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Great Western Railway of Canada.

REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JANUARY 31, 1860,

WITH

STATEMENTS OF ACCOUNTS,

&c., &c., &c.

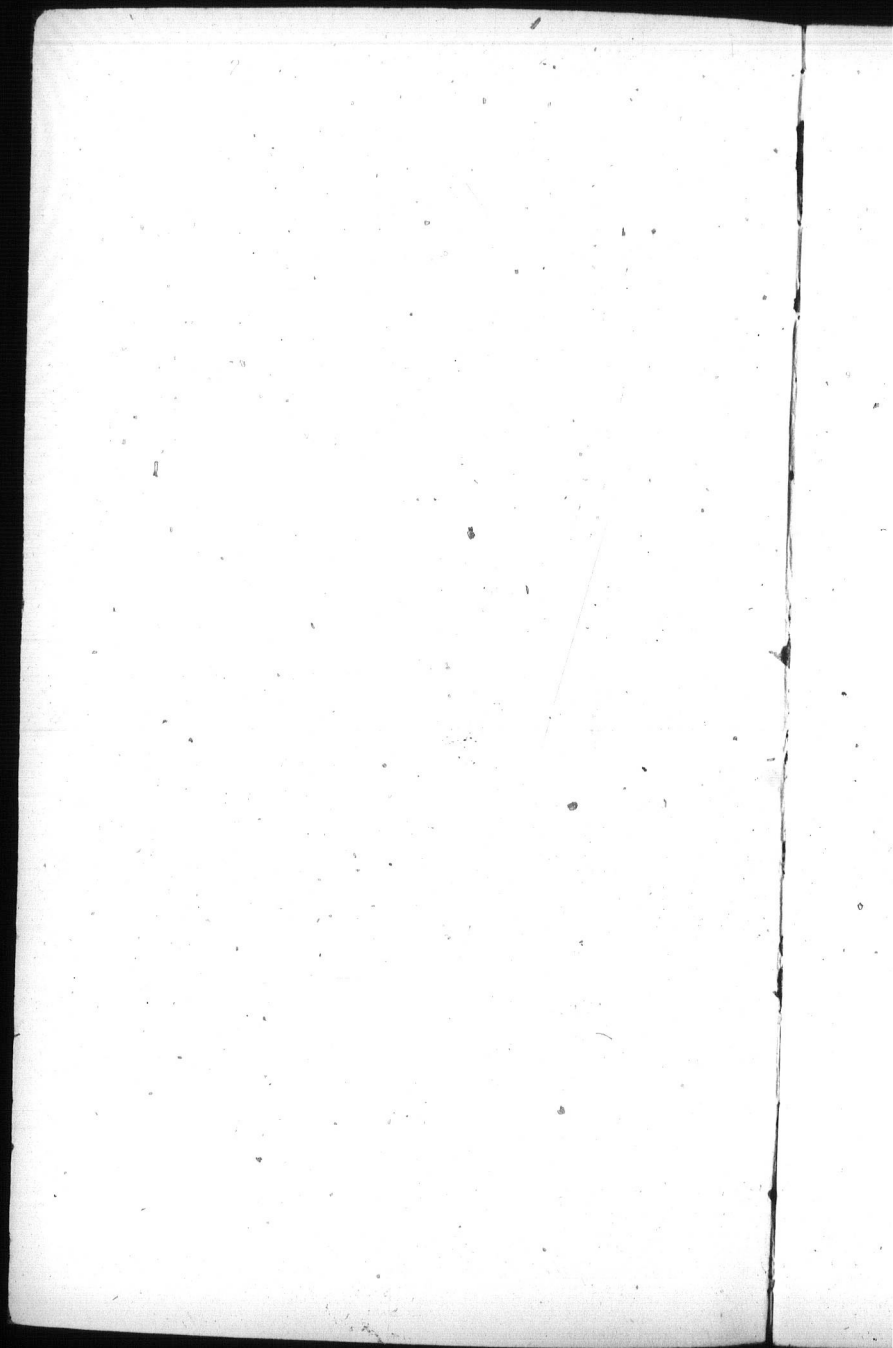
To be submitted to the General Meeting of Shareholders to be held in London, on April 4th, 1860, and in Hamilton, Canada West, at an Adjourned General Meeting of Shareholders, to be held on May 1st, 1860.

LONDON:

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

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Great Western Railway of Canada.

LIST OF THE DIRECTORS.

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. BEGHER, Esq., London, Canada West.

Ex-officio Director.

THE MAYOR of Hamilton, Canada West.

English Board.

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

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

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

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

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 Jan. 1890.
Sterling.
£ s. d.

TO ORIGINAL SHARE ACCOUNT—

For amount received, on 101,866 shares, (including 10,267 new shares paid up in full and converted into original shares) viz. —		
On 98,465 shares on English Register, at £20 10s. sterling per share	£2,018,327	10 0
On 3,411 shares on Canadian Register at \$100 per share, converted at 104 per cent. exchange	70,089	0 10

TO NEW SHARE ACCOUNT—

For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 67,534 new shares (after deducting the 10,267 new shares paid up in full and converted into original shares) viz. —		
On 67,546 shares on English Register at £18 sterling per share	1,215,828	0 0
On 288 shares on Canadian Register at \$87.00 per share, converted at 104 per cent. exchange	5,184	0 0
Less amount of arrears on 3rd, 4th, 5th and 6th calls	1,221,012	0 0
	56,208	14 0
For amount received in anticipation of future calls on new shares	1,164,803	6 0
	5,460	0 0
	1,170,263	6 0

Total amount received on account of share capital to 31st January, 1890, £3,258,679 16 10

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. convertible due 1873	£30,000	0 0
" " " " 1876	127,000	0 0
" " nonconvertible " 1890	27,700	0 0
" " " " 1862	17,900	0 0
" " " " 1864	72,700	0 0
" " " " 1873	449,200	0 0
Bonds at 6½ per cent. nonconvertible " 1877	485,000	0 0
" " " " 1878	62,000	0 0
Bonds at 5 per cent. nonconvertible " 1881	1,000	0 0
The total amount of the Bonds is	1,115,200	0 0
	£1,281,200	0 0

TO GOVERNMENT LOAN—Balance

573,987 15 0

£3,100,267 11 10

Total Receipts on Capital Account during the half year.

From calls on share capital, &c.	£171,353	12 3
From sale of 1878 5½ per cent. nonconvertible bonds	4,200	0 0
	£175,553	12 3

RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account to 31st January, 1860.

EXPENDITURE.

	Amount expended during July, 1859, as per last account.	Amount expended during the half-year to 31st Jan., 1860.	Total Expenditure to 31st Jan., 1860.
	£ s. d.	£ s. d.	£ s. d.
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.	£4,118,219 10 0		
Land Works, Bridges, Permanent Way, and all incidental charges.....		£1,930 9 10	
Stations, Warehouses, Wharves, &c.		215 16 4	
To 31st July, 1859	<u>4,118,219 10 0</u>		
During the half-year, 1st August, 1859, to 31st January, 1860...		<u>£2,146 6 2</u>	
Expenditure on Great Western Main Line, &c., to 31st January, 1860			<u>4,120,365 16 2</u>
By Sarnia Extension	£445,981 3 3		
Works, Bridges, Permanent Way, Stations, Warehouses, and all incidental charges		£7,462 12 6	
Right of Way and Land		61 8 10	
Cost of constructing Telegraph		568 7 11	
Rolling Stock, viz.—			
Engines and Tenders		477 6 7	
Passenger and Goods Cars		1,009 12 7	
To 31st July, 1859	<u>£445,981 3 3</u>		
During the half-year 1st August 1859, to 31st January, 1860 ...		<u>£9,574 8 5</u>	
Expenditure on Sarnia Extension to 31st January, 1860			<u>£455,555 11 8</u>
By Galt and Guelph Railway—			
Land, Works, Bridges, Permanent Way, and all incidental charges	<u>£76,183 7 5</u>		<u>76,183 7 5</u>
Total			<u>4,652,104 15 3</u>
By Detroit and Milwaukee Railway Company—			
Loan Account	<u>£234,334 8 8</u>	15,665 11 4	250,000 0 0
By Balance carried to Account No. 4.....			<u>£4,902,104 15 3</u>
			<u>258,162 16 7</u>
			<u>£5,160,267 11 10</u>
Total Expenditure on Capital Account during the half-year.			
Great Western Main Line, &c.,	<u>£2,146 6 2</u>		
Sarnia Extension	<u>9,574 8 5</u>		
Balance of Loan to Detroit and Milwaukee Railway Company.....		£11,720 14 7	
		<u>15,665 11 4</u>	
		<u>£27,386 5 11</u>	

THE GREAT WESTERN

ACCOUNT

Revenue Account of the Great Western Railway

Half-year ended 31st January, 1859.		RECEIPTS.		Half-year ended 31st January, 1860.			
Dollars. c.	Sterling. £ s. d.			Dollars. c.	Sterling. £ s. d.		
632,948 98	130,068 0 3	To Amount received for the carriage of 257,592		548,206 08	112,645 1 9		
40,573 00	8,386 13 3	Passengers		38,415 36	7,893 11 4		
349,751 24	71,886 13 10	Ditto ditto Parcels and Mails		419,732 41	86,346 7 8		
1,023,273 22	210,261 12 4	Ditto ditto Freight and Live Stock		1,006,263 85	206,785 0 9		
3,513 73	722 0 0	Ditto ditto Rents		3,493 97	717 18 9		
\$1,090,786 95		£210,863 12 4		\$1,009,547 82		£207,502 19 6	

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

RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the half-year ending 31st January, 1860.

Half-year ended 31st January, 1859.				Per Cent on Gross Receipts.	EXPENSES.	Half-year ended 31st January, 1860.				Per Cent on Gross Receipts.
Dollars. c.	Sterling.					Dollars. c.	Sterling.			
	£ s. d.					£ s. d.				
73,906 91	15,186 7 0		7 20		BY MAINTENANCE & RENEWAL OF WAY, viz.—					
					Cost of Maintenance of Way	\$76,143 39				
					Cost of Renewal of Bridges, Rails, Sleepers, Fences, &c.... ..	44,353 42				
36,765 61	7,554 11 7		8 58		Per Abstract A					
110,672 52	22,740 18 7		10 78		Locomotive Power do. B	120,496 81				
183,956 32	37,799 4 10		17 92		Repairs and Renewals of Passenger and Goods Cars do. C	189,504 94				
34,127 09	7,012 8 4		3 32		Coaching Transit Expenses do. D	36,122 67				
105,068 74	21,588 9 4		10 23		Merchandise Expenses ... do. E	107,074 59				
82,990 95	17,052 18 8		8 06		General Charges.. do. F	85,100 71				
33,578 52	6,961 6 9		3 30			34,741 47				
550,694 14	113,156 6 6		53 63		Total Ordinary Working Expenses... ..	573,041 19				
					ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.					
6,624 97	1,361 5 11		0 64		By Taxes	\$7,880 86				
					Railway Inspection Fund	1,528 75				
4,908 82	988 2 3		0 47		Insurance... ..	5,267 04				
					Suspension Bridge Rent, for half-year	22,500 00				
22,500 00	4,623 5 9		2 19							
584,627 98	120,129 0 5		56 93			36,376 65				
442,159 02	90,854 11 11				Total Revenue Expenditure	609,717 84				
					Balance carried to net Revenue No. 3 account	400,129 96				
\$1,026,786 95	£210,983 12 4					\$1,009,847 82				
						£207,502 19 6				

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THE GREAT WESTERN

ACCOUNT

Dr.

