ 252,824 s. 1 d. 0	£ 121,406 s. 12 d. 9
31st Jan., 1860..	120,538 13 0	80,246 7 8½	717 18 9	207,502 19 5½	116,170 15 5
Increase	2,712 16 7½	42,872 19 0½	235 6 10	45,321 1 0½	5,235 17 4

It will be observed that whilst the traffic has increased £45,321. 1s. 6½d., the extra expenses have only amounted to £5,235. 17s. 4d., which is the more satisfactory, as nearly the whole increase has been in goods traffic.

Better rates have been obtained during the last half-year for the conveyance of goods, and every effort will continue to be made to secure remunerative rates for the carriage of all kinds of traffic.

The earth oil lately discovered, to which great importance is beginning to be attached, is found in abundance in the district between the Main Line and Sarnia Branch; considerable quantities have already been conveyed by this Company. It is obvious that this may lead to important results.

The passenger traffic has, in common with all other east and west railways in America, remained very much depressed throughout the half-year, but it is hoped that the bountiful harvest of 1860, which has already produced such satisfactory results in the goods traffic, will this year produce a corresponding improvement in passenger business.

The stocks of stores, fuel and rails on 31st January, 1861, have been reduced by the sum of £39,789. 10s. 7d., as compared with the amounts at which they stood on 31st January, 1860.

In the accounts for the previous half-year there was included the sum of £3,278. 19s. 9d., due from the Grand Trunk Company, as admitted by them. Up to 31st December, 1860, a further sum has accrued, amounting to £5,626. 16s. 10d., also admitted by the Grand Trunk Company as due from them under the agreement between the two Companies, making the total amount unpaid £8,905. 16s. 7d. But the Grand Trunk Company having refused

to pay these sums, and having declined to adhere to the terms of the agreement, the Directors of this Company have therefore for the present not brought the sum of £5,626. 16s. 10d. to the credit of revenue.

In the opinion of your Directors, the agreement in question, initiated by the Grand Trunk Company, is a binding one, and mutually advantageous; and they cannot avoid expressing their great surprise at the course so suddenly adopted by the Grand Trunk Company, especially when it is stated that the agreement, which at their request was made for ten years, contains clauses for the modification of such parts of it as experience might prove to be necessary for the interests of either Company.

In the present position of the Grand Trunk Company, the Directors, whilst fully reserving all the legal rights of this Company, have not considered it advisable to take immediate action in the matter.

The position of this Company in regard to the loan from the Province of Canada has again been under the consideration of the Directors.

The Acts of the Legislature and Government of Canada, subsequent to the granting of the loans to this Company, have, by the chartering and aiding of lines to run in competition with that of this railway, had the effect of preventing this Company earning sufficient net revenue to pay the interest on the loan and at the same time yield a fair rate of interest to the capital provided for the construction of the line. The successive advances from time to time made to the Grand Trunk Company have also tended to increase the competition established against this Company.

It has been announced that the Grand Trunk Company have again made application to the Parliament of Canada for further assistance, and this, if granted without any corresponding relief to this Company, will tend still further to damage the position of the Great Western Company.

The Directors have therefore thought it to be their duty to prepare a Petition to the Legislature of Canada, setting forth the full particulars and history of this Company's position, praying for the same relief as has been already conceded to the Grand Trunk Company, and also that adequate payment may be made for carrying the mails.

This Petition was forwarded to Canada several weeks ago. A copy of it is appended to this Report, and the Directors suggest that it should receive some distinct expression of opinion from the Shareholders at the approaching meeting.

The renewal of rails, sleepers, bridges, &c., during the last six months, has amounted to £25,698. 9s. 2d., the details of which are given in the Engineer's Report.

Referring to the Report last half-year of Mr. Reid, the Engineer, estimating the total cost of renewals during five years at £364,212, Mr. Reid has since admitted, that without diminishing the quantity of work, he may, by various economies, reduce the estimate he then published by a sum of £65,000. This will make the gross charge during the next five years average £60,000 per annum. During the last half-year the cost of renewals has been at the rate of nearly £52,000 a year, so that the future charge at the reduced estimate will not much exceed its present rate.

But the Directors are not without hopes that the expenditure thus contemplated may be even further reduced.

The cost of rerolling rails in Canada has hitherto been estimated at £6 per ton, the charge in England being only £3. The Directors are of opinion that unless much more satisfactory terms can be made than those proposed by the owners of the only rolling mill now existing in Canada, that it will be the undoubted interest of this Company to make arrangements for rerolling its own rails, by which they believe a great economy can be effected.

In reference to the renewals of the rolling stock, the Directors call attention to the Report of the Locomotive Superintendent, from which it will be seen that two new and powerful engines have been constructed in the Company's workshops and their cost is included in the revenue charge against last half-year; and that, in addition, considerable amounts have been expended upon the renewal and improvement of the stock of engines generally.

The same remarks apply to the stock of cars.

In the last Report it was stated that the mortgages held by this Company for its loans of £250,000 to the Detroit and Milwaukee Company had been foreclosed, and that Mr. Brydges had been requested to proceed to England for the purpose of

explaining personally to the Board the steps which had been taken in relation to that Company, and since his arrival the whole matter has been thoroughly considered; and on the 9th January last the Board issued a circular stating the result at which they had arrived.

They came to the unanimous opinion that in order to avoid long and harassing law suits, involving great expense and delay, it was desirable, if possible, to make amicable terms for the reorganisation of the Detroit and Milwaukee Company. The point insisted upon by the Board was the continuance of this Company's loan in its position as respects priority of charge on that Company: this will be accomplished by the creation of preference shares to the amount of £250,000, bearing interest at the rate of 7 per cent. per annum out of the net earnings, to be secured by a mortgage ranking next after the original first and second mortgage bonds.

To provide for the payment of certain other debts of the Detroit and Milwaukee Company, a fourth mortgage will be executed, to rank after the mortgage to this Company; both these mortgages to carry interest at the rate of 7 per cent. per annum out of the net earnings of the line. The peculiar circumstances attending these debts have induced the Directors to recommend, that until December 31, 1864, the interest on this fourth mortgage should be paid, equally with the interest on the mortgage to this Company, *pro rata* out of the net earnings of the line, and after paying interest on the two prior mortgages. From and after that date, interest on the different classes of securities will be paid in the order of their legal priorities.

As a necessary preliminary the consent of the 1st and 2nd Mortgage Bondholders had to be asked to the funding of their Coupons up to 15th May, 1862, to permit of the payment of certain debts ordered by the Court, when the decree of foreclosure was passed, to be paid in cash. A copy of the circular issued by the Board on January 9th will be found in the Appendix.

This concurrence has been given by very nearly the whole of the Bondholders in this country.

The Directors recommend this arrangement to the adoption of the Shareholders of this Company, as they have already done to

the Bondholders of the Detroit and Milwaukee Company, as fair and equitable under all the circumstances, avoiding a long and possibly dangerous litigation, which can only be carried on at a great loss of time and money, and which will give the Detroit and Milwaukee Company a reasonable chance of gradually working itself out of the difficulties of its present position.

The Traffic receipts of this Company from business to and from the Detroit and Milwaukee Railway, amounted during the last half-year to \$115,223.

The gross Traffic of the Detroit and Milwaukee Line itself for the half-years ending 31st December 1860 and 1859 shows the following comparative results, viz.:--

31st December, 1860	...	...	\$414,038 10
31st " 1859	...	...	331,618 66
Increase			<u>\$82,419 44</u>

The Committee of Investigation, appointed on 4th of April, 1860, issued their report on 21st February, 1861, and the Directors have now placed their reply in the hands of the Shareholders.

Your Directors now repeat the recommendation which they made 18 months ago, before the appointment of the Committee of Investigation, viz., that the Shareholders appoint two of their number to act as Auditors. Complete duplicates of all the books, accounts, vouchers, &c., are regularly forwarded from Canada, and thus the materials exist at the London office for instituting a complete audit of the accounts and transactions of the Company.

Signed on behalf of the Board of Directors in England,

ROBERT GILL,

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

London, March 27th, 1861.

REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,
ENGINEER'S OFFICE,
HAMILTON,
13th February, 1861.

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

DEAR SIR,—I beg to hand you the following Statement of the Expenditure of this Department during the half-year ended at 31st January last.