Net Revenue Account

	\$	c.	£	s.	d.
1859.					
Aug. 1. To Surplus of Net Revenue brought forward from half-year ended July 31, 1859	39,749	74	8,167	15	1
1860.					
Jan. 31. „ Balance from Revenue Account (No. 2) for the half-year to date.....	400,129	98	82,218	9	9
	439,879	72	90,386	4	10
1860.					
Jan. 31. To Balance brought forward.....	\$ 293,569	c. 84	£ 60,322	s. 11	d. 5
	293,569	84	60,322	11	5
1860.					
Jan. 31. To Balance applicable to dividend brought down	\$ 201,048	c. 96	£ 41,311	s. 8	d. 7
	201,048	96	41,311	8	7
1860.					
Jan. 31. To Balance (surplus) brought down	\$ 46,806	c. 77	£ 9,617	s. 16	d. 7

THE GREAT WESTERN

ACCOUNT

Dr.

General Balance Sheet

	\$	c.	£	s.	d.
Amount outstanding and due to the Co. on Traffic Account	207,718	88	42,681	19	3
General Stores (including stationery and coal) on hand 31st January, 1860	277,714	52	57,064	12	7
Fuel Stores (wood) on hand 31st January.....	137,010	57	28,152	17	2
Mechanical Stores do.	65,334	81	13,424	19	3
Rails Stock Account, rails on hand do.	329,567	08	67,719	5	3
Municipal Bonds	69,400	00	14,260	5	6
Detroit and Milwaukee Stock and Interest	201,000	00	41,301	7	4
Amount of Interest due to 31st January, 1860, on Loan to Detroit and Milwaukee Railway Company	167,437	05	34,404	17	6
Galt and Guelph Railway, Working Account	9,524	36	1,977	1	2
Cost of Iron Swing Bridges in course of construction, to replace Timber structures	35,481	27	7 90	13	5
Bad Debt Account (in course of liquidation). Balance...	28,871		5,932	9	4
Amount of outstanding Bonds given* on Desjardin's Accident Account.....	19,000	00	3,904	2	2
Sundry Accounts, Loans, and Interest due to the Company	110,703	06	22,747	4	1
	\$ 1,658,762	94	£ 340,841	14	0

RAILWAY COMPANY OF CANADA.

No. 3.

to 31st January 1860.

Cr.

1860.		\$	c.	£	s.	d.
Jan. 31. By Interest on Bonds, Bank loans, &c., after deducting Interest received, per Abstract G		146,309	88	30,063	13	5
„ Balance carried down.....		293,569	84	60,322	11	5
		439,879	72	90,386	4	10
1860.		\$	c.	£	s.	d.
Jan. 31. By Amount paid during the half-year on account of Desjardins and Flamboro' Accidents		28,128	56	5,779	16	10
„ Bad Debt Account. Proportion of this Account written off		5,774	26	1,186	9	10
„ Six Months' Interest on Detroit and Milwaukee Loan to January 31, 1860, not received		58,618	06	12,044	16	2
„ Balance carried down.....		201,048	96	41,311	8	7
		293,569	84	60,322	11	5
1860.		\$	c.	£	s.	d.
Jan. 31. By Proposed Dividend at the rate of 2 per cent. per annum on—						
101,866 Old Shares	\$101,636	27				
67,834 New Shares	52,605	92				
„ Surplus to be carried to next half-year		154,242	19	31,693	12	0
		46,806	77	9,617	16	7
		201,048	96	41,311	8	7

RAILWAY COMPANY OF CANADA.

No. 4.

to 31st January 1860.

Cr.

		\$	c.	£	s.	d.
Balance from Capital Account No. 1		1,256,392	42	258,162	16	7
Balance from Revenue Account No. 3		201,048	96	41,311	8	7
Interest on Detroit and Milwaukee loan for six months to January 31, 1860, deducted from net Revenue Account No. 3.		58,618	06	12,044	16	2
Insurance Fund Account.....		24,128	63	4,957	18	9
Balances due to Bankers, contractors, and sundry accounts not paid on 31st Jan., 1860		118,574	87	24,364	13	11
		1,658,762	94	340,841	14	0

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GREAT WESTERN RAILWAY OF CANADA.

Abstracts referred to in the Revenue Statement for the Half-year ended 31st January, 1860.

ABSTRACT A.

Half-year ended 31st Jan'y., 1859.	\$ c.	MAINTENANCE OF WAY.	Half-year ended 31st Jan'y., 1860.	\$ c.	
9,394	10	Repairs of Bridges and Culverts ... ..	...	5,649	49
46,458	44	Platelayers' Wages, and Extra Work on Way ... ..	...	46,581	69
10,752	51	Repairs of Stations, Sidings, &c. ... ..	...	10,046	12
542	05	Approaches ... ..	...	418	46
4,553	56	Repairs of Buildings ... ..	...	8,338	23
805	36	Repairs of Signals ... ..	...	1,403	24
2,400	89	Engineering Superintendence, &c. ... ..	...	3,707	15
<u>\$73,906</u>	<u>91</u>	Sterling £15,196 7 0.—Total Cost of Maintenance—	Sterling £15,645 18 0	<u>76,143</u>	<u>39</u>
36,765	61	" 27,654 11 7.—Renewals of Bridges, Rails, Sleepers, Fences, &c.—	" £9113 14 4	<u>44,353</u>	<u>42</u>
<u>\$110,672</u>	<u>52</u>	Total Charge, including Renewals ... ..	...	<u>\$120,496</u>	<u>81</u>
£22,740	18 7	Sterling.	...	Sterling £24,759	12 4

ABSTRACT B.

Half-year ended 31st Jan'y., 1859.	\$ c.	LOCOMOTIVE POWER.	Half-year ended 31st Jan'y., 1860.	\$ c.	\$ c.
Transit Expenses:—					
23,076	50	Wages of Enginemen and Firemen ... ..	...	33,578	30
2,684	15	Wages of Labourers and Cleaners ... ..	...	7,283	39
60,225	43	Fuel ... ..	...	52,550	62
3,688	61	Oil ... ..	...	4,204	95
4,881	87	Tallow ... ..	...	891	43
7,064	38	Small Stores, including Waste and Signal Lamps ... ..	...	1,630	02
7,364	37	Pumping Engines to supply Water... ..	...	4,958	65
372	67	Salaries of Foremen and Clerks ... ..	...	349	82
1,006	87	Salary of Locomotive Engineer ... ..	...	1,012	78
<u>\$100,144</u>	<u>36</u>				
Repairs of Engines:—					
30,504	49	Material and Fuel ... ..	...	26,880	87
40,134	29	Wages ... ..	...	52,125	05
<u>\$179,783</u>	<u>13</u>				
Sundries:—					
786	10	Lights ... ..	...	567	30
929	93	Maintenance of Turntables ... ..	...	1,400	19
2,457	16	Maintenance of Tanks and Pumps... ..	...	2,092	57
<u>\$183,966</u>	<u>32</u>				
				4,000	06
				<u>\$189,504</u>	<u>94</u>
£27,299	4 10	Sterling.	...	Sterling £39,936	7 5
\$0.355 or 1s. 5 1/2d.		Cost per Train mile run	\$0.328 or 1s. 4 1/4d.		
\$0.370 or 1s. 1 3/4d.		Cost per Traffic Engine mile run	\$0.242 or 0s. 11 1/2d.		

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st August, 1858, to 31st January, 1859.	Miles run, 1st August, 1859, to 31st Jan., 1860.	
273,681	By Passenger Engines	292,169
245,177	By Freight Engines	266,149
<u>518,858</u>	Total Train miles earning Revenue... ..	<u>558,318</u>
162,702	By Piloting and Shunting Engines	205,467
<u>681,560</u>	Total Traffic Engine miles run	<u>763,779</u>
111,969	By Construction Engines	26,140
16,366	By Wood Engines	7,312
<u>809,195</u>	Gross Engine miles run... ..	<u>819,231</u>

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st January, 1859.		REPAIRS AND RENEWALS OF CARS.		Half-year ended 31st January, 1860.	
\$	c.	Passenger Cars:—		\$	c.
7,327	29	Materials	...	6,662	10
10,810	68	Wages	...	14,223	93
889	02	Salaries of Superintendent, Foremen, & Clerks	...	826	00
<u>19,227 19</u>				<u>21,712 03</u>	
		Merchandise Cars:—			
8,059	32	Materials	...	\$6,710	15
6,143	03	Wages	...	7,152	35
704	55	Salaries of Superintendent, Foremen, and Clerks	...	548	14
<u>\$34,127 00</u>				<u>14,410 64</u>	
				<u>\$36,129 67</u>	
£7,012 8s. 4d. Sterling. Showing a Cost of \$0.066, or 3.24d. <i>g</i> per Train Mile run.				Sterling £7,422 9s. 4d. Showing a Cost of \$0.062 or 3.08d. per Train Mile run.	

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Aug., 1858, to 31st Jan., 1859.		Miles run, 1st Aug., 1859, to 31st Jan., 1860.	
903,300	Of 1st Class Cars	...	913,464
252,522	2nd Class Cars	...	240,901
683,785	Post Office, Express, Baggage, and Conductors' Cars	...	746,100
3,632,688	Freight, Platform, and Cattle Cars	...	4,497,339
<u>5,477,295</u>		<u>6,397,804</u>	
178,926	Wood Cars	...	100,214
2,440,118	Gravel Cars	...	844,200
<u>8,096,339</u>		<u>7,342,218</u>	
Total earning Revenue		Total Miles run by Cars	

ABSTRACT D.

Half-year ended 31st January, 1859.		COACHING TRANSIT EXPENSES.		Half-year ended 31st January, 1860.	
\$	c.			\$	c.
15,362	91	Wages of Booking Clerks and Station Masters	...	14,304	96
9,303	09	Porters	...	9,448	83
19,001	70	Conductors, Baggage-men, and Brakemen	...	17,964	22
2,028	99	Police-men	...	1,907	84
5,019	66	Switchmen	...	4,243	77
4,822	70	Watchmen at Level Road Crossings	...	4,208	55
777	37	Clothing	...	183	24
4,613	40	Oil and Tallow	...	4,507	67
854	75	Compensation for Damages	...	1,003	04
391	57	Cattle killed on Track by Trains	...	433	28
1,214	20	Lamps and Signals	...	1,436	80
12,303	45	Lights and Fuel for Stations and Passenger Cars, and cleaning of same	...	12,081	11
1,639	66	Stationery, Advertising, and Printing	...	2,221	33
543	67	Small Stores	...	408	24
1,506	72	Travelling and incidental expenses	...	1,851	77
796	83	Expenses of Ferry across the Detroit river	...	874	62
9,306	85	Expenses of Advertising and Agency in United States	...	11,336	62
10,545	96	Expenses of Telegraph	...	14,708	84
4,985	98		...	4,237	56
<u>\$105,068 74</u>				<u>\$107,074 59</u>	
£21,589 9s. 4d. Sterling. Equal to 15.60 per Cent. on Coaching Traffic Receipts.				Sterling £22,001 12s. 7d. Equal to 13.25 per Cent. on Coaching Traffic Receipts.	

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st Jan., 1889.

Half-year ended
31st Jan., 1890.

MERCHANDISE TRANSIT EXPENSES.

\$ c.		\$ c.
20,377 72	Wages of Clerks, Conductors, and Brakemen	20,825 22
23,267 50	" Porters	23,524 21
5,019 70	" Switchmen	4,243 83
2,518 05	" Watchmen at Level Road Crossings	2,994 13
3,879 66	Lights, Lamps, Fuel, and Signals	4,345 29
1,531 39	Oil and Tallow	2,268 77
1,513 89	Small Stores, including Tail Ropes, &c.	1,157 41
2,500	Rents	1,812 36
6,883 73	Compensation for Damages	4,112 09
426 04	Cattle killed on Track by Trains	311 84
700 19	Travelling and Incidental Expenses	851 50
1,886 49	Stationery, Advertising, and Printing	2,169 87
290 74	Office Expenses	355 53
2,822 87	Expenses of Telegraph	3,090 86
4,883 12	Expenses of Ferry across the Detroit River	7,928 70
<u>\$82,990 95</u>		<u>\$85,100 71</u>

£17,082 18s. 8d. Sterling.
Equal to
23.73 per cent.
on Merchandise
Traffic Receipts.

Sterling £17,458 8s. 11d.
Equal to
20.25 per cent.
on Merchandise
Traffic Receipts.

ABSTRACT F.

Half-year ended
31st Jan., 1889.

Half-year ended
31st Jan., 1890.

GENERAL CHARGES.

\$ c.		\$ c.
19,398 26	Head Offices in London and Hamilton	19,112 71
3,284 21	Stationery, Advertising, and Printing	1,610 64
1,164 41	Postages and Stamps	925 57
679 93	Fuel and Lights	310 86
2,218 63	Travelling and Incidental Expenses	5,178 80
303 88	Discount on Bank Notes, and cost of Exchange	620 68
906 "	Furniture, &c.	354 37
76 60	Store Keepers' Office Expenses	2,513 73
1,045 45	Law Charges	15 75
4,866 07	Directors' Remuneration	4,866 67
<u>\$34,544 04</u>		<u>\$35,991 78</u>
665 52	Less Transfer Fees	660 31
<u>\$33,878 52</u>		<u>\$34,741 47</u>

£6,961 6s. 9d. Sterling.
Equal to
3.80 per cent. on
Total Revenue.

Sterling £7,138 13s. 2d.
Equal to
3.44 per cent. on
Total Revenue.

GREAT WESTERN

ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.

	DOLLARS.		STERLING.	
	\$	c.	£	s. d.
Sundry Interests and Bank Commissions	4,488	12	922	4 4
Interest on Outstanding Bonds payable in England	193,944	03	39,851	10 3
Do. on Bank Loans, &c.	13,838	47	2,740	15 8
	<u>\$211,770 62</u>		<u>£43,514 10 3</u>	

THE GALT AND

ACCOUNT

The Galt and Guelph Railway Company (Working Account)

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

1860.		DOLLARS.		STERLING.	
		\$	c.	£	s. d.
Jan. 31.	To amount received during the Half-year ended this day for the carriage of—				
	Passengers	3,588	17	737	5 11
	Mails and Sundries	969	56	199	4 6
	Freight and Live Stock	3,950	21	811	13 9
	„ Balance	\$8,507	94	1,748	4 2
		1,112	73	228	12 11
		<u>\$9,680 67</u>		<u>£1,976 17 1</u>	

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	9,882	miles
Piloting and Shunting	1,862	„
Total.....	<u>11,734</u>	Engine Miles.

RAILWAY OF CANADA.

G.

DISCOUNTS, &c., TO 31st JANUARY, 1880.

	DOLLARS.		STERLING.
	\$	c.	£ s. d.
Sundry Interests and Discounts	...	...	...
Interest on Municipal and other Bonds...	4,736	68	973 5 10
Do. &c., due on Loan to Detroit and Milwaukee Railway Company	2,106	00	432 14 10
for Half-year	...	...	...
Balance as per Net Revenue Account, No. 3	58,618	06	12,044 16 2
	146,309	88	30,063 13 5
	<u>\$211,770</u>	<u>62</u>	<u>£48,514 10 3</u>

GUELPH RAILWAY.

H.

In Account with the Great Western Railway Company of Canada.

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

1880.		DOLLARS.		STERLING.
		\$	c.	£ s. d.
Jan. 31.	By Maintenance and Renewal of Way during the Half-year ended this day—			
	Cost of Maintenance	\$1,653	44	339 15 0
	Cost of Renewal of Rails, &c.	425	72	87 9 6
	„ Locomotive Power	\$2,079	16	£427 4 6
	„ Use of Passenger, Freight, and other Cars	2,880	63	591 17 10
	„ Coaching and Merchandise Transit Expenses	296	60	60 18 11
	„ General Charges	2,356	07	607 8 3
		1,200	00	246 11 6
	„ Taxes	\$9,412	36	£1,934 1 0
		208	31	42 16 1
		<u>\$9,620</u>	<u>67</u>	<u>£1,976 17 1</u>
1880.	Jan. 31. By balance brought down	\$1,112	73	£228 12 11

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REPORT

OF THE DIRECTORS OF THE

Great Western Railway Company

OF CANADA.

The receipts on Capital Account during the last half-year amounted to £175,553 12s. 3d., composed as follows:—

From Calls on Shares .. ..	..	..	£171,353 12 3
„ Issue of Bonds .. ..	..	..	4,200 0 0
Total .. ..	..	..	£175,553 12 3

This makes the total receipts on Capital Account on the 31st January, 1860, as follows:—

Share Capital .. ..	..	..	£3,258,679 16 10
Perpetual 5 per Cent. Debenture Stock	..	..	46,700 0 0
Loan from Government .. ..	..	..	573,687 15 0
Bonds of the Company .. ..	..	..	1,281,200 0 0
Total .. ..	..	..	£5,160,267 11 10

The expenditure on Construction Account during the last six months has been as follows:—

On Main Line and Galt and Toronto Branches,			
279 miles .. ..	..	..	£2,146 6 2
On Sarnia Branch, 51 miles .. ..	..	..	9,574 8 5
Total .. ..	..	..	£11,720 14 7

To which has to be added the sum of £15,665 11s. 4d., being the balance of the authorised Loan to the Detroit and Milwaukee Railway Company, bringing the total outlay on Capital Account to 31st January, 1860, to the sum of £4,902,104 15s. 3d.

The expenditure on the Main Line is almost entirely composed of payments made in settlement of land claims, and an amount paid on a judgment rendered in a law suit which has been in litigation for several years. The outlay for new works was only £356 15s. 10d., the particulars of which are set forth in the Engineer's Report.

The Sarnia Branch is now completed, and within the amount stated in the last Report. The arbitration on account of the original contract, then alluded to, has also since been settled on reasonable terms; and the amount to be paid on that account will be included in the next Report.

The total amount of the half-year's Traffic and Rents is	...	...	£207,502 19 6
Less Working Expenses and Renewals &c.	...	...	125,284 9 9
			<hr/>
Leaving a net Revenue of	...	...	£82,218 9 9
Adding surplus from last half-year	...	...	8,167 15 1
			<hr/>
			£90,386 4 10
From which the following deductions have to be made:—			
Balance of General Interest Account as per Abstract G	£30,063 13 5		
Payments on account of the Desjardins and Elamboro			
accidents	...	5,779 16 10	
Proportion of Bad Debt Account	...	1,186 9 10	
		<hr/>	
		37,030 0 1	
Six months' Interest on Detroit and Milwaukee Loan to			
January 31st, 1860, not received	...	12,044 16 2	
		<hr/>	
		49,074 16 3	
		<hr/>	
Leaving an available balance of	...	...	£41,311 8 7
			<hr/>

Out of which the Directors recommend the payment of a dividend at the rate of 2 per cent. per annum, which will absorb £31,693 12s., leaving a balance to be carried to the credit of next half-year's account of £9,617 16s. 7d.

In the present accounts there is no charge for interest upon the balance of the loan from the Government of Canada. The depressed condition of the Company at the present time, caused the Directors to apply to the Government upon the subject, and they have now the pleasure to inform the shareholders that the Government have consented not to call upon the Company for the payment of interest for three years, from the 1st July, 1859, before which time it is hoped that the Company may be enabled to complete the arrangements made in 1857 to pay off the entire debt, and when this is done, a settlement will be made of the whole account between the Government and the Company, including the payments in previous years towards the sinking fund.

The traffic during the last half-year, as compared with that of the corresponding period, shews a decrease of £3,480 12s. 10d.

Great Western Railway of Canada.

Emendation of Half-Year's Report to January 31st, 1860.

(Correction)

LONDON, April 3rd, 1860.

The total amount of the half-year's Traffic and Rents is	...	...	£207,502	19	6
Less Working Expenses and Renewals	...	...	125,284	9	9
Leaving a net Revenue of	...	...	£82,218	9	9
Adding surplus from last half-year	...	...	8,167	15	1
			£90,386	4	10

From which the following deductions have to be made:—

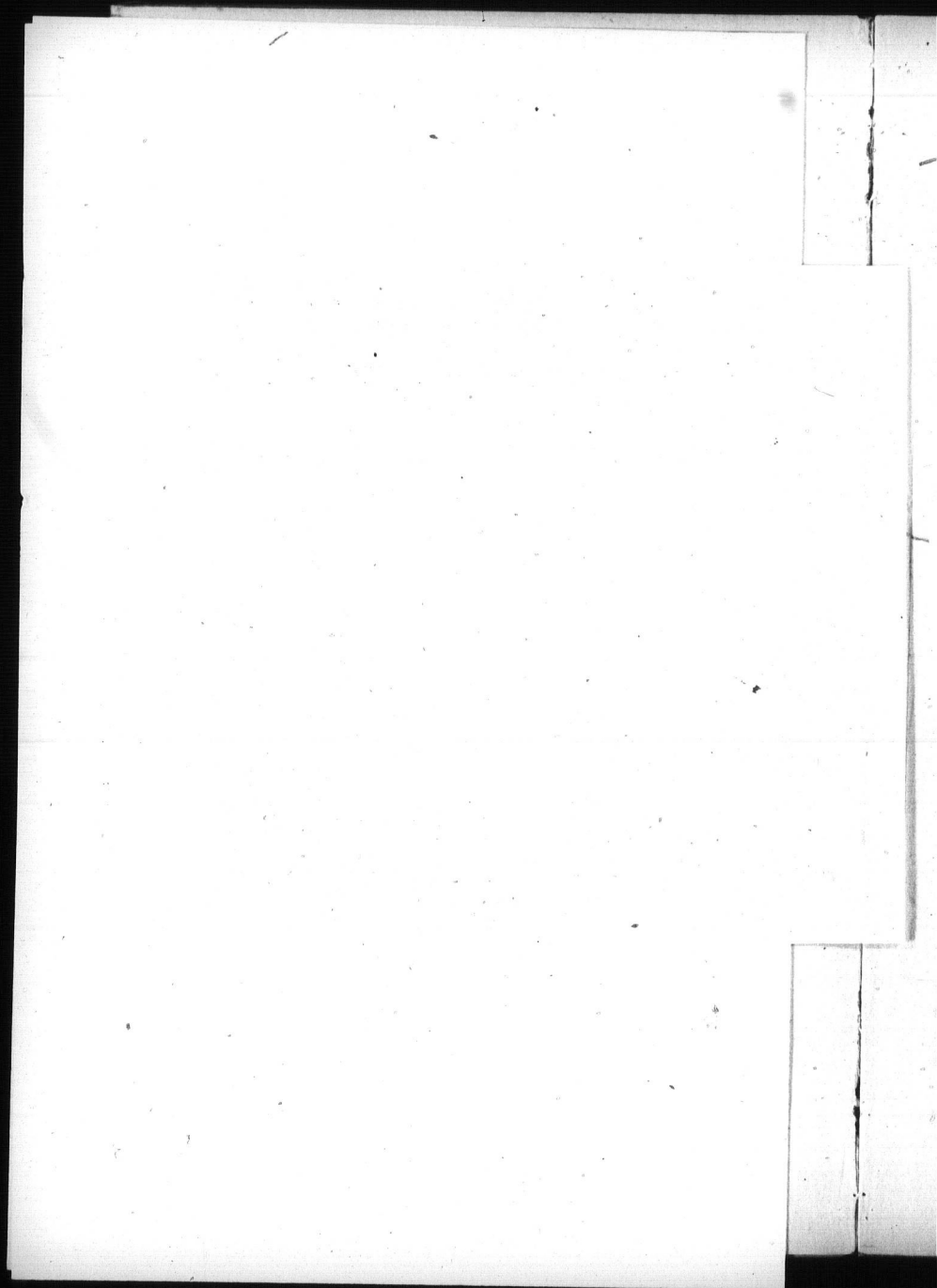
Interest on Government Loan	...	...	£17,498	5	0
Ditto on the Company's Bonds, &c., as per Abstract G	...	...	30,063	13	5
Payments on account of the Desjardins and Flamboro accidents	...	...	5,779	16	10
Proportion of Bad Debt Account	...	...	1,186	9	10
			54,528	5	1

Six months' Interest on Detroit and Milwaukee Loan to

January 31st, 1860, not received	...	...	12,044	16	2
			66,573	1	3

Leaving an available balance of	...	...	£23,813	3	7

Which the Directors recommend should be carried to the credit of the next Half-Year's accounts.