The following new works were executed during the past half-year by order of the Board of Directors, forming a

Charge to Construction Account.—1st. Main Line:—

Labour forming ground and laying down 2½ miles of new sidings at several stations to accommodate the freight traffic...	\$ 6,570 00
Value of rails and material laid down in same	11,288 11
Expenditure on account of a passenger and car shed, with platforms and sidings, in course of erection at Windsor, to facilitate the transference of passengers and baggage from the trains to the Company's ferry steamer, and <i>vice versa</i> ...	12,814 45
Total chargeable to Main Line	\$30,672 56
Sterling	£6,302 11 8
Duty and cost of transportation of new rails from Wyandotte rolling mill to Windsor, charged to Rails Stock Account, amounting to	\$1,230 61
Sterling	£252 17 3

2nd.—Hamilton and Toronto Railway:—

This Company's proportion of the cost of the extension of the Line from the temporary station to the new terminus on the Esplanade at Toronto, one mile in length, the cost being met jointly with the Grand Trunk and Northern Railway Companies, as stated in my last half-yearly report	\$18,081 16
Sterling	£3,715 6 2

3rd.—Sarnia Extension:—

Siding and platform at Wyoming Station	\$1,487 71
Sterling	£305 13 10

4th.—Galt and Guelph Railway:—

Value of rails laid down in extension of a siding at Guelph	\$524 00
Sterling	£107 13 5

The following is the half-year's Expenditure for Maintenance of Way of Main Line and Branches charged to Revenue Account :—

Repairs of bridges and culverts	...	...	...	...	\$6,861	14
Platelayers' wages and materials used for repairs	...	...	...	...	39,323	28
Repairs of station sidings and yards	...	...	...	...	6,301	17
Ditto buildings and wharves	...	...	...	...	9,946	83
Ditto signals	...	...	...	...	2,214	37
Ditto road and bridge approaches	...	...	...	...	2,141	94
Ditto fences...	...	...	...	...	3,278	49
Engineering, superintendence and incidental charges...	...	...	...	...	3,782	48
					<u>\$73,849</u>	<u>70</u>
					<u>£15,174</u>	<u>11 11</u>

Being at the rate of \$450 per mile per annum for 328 miles of single line and 58 miles of sidings.

The charges on account of Renewals of Way, Bridges and Fences, are as follows :—

Renewals of rails and sleepers	...	...	...	...	\$110,200	15
Ditto bridges	...	...	...	...	12,973	11
Ditto fences	...	...	...	...	1,892	58
					<u>\$125,065</u>	<u>84</u>
					<u>£25,698</u>	<u>9 2</u>

The principal work performed in Renewals of Permanent Way consisted of the following :—

1,300 $\frac{1}{4}$ tons of re-rolled rails.

782 tons repaired by means of a patent swage block.

511 tons repaired by cutting off bruised ends of rails and straightening same.

23 $\frac{1}{2}$ tons of new spikes.

64 $\frac{1}{2}$ tons of fish plates, bolts and nuts.

11 $\frac{1}{2}$ tons of joint chairs and chairs for crossing points.

51,083 new oak sleepers laid down.

Relaying 691 tons of rails formerly taken from sidings and from different parts of the Main Line. The whole costing, as above stated, \$110,200 15c. or sterling, £22,643. 17s. 4d.

The Renewals of Bridges consisted of the following :—Rebuilding in timber and iron the original wooden arched bridge of 60 feet span over the Flamboro' Road near Dundas; the housing in with weather boarding of 1,040 lineal feet of truss bridging on the Hamilton and Toronto Railway, and the renewal of several open wooden culverts and small road and stream bridges; costing in all \$12,973 11c. or sterling, £2,665. 14s. 2d.

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

Maintenance of way and works	...	...	...	...	\$1,598	33
Renewals of rails, bridges and fences	...	...	...	...	2,421	08
Watchmen at public road crossings	...	...	...	...	112	42
					<hr/>	
Total	...	...	...	...	\$4,181	83
					<hr/>	
Sterling	...	...	...	...	£849	0 1
					<hr/> <hr/>	

I am, dear Sir,

Your very obedient Servant,

GEO. LOWE REID,

Engineer.

REPORT OF THE LOCOMOTIVE SUPERINTENDENT.

GREAT WESTERN RAILWAY,
LOCOMOTIVE DEPARTMENT,
HAMILTON STATION,
13th February, 1861.

C. J. BRYDGES, Esq.

DEAR SIR,—I beg to submit the following Report of the working of the Department under my charge during the past half-year, and on the present condition of the Stock. By it you will perceive that during that period we have executed an unprecedented amount of repairs and renewals, and that the demand made upon us by the freight traffic has been largely in excess of any former period.

1. *General Repairs and Maintenance.*—During the half-year we have completed two more new and powerful freight engines and tenders (the "Scotia" and "Erin") and they have commenced working most satisfactorily. Their boilers are made of the best semi-steel or homogeneous metal, and are double riveted. The driving and tender wheels are of wrought iron, and were forged in the Company's Works at Hamilton; they are the first wheels of the kind ever made in Canada. We have commenced building 2 more freight engines and 3 tenders; also, 1 passenger engine and 2 tenders are being rebuilt; the whole being charged against "Maintenance."

In addition to this, 50 engines have received substantial repairs, and, in every case, both as regards new work and repairs, the greatest care has been taken to ensure efficiency and durability, by using only the best materials and workmanship.

The first new freight engine built in our workshops, the "George Stephenson," which was set to work in January, 1860, has worked well, and has run a distance of 35,127 miles with heavy freight trains.

2. *Fireboxes, Boilers and Tubes.*—Considerable repairs have been done to several engines in these important parts, including 4 new crown sheets and 1 tube sheet; and a new boiler which is now nearly completed for one of the shunting engines. Also 3 new boilers are in hand for the three American passenger engines which have been longed in use.

3. *Wheels and Axles.*—10 cast-iron and 12 wrought-iron truck wheels, and 3 cast-iron and 4 wrought-iron driving wheels: as also, 10 crank and 12 straight axles have been supplied to the stock. The large number of broken crank axles is partly owing to the effects of the previous winter, and partly to the fact of those axles under the English engines having now run a very good average mileage, and may be naturally expected to be giving way.

4. *Tyres.*—61 "Lowmoor" and 6 semi-steel tyres have been put on.

5. *Coupling Rods and Crank Pins.*—7 new crank pins have been put in, and 12 sets of new coupling rods are in hand.

It is very satisfactory to record that no failure has occurred in the new coupling rods which have been supplied to our whole stock of freight engines; as a recurrence of the breakages so frequently experienced with the old rods would have effectually prevented us from hauling our present heavy freight traffic.

6. *Springs*.—Improvements are being steadily made in these important articles, particularly in replacing with suitable "Standard" springs of uniform make, the various kinds at present used in the different classes of our engines and tenders.

7. *Trucks*.—The trucks we have made and put under the English engines are doing well, and we only require four more to complete them, and we have that number in hand.

8. *Fuel*.—The total cost and rate per mile for the past half-year, as well as for four corresponding half-years, is shewn in Table No. 1.

TABLE NO. 1.

	HALF-YEARS ENDING JANUARY 31ST,				
	1857.	1858.	1859.	1860.	1861.
Gross Engine Mileage	776,992	758,300	681,560	783,779	880,316
Net Train do	617,704	597,309	518,858	578,312	638,865
Total Cost of fuel (Wood and Coal).	\$99,816	\$84,253	\$69,225	\$52,550	\$50,062
Cost per Mile of Engine Mileage ...	Cents. 12.84	Cents. 11.11	Cents. 8.83	Cents. 6.70	Cents. 5.68
Do. do. Train do. ...	16.15	14.10	11.60	9.08	7.83

The "duty" performed by *freight engines* per cord of wood during a similar period to the preceding is shewn by Table No. 2.

TABLE NO. 2.

	HALF-YEARS ENDING JANUARY 31ST,				
	1857.	1858.	1859.	1860.	1861.
Total Number of Cords of Wood } consumed by Freight Engines.. }	Cords.	Cords. 11,155	Cords. 7,867	Cords. 8,325	Cords. 9,377
Miles run per Cord of Wood	Miles.	Miles. 24.43	Miles. 32.75	Miles. 37.40	Miles. 43.93
Total Number of Tons of Freight..	Tons. 148,776	Tons. 117,473½	Tons. 110,100	Tons. 142,384	Tons. 215,149 **
Average Number of Tons moved } per Cord of Wood	Tons.	Tons. 11.53	Tons. 14.00	Tons. 17.10	Tons. 22.94

* The average miles run during this half-year by *all* classes of engines was 28.88 miles per cord.

** Including 4,224 tons firewood carried by ordinary freight trains.

Although we have run 94,189 more freight miles and carried 97,674½ more tons than in the corresponding half of 1858, yet the present cost and rate per mile is reduced to about half of its former amount, and the *work* performed by each cord of wood, as represented by the tonnage of freight, has been nearly doubled.

We have commenced working the Toronto Branch with coal, but the arrangements are not yet fully completed.

The question of economy in fuel will of necessity always receive our most

earnest attention, as it is out of the savings effected in this item that we are enabled to accomplish such heavy renewals, and to make such improvements in our stock without increasing the half-yearly expenses of this department.

The stock of wood recently laid in is of good quality, and the wood agent reports that he has been able to effect a further reduction in the price, of about 6 per cent. on the previous cost.

9. *Condition of Shops and Tools, &c.*—One lathe and several tools costing \$750 have been added to the stock, and \$343 has been expended in replacing the wooden walls of part of the boiler-maker's shop with stone and brick.

The tools, stationary engines and workshops are in good condition.

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

	HALF-YEARS ENDING JANUARY 31ST,			
	1858.	1859.	1860.	1861.
Total Engine Mileage	758,300	681,560	783,779	880,316
Total Expenses of Working and Repairs	\$244,824	\$183,956	\$189,504	\$197,680
Cost per Mile for Working	18.58 cts.	14.69 cts.	13.58 cts.	12.24 cts.
" " Repairs	13.70 " "	12.30 " "	10.60 " "	10.22 " "
Total Cost per Mile.....	32.28 cts.	26.99 cts.	24.18 cts.	22.46 cts.

The total expense of \$197,680 includes the following items expended upon renewals and additions to shops and tools already referred to, viz. :—

Two new freight engines and tenders ...	\$22,009
New boiler to and rebuilding of "Canada" engine	2,351
One set tubes for new boiler to "St. Lawrence"	665
One lathe for machine shop and sundry mould plates for boiler makers ...	752
Re-building of boiler maker's shop ...	343

\$26,120=2.97c. per mile.

As compared with the half-year ending January, 1860, we have run 21,955 less miles with passenger trains, and 82,508 more miles with freight trains, and, in consequence of this additional freight mileage, there appears to have been an excess in our total expenditure of \$8,176 (or 3.6 per cent. on increased receipts), but as we have expended \$26,120 on renewals during the past half-year, against \$14,713 in the corresponding half of 1860, the net total expenses for *Working and Repairs* are in reality \$3,231 less than in the former period.

I would beg to draw your attention to the foregoing details, which I have been particular in setting out, because, in consequence of the difficulties we have had to overcome, and the work we have actually performed, I believe that the last half-year affords a fair criterion of the future probable wants and expenses of the Locomotive Department.

The special difficulties we have had to contend with were :—

1. The large amount of renewals required on our old stock of engines, which renewals have only recently become a permanent requirement to the present extent.
2. The very unusual amount of damage sustained by the stock during the present and previous winters.
3. The reversal of the proportion between passenger and freight mileage; the former having decreased, and the latter increased; for, whilst we could earn more than double the present passenger receipts without any perceptible extra cost, any increase in the weight conveyed by freight trains is necessarily productive of a corresponding additional expense.

I am happy, however, to state (as is shown by the foregoing mileage table) that the present cost of hauling the freight is only about half of its former amount.

After the best consideration I have been able to give to the whole matter, and working upon the foregoing data, I am led to the conclusion that, although the rate per mile may be somewhat increased, yet the future half-yearly expenses may be estimated not to exceed \$200,000; except in case of a further decided increase in the number and weight of freight trains.

The present stock of Engines stands as follows :—

52	Passenger engines.
31	Freight "
8	Shunting "

Making a total of 91 engines as against 88 engines in January, 1858; the increased stock having been provided solely out of working expenses.

The majority of our engines are in good condition, and every possible exertion will continue to be made in order to keep them in the fullest state of efficiency.

I am, Sir,

Yours very respectfully,

RICHARD EATON.

CAR REPORT.

GREAT WESTERN RAILWAY,
CAR DEPARTMENT, HAMILTON,
8th February, 1861.

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

DEAR SIR,

I beg to lay before you a statement of the Car Stock and the work done in the department under my charge during the half-year ended 31st January, 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 Wheels.)
110	Cattle Cars.
256	Platform Cars.
6	Timber Trucks.
120	Gravel Cars.
<hr/>	
1,522	

FIRST CLASS CARS.

The four First Class Cars to complete the twenty-four renewals of the old stock referred to in my last report as being then half finished, have been completed and sent to work. Two more of this class, which were broken up, also referred to in my previous report, are being re-built and made into Sleeping Cars, and when finished, will make seven of this class.

This division of our stock is generally in good repair.

Six were upholstered anew, and the upholstering work of the whole has been kept in good repair. Twenty-four had the plush of the seats and cushions scoured and dyed. Painting and varnishing have had prompt attention paid as required.

The expenditure upon these Cars is considerably augmented in consequence of want of shelter when they are not at work: see my report for 31st January, 1859.

SECOND CLASS CARS.

Twelve of this class have been altered temporarily to carry wheat in bulk, the cost of which has been charged to Revenue.

All repairs necessary have been kept up.

POST OFFICE, BAGGAGE AND CONDUCTORS' CARS.

This stock is in good condition, the necessary repairs have been attended to as required.

BOX FREIGHT, CATTLE AND PLATFORM CARS.

In consequence of the increase in the grain business one hundred and eight Box Cars have been thoroughly repaired and altered into Wheat Cars, making the total number of Grain Cars, including the twelve second class, two hundred and seventy.

The general repairs of our Box Cars have been considerably increased during the past half year, owing to a large number of wheels having been renewed, also by the cost of renewing and repairing the roofs generally, which deteriorate very fast from constant exposure; likewise extensive repairs have been required in consequence of the extra Freight Traffic. A large number of improved axle boxes have also been put in this half-year, by which a great saving has been effected in the consumption of oil.

The Platform Cars have been properly attended to and a number of them have undergone renewal; also twelve of them have been fitted up for carrying coal oil and the cost of same has been charged to Revenue. The Freight Stock is in general good condition.

GRAVEL CARS.

One hundred and twenty of these have been appropriated for the Engineer's use, as per my last report, and have been kept in good repair during the past half-year.

RENEWALS.

The following are the Renewals, with cost of same, during the past half-year, viz. :—

Two First Class Passenger Cars	...	...	\$2,500
Renewal of Box Freight and Platform Cars	...	...	8,000
			Total \$10,500
Sterling	...	...	£2,157 10 8

CONSUMPTION OF OIL UPON CARS.

Referring to my two previous reports relative to the reduction effected in the consumption of oil, I am glad to have to report a still further saving during the past half-year, as the following statement will show :—

Statement showing the Cost of Oil used upon Cars, Train Miles run, and Cost per mile, for five corresponding half-years ended 31st January, 1861.

Half-years ending	Cost of Oil.		Train Miles Run.	Cost per Mile.
	Dollars.	cts.		
31st January, 1857.....	6,696	43	617,704	1.079
31st January, 1858.....	5,837	03	597,309	.977
31st January, 1859.....	3,997	01	518,858	.770
31st January, 1860.....	3,233	01	578,313	.559
31st January, 1861.....	2,342	53	638,865	.367

Taking the average Cost per mile (about .853 cents) for four half-years ended 31st January, 1860, as above, there is a saving shown of .486 cents per mile, or about 57 per cent. in favour of the past half-year ended 31st January, 1861.

Yours respectfully,

(Signed), S. SHARP.

APPENDIX

DETROIT AND MILWAUKEE RAILWAY COMPANY,
 OFFICES OF THE GREAT WESTERN RAILWAY OF CANADA,
 126, GRESHAM HOUSE,
 OLD BROAD STREET, LONDON, E.C.
January 9th, 1861.

SIR,

Since the arrival of Mr. Brydges in England, the whole question of the present position of the Detroit and Milwaukee Railway Company has been fully considered by the Board of the Great Western Railway of Canada,

The Board has come to the determination to recommend their Shareholders to agree to the re-organization of the Detroit and Milwaukee Company on the following conditions, it being of great and undoubted importance to all the interests concerned that a speedy settlement should be made:—

1st. That all the coupons on the first and second mortgage Bonds of the Detroit and Milwaukee Company, up to and including 15th May, 1862, be funded and exchanged for Bonds bearing 7 per cent. interest, maturing on 1st January, 1866, to enable the Company to use the net earnings of the Line for paying certain of the debts of the Company, ordered by the Court to be paid in cash. The interest on these deferred Bonds will be paid half-yearly in cash.

2nd. That the amount of the Great Western Company's foreclosed mortgages, with interest up to the date of the sale of the road, 24th October, 1860, be converted into Preference Shares, to be secured by a third mortgage (subject only to the priority of the first and second original mortgages) on the entire Line, to carry interest up to 7 per cent. per annum out of the net earnings of the Line.

3rd. That a fourth mortgage, subject to the above, be created, to secure a further issue of Preference Shares, also bearing interest up to 7 per cent. per annum, to an amount equal to the floating debt of the Company—the holders of which shall be entitled to receive such Stock at par in payment of their claims.

4th. That under the circumstances of the case, after the payment of the sums ordered by the Court to be paid in cash, the interest upon the two above-mentioned classes of Preference Shares up to 31st December, 1864, be paid equally *pro rata* out of the net earnings of the Line, after paying interest on the two prior mortgages.

After 31st December, 1864, interest upon the different classes of securities to be paid in the order of their legal priorities.