As compared however, with the previous half-year, ending 31st July, 1859, there is an increase of £26,026 15s. 7d.

The working expenses and renewals, for the last half-year, (exclusive of Taxes, Insurance, and Suspension Bridge Rent,) were £117,748 3s. 9d. against £113,156 6s. 6d. during the corresponding half-year, or an increase of £4,591 17s. 3d. caused principally by the working of the Sarnia Branch of 51 miles.

The following statement exhibits the comparison of the different items of traffic, and of the cost of working, and renewals of permanent way and works, during the last four half-years:—

RECEIPTS.

Half-year.	Passengers.		Parcels and Mails.		Freight and Live Stock.		Rents.		Totals.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
31st July, 1858	124,390	9 2	7,877	3 4	79,783	19 7	1,600	14 7	213,652	6 8
31st Jan., 1859	130,058	0 3	8,336	18 3	71,866	13 10	722	0 0	210,983	12 4
31st July, 1859	107,723	6 11	7,657	2 1	65,229	3 2	866	11 9	181,476	3 11
31st Jan., 1860	112,645	1 9	7,893	11 4	86,246	7 8	717	18 9	207,502	19 6

EXPENSES.

	No. of Miles worked.	Working expenses		Renewals.		Totals.	
		£	s. d.	£	s. d.	£	s. d.
31st July, 1858	...	279	119,125 9 10	4,812 2 9	123,937 12 7		
31st Jan., 1859	...	279	107,951 3 1	7,554 11 7	115,505 14 8		
31st July, 1859	...	330	106,473 12 8	9,229 7 1	115,702 19 9		
31st Jan., 1860	...	330	111,547 9 8	9,113 14 4	120,661 4 0		

In the Passenger Traffic there is a considerable falling off as compared with the half-year ending 31st January, 1859; but this decrease did not permit of any diminution in the number of Passenger Trains, and consequently, the expenses in this department could not be materially reduced.

In the Goods Traffic on the other hand, there is an increase of £14,379 13s. 10d. or 20 per cent., and in the weight carried of 32,286 tons, or 29 per cent.; this has necessitated a corresponding increase in the mileage of Goods Trains and of all the expenses incident to that kind of traffic.

Thus the mileage of all trains has increased to 578,312 in the last

half-year as compared with 518,858 in the corresponding six months; but the cost per mile has been reduced from 4*s.* 2*d.* to 3*s.* 10½*d.*, which is the lowest rate at which the Trains have been worked since the opening of the Line:

The cost of renewals of Permanent Way and Works has amounted to £9,113 14*s.* 4*d.*, as detailed in the Engineer's Report.

In the general Balance-Sheet will be observed an item of £7,290 13*s.* 5*d.* for Renewals of Swing Bridges over the Welland and Desjardins Canals. These two Bridges, originally built of wood, are now being renewed in iron, and until the work is completed and the old Bridges taken down, it is not possible properly to apportion the sums chargeable to Capital and Revenue. The principle intended to be adopted is that the extra cost of renewing these structures in iron, as compared with the cost of doing so in wood, shall be charged to Capital, the value of the Line being increased in that proportion.

The outstanding accounts of the Company having been very carefully analyzed, it appeared that during the six years that the Line has now been open, some bad debts had been incurred, which amount to an aggregate of £7,118 19*s.* 2*d.* This sum has been charged to a Bad Debt Account, and it is proposed to write it off by six half-yearly instalments, the first of which, £1,186 9*s.* 10*d.*, is charged in the present accounts.

The disastrous and impolitic competition of American lines amongst themselves during the last three years has forced upon this Company rates which are not fairly remunerative, and as the following table will shew, our receipts have not improved in anything like a proportion to the business which has been performed. The Directors are about to take this matter into serious consideration:—

Half-year.	Tons.				Total amount received.
	Local.	Through.	Live Stock.	Total.	
31 July, 1856	78,866	29,573	23,697½	132,136½	£ 118,640 1 10½
31 January, 1857 ...	95,950	26,491	26,335½	148,776½	117,791 2 2½
31 July, 1857	64,046	27,261	20,988½	112,295½	92,404 13 1½
31 January, 1858 ...	58,882	42,551	16,040½	117,473½	87,678 17 3½
31 July, 1858	59,059	33,253	24,178½	116,490½	79,998 14 0½
31 January, 1859 ...	54,267	30,755	25,077¾	110,099¾	72,894 1 10½
31 July, 1859	66,488	23,700	18,757	108,945	65,666 3 7½
31 January, 1860 ...	73,720	48,952	19,713	142,385	87,058 1 5½

The benefit of the last harvest is shewn by the large increase in the quantity of the goods carried during the last half-year.

But, while the Directors can look with confidence on the position and prospects of their own Company, they think it their duty to state that the affairs of the Detroit and Milwaukee Railway are in a most critical position, and that a decision must now be come to respecting their future course and relations with that Company. The Shareholders are aware that this Company already hold a mortgage for £250,000, lent to the Detroit and Milwaukee Railway. The Directors were in hopes that the interest on this Loan would have been duly paid; but they have been disappointed, and four half-years' interest are now due, while other claimants are also pressing for payment. It will be observed that no credit has been taken during the last half-year for any interest arising from this source.

It must not be forgotten in considering this question, that whatever steps the financial position of the Detroit and Milwaukee Company may render necessary to be adopted, the expectations of the Directors as to the benefit to be derived from its traffic, upon which they based the policy of their Loan, are fairly justified by the result.

The traffic accruing to the Great Western Railway of Canada from the Detroit and Milwaukee Line during the past half-year, amounts to \$90,000 or £18,493. It is, to that extent, a clear addition to the receipts of this Railway without involving an extra train, which would not have been obtained except from the Detroit and Milwaukee Railway, while there is every prospect of a much larger business from the same source hereafter.

The critical financial position, however, of the Detroit and Milwaukee Company,—its close connexion with, and indebtedness to this undertaking,—the continued depression of the receipts of the latter,—constitute together a state of things apparently so unsatisfactory, that it is desirable that the fullest information should be afforded, and that the opinion of perfectly impartial persons should be taken upon the position of this concern.

The Directors, therefore, recommend that a Committee of Proprietors be appointed at the approaching meeting, for the purpose of investigating the affairs of the Great Western Railway of Canada, with all requisite authority; and that as soon as their report is prepared, a special meeting shall be summoned for its consideration.

An application having been made to the Directors, for access to the Registry of Proprietors, which is not provided for by the

Legislative Acts constituting this Company, the Directors suggest that a resolution be passed for opening the Share List upon the terms usual in English railways.

The Directors cannot conclude this Report without cordially adopting the language used by Mr. T. E. Blackwell, Managing Director of the Grand Trunk Railway, in his recent report to the Directors of that Company:—"I have referred to the prospects of competition with rival railway companies, whose roads run nearly parallel with our own, and with whom during closed navigation, we shall have to contend for the western traffic of which I have been speaking; but I am happy in being able to assure you that the Managers of the Great Western Railway are, with ourselves, fully determined, so far as lies in our power to prevent it, that the battle ground of this competition shall not be in Canada nor fought with British capital; and with this view I have to report that we have concluded an agreement for a division of all traffic between stated points, thus precluding, as we hope, the possibility of any competition between us for traffic common to us both, and which, from the facilities of transshipment which the two companies will be able to offer, both at Detroit and Sarnia, must in time be induced through Canada rather than by the more Southern Lines."

The Directors having received the resignation of their colleague Mr. William Govan, of Glasgow, his seat at the Board has been filled up by the appointment of Mr. F. S. Head, a gentleman who with his friends, hold a large interest in the line, and who, to a considerable railway experience, brings the additional recommendation of residing in the immediate vicinity of London.

Signed on behalf of the Board of Directors in England,

ROBERT GILL,

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

London, March 20th, 1860.

REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,

ENGINEER'S OFFICE,

HAMILTON,

15th February, 1860.

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

DEAR SIR,—I beg to lay before you the following Report on the condition of the Line for the half-year ending 31st January last:—

1. *Works of Construction.*—On the Main Line an expenditure of \$1,736 40 has been incurred for the following new works:—

1. For draining and filling up a stagnant pond of water situated between the Railway embankment and the property of Dundrum, at Hamilton, under an agreement made with Sir Allan Macnab some years ago, but which was postponed till now	\$623 46
(The above work is still in progress, and will cost an additional sum of \$583 to finish it.)	
2. For the erection of Cattle Pens at some way stations, and for sundry small new works	1,112 94
Total on Main Line	<u>\$1,736 40</u>

Or £356 15 10 sterling.

The Sarnia Branch was entirely completed in the early part of the past half-year, at an outlay of \$23,172 37, which was expended on the following works:—

1. Earthworks	\$388 93
2. Additions made to Bridges	149 47
3. Erection of Freight House at Komoka Junction, and sundry small works in connection with the Sarnia Grain Elevator	3,711 68
4. Ballasting and additional Sidings	18,286 75
5. Fences	152 03
6. Engineering charges and sundries	483 51
	<u>\$23,172 37</u>

Or £4,761 8 11 sterling.

2. *Maintenance of Way.*—The following are the details of cost of maintenance of the Main Line and Branches, in all 330 miles:—

Repairs of Bridges and Culverts	\$5,648 49
Platelayers' wages and Materials for Repairs	46,581 69
Repairs of Station Sidings and Yards	6,075 56
" Buildings	8,338 23
" Signals	1,403 24
" Road and Bridge Approaches	418 46
" Fences	3,970 56
Engineering, Superintendence, and incidental charges	3,707 16
	<u>\$76,143 39</u>

Or £15,645 18 0 sterling.

Being at the rate of \$461½ per mile per annum. The cost of maintenance for the corresponding half-year of 1858-59 was \$73,906 91 for 279 miles (before the Sarnia Branch was opened), or \$530 per mile, showing a saving effected of \$68½ per mile within the past year.

The following tabular statement exhibits the relative cost of the maintenance of the Main Line and each Branch.

Main Line	229 miles long	...	...	...	\$517 per mile.
Toronto Branch	38 "	...	...	...	426½ "
Galt Branch	12 "	...	...	...	531½ "
Sarnia Extension	51 "	...	...	...	273 "
Galt and Guelph Railway	15 "	...	...	...	220½ "

The average of these is \$461½ or £95 sterling per mile per annum. It will be observed that the repairs of bridges, buildings, and fences form a large amount of the aggregate cost of repairs, which arises from their construction of wood. This would constitute little more than a merely nominal charge on the majority of English railways; and if this sum were deducted from the half-year's expenditure, the rate per mile would be reduced to \$353, as compared with \$461½.

3. *Renewals*—The expenditure under this head has been as follows:—

Renewals of rails and sleepers	...	...	...	\$28,199	44
" of bridges and culverts	...	...	...	13,631	55
" of fences	...	...	...	2,522	43
				<u>\$44,353</u>	<u>42</u>

Or £9,113 14 4 sterling.

The new materials used in permanent way are these:—

- 362½ tons of new fish-jointed rails.
- 673 tons of repaired rails (which had been formerly removed from the track, and refitted for use by having the bruised ends cut off and otherwise renewed.)
- 13,091 new white oak sleepers.
- 28,966 lbs. of new chairs.
- 23,128 lbs. of bolts and fish plates.
- 29,467 lbs. of spikes.
- 35 days of construction trains, distributing materials and ballasting.