5th. That the ordinary Shareholders shall receive ordinary shares in the new Company, to the extent of 20 per cent. of the par value of their old shares.

The Directors of the Great Western Railway of Canada believe the above arrangement to offer the best prospect of restoring the Detroit and Milwaukee Railroad as a commercial property, and recommend the concurrence of those first and second Bondholders who have not yet joined in it, to be given in the annexed forms as soon as possible.

The concurrence of holders, to the amount of upwards of \$1,000,000 of these Bonds, has already been obtained, and I need hardly remind you, that unless the consent of the first and second Bondholders is assured, the Directors of the Great Western Railway of Canada cannot undertake to recommend the arrangement proposed to their own proprietors.

I am therefore instructed to beg the favour of your immediate reply and decision in the enclosed form.

I am, Sir,

Your obedient servant,

BRACKSTONE BAKER,

Secretary.

THE HUMBLE PETITION OF THE
GREAT WESTERN RAILWAY COMPANY.

SHEWETH,

That by various Acts of the Legislature of Canada, passed between the years 1834 and 1850, powers were given to your Petitioners to construct a line of Railway from Niagara Falls to Windsor, opposite to Detroit, with branches to Sarnia and Galt.

That in the periods named efforts were made to construct the line by the aid of funds to be subscribed in Canada, but that it was found impossible to raise money in the country, Canada not possessing sufficient private capital to construct such vast undertakings.

That subsequently attempts were made to raise the required capital in Great Britain, but that it was found impossible to induce capitalists there to invest their money in Canadian Railway undertakings without some substantial aid and support from the Legislature and Government of the country.

That the Legislature viewed the introduction of railways of such indispensable importance to the growth and progress of Canada, that on 30th May, 1849, an Act was passed which contained the following preamble:—

“Whereas at the present day the means of rapid and easy communication by Railway, between the chief centres of population and trade in any country and the more remote parts thereof, are become not only advantageous but essential to its advancement and prosperity. And whereas experience has shown that whatever be the case in long-settled, populous and wealthy countries, in those which are new and thinly peopled and in which capital is scarce, the assistance of Government is necessary and may be safely afforded to the construction of lines of Railway of considerable extent, and that such assistance is best given by extending to companies engaged in constructing Railways of a certain length under Charter from and consequently with the approval of the Legislature, the benefit of the guarantee of the Government under proper conditions and restrictions for loans raised by such companies to enable them to complete their work.”

That the Act proceeded to enact that the Province should guarantee, under certain specified conditions, the interest upon loans to be raised by Railway Companies for the construction of lines of not less than 75 miles in length, and providing that no more than half the cost of the lines should be raised by such guaranteed loans.

That the plan thus proposed in the Act just referred to, was amended so as to permit, if thought desirable, of constructing the railways by means of private companies under the auspices and partial guarantee of the Provincial Government.

That accordingly, on the 30th August, 1851, a further Act was passed by the Legislature providing for the construction of a Main Trunk Line of railway throughout the entire length of the Province, and that a portion of the cost of the said line, if constructed by private companies, should be guaranteed by the Province.

That the Line of Railway to be constructed was, by the Act of 30th August, 1851, defined as follows:—

“Be it therefore enacted, That the guarantee offered by the said Act and

“ all the provisions of the said Act relative to such guarantee, shall be and are hereby restricted and confined to those Railroads which may form part of the said Main Trunk Line (in case of any part thereof being constructed by private companies) and to the St. Lawrence and Atlantic Railway Company, which has already received the said guarantee and forms part of the Main Trunk Line, the Great Western Railroad, which has been commenced and partly constructed on the faith of the said guarantee, and forms part of the said Main Trunk Line.”

That in pursuance of the provisions of the Act last referred to, a Royal Proclamation was issued by the Governor General of Canada, setting forth the course to be pursued in carrying out the provisions of the Act, and then in the following words defining the course of the Main Trunk Line of Railway throughout the Province, namely:—

“ Now know ye that having taken the premises into our Royal consideration and being desirous of advancing and promoting the interests of our said Province, We have directed and declared and do hereby direct and declare that the said Main Trunk Line of Railway shall be made upon a line extending from some point on the Eastern frontier of our said Province hereafter to be determined upon, to some point hereafter to be fixed in the parish of St. Joseph de la Point Levy opposite or nearly opposite to the City of Quebec, running thence in as direct a line as may be found convenient to the River St. Francis in or near the village of Richmond, in the Township of Shipton, thence by the St. Lawrence and Atlantic Railroad to the City of Montreal, or some point on the south shore of the St. Lawrence, opposite or nearly opposite thereto, and further extending westward from the City of Montreal to the City of Kingston, or some other point on or near the River St. Lawrence, on Lake Ontario, in the vicinity of Kingston aforesaid, thence to the City of Toronto, thence to the City of Hamilton, or some convenient point on the line of the Great Western Railroad, and thence to the Detroit River, including any part of the said Great Western Railroad which may be constructed from the City of Hamilton to the Niagara River.”

That the Railway of your Petitioners, which in the language of the Act “ had been commenced on the faith of said guarantee,” was thus enabled to again invite subscriptions in Great Britain for the funds required for its completion.

That the Act of 30th August, 1851, and the subsequent proclamation of the Governor General, were held to be a legal and moral obligation on the part of the Parliament of Canada that the Great Western Railway was a part of the Main Trunk Railway, in which the country held a large pecuniary interest, and that, therefore, it was secured from the effects of future injurious legislation, and safe from destructive competition.

That on this assurance, during the year 1852, large sums of money were subscribed by your Petitioners, amounting to nearly £2,000,000, and laid out in Canada in constructing the works of the Railway.

That the intentions of the Legislature were carried out by the advance to this Company as a part of the Main Trunk Line from time to time of sums of money amounting in the aggregate to £770,000 sterling.

That the position of this Company was further confirmed, by the Legis-

lature, on the 10th of November, 1852, passing an Act promoted by the Shareholders of this Company (the means for which they subscribed) for making a Railway from Hamilton to Toronto, the Act containing the following clause:—

“ And be it enacted that the gauge of the said Railway shall be five feet six inches, and the said Railway shall be held to form part of the Main Trunk Line of Railway, and the said Company shall accordingly, upon complying with all the provisions of the law in that behalf, be entitled to the benefit of the guarantee of the Province to the extent and in the manner “ by law provided.”

That also on November 30th, 1852, an Act was passed incorporating the Grand Trunk Railway from Toronto to Montreal, and to which line was given as a part of the Main Trunk Line the benefit of the guarantee of the Province, under the Acts of 30th May, 1849, and 30th August, 1851.

That by the several Acts thus referred to, the Main Trunk Line of Railway from Quebec to Windsor, at the western extremity of the Province, was fully chartered by the Legislature, and under the assurance that the Line of your Petitioners formed the western end from Toronto of the said Main Trunk Line, your Petitioners went on in good faith constructing their Railway, which they have now in operation for 345 miles, and on which they have expended upwards of £4,250,000 sterling raised in Great Britain.

That in the session of the Legislature of 1852, an Act was introduced to extend a local Act passed in the previous year, so as to form a line from Toronto through Guelph to Sarnia. The Bill was referred to the Railway Committee of the House of Assembly, who, after taking evidence upon the matter, reported against the Bill in the following terms:—

“ Resolved—

“ That in the opinion of this Committee it would be unjust and impolitic “ to grant a competing line with the Great Western Railway, such as that “ asked by the Toronto and Guelph Company, in the proposed extension of “ their line from Guelph to Sarnia, there having been no evidence adduced to “ show the Committee that there would be more business than one line could “ do, that the Province having taken interest to the extent of one half the “ cost of the road now chartered (being upwards of seven hundred and fifty “ thousand pounds) that interest, as well as the interest of the individual “ Stockholders, should be protected. This Committee are of opinion that “ the extension of the Toronto and Guelph Railway Company should not be “ granted.”

Upon this Report coming before the House, the Bill was passed contrary to the advice of the Special Committee, but on the distinct understanding and assurance that such line should not participate in the benefits of the Guarantee Act, nor be in any way identified with the Main Trunk Line, the western end of which from Toronto was to be the Great Western Railway.

That your Petitioners have regularly paid up to July, 1859, interest upon the advances of £770,000 made by the Province.

That in the year 1858 your Petitioners paid off one-fourth part of the principal sum of the advances made under the guarantee, making the present amount of the debt £573,000 instead of £770,000 as it was originally.

That notwithstanding the clauses in the Acts of Parliament here referred

to, the Grand Trunk Railway has been extended westward from Toronto parallel to the line of your Petitioners to Sarnia, and by a connecting line in Michigan to a point directly opposite to the terminus of the Railway of your Petitioners.

That by this means a competing line to the whole length of your Petitioners' Railway, averaging not more than twenty miles from it, has been established by the subsequent legislation of the Parliament of Canada, and this competing Line has been made in fact the Western end of the Main Trunk Line, instead of, as enacted by the Legislature in the Acts already referred to, the Railway of your Petitioners.

That the traffic of the country is not sufficient properly to support one line of Railway, as is proved by the condition to which all the Railway Companies in Canada are now reduced, and that therefore the making of a rival line alongside that of your Petitioners, and turning upon it the traffic of the Main Trunk Line, which should be carried on the Railway of your Petitioners, has been productive of most disastrous results to the Great Western Railway.

That the consequence of this state of matters, carried out under the authority of and with the sanction of the same Legislature which gave to this Company the rights and privileges set out in the early part of this statement, is, that your Petitioners have been unable to repay any further amount of the loan made to them under the Guarantee Act, or, indeed, now to pay interest upon the unpaid balance.

That your Petitioners, who, under the assurance of the Acts of the Legislature here referred to, advanced the sum of £4,250,000, and expended it within the limits of the Province, have been compelled to go without any interest upon upwards of £3,000,000 of that sum for the last two years, owing to the competition forced upon them by the subsequent acts of the Legislature of Canada.

That the money spent by your Petitioners in constructing their Railway was of immense importance in improving and developing the resources of Western Canada, and greatly added to the permanent progress and prosperity of the country.

That your Petitioners have now in daily operation 345 miles of Railway, which are of incalculable importance to the country through which they run.

That your Petitioners have paid very large sums to the Government of Canada for duties upon materials, rolling stock, &c., used in the construction and equipment of their Railway, and continue to pay large sums of money every year for materials used in carrying on the traffic.

That your Petitioners give regular and constant employment to 2,000 persons, thus supporting a population of at least 8,000 souls.

That by various Acts passed by the Parliament of Canada since 1855, large additional grants have been made to the Grand Trunk Railway, until at length the advances made to that Company, amounting in all to £3,111,500, have been released from the payment of all interest until after the whole of the Bond and Shareholders of the Company are paid their full interest of 6 per cent. per annum.

That such advantages conferred upon a line, the present western end of which has, unfairly as your Petitioners contend, been established contrary to

the enactment on the Statute Book as a competing line to that of your Petitioners, have tended to increase the injury which has been inflicted upon this Railway.

That by the public papers it is announced that the Grand Trunk Railway Company is again to come before the Parliament of Canada for further assistance, which, if granted without affording any corresponding aid to the Great Western Railway Company, will inflict still greater injury to your Petitioners, and enhance the evils of competition from which they have already so greatly suffered.

That of the £4,250,000 of money advanced by your Petitioners, upwards of £3,000,000 is represented by shares on which no interest has (as has been stated) been paid for two years.

That that sum is held by 2,500 persons scattered throughout all classes in Great Britain, and that the non-payment of any interest upon so large an amount of money so widely held, besides inflicting great individual hardship, is most destructive to the credit of all enterprises and undertakings in Canada.

That large sums have been advanced to the Northern Railway of Canada, which is not a part of the Main Trunk Line, and which does not accommodate such large and important districts as those traversed by the Great Western Railway; and that no interest for several years has been paid upon such advances, whilst there has been special legislation postponing such interest in favour of the holders of the other securities of the Northern Railway.

That your Petitioners have always carried the Mails since the opening of their Railway, and have provided, at very large expense, special carriages properly fitted up for the conveyance of the Mails and of the Post Office Clerks.

That for several years your Petitioners have not received any payment whatever for such services performed at very considerable expense to your Petitioners, and they are informed that a very inadequate rate, viz., 70 dollars per mile per annum, has been suggested as the standard of payment for the conveyance of mails.

That such a sum is very far below the fair value of the services rendered, and also much below the average rate paid to Railway Companies in England or the United States.

That, in the latter country, upon Railways running in near proximity to that of your Petitioners' Railway the rate paid varies from 150 dollars to 250 dollars per mile per annum; and your Petitioners respectfully ask that they be paid at a rate in accordance with those figures.

For all the reasons set forth in this Memorial, and from an earnest desire that your Petitioners may be enabled to feel that the terms upon which they subscribed their money, which has proved of such great advantage to Canada and her material interests, but which has been so unproductive to your Petitioners, have not been wilfully violated by Parliament, and that when the facts are fully made known the most ample reparation will be immediately made. Your Petitioners now humbly pray your Honourable

House to take the premises into their careful consideration, and to direct that a proper allowance be made for the conveyance of Mails on the Great Western and other Railways of Canada; and that your Petitioners may at least be placed in as good a position as the Grand Trunk Railway Company, and relieved from the payment of Interest upon the balance of the loan from the Province until the Bond and Shareholders of the Company have received 6 per cent. interest upon their investment.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 1.

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

TRAFFIC BY PASSENGER TRAINS.

MONTHS.	Local Passengers.	Foreign Passengers.	Emigrants.	Mails and Exp. Frt.	Sundries.	TOTAL.
August	dollars. c. 35,061 01½	dollars. c. 55,352 55	dollars. c. 1,221 70	dollars. c. 5,548 70½	dollars. c. 541 82½	dollars. c. 97,725 79½
September.....	71,990 86½	69,385 55	1,227 00	5,321 09½	540 23½	140,065 08½
October	41,476 90	71,518 71	1,640 90	5,874 20½	701 93	121,212 64½
November.....	35,525 27	52,825 70	1,644 00	5,729 93½	673 49	96,398 38½
December.....	31,936 59	37,695 60	1,249 00	5,313 20½	771 15	76,965 54½
January.....	27,959 08	28,528 58½	544 25	6,129 30	698 66	63,859 87½
	\$ 243,949 44	315,906 69½	7,525 85	33,917 04	3,927 28	605,227 30½
Less Total Traffic Galt & Guelph	4,441 73	81 10	1 39	837 44½	41 75	5,403 41½
Total G. W. R. Traffic.....	239,507 71	315,825 59½	7,525 46	33,079 59½	3,885 53	599,823 88½

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

Half-year 1861	239,507 71	315,825 59½	7,525 46	33,079 59½	3,885 53	599,823 88½
do. 1860	209,849 97	328,952 32	9,403 79	29,357 24½	5,568 11	586,621 43½
Increase	29,657 74	...	...	3,722 34½	...	13,202 45
Decrease .....	...	13,126 72½	1,878 33	...	4,672 58	...

TRAFFIC BY FREIGHT TRAINS.

MONTHS.	Local Freight.	Foreign Freight.	Local Live Stock	Foreign Live Stock	Storage & Wh'fage.	Total.	GRAND TOTAL.	STERLING.
August.....	dollars. c. 21,241 26	dollars. c. 31,095 40	dollars. c. 2,320 26	dollars. c. 13,129 29	dols. c. 79 75	dollars. c. 68,336 96	dollars. c. 165,062 75½	£ s. d. 34,122 9 8
September...	34,271 75	59,934 19	4,634 37	15,039 36	45 56	113,925 23	262,990 29½	54,038 2 04
October ...	55,164 76	61,467 52	5,157 14½	14,516 07	102 99	136,438 47½	257,651 11½	52,842 0 2½
November...	34,716 23½	49,725 51	4,396 65	13,729 23	77 02	102,644 64½	199,043 03	40,392 5 04
December...	27,382 26	47,039 06	1,904 52	10,291 84	61 09	86,578 27	163,543 81½	33,604 17 10½
January ...	35,401 69	70,478 79	2,904 91	15,415 92	121 48	124,322 79	188,182 66½	38,667 13 5
	\$ 208,077 94½	319,711 47	21,847 86½	52,121 21	457 89	632,246 37	1,237,473 67½	254,275 8 2½
Less Traffic G.&Guelph	6,122 73	...	155 44	...	21 00	6,299 16	11,709 57½	2,404 12 9½
Total G. W. R. Traffic.	201,955 22½	319,711 47	21,692 41½	52,121 21	466 89	625,947 21	1,225,771 09½	251,870 15 5

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

Half-year 1861	201,955 22½	319,711 47	21,692 41½	52,121 21	466 89	625,947 21	1,225,771 09½	251,870 15 5
do. '60	198,355 28½	179,451 86	30,906 97	49,046 78	971 50	419,732 41½	1,006,358 85½	206,735 0 8½
Increase ...	33,599 94	140,259 59	785 44½	3,074 43	...	206,214 79½	219,417 24½	45,065 14 8½
Decrease ...	...	...	...	...	504 61	...	...	...

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 2.