The following is a summary of the different patterns of rails at present in the track of Main Line:—

V or Bridge rail, 66 lbs per yard	...	...	...	119½ miles
Fish-jointed rails, 65 lbs. per yard	...	...	...	109½ "
				<u>229 miles</u>

The Toronto Line and Sarnia Extension are laid with fished rails weighing respectively 65 and 57 lbs. per yard.

The aggregate length of sidings on the Main Line and Branches is 55½ miles, in connection with which there are 388 switches.

In the department of bridges and culverts, the following work has been executed during the half-year:—

- The completion of a new timber truss bridge over the River Thames at Thamesville, 260 feet long.
- The rebuilding of a wooden bridge, 40 feet span, over a public highway between London and Komoka.

3. The renewal of a portion of the wooden arches of the bridge over the Thames at Woodstock.
4. The renewal of the lower chords of the bridge over the Grand River, 2 spans of 160 feet each.
5. The enlargement of an arched culvert between Hamilton and Suspension Bridge, and the construction of four entirely new stone culverts, with upwards of 500 lineal feet of a retaining wall in connection with the heavy earthworks between Hamilton and Copetown.
6. The reconstruction of several wooden cattle guards on the division between Hamilton and Suspension Bridge.

The fence renewals consisted of the substitution of four miles of post and board fence for decayed portions of the original rail or snake fence.

4. *Galt and Guelph Railway*.—This Line, 15 miles in length, has been maintained in good condition during the half-year at the following cost :—

Maintenance of way and works	\$1,653	44
Renewals of way and fences	425	72
Watchmen at public road crossings	132	53

\$2,211 50

Or, £454 8 4 Sterling.

5. *General condition of Works*.—I am still able to report favourably of the state of the whole of our works, but I deem it right to call your attention to the fact that the time has now arrived when the cost of renewals will begin to exceed considerably the expenditure of previous half-years. This is only what invariably takes place in this continent when a line of railway has been upwards of six years in operation: much of the iron way is beginning to wear out and the sleepers have nearly reached the limit of their durability: experience also proves that in this climate wooden bridges begin to require heavy repairs after they have had six years' usage, and although the majority of our bridges are as well built and are standing as well as can be looked for in any wooden structures whatever, there are nevertheless, a few of them which require very shortly to be entirely rebuilt, and when this work is undertaken I beg to recommend that all those of large span be renewed in stone and iron.

I am, dear Sir,

Your very obedient servant.

(Signed)

GEO. LOWE REID.

Engineer.

REPORT OF THE LOCOMOTIVE SUPERINTENDENT.

GREAT WESTERN RAILWAY,
HAMILTON,

15th February, 1860.

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

DEAR SIR,—The following Report showing the working of the Locomotive Department during the past six months ending January 31st, 1860, is hereby respectfully submitted to yourself and to the Board of Directors.

1. *General Repairs and Maintenance.*—With respect to repairs:—44 engines have been put into full working order: and as regards maintenance—1 new and powerful freight engine, and 2 new tenders have replaced others which were unfit for service; and 3 other tenders have been rebuilt. Every possible care is also being taken to remove all weak and defective parts, by which means the stock generally will be gradually improved, and the cost of future repairs sensibly lessened. The number of engines now under heavy and light repairs is 22.

2. *Fireboxes, Boilers, and Tubes.*—Some of the boilers belonging to engines which were at work previous to the opening of the Line, are now becoming considerably worn, and we are making provision for replacing them. All requisite repairs have been executed to engines generally, and a new tube sheet has been put into the "Wentworth."

3. *Wheels and Axles.*—70 cast truck and tender wheels, and 20 straight axles have been supplied.

4. *Tyres.*—The total number of Lowmoor tyres provided, amounts to 57. The late intense frost has been unusually severe upon the tyres and wheels, and we are now renewing a large number which have been rendered unfit to run.

5. *Coupling Rods and Crank Pins.*—3 new sets of coupling rods, and 8 new crank pins have been supplied.

6. *Springs.*—The intense cold has been very destructive to the springs, causing a very heavy outlay upon repairs.

7. *Trucks.*—New trucks have been supplied to the "Medusa" and "Gazelle," also to 2 of Fairbairn's engines, the "Gem" and "Firebrand;" the remaining 4 of the latter class of engines are now in the shop to be completed with trucks.

8. *Fuel.*—The cost of fuel per mile is still on the decline, as per tabular statement below; and every possible means are being used both to lessen the first cost, and to accomplish further economy in the consumption, but the late severe weather has materially increased the average cost per mile. The coal burning engines still continue doing well; the miles run with Passenger and Freight Trains being 29,905, at a cost of 6,100 cents per mile, as against 8,500 cents per mile with similar sized engines using wood; when the present stock of firewood upon the Toronto Branch is exhausted, that Line will be worked entirely by coal-burning engines, and in the meantime the fact of our being able to burn coal efficiently and economically, enables us to effect all our contracts for firewood at reasonable rates, which is

not only a great benefit to this department, but one in which all other departments will equally participate.

	HALF-YEARS ENDING			
	January, 1857.	January, 1858.	January, 1859.	January, 1860.
Gross Engine mileage	776,992	758,300	681,560	783,779
Nett Train ditto	617,704	597,369	518,858	578,312
Total cost of Fuel	\$99,816	\$84,253	\$60,225	\$52,550
Cost per Mile on Engine Mileage ...	12.84 cents.	11.11 cents.	8.83 cents.	6.70 cents.
" " Train	16.15 cents.	14.10 cents.	11.60 cents.	9.08 cents.

9. *Condition of Shops, Tools, &c.*—Extensive repairs, improvements and additions have been made to the shops and tools, including the steam-heating apparatus (comprising over two miles of piping) which has been supplied to the repairing shops and steam sheds at Hamilton: also three-fourths of the smiths' shop has been rebuilt of stone and brick in lieu of the original timber structure; and 1 lathe and several other valuable tools have been added to the stock. The expense incurred upon the heating apparatus, will be nearly repaid during the present winter by the saving in fuel. The cost of repairs required to the whole of our workshops and steam sheds, as well as the permanent improvements above mentioned, are borne by the Locomotive Department, and are charged in the half-year's Revenue Accounts.

10. *Expenses of Working and Repairs:—*

	HALF YEARS ENDING		
	Jan., 1859.	Jan., 1860.	Jan., 1860.
Total Engine Mileage... ..	758,300	681,560	783,779
Total expenses for working and repairs	\$244,824	\$183,956	\$189,504
Cost per mile for working	c.18.58	c.14.69	c.13.58
" " repairs	13.70	12.30	10.60
Total cost per mile	32.28	26.99	24.18

The above table shows a decrease of 8 cents per mile since January, 1858; and, in reviewing the present expenses, it should be remembered that they include the following sums which have been expended in making permanent improvements in the Company's workshops and rolling stock, viz.:—

\$1,213 on Workshops.
7,600 ,, New Freight Engine.
1,860 ,, New Tenders.
1,040 ,, Rebuilding Tenders.

Total \$14,713

With regard to similar expenditures which may be required in future, you may rely upon the utmost caution being used, both to avoid every unnecessary expense, and to prevent depreciation of the Company's property.

I am, Sir,

Yours respectfully,

(Signed)

RICHARD EATON.

CAR REPORT

GREAT WESTERN RAILWAY,
CAR DEPARTMENT, HAMILTON,

16th February, 1860.

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

DEAR SIR,—I beg to lay before you the particulars of the work done in the Car Department for the six months ending 31st January, 1860.

The stock at present consists of the following, viz. :—

- 83 First Class Cars.
- 44 Second Class Cars.
- 53 Post Office, Baggage, and Conductor's Cars.
- 750 Eight-wheeled Box Freight Cars.
- 100 Four-wheeled ditto ditto.
- 110 Cattle Cars.
- 253 Platform Cars.
- 6 Timber Trucks.
- 120 Gravel Cars.

1,519 Cars.

Construction.—The charges against construction account for the past half-year are the following, viz. :—

The building of six large flat cars, 66 feet long, with 16 wheels each, for carrying heavy square timber from the Sarnia Branch, for shipbuilding; also a small charge against passenger-sleeping cars, for additional fittings for summer use.

Maintenance—First Class Cars.—The eight passenger cars undergoing renewal, mentioned in my last report as being then one-third finished, have been completed and are now at work.

Four more have been rebuilt during the past half-year, and eight more are now in hand, undergoing the same process; all of which will be completed by the close of the present half-year,

Making the total renewals of the old stock of this class of cars (including four rebuilt during the half-year ended 31st July, 1859,) equal to 24.

Post Office, Baggage and Conductors' Cars.—These cars are in good condition, the repairs having been kept up as required.

Box Freight and Cattle Cars.—The whole of this stock is now in good working order; repairs have been promptly executed as required; and the renewals required to keep up the full stock have been made up as they occurred.

During the past half-year we have renewed 20 roofs, and have repainted and repaired over 400 roofs. This of itself forms a very large item of our expenditure.

Platform Cars, and Timber Trucks.—Three large cars with 16 wheels each, 66 feet long, suitable for carrying large square timber and for general purposes, have been added to this stock during the past half-year, and three more are in a forward state.

From the unsuitableness of our old flat cars for carrying long square timber, it was found necessary to construct these; they being better adapted for this business, will be maintained at a cheaper rate, and will do the business more effectually.

The rest of this stock is in an efficient state.

Gravel Cars.—In my last report I stated these cars were fast wearing out. I have now to report that many of them are entirely worn out and have been broken up.

120 are undergoing repairs, and will be kept in good working condition for the Engineer's use when required.

Comparative Cost per Train Mile.—The following shows the comparative cost per train mile run, for eight half-years ending 31st January, 1860, viz. :—

		c.	
Half-years ending	}	31st July, 1856 ...	09-77
		31st January, 1857 ...	07-40
		31st July, 1857 ...	07-46
		31st January, 1858 ...	06-80
		31st July, 1858 ...	06-73
		31st January, 1859 ...	06-28
		31st July, 1859 ...	06-28
		31st January, 1860 ...	06-25
			Cost per Train Mile.

Renewals.—The following summary shows the Renewals and cost of same for the past half-year, viz. :—

Finishing the Renewals of eight Passenger Cars, as per my last Report, and ...	\$6,667 00
Rebuilding four Passenger Cars during the past half-year ...	5,000 00
	<u>\$11,667 00</u>

Yours respectfully,
S. SHARP.

(Signed)

Statement showing the cost of Oil used upon Cars, Train miles run, and cost per mile for four corresponding Half-years ending 31st January, 1860.

Half-years ending	Cost of Oil.	Train Miles run.	Cost per Mile.
	Dollars. c.		c.
31st January, 1857	6,666 43	617,704	1'079
31st January, 1858	5,837 03	597,309	'979
31st January, 1859	3,997 01	518,858	'770
31st January, 1860	3,233 01	578,313	'559

Taking the average cost per mile (c0.943) for three half-years ending 31st January, 1859, there is a saving shown of 40.72 per cent. in favour of the past half-year, 31st January, 1860.

(Signed)

S. SHARP.

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GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 1.

Statement of Monthly Traffic for the Half-year ended 31st January, 1860.

TRAFFIC BY PASSENGER TRAINS.

MONTHS.	Local Passengers.	Foreign Passengers.	Emigrants.	Mails and Exp. Frt.	Sundries.	TOTAL.
	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dollars. c.
August.....	40,745 73½	58,740 72½	1,782 52½	5,035 70½	1,682 25½	107,386 94½
September.....	36,619 09½	76,582 73	2,335 00	5,067 42½	1,474 88	122,079 16½
October.....	43,413 79½	70,156 29	1,954 98½	5,052 43½	1,996 22	122,573 72½
November.....	35,066 17	57,568 03½	1,801 35	5,108 06½	1,659 79	101,203 40
December.....	29,646 08	57,476 62½	1,081 90	5,341 12½	1,402 81	74,929 13½
January.....	27,900 81½	28,471 59½	470 70	5,127 48	1,036 71½	63,006 80½
	\$ 213,391 79	328,996 00	9,406 46	30,732 25	8,652 67	591,179 17
Less Traffic Galt & Guelph	3,541 82	43 68	2 67	875 00½	94 56	4,567 73½
Total G. W. R. Traffic.....	209,849 97	328,952 32	9,403 79	29,857 24½	8,558 11	586,621 43½

Comparative Statement of the Traffic of the Great Western proper (exclusive of Galt and Guelph) for the Half-years ended 31st January, 1860 and 1859.

Half-year 1860.....	209,849 97	328,952 32	9,403 79	29,857 24½	8,558 11	586,621 43½
do. 1859.....	232,768 79½	385,178 72½	15,001 46	30,379 72	10,193 28	673,521 90½
Increase.....						
Decrease.....	22,918 82½	56,226 40½	5,597 67	522 47½	1,635 17	86,900 54½

TRAFFIC BY FREIGHT TRAINS.

MONTHS.	Local Freight.	Foreign Freight.	Local Live St'ck.	Foreign Live St'ck.	Storage & Wh'fage.	Total.	GRAND TOTAL.	STERLING.
	dollars. c.	dollars. c.	dollars. c.	dollars. c.	dols. c.	dollars. c.	dollars. c.	£ s. d.
August.....	20,296 22	16,387 21	2,700 08	3,200 18	96 45	42,560 14	149,947 08½	30,811 0 10
September.....	20,113 48½	26,954 54	3,950 24	5,510 46	194 34½	65,822 47	187,901 63½	38,609 18 5½
October.....	36,296 66	29,221 69	4,890 72	11,688 63	214 97	84,202 67	206,776 29½	42,488 5 11½
November.....	28,973 28	34,689 64	3,251 47	11,102 40	281 12	78,248 01	170,451 41	36,573 11 9½
December.....	27,754 49½	30,886 88	3,969 22	9,911 51	117 11	81,639 13½	156,568 27	32,171 11 3
January.....	25,659 43½	32,481 57	2,364 60	7,624 60	89 99	71,210 19½	134,217 00	27,573 16 8½
	\$ 173,083 64½	179,451 88	21,116 33	49,046 78	988 98½	423,682 62	1,014,861 79	206,533 4 10
Less Traffic G.&Guelph	3,728 36	...	209 36	...	12 48½	3,950 90½	8,507 93½	1,748 4 11
Total G. W. R. Traffic.	169,355 28½	179,451 88	20,906 97	49,046 78	971 50	419,732 41½	1,006,353 85½	206,785 0 8½

Comparative Statement of the Traffic of the Great Western proper (exclusive of Galt and Guelph) for the Half-years ended 31st January, 1860 and 1859.

Hlf.-yr. '60	169,355 28½	179,451 88	20,906 97	49,046 78	971 50	419,732 41½	1,006,353 85½	206,785 0 8½
do. '59	186,779 08	124,408 68	16,423 64	65,748 92	4,390 96½	349,764 23½	1,023,373 21½	210,261 12 4½
Increase ...	80,576 20½	55,043 20	4,483 33	...	...	69,961 18	...	...
Decrease ...	...	...	...	16,702 14	3,419 46½	...	16,919 36½	3,476 11 7½

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 2.

A Comparative Statement showing the Earnings at each Station from Passengers, Freight and Live Stock forwarded, during the Half-years ended 31st January, 1860 and 1859.

STATIONS.	PASSENGERS AND FREIGHT.		FREIGHT AND SUBSIDIES.		LIVE STOCK.		TOTAL.	
	1860.		1859.		1860.		1859.	
	dollars.	c.	dollars.	c.	dollars.	c.	dollars.	c.
Suspension Bridge.....	149,028	79 ³ / ₄	102,740	38	82,826	95	253,080	73 ³ / ₄
Thorold	1,369	07 ¹ / ₂	698	71	811	54	2,037	78 ¹ / ₂
St. Catherine's	7,956	69	2,550	26	1,417	06	10,563	21
Pordan	539	33 ³ / ₄	625	61	26	68	1,164	74 ³ / ₄
Peamsville	801	39 ³ / ₄	412	31	113	08	1,225	30 ³ / ₄
Grimsby	1,568	50 ³ / ₄	263	64	407	39	1,912	98 ³ / ₄
Ontario	341	52	14	76	6	38	356	28
Hamilton	56,948	87 ³ / ₄	18,588	30	17,015	14	76,065	95 ³ / ₄
Hamilton Wharf	445	22	5,849	60	16,606	61	356	28
Wellington	1,255	11 ¹ / ₂	291	11	71	51	5,849	60
Wellington Square.....	2,412	06	162	94	209	49	731	73
Bronty	2,800	85 ³ / ₄	192	28	254	86	1,638	04
Oakville	2,094	59 ³ / ₄	330	84	204	43	3,181	57 ³ / ₄
Port Credit	349	61	344	90	251	97	2,890	69 ³ / ₄
Mimico	36,158	21	43	43	85	85	350	79
Toronto	3,273	20 ³ / ₄	14,078	04 ¹ / ₂	11,832	09	51,353	48 ³ / ₄
Dundas	560	46 ³ / ₄	2,786	11 ¹ / ₂	1,863	09	6,073	36 ³ / ₄
Flamboro'	594	93 ³ / ₄	620	69	537	52	1,186	40 ³ / ₄
Copetown	669	49	1,099	75	903	21	1,624	68 ³ / ₄
Lynnden	2,245	52	2,242	46	3,336	01	2,929	75
Harrington	1,598	54 ³ / ₄	880	77	603	95	2,480	91 ³ / ₄
Beaconsfield	4,008	86 ³ / ₄	196	26	522	36	638	77 ³ / ₄
Galt	2,022	03	7,677	74	5,187	08	13,252	16 ³ / ₄
Preston			2,348	47 ³ / ₄	4,077	71 ³ / ₄	4,708	25 ³ / ₄
							387	75
							611	63
							2,450	56
							31	66
							17	80
							2	80
							5	25
							14	05
							29	00
							2	00
							553	28
							7	35
							92	04
							110	42
							33	50
							19	65
							15	40
							13	68
							2	07
							3	07
							18	78
							307	18
							306	18
							356	28
							76,065	95 ³ / ₄
							79,395	21 ³ / ₄
							16,608	61
							5,849	60
							731	73
							1,806	36
							1,806	41
							2,113	28 ³ / ₄
							3,287	98 ³ / ₄
							2,676	86 ³ / ₄
							632	79
							52,037	78 ³ / ₄
							5,889	51
							1,080	92 ³ / ₄
							1,434	39 ³ / ₄
							3,980	53
							2,881	13
							982	22
							10,968	87 ³ / ₄
							4,708	25 ³ / ₄
							3,632	13 ³ / ₄
							30	05
							3,632	13 ³ / ₄
							2,471	57

Hesperia 278 88³/₄
 Guelph 4,491 84³/₄
 468 87³/₄
 4,890 87³/₄
 3,353 25
 1,972 65
 30 05
 3,632 13³/₄
 2,471 57

Hesperer.....	278 88½	408 87	3,353 25	1,972 65	...	1,293 32	30 05	3,632 18½	2,471 57
Geolph.....	4,421 34½	4,680 83	6,944 12	7,428 57	1,293 32	1,293 32	187 35	12,658 78	10,908 87½
Paris.....	23,040 41½	34,609 33½	27,484 44½	23,159 06	1,197 67	1,197 67	646 39	51,722 52	12,296 73
Princeton.....	1,980 00½	1,729 31½	1,609 72	1,691 55	...	...	71 54	58,414 78½	6,572 46½
Arnolds.....	...	14 72½	1,297 27	733 50	...	...	...	2,492 40	...
Eastwood.....	494 38½	374 92½	1,846 26	773 70	228 09	...	17 70	2,668 71	748 27½
Woodcock.....	6,687 84½	8,279 18½	5,980 05	3,649 82	801 38	801 38	701 55	966 32½	966 32½
Beachville.....	968 88	1,058 64½	1,389 05	583 85	417 00	417 00	173 26	12,650 65½	12,650 65½
Edgersoll.....	7,847 71½	8,179 A 86	11,132 96	5,836 37	1,738 95	1,738 95	1,050 25	2,774 93	1,815 25½
Edwardsburg.....	859 88½	896 89	141 96	23 15	...	...	...	20,319 68½	15,066 48
Waubano.....	...	132 37½	...	1 15	...	...	55 00	1,901 73½	920 04
London.....	26,516 52½	30,827 18½	19,728 37½	15,629 71	6,846 73	6,846 73	6,988 10	53,091 62	188 52½
Komoka.....	2,043 39½	2,373 27½	637 91	234 72	1,391 63	1,391 63	793 60	4,072 93½	53,444 98½
Strathroy.....	1,524 24	320 22	2,767 47	28 86	3 20	3 20	...	4,904 91	4,003 53½
Watford.....	1,277 61	253 81½	1,087 46	66 83	73 60	73 60	...	2,988 67	349 08
Wainstead.....	815 54½	175 54	1,872 36	28 46	3 00	3 00	...	2,190 90½	320 64½
Mandamin.....	380 32½	64 87½	141 80	8 41	...	...	...	522 12½	204 00
Sarnia.....	8,007 34	1,827 09½	1,109 02	289 99	43 53	43 53	...	9,759 89	73 28½
Mt. Brydges.....	703 51	1,641 84½	2,239 87	584 35	1,042 95	1,042 95	600 67	3,985 53	2,117 08½
Longwood.....	477 00½	596 68	2,287 15	499 16	5 40	5 40	160 88	2,769 52½	2,826 86½
Glencoe.....	932 09	1,107 41½	1,108 16	301 20	469 90	469 90	257 59	2,509 45	1,256 67
Newbury.....	2,604 39	3,220 54	1,900 75	1,014 07½	674 87	674 87	5,180 01	2,345 86½	2,345 86½
Bothwell.....	581 53½	1,169 65	611 20	713 63	114 38	114 38	13 76	1,194 53½	4,897 04
Thamesville.....	1,283 31	1,484 27½	987 23	484 91	114 38	114 38	1,369 18	2,394 92	1,897 04
Chatham.....	8,268 92	8,963 74½	3,593 61	1,880 70	1,291 52	1,291 52	...	13,154 05	2,115 45½
Baptiste Creek.....	136 44	183 24½	...	...	...	...	...	136 44	183 24½
Belle River.....	616 47½	900 40	197 71	49 13	...	...	11 25	814 18½	960 78
Tecumseh.....	59 25	10 50	...	...	...	...	...	59 25	10 50
Windsor.....	181,070 182½	216,248 45½	87,924 33	56,923 66	48,083 34	48,083 34	65,281 39	316,179 86½	338,453 508
Mails & Exp. Fright.....	30,732 25	31,299 89	...	...	...	...	...	30,732 25	31,299 89
Less G. & Geolph Traffic.....	\$ 591,179 17	\$ 678,736 02½	\$ 353,519 51	\$ 272,820 73	\$ 70,163 11	\$ 82,230 53	\$ 57 97	\$ 1,014,861 79	\$ 1,038,487 28½
Total G. W. R. Traffic.....	\$ 4,557 73½	\$ 5,214 04	\$ 3,740 84½	\$ 4,942 08½	\$ 209 36	\$ 209 36	\$ 57 97	\$ 8,507 93½	\$ 10,214 06½
Total G. W. R. Traffic.....	\$ 586,621 43½	\$ 673,521 98½	\$ 349,778 60½	\$ 267,578 67½	\$ 69,953 75	\$ 82,172 56	\$ 57 97	\$ 1,006,353 85½	\$ 1,023,273 21½

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, 1860 and 1859.