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

STATIONS.	PASSENGERS AND SUNDRIES.		FREIGHT AND SUNDRIES.		LIVE STOCK.				TOTAL.					
	1861.		1860.		1861.		1860.		1861.		1860.			
	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.		
Suspension Bridge...	167,239	05½	149,628	79½	102,740	38	1,333	00	711	56	317,589	98½	253,080	73½
Thorold	2,014	76	1,359	07½	698	71	23	83	...	...	2,359	43	2,057	78½
St. Catharine's	10,123	51½	7,956	60	2,550	26	115	06	45	26	11,635	37½	10,552	21
Jordan	724	89	539	13½	625	61	...	...	...	...	1,122	30	1,164	74½
Beamsville	1,209	32½	801	39½	784	06	7	20	11	60	2,000	58½	1,225	30½
Grimsby	1,646	91½	1,568	50½	614	97	312	95	80	84	2,574	83½	1,912	98½
Ontario	435	95½	341	52	76	43	...	...	...	...	512	98½	...	...
Hamilton.....	43,401	53½	56,948	87½	21,208	65	405	68	518	78	65,015	86½	76,055	95½
Hamilton Wharf	449	31	...	...	9,275	80	14	40	...	...	9,290	20	5,849	60
Waterdown	1,402	07	1,255	11½	121	47	15	20	15	40	536	07	751	73
Wellington Square..	1,712	30	1,412	06½	163	94	37	85	19	65	1,651	49	1,437	70½
Brock	3,164	49	2,800	85½	132	28	36	15	34	30	3,030	06	1,638	54
Oakville	2,429	16½	2,094	59½	487	40	330	84	5	15	3,657	04	3,181	57½
Port Credit	394	32½	349	61	290	53	74	31	451	29	2,794	00½	2,890	69½
Mimico	35,277	35½	36,158	21	20	51	34	80	...	...	449	64½	350	04
Toronto	3,297	72	3,273	20½	13,852	75	920	69	517	23	50,050	79½	51,353	48½
Dundas	544	37½	560	46½	2,786	11	35	81	14	05	6,831	15	6,073	36½
Flamboro'	608	10	594	98½	3,497	62	...	...	...	...	881	88½	1,186	40½
Copetown	857	46	669	49½	1,041	97	4	75	...	...	1,654	82	1,624	68½
Lynden	1,908	104	1,598	84½	2,992	61	...	...	...	...	3,760	07	2,929	75
Harrisburgh	462	51½	374	71	2,242	46	89	15	...	...	2,503	11½	2,490	91½
Brancton	4,968	80	4,008	86½	7,775	89	1,143	78	1,545	56	946	27½	638	77½
Galt	2,607	81½	2,022	03	3,550	81	293	55	337	75	13,903	52	13,232	16½
Preston .....	...	...	...	...	2,348	47½	...	...	...	...	6,452	17½	4,708	25½

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 January, 1861 and 1860.

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1861.	1860.	1861.	1860.
Suspension Bridge.....	44,876½	44,164½	41,609½	45,655½
Thorold	1,922	1,668½	1,943	1,553½
St. Catherine's	9,063½	7,828½	8,868	7,660
Jordan.....	1,405	1,360½	1,245½	1,185½
Beamsville	1,629½	1,249	1,517	1,249
Grimsby	2,260	2,039½	2,254	2,010
Ontario	749½	620	708	594
Hamilton	49,077	33,253½	49,154½	32,796
Waterdown	837	734	761½	699½
Wellington Square	2,567½	2,159½	2,618½	1,996
Bronte	2,624	2,070	2,583	1,944
Oakville	4,842	4,247½	4,740	3,863½
Port Credit.....	3,700½	3,609½	3,529	3,216
Mimico	1,471½	1,733½	1,108	1,433½
Toronto	27,937	29,220	30,184½	28,869
Dundas	5,597½	4,836	5,414	5,058
Flamboro'	869½	820½	825	736½
Copetown	820½	674	764½	605
Lynden	1,208½	887	1,143	825½
Harrisburgh	2,362	1,917	2,228	1,729
Branchton	1,025	753	969½	725½
Galt	5,566½	4,528½	5,465½	4,231½
Preston	2,660	2,063½	2,941½	2,132½
Hespeler	693	577½	749	542
Guelph	5,214½	3,680	5,048½	3,652
Paris	16,526	12,885½	15,879½	12,877½
Princeton	2,062½	1,630½	1,917	1,542½
Eastwood	817½	562	737½	572
Woodstock.....	8,036	6,404½	8,191	6,226
Beachville	1,642	1,815½	1,672	1,287½
Ingersoll.....	8,588½	6,351	8,622	6,259½
Edwardsburgh	912½	756	851½	724
Waubuno .....	...	242	...	242
London	16,832½	14,984	16,774½	14,222½
Komoka	1,877½	1,982	1,814½	1,839
Strathroy	2,179	1,228	2,096½	1,250
Currie Road	468½	...	490	...
Watford	1,334½	913½	1,305	807
Wanstead	741	598	947½	534½
Wyoming	727½	...	453½	...
Mandaumin	338	422	504	378½
Sarnia	5,575½	3,051½	5,969½	3,708
Mount Brydges.....	1,152	784½	1,146½	813½
Longwood	821	586	778	536½
Ekfrid Centre	219	...	226½	...
Glenceo	672	930½	684½	991½
Newbury	2,063½	2,093½	2,180½	2,079
Bothwell.....	731	646½	766½	704½
Thamesville	1,181	1,007	1,130	987½
Chatham	6,742	4,925½	5,725½	4,508½
Baptiste Creek	190½	128½	228	138½
Stoney Point.....	217	124	210	124
Belle River.....	619	706	676½	651½
Windsor	31,953	35,644½	35,848½	38,628½
Totals	296,199½	257,592½	296,199½	257,592½

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 January 1861 and 1860.

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1861.	1860.	1861.	1860.
Suspension Bridge.....	34,154	24,501	45,461	29,487
Thorold	84	136	4 8	238
St. Catherine's	300	549	1,987	1,477
Jordan.....	92	154	18	30
Beamsville.....	385	173	119	65
Grimsby	340	88	68	58
Ontario	50	8	6	21
Hamilton	6,439	5,786	5,787	5,320
Hamilton Wharf	5,043	2,936	52,884	21,231
Waterdown.....	68	242	135	257
Wellington Square	99	49	977	1,951
Bronte.....	164	93	200	585
Oakville	125	96	289	280
Port Credit.....	74	115	225	145
Mimico	3	...	17	10
Toronto	2,746	3,402	12,903	12,000
Dundas	1,597	1,128	1,279	864
Flamboro'	250	612	21	53
Copetown	654	797	5	2
Lynden	2,355	2,167	28	30
Harrisburgh	321	664	81	64
Branchton	242	125	14	39
Galt.....	3,868	3,419	1,736	1,685
Preston	1,685	1,121	626	572
Hespeler	719	1,599	495	243
Guelph	6,753	3,499	2,609	2,151
Paris	8,967	11,165	4,405	6,634
Princeton	2,734	1,277	99	69
Arnolds	1,355	1,363	1	4
Eastwood	1,281	1,766	26	80
Woodstock	3,234	2,850	1,326	1,171
Beachville	1,277	548	129	143
Ingersoll.....	6,403	5,522	1,078	1,013
Edwardsburgh	129	40	47	28
London	9,304	7,733	8,231	6,491
Komoka	74	189	122	147
Strathroy	2,467	1,300	814	443
Watford	764	394	354	198
Wanstead	742	441	131	82
Wyoming	313	..	158	..
Mandaumin	49	30	64	28
Sarnia	20,209	383	1,201	1,289
Mount Brydges	660	1,121	116	96
Longwood	396	1,092	70	19
Glencoe	784	453	198	180
Newbury.....	1,001	768	296	326
Bothwell	375	301	125	127
Thamesville	726	457	215	145
Chatham	916	1,063	1,008	1,042
Baptiste Creek	1	...	33	35
Belle River	116	60	87	102
Windsor	46,730	28,897	30,820	23,972
Totals	179,617	122,672	179,617	122,672

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 5.