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1860.	1859.	1860.	1859.
Suspension Bridge.....	44,164½	40,628½	45,655½	41,110½
Thorold	1,663½	1,981	1,553½	1,751
St. Catharines	7,828½	8,366	7,660	8,291
Jordan	1,360½	1,297	1,185½	1,180½
Beamsville	1,249	1,548½	1,249	1,413
Grimsby	2,039½	1,974½	2,010	1,913
Ontario	620	713	594	685½
Hamilton	33,253½	37,438½	32,796	37,153
Waterdown	734	1,283	699½	1,247½
Wellington Square	2,159½	2,680	1,996	2,475
Bronte	2,070	2,800	1,944	2,680½
Oakville	4,247½	4,801	3,863½	4,755½
Port Credit.....	3,603½	4,130	3,216	4,007
Mimico	1,733½	2,575½	1,433½	2,263
Toronto	29,220	38,922½	28,869	39,221
Dundas	4,836	5,897½	5,058	5,672½
Flamboro'	820½	798½	736½	721½
Lynden	674	671½	605	611
Copetown	887	815½	825½	785
Harrisburgh	1,917	2,340	1,729	2,804½
Branchton	753	956½	725½	872
Galt.....	4,528½	5,895	4,231½	5,701
Preston	2,063½	2,741	2,132½	2,905
Hespeler	577½	935	542	691
Guelph	3,680	3,895	3,652	4,295½
Paris	12,885½	17,810½	12,877½	17,181½
Princeton	1,630½	2,001½	1,542½	1,968½
Arnolds .....	...	14	...	7
Eastwood	562	517	572	408
Woodstock	6,404½	7,715	6,226	7,714
Beachville	1,315½	1,472½	1,287½	1,406
Ingersoll	6,351	7,359	6,255½	7,343
Edwardsburgh	756	1,104	724	849½
Waubuno	242	147	242	130½
London	14,984	18,380	14,222½	17,707½
Komoka	1,982	3,239	1,839	3,487
Strathroy	1,228	289½	1,250	308
Watford	913½	193	807	183
Wanstead	598	137	534½	133
Maudamin	422	65	378½	71½
Sarnia	3,051½	710½	3,708	808
Mount Brydges	784½	1,953	813½	1,889½
Longwood	586	843½	536½	817½
Glencoe	930½	1,176	991½	1,103½
Newbury	2,093½	2,837½	2,079	3,122
Bothwell	646½	1,338	704½	1,335
Thamesville	1,007	1,263	987½	1,262
Chatham	4,925½	4,572½	4,508½	4,780½
Baptiste Creek	128½	187	138½	276
Stoney Point	124	...	124	...
Belle River	706	1,001	651½	1,109½
Tecumseh .....	...	22	...	21
Windsor	35,644½	39,119½	38,628½	41,337
Totals	257,592½	292,020½	257,592½	292,020½

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, 1860 and 1859.

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1860.	1859.	1860.	1859.
Suspension Bridge.....	24,501	17,166	29,487	10,695
Thorold	136	225	238	732
St. Catherines	549	285	1,477	1,130
Jordan	154	6	30	16
Beamsville	173	24	65	60
Grimsby	88	424	58	90
Ontario	8	2	21	11
Hamilton	5,786	4,595	5,320	6,834
Hamilton Wharf	2,936	7,039	21,231	12,564
Waterdown	242	20	257	110
Wellington Square	49	110	1,951	1,800
Bronte	93	102	585	615
Oakville	96	50	280	188
Port Credit	115	71	145	184
Mimico .....	...	8	10	2
Toronto	3,402	2,470	12,000	6,694
Dundas	1,128	680	864	783
Flamboro'	612	582	53	12
Copetown	797	486	2	2
Lynden	2,167	2,650	30	19
Harrisburgh	664	394	64	69
Branchton	125	257	39	32
Galt	3,419	3,209	1,685	1,763
Preston	1,121	1,946	572	575
Hespeler	1,599	795	243	560
Guelph	3,499	3,342	2,151	2,085
Paris	11,165	7,957	6,634	8,201
Princeton	1,277	562	69	70
Arnolds	1,363	734	4	3
Eastwood	1,766	415	30	22
Woodstock	2,850	1,623	1,171	984
Beachville	548	196	143	95
Ingersoll	5,522	2,947	1,013	1,123
Edwardsburgh	40	2	28	12
Waubuno .....	...	...	...	12
London	7,733	5,229	6,491	6,480
Komoka	189	82	147	1,928
Strathroy	1,300	9	443	36
Watford	394	16	198	23
Wanstead	441	5	82	34
Mandaumin	30	1	28	2
Sarnia	388	57	1,289	179
Mount Brydges	1,121	285	96	153
Longwood	1,092	210	19	49
Glenoe	453	99	180	218
Newbury	768	211	326	380
Bothwell	301	267	127	145
Thamesville	457	319	145	130
Chatham	1,063	358	1,042	1,332
Baptiste Creek .....	...	...	35	7
Belle River	60	17	102	146
Windsor	28,897	16,483	23,972	16,312
Totals	122,672	85,022	122,672	85,022

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, 1860 and 1859.

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL No. OF HEAD.	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1860.	1859.
Suspension Bridge	72	29	7	135	1	244	288
Thorold .....	...	...	...	...	...	...	7
St. Catharines.....	5	4	...	30	10	49	12
Jordan .....	...	...	...	...	...	...	...
Beamsville.....	2	3	...	...	...	5	...
Grimsbv.....	1	67	1	133	...	202	15
Hamilton	97	274	14	27	1	413	278
Hamilton Wharf .....	...	...	...	...	...	...	1
Waterdown .....	...	12	...	...	...	12	9
Wellington Square	2	2	...	6	...	10	19
Bronte	1	14	...	...	80	95	61
Oakville.....	12	22	...	7	2	43	236
Port Credit.....	3	395	5	...	...	403	142
Mimico .....	...	...	...	...	...	...	9.
Toronto	49	151	4	72	23	299	381
Dundas	1	3	...	5	...	9	9
Flamboro'	2	...	...	...	...	2	2
Copetown .....	...	...	...	...	...	...	4
Lynden	3	1	...	...	...	4	2
Harrisburgh .....	...	1	...	...	...	1	63
Galt.....	42	707	...	2,501	193	3,443	1,498
Preston	11	196	...	17	...	224	18
Hespeler.....	...	...	...	...	...	...	25
Guelph	3	785	2	258	9	1,057	214
Paris	24	790	...	1,115	1	1,930	1,783
Princeton	2	26	...	10	2	40	52
Eastwood .....	...	82	2	325	...	409	98
Woodstock	32	316	...	343	439	1,130	1,048
Beachville .....	...	211	...	510	113	834	368
Ingersoll.....	37	995	2	416	466	1,916	2,508
Waubuno .....	...	...	...	...	...	...	37
London	247	3,192	27	2,221	829	6,516	7,660
Komoka	17	368	10	1,548	...	1,943	470
Strathroy	7	...	...	...	...	7	...
Watford	5	38	...	...	...	43	...
Wanstead .....	...	1	...	...	...	1	...
Sarnia.....	5	2	2	...	...	9	...
Mount Brydges.....	1	334	1	164	550	1,050	422
Longwood	2	...	...	...	...	2	203
Glencoe	7	135	...	332	112	586	633
Newbury	9	283	...	308	91	691	291
Bothwell.....	...	1	...	...	...	1	3
Thamesville	4	68	...	3	...	75	257
Chatham	44	524	4	555	308	1,435	1,238
Belle River .....	...	...	...	...	...	...	2
Windsor.....	82	12,124	12	7,026	53,340	72,584	114,708
Totals	831	22,156	93	18,067	56,570	97,717	135,074

<i>Comparative Statement of Totals for the Half-years ended 31st Jan., 1860 and 1859.</i>							
Half year, 1860	831	22,156	93	18,067	56,570	97,717	...
Ditto 1859	641	25,903	66	19,104	89,360	135,074	...
Increase	190	...	27	...	...	...	...
Decrease.....	...	3,747	...	1,037	32,790	37,357	...

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, 1860.

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Emigr't.	Total.	
August.....	21,291½	6,154	27,445½	21,399½	5,743	928	28,070½	55,516
September.....	15,076½	7,424½	22,501	15,401½	7,746½	1,184½	24,332½	46,833½
October.....	17,982½	7,372½	25,355	18,892	7,053	1,042	26,987	52,342
November.....	13,787	6,080	19,867	14,886½	5,309	944	20,639½	40,506½
December.....	12,209	4,027½	16,236½	12,130	3,459	562	16,151	32,387½
January.....	11,871	3,186	15,057	12,000	2,693	257	14,950	30,007
Totals	92,217½	34,244½	126,462	94,209½	32,003½	4,917½	131,130½	257,592½
<i>Comparative Statement of Totals for the Half-years ended 31st January, 1860 and 1859.</i>								
Half-year, 1860.....	92,217½	34,244½	126,462	94,209½	32,003½	4,917½	131,130½	257,592½
Ditto 1859.....	105,940½	37,768½	143,699	106,719	33,793	7,809½	148,321½	292,020½
Increase.....	13,723	3,514	17,237	12,509½	1,789½	2,892	17,191	34,428
Decrease.....								

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, 1860.

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			Grand Total.
	Local.	Foreign.	Total.	Local.	Foreign.	Total.	
August.....	6,916	442	7,358	2,920	3,264	6,184	13,542
September.....	8,413	1,043	9,456	3,747	4,898	8,615	18,071
October.....	11,691	3,340	15,031	5,282	4,783	10,065	25,096
November.....	7,138	6,750	13,888	4,767	3,792	8,559	22,447
December.....	6,266	7,791	14,057	3,827	3,969½	7,696	21,753
January.....	9,401	6,764	16,165	3,352	2,256	5,608	21,763
Totals	49,825	26,120	75,945	23,895	22,832	46,727	122,672
<i>Comparative Statement of Totals for Half-years ended 31st January, 1860 and 1859.</i>							
Half-year, 1860.....	49,825	26,120	75,945	23,895	22,832	46,727	122,672
Ditto 1859.....	39,540	15,060	45,900	23,727	15,695	39,422	85,022
Increase.....	19,285	11,060	30,345	188	7,137	7,305	37,650
Decrease.....							

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, 1860.

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	226 42½	273 51½	499 94	1 61½
Night Express	108 71	333 24	441 95	1 93
Accommodation	165 61	56 66	222 27	1 52½
Mixed	18 96½	.....	18 96½	0 20

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	287 04	402 05½	689 09½	2 03
Night Express	92 17	419 16½	511 33½	1 91½
Accommodation	121 57	10 78½	132 35½	0 64
Mixed	16 30	16 30	0 17
Emigrant	53 63	0 23½

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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, 1860.