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

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL No. OF HEAD.	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1861.	1860.
Suspension Bridge	130	32	9	1,253	1	1,425	244
Thorold	4	5	1	31	...	41	...
St. Catherine's	15	25	...	12	3	55	49
Beamsville	1	1	...	...	...	2	5
Grimsby	1	138	...	1,308	289	1,736	202
Ontario .....	...	...	...	...	...	1	...
Hamilton	196	209	13	548	51	1,017	43
Hamilton Wharf	2	...	...	...	...	2	...
Waterdown .....	...	4	2	1	5	12	12
Wellington Square	1	3	2	20	...	26	10
Bronte	2	15	...	13	...	30	95
Oakville .....	...	...	1	1	...	2	43
Port Credit	11	31	...	15	23	80	403
Mimico	4	15	1	6	...	26	...
Toronto	122	186	3	387	779	1,477	299
Dundas	1	4	2	...	1	8	9
Flamboro' .....	...	...	...	...	...	...	2
Copetown .....	...	2	1	6	...	9	...
Lynden .....	...	...	...	...	...	...	4
Harrisburgh .....	...	48	...	84	77	209	1
Branchton .....	...	...	...	22	...	22	...
Galt	31	147	1	2,625	635	3,439	3,443
Preston	30	49	...	182	257	518	224
Hespeler .....	...	...	...	...	395	395	...
Guelph	7	85	17	1,104	886	2,099	1,057
Paris	62	104	2	499	424	1,091	1,930
Princeton	3	64	1	467	360	895	40
Eastwood	31	88	6	379	61	565	409
Woodstock	77	97	5	736	870	1,785	1,130
Beachville .....	...	93	...	441	757	1,201	834
Ingersoll	74	449	3	1,143	1,170	2,839	1,916
London	337	1,682	8	2,080	3,673	7,780	6,516
Komoka	2	92	8	2,049	309	2,460	1,943
Strathroy	6	10	1	310	902	1,229	7
Watford	2	263	5	10	200	480	43
Wanstead .....	...	...	...	...	...	...	1
Sarnia	9	22	1	40	...	72	9
Mount Brydges	1	142	...	355	642	1,140	1,050
Longwood	2	23	...	...	651	676	2
Glencoe	1	210	1	...	405	617	586
Newbury	5	260	1	91	579	936	691
Bothwell .....	...	...	...	...	...	...	1
Thamesville	33	69	1	315	325	743	75
Chatham	33	268	2	504	2,052	2,859	1,435
Belle River	2	...	...	...	...	2	...
Windsor	85	35,084	19	11,791	43,970	90,899	72,584
Totals	1,323	39,969	117	28,828	60,753	130,990	97,717

<i>Comparative Statement of Totals for the Half-years ended 31st January, 1861 and 1860.</i>							
Half-year, 1861	1,323	39,969	117	28,828	60,753	130,990	...
Ditto 1860	851	22,156	93	18,067	56,570	97,717	...
Increase	492	17,813	24	10,761	4,183	33,273	...

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 6.

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

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Emigr't.	Total.	
August	19,564	5,884	25,448	19,524½	5,980	798	25,702½	51,150½
September	36,657½	6,450½	43,108	37,463	7,553	790	45,806	88,914
October	16,988	6,781	23,779	17,988½	7,293	908	26,279½	50,058½
November	14,095½	4,966½	19,572	15,456	5,356½	819	21,630½	41,202½
December	13,088½	3,871½	16,960	13,338½	3,758½	670	17,767	34,727
January	12,962½	2,934	14,966½	12,093	2,753½	334	15,180½	30,147
Totals	112,946	30,887½	143,833½	115,862½	32,694½	4,409	152,366	296,199½
<i>Comparative Statement of Totals for the Half-years ended 31st January, 1861 and 1860.</i>								
Half-year, 1861	112,946	30,887½	143,833½	115,862½	32,694½	4,409	152,366	296,199½
Ditto 1860	92,217½	24,244½	126,462	94,209½	32,003½	4,917½	131,130½	257,592½
Increase	20,728½	6,643	17,371½	21,653	91	509½	21,235½	38,607
Decrease .....	...	3,357	...	...	...	...	...	...

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 January, 1861.

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Total.	
August	6,575	7,089	13,614	4,037	4,857	8,894	22,008
September	10,154	10,820	20,474	5,029	6,689	11,718	38,192
October	17,222	13,689	30,912	5,895	6,070	11,965	42,877
November	7,714	10,957	18,671	5,771	4,586	10,307	28,978
December	5,250	7,428	12,678	4,921	4,439	9,360	22,038
January	10,705	14,343	25,048	3,922	2,554	6,476	31,524
Totals	57,621	63,776	121,397	29,575	28,645	58,220	179,617
<i>Comparative Statement of Totals for the Half-years ended 31st January, 1861 and 1860.</i>							
Half-year, 1861	57,621	63,776	121,397	29,575	28,645	58,220	179,617
Ditto 1860	49,825	26,120	75,945	23,895	22,892	46,727	122,672
Increase	7,796	37,656	45,452	5,680	5,813	11,493	56,945

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 8.

*A Statement showing the Earnings of Trains from Passenger Traffic for the
Half-year ended 31st January, 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	307 49½	423 57	731 06½	2 43
Night Express	132 76½	416 08	548 84½	2 39½
Accommodation	223 88	44 72½	268 60½	1 45½
Mixed	27 17½	.....	27 17½	0 25

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	250 43	519 03	769 46	2 63
Night Express	199 28	498 16½	697 44½	3 04½
Accommodation	143 64	31 04½	174 68½	0 94½
Mixed	30 19	.....	30 19	0 27½
Emigrant.....	.....	.....	46 30½	0 20

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 9.

A Statement showing the Description of Freight forwarded from each Station for the Half-year ended 31st January, 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.....	...	...	...	...	...	...	...	...
Thorold.....	...	...	331	...	...	...	...	34,144
St. Catherine's.....	...	...	...	...	...	...	...	84
Jordan.....	6	...	...	...	...	...	...	300
Beamsville.....	...	...	45	...	...	5,730	...	844
Grimshy.....	...	...	...	...	...	...	...	385
Ontario.....	...	...	4,824	638	1,889	72,000	5½	431
Hamilton.....	...	...	...	...	...	48,000	...	2
Hamilton Wharf.....	530	...	...	...	605	64,000	23	6,291
Waterdown.....	638	...	145	...	...	...	...	4,975
Wellington Square.....	5	...	46	...	113	40,000	...	23
Bronte.....	400	...	...	...	...	16,000	...	43
700.....	700	...	...	...	...	...	...	94
Oakville.....	109	...	...	...	...	...	...	114
Port Credit.....	74	...	...	...	...	...	...	66½
Mimico.....	...	...	...	...	...	...	...	3
Toronto.....	100	...	905	...	...	...	148½	2,560
Dundas.....	6,904	...	...	...	...	...	...	906½
Flamboro.....	...	...	...	...	...	...	...	9
Copetown.....	...	...	5,426½	...	1,433	312,000	...	9½
Lynden.....	...	...	1,940	...	1,133	433,000	...	32
Harrisburgh.....	...	...	8,275	...	...	2,231,250	...	30
Branchton.....	208	...	5,264	...	673	16,000	...	1
Galt.....	308	...	25,479	...	6,182	32,000	19	454
Preston.....	23,533	...	19,531½	...	67½	16,000	...	289½
Hespeler.....	7,315	...	1,000	...	...	...	12½	436
Guelph.....	2,576	...	160,788	1,573	5,889	...	120½	737
Paris.....	8,320	...	29,070½	...	17,426	332,000	...	3,225½
Princeton.....	40,145	...	4,009	943	514	2,596,000	...	22
Arnold.....	...	...	1,299	...	...	1,316,000	...	...
Eastwood.....	...	...	6,060	1,200	1,500	1,915,500	...	3
Woodstock.....	7,790	166	46,446½	4,096	15,887	24,000	...	372
Beachville.....	3,596	...	12,489	300	4,831	140,440	...	244½
Ingersoll.....	8,251	...	47,533	2,506	12,633	3,261,500	32½	403
Edwardsburgh.....	762	...	...	...	...	48,000	...	5
London.....	1,175	...	211,956	956	12,315	76,000	472½	1,880½
Komoka.....	5	...	20	...	315½	24,000	...	40
Strathroy.....	...	...	48,448	1,006	1,384	775,700	...	160½
Wainford.....	697	...	11,564	190	...	272,000	5½	64
Wyanand.....	...	...	7,714	224	91	332,000	...	169
Mandanah.....	...	...	...	...	...	...	...	313
Sarnia.....	2,527	...	643,704	284	...	165,000	...	49
Mount Brydges.....	10	...	1,338	458	...	533,000	...	47½
Longwood.....	...	...	125	...	...	377,200	...	30½
Glencoe.....	1	...	9,851	2,046	1,053	323,460	½	72
Newbury.....	...	...	5,451	520	...	686,000	...	126
Bothwell.....	...	...	1,272	147	...	310,600	...	22
Thamesville.....	...	4	2,503	...	...	600,000	8½	41½
Chatham.....	...	...	1,000	...	463	44,000	...	826
Baptiste Creek.....	...	...	...	...	...	...	...	1
Belle River.....	...	...	...	...	...	56,000	...	60
Windsor.....	180,175	5,463	73,219	...	...	...	5,313	20,329
Totals.....	297,513	5,633	1,399,102	17,417	87,005	16,607,040	6,172½	81,079

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

Half-year, 1861.....	297,513	5,633	1,399,102	17,417	87,005	16,607,040	6,172½	81,079
" 1860.....	192,487	7,731½	650,641	72,149	45,062½	17,338,721	3,290½	64,319
Increase.....	105,026	...	848,461	...	41,942½	...	2,882	16,760
Decrease.....	...	2,098½	...	54,732	...	731,681	...	...

THE GREAT WESTERN

AUDIT OFFICE—

General Traffic Statement for

DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for Each.		Mileage of Each.		Main Line Earnings.			
								For 229 Miles.	Per Mile.		
BY PASSENGER TRAINS.	Passengers.	Local	186,925	dol. c.	21,861 94	dol. c.	7,182,006	dol. c.	147,749 37	645 19	
	"	Excursionist	41,883	"	29,087 43	"	1,877,387	"	20,415 81	89 15	
	"	Foreign	62,982	"	315,906 69	"	11,837,340	"	307,239, 00	1,341 65	
	"	Emigrants	4,409	"	7,526 85	"	797,355	"	7,206 60	31 46	
				296,199		567,382 98		21,094,089			
	Mails	Local	"	14,840 89	"	"	"	"	11,569 74	50 47	
	"	Foreign	"	5,336 31	"	"	"	"	5,336 31	23 30	
						20,177 20					
	Exp's Fr't.	Local	"	7,697 78	"	"	"	"	6,042 06	26 38	
	"	Foreign	"	6,042 06	"	"	"	"	6,042 06	26 38	
	Sundries ..	Local	"	2,367 90	"	13,739 84	"	"	1,623 74	7 09	
	"	Foreign	"	1,569 37	"	"	"	"	1,569 37	6 85	
						3,927 28					
	Passenger Totals		296,199		605,227 30		21,694,089		514,783 08	2,247 96	
	BY FREIGHT TRAINS.	Merc'ndise.	Local	87,196	"	206,996 51	"	5,325,593	"	168,773 07	737 00
"		Foreign	92,421	"	319,544 97	"	19,165,995	"	306,909 63	1,340 21	
				179,617		526,541 48		24,491,588			
Vehicles ..		Local	28	"	1,081 43	"	16,956	"	818 86	3 57	
"		Foreign	19	"	166 50	"	4,361	"	166 50	72	
				305		1,247 93		21,307			
Horses ...		Local	1,218	"	3,172 25	"	110,911	"	2,868 15	12 52	
"		Foreign	105	"	769 38	"	22,672	"	769 38	3 35	
				1,323		3,941 63		133,583			
Cattle		Local	5,069	"	8,013 77	"	542,052	"	6,985 05	30 50	
"		Foreign	34,900	"	55,199 86	"	6,750,556	"	55,199 86	241 04	
				39,969		63,213 63		7,292,608			
Calves		Local	98	"	71 77	"	7,148	"	57 46	25	
"		Foreign	19	"	15 75	"	3,845	"	15 75	06	
				117		87 52		10,993			
Sheep	Local	16,041	"	4,772 15	"	1,415,146	"	4,360 41	19 04		
"	Foreign	12,737	"	4,021 93	"	2,705,621	"	4,021 93	17 56		
			28,828		8,794 08		4,120,767				
Pigs	Local	16,785	"	5,817 91	"	1,870,956	"	5,541 19	24 19		
"	Foreign	43,968	"	22,114 29	"	9,968,367	"	22,114 29	96 56		
			60,753		27,932 20		11,864,343				
Sundries ...	Local	"	"	487 89	"	"	"	432 85	1 89		
"	Foreign	"	"	"	"	"	"	"	"		
				487 89							
Freight Totals				632,246 37				579,083 89	2,528 53		
Local Traffic Totals				499,259 70				377,227 28	1,647 28		
Foreign " "				738,213 97				716,589 69	3,129 20		
Grand Totals for Half-year				1,237,473 67				1,093,616 97	4,776 49		
Less Galt and Guelph Branch				11,702 57							
G.W.R. Grand Total				\$ 1,225,771 09							

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 11.

*Statement of General Traffic Earnings for the Half-year ended
31st January, 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.			
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.		\$	c.	£	s.	d.	
AUGUST.																	
Local Passengers...	27,338	39½	7,545	32	838	63½	785	82½	2,520	12	39,018	29½					
Do. Merchandise.	20,795	86	1,556	54	654	33	492	46	732	08	24,141	27					
Foreign Passenger	57,311	08	1,353	46	12	90	14	43	15	66	58,707	53					
Do. Merchandise.	41,737	46	119	46	...	...	...	...	2,338	77	44,195	69				
	147,182	75½	10,574	78	1,495	80½	1,292	71½	5,606	63	166,062	75½	166,062	75½	34,122	9 8	
SEPTEMBER.																	
Local Passengers...	25,829	38	17,305	41	2,081	89½	1,423	35½	2,287	85	75,927	88½					
Do. Merchandise.	32,547	02	2,805	32	1,220	00	762	44	1,616	90	38,355	08					
Foreign Passenger	71,229	87	1,850	52	11	76	11	23	33	80	73,137	18					
Do. Merchandise.	69,522	26	1,287	91	...	...	...	...	3,863	38	74,973	65				
	226,428	53	23,249	16	3,313	65½	2,197	02½	7,891	93	262,990	29½	262,990	29½	54,069	2 0½	
OCTOBER.																	
Local Passengers...	32,421	44½	9,047	45	894	10½	792	91½	2,693	64	45,849	55½					
Do. Merchandise.	51,794	43½	2,939	22	2,015	28½	1,480	84	2,225	11	60,454	88½					
Foreign Passenger	73,607	08½	1,679	77	18	83	16	03	41	37	75,369	08½					
Do. Merchandise.	72,911	28	980	21	...	...	...	...	2,092	10	75,983	59				
	230,734	24½	14,646	65	2,928	21½	2,289	78½	7,052	29	257,651	11½	257,651	11½	52,942	0 2½	
NOVEMBER.																	
Local Passengers...	27,818	59	7,868	72	859	84½	802	37½	2,428	49	39,778	02					
Do. Merchandise.	31,900	45½	3,596	88	1,276	46	686	00	1,330	11	39,189	90½					
Foreign Passenger	65,089	88½	1,463	28	14	64	12	00	40	56	56,620	36½					
Do. Merchandise.	62,282	83	40	36	...	...	...	...	1,131	55	63,454	74				
	177,091	76	13,369	24	2,150	94½	1,500	37½	4,330	71	199,043	03	199,043	03	40,899	5 0½	
DECEMBER.																	
Local Passengers...	24,977	46	7,687	70	811	57½	776	06½	1,811	85	36,064	65					
Do. Merchandise.	22,303	02	3,815	02	1,228	92	933	43	967	48	29,247	87					
Foreign Passenger	39,586	24½	1,253	91	13	35	14	38	34	01	40,900	89½					
Do. Merchandise.	56,861	87½	468	53	...	...	...	...	...	...	57,330	40				
	143,727	59½	13,225	16	2,063	84½	1,728	87½	2,813	34	168,543	81½	168,543	81½	33,604	17 10½	
JANUARY.																	
Local Passengers...	22,005	50½	7,009	69	776	56½	740	39	1,675	49	32,307	64					
Do. Merchandise.	30,495	70	2,734	15	2,316	48	2,033	99	847	70	38,428	08					
Foreign Passenger	30,569	18½	1,025	94	13	58	14	42	29	11	61,652	23½					
Do. Merchandise.	85,581	64	313	07	...	...	...	...	...	...	85,894	71				
	168,652	00½	11,082	85	3,106	62½	2,788	80	2,552	30	188,182	66½	188,182	66½	38,667	13 5	
Total	\$1,093,816	97½	86,147	84	15,049	15	11,702	57½	30,757	13	1,237,473	67½	1,237,473	67½	254,275	8 2½	
												Less Galt and Guelph Railway Traffic					
														11,702 57½		2,404 12 9½	
												Total Traffic, G. W. Railway proper		1,225,771 09½		251,870 15 5	

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

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GREAT WESTERN RAILWAY OF CANADA.

NOTICE IS HEREBY GIVEN, that a MEETING of Shareholders will be held on Thursday, the 11th day of April next, at the London Tavern, Bishopsgate-street, London, at 12 o'clock precisely, for the purpose of considering the reports and general statements of accounts for the half-years ending 31st July, 1860, and 31st January, 1861, and also the report of the Committee of Investigation, with the reply of the Directors, preparatory to their submission to the legal meetings to be held in Canada.

And notice is further given, that the Books, kept at this office, for the registration and transfer of shares, will be closed on and from the 4th to the 11th day of April next, both days inclusive, and transfers will not be registered between these dates.

By order, BRACKSTONE BAKER, Sec.

No. 126, Gresham-house, Old Broad-street, E.C., March 30, 1861.

GREAT WESTERN RAILWAY OF CANADA.

NOTICE IS HEREBY GIVEN, THAT A SPECIAL GENERAL MEETING of the Shareholders of this Company will be held at the Offices of the Company, in the City of Hamilton, Canada West, on Friday, the 17th day of May, 1861, at 1 o'clock precisely, for the purpose of considering the report of the Committee of Investigation appointed at the half-yearly meeting held in Hamilton, Canada West, on the 1st of May, 1860, and the reply of the Directors thereto.

By order of the Board, ROBERT GILL, President.

March 30, 1861.