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.....	...	...	1,457	...	...	...	...	24,355½
Thorold.....	100	...	...	25	...	...	...	86
St. Catherine's.....	...	...	...	...	...	...	...	570½
Jordan.....	...	...	902	2½	...	...	...	126½
Beamsville.....	...	...	77	...	59	8,000	...	161½
Grimsbay.....	...	...	1,354	...	...	8,000	...	43
Ontario.....	...	...	4	...	...	8,000	...	1½
Hamilton.....	335	...	2,549	...	...	8,000	...	5,086½
Hamilton Wharf.....	610	...	889	...	...	...	...	2,919½
Waterdown.....	...	...	333	...	...	152,000	...	31
Wellington Square.....	200	...	10	...	...	32,000	...	30
Bronte.....	129	...	...	...	...	...	...	80½
Oakville.....	...	...	...	...	...	...	...	61
Port Credit.....	...	...	20	...	...	...	...	101
Mimico.....	...	...	...	...	...	...	...	3,082½
Toronto.....	2,110	...	3,360	...	...	...	...	788
Dundas.....	3,585	180	...	...	...	8,000	...	45
Flamboro'.....	1	...	...	...	...	564,000	...	14½
Copetown.....	...	...	...	...	...	2,302,000	...	54
Lynden.....	...	...	610½	...	...	16,000	...	27½
Harrisburgh.....	...	...	19,452	548	686	...	...	432
Branchton.....	584	...	258	...	148	...	...	296
Preston.....	26,901	...	7,688	...	1,652	24,000	7	583
Hespeler.....	7,915	...	12,728	...	...	48,000	...	891
Guelph.....	3,534	...	58,820	12,730½	1,633½	147,000	61½	5,744½
Paris.....	29,170	...	29,199	706	11,330	1,160,000	...	11½
Princeton.....	...	...	5,820½	2,568	1,535	1,016,000	...	...
Arnold's.....	...	...	609	...	...	1,712,000	...	...
Eastwood.....	168	...	548	1,240½	...	1,472,000	1½	27
Woodstock.....	6,928	2	25,448	12,578½	4,733	310,000	69	296
Beschville.....	1,294	...	4,800	3,280	1,512	...	...	107
Ingersoll.....	8,325	...	31,886	16,161	5,385	2,631,500	56½	450
Edwardsburgh.....	240	...	173	...	...	...	...	4
Komoka.....	180	100	254,919	13,527	11,144	16,000	493	1,845
Stratroy.....	502	...	488	31	833	64,400	...	344
Watford.....	225	...	12,613	2,304	1,064	616,000	...	125
Wanstead.....	1	...	1,335	225½	...	237,394	3	83½
Mandaumb.....	...	...	132	240	...	296,000	...	167½
Sarnia.....	...	...	...	...	...	...	...	30
Mount Brydges.....	779	...	...	...	...	40,000	...	269
Longwood.....	...	...	...	1,150½	...	1,069,000	...	37
Glencoe.....	...	...	...	...	...	1,169,000	...	43
Newbury.....	...	...	1,223½	380½	729	247,048	12	39
Bothwell.....	...	...	211	716	13½	630,279	...	101½
Thamesville.....	...	...	...	...	...	352,000	...	29
Chatham.....	...	...	301	316	...	408,000	6½	26
Belle River.....	...	...	8,605	2,300½	2,765½	...	...	630
Windsor.....	95,230	7,449½	59,571	...	...	...	2,580	56
Totals.....	192,487	7,731½	550,641	72,140	45,082½	17,338,721	3,290½	64,319

Comparative Statement of Totals for the Half-years ended 31st January, 1860 and 1859.

Half-year 1860.....	192,487	7,731½	550,641	72,140	45,082½	17,338,721	3,290½	64,319
" 1859.....	116,994	18,480	243,705½	51,935½	42,622	8,288,671	1,336	61,297½
Increase.....	75,493	...	306,935½	20,184½	2,440½	9,050,050	1,954½	18,021½
Decrease.....	...	5,748½	...	...	...	...	...	...

THE GREAT WESTERN

AUDIT OFFICE—

General Traffic Statement for

BY PASSENGER TRAINS.	DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for each.		Mileage of Each.		Main Line Earnings.				
									For 229 Mls.	Per Mile.			
					dol.	c.	dol.	c.	dol.	c.	dol.	c.	
Passenger.	Local	167,213	...	201,829	30	...	6,722,496	...	139,257	38	608	11	
	Excursionist	19,214	...	11,562	49	...	1,072,482	...	9,782	55	42	71	
"	Foreign	66,248	...	328,986	00	...	12,969,254	...	318,270	74	1,389	82	
"	Emigrants	4,917	...	9,406	46	...	975,501	...	8,765	12	38	27	
			257,592			561,794	25	21,739,735					
Mails	Local .....	...	...	14,611	53	...	...	...	11,381	09	49	69
"	Foreign .....	...	...	5,742	16	...	...	...	5,742	16	25	07
			...			20,353	70						
Exp'a. Fr't.	Local .....	...	...	5,849	06	...	...	...	4,529	48	19	77
"	Foreign .....	...	...	4,629	48	...	...	...	4,529	48	19	77
Sundries ..	Local .....	...	...	6,104	87	...	10,378	55	4,241	29	18	52
"	Foreign .....	...	...	2,547	80	...	...	...	2,547	80	11	12
			...			8,652	67						
Passenger	Totals	257,592	591,179	17	...	21,739,735	599,047	10	2,222	90
			
Merchandise.	Local	73,720	...	172,198	76	...	4,719,436	...	144,091	32	629	22	
	Foreign	48,952	...	179,185	83	...	10,094,774	...	175,769	18	767	55	
			122,672			351,384	64	15,414,210					
Vehicles ..	Local	281	...	884	88	...	16,414	...	689	14	3	09	
"	Foreign	28	...	266	00	...	6,412	...	266	00	1	10	
			359			1,150	88	22,826					
Horses	Local	695	...	2,238	37	...	66,486	...	2,038	07	8	98	
"	Foreign	136	...	995	01	...	30,849	...	995	01	4	34	
			831			3,233	38	96,335					
Cattle	Local	8,465	...	14,119	95	...	963,371	...	12,888	03	56	27	
"	Foreign	12,701	...	23,343	57	...	2,647,778	...	23,843	67	101	93	
			22,156			37,463	52	3,611,149					
Calves	Local	74	...	68	05	...	6,829	...	59	70	26	09	
"	Foreign	19	...	21	76	...	3,556	...	21	76	...	...
			93			89	81	10,385					
Sheep	Local	10,937	...	3,324	39	...	1,034,739	...	2,927	85	12	75	
"	Foreign	7,130	...	2,102	27	...	1,475,480	...	2,102	27	9	18	
			18,067			5,426	66	2,510,219					
Pigs	Local	3,383	...	1,365	57	...	430,286	...	1,309	21	5	71	
"	Foreign	53,187	...	22,584	17	...	11,834,540	...	22,584	17	98	62	
			56,570			23,949	74	12,264,826					
Sundries ..	Local .....	...	...	983	98	...	...	...	891	60	3	89
"	Foreign .....	...	...	...	...	...	...	...	...	...	...	...
			...			983	98						
Freight Totals	423,682	62	...	33,980,453	389,996	88	1,703	04
Local Traffic Totals	435,141	22	334,106	72	1,458	97
Foreign " "	679,720	67	564,937	27	2,466	97
Grand Totals for Half-year	1,014,861	79	899,043	99	3,925	94
Less Galt an Guelph Branch	8,507	93
G.W.E. Grand Total	1,006,353	85

Toronto	For 38 M	dol.	c.
...	...	44,768	...
...	...	1,540	...
...	...	10,543	...
...	...	631	...
...	...	1,385	...
...	...	887	...
...	...	1,350	...
...	...	61,595	...
...	...	14,345	...
...	...	3,416	...
...	...	110	...
...	...	99	...
...	...	724	...
...	...	5	...
...	...	09	...
...	...	277	...
...	...	19,095	...
...	...	66,093	...
...	...	14,596	...
...	...	50,600	...

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT No. 11.

Statement of General Traffic Earnings for the Half-year ended
31st January, 1860.

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.	\$	e.			\$	c.	£	s.	d.
AUGUST.																	
Local Passengers...	33,584	984	8,000	02	858	172	762	46	1,606	70	44,814	351					
Do. Merchandise.	30,423	91	1,117	55	440	13	211	42	899	74	23,092	75					
Foreign Passenger	60,813	82	1,789	89	6	45	4	18	8	88	62,572	59					
Do. Merchandise.	19,383	80	114	09	...	...	...	...	...	...	19,497	39			
	134,175	472	10,971	46	1,904	75	978	06	2,517	32	149,947	06	149,947	08	30,811	0	10
SEPTEMBER.																	
Local Passengers...	23,070	394	8,418	42	898	13	747	79	1,831	85	40,906	10					
Do. Merchandise.	29,078	234	1,373	51	1,010	95	570	02	614	75	33,248	07					
Foreign Passenger	78,736	084	2,418	55	8	30	3	85	6	30	81,173	06					
Do. Merchandise.	32,282	61	291	79	...	...	...	...	...	...	32,574	40			
	169,167	944	13,102	27	1,857	96	1,321	65	2,452	40	187,901	63	187,901	63	38,609	18	5
OCTOBER.																	
Local Passengers...	33,078	344	10,878	22	935	504	793	01	2,403	63	48,081	73					
Do. Merchandise.	37,499	54	2,780	54	1,456	76	853	17	808	04	43,302	35					
Foreign Passenger	71,632	454	2,321	51	8	41	9	21	20	42	74,492	00					
Do. Merchandise.	40,344	51	465	81	...	...	...	...	...	...	40,810	32			
	182,543	842	16,946	38	2,398	67	1,655	39	3,232	09	206,776	39	206,776	39	42,438	5	11
NOVEMBER.																	
Local Passengers...	27,166	71	8,506	76	840	874	795	50	2,337	51	39,647	36					
Do. Merchandise.	26,829	95	3,226	39	1,138	25	585	43	735	95	32,505	97					
Foreign Passenger	59,412	93	2,098	77	14	58	13	78	15	98	61,556	04					
Do. Merchandise.	44,351	05	1,890	99	...	...	...	...	...	...	45,742	04			
	157,760	64	15,222	91	1,998	70	1,394	71	3,079	44	179,451	41	179,451	41	36,873	11	6
DECEMBER.																	
Local Passengers...	24,038	304	7,413	01	776	04	724	35	1,497	79	34,869	54					
Do. Merchandise.	25,056	52	3,285	06	1,168	78	774	37	558	05	31,940	79					
Foreign Passenger	39,816	99	1,186	99	13	48	10	65	12	48	40,539	59					
Do. Merchandise.	45,825	69	972	65	...	...	...	...	...	...	49,798	54			
	138,237	544	12,856	71	1,956	30	1,509	37	2,008	83	156,568	27	156,568	27	32,171	11	3
JANUARY.																	
Local Passengers...	22,258	02	7,198	904	795	90	688	24	1,177	10	32,118	19					
Do. Merchandise.	25,032	14	3,235	17	1,248	89	955	79	572	03	31,104	02					
Foreign Passenger	29,943	57	915	32	7	47	4	70	17	55	30,868	62					
Do. Merchandise.	39,824	80	181	37	...	...	...	...	...	...	40,106	17			
	117,156	54	11,590	78	2,052	26	1,648	73	1,766	69	134,217	00	134,217	00	27,578	16	6
	899,043	99	80,890	48	11,563	07	8,507	33	16,056	29	1,014,861	79	1,014,861	79	206,533	4	10
													8,507	99	1,748	4	1
													1,006,368	86	206,785	0	8
Total Traffic, G. W. Railway proper																	

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

Sterling.

s. d.

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009 18 52

498 5 11

73 11 6

71 11 3

78 16 8

583 4 10

48 4 1

785 0 8

passenger

GREAT WESTERN RAILWAY OF CANADA.

NOTICE IS HEREBY GIVEN, that the **HALF-YEARLY MEETING** of Shareholders is appointed to be held on Wednesday, April 4th, at the London Tavern, Bishopsgate Street, at 12 o'clock precisely, for the purpose of submitting a Report and General Statement of Accounts, for the half-year ending January 31st last, and for the transaction of other business.

And notice is further given, that the Books kept at this office for the Registration of Transfer of Shares will be closed on and from March 20th to the day of Meeting, both days inclusive, and transfers will not be registered between those dates.

By Order, BRACKSTONE BAKER, Sec.

No. 126, Gresham Street, Old Broad Street, E.C.,
March 6th, 1860.

GENERAL MEETING OF SHAREHOLDERS.

At a General Meeting of the Shareholders of the Great Western Railway of Canada, held at the London Tavern, Bishopsgate Street, London, on Wednesday, April 4th, 1860, at Twelve o'clock.

ROBERT GILL, Esq., President of the Company, in the Chair,
The Secretary read the following advertisement calling the Meeting, viz. :—

“GREAT WESTERN RAILWAY OF CANADA.—Notice is hereby given that the Half-yearly Meeting of Shareholders is appointed to be held on Wednesday, April 4th, at the London Tavern, Bishopsgate Street, at 12 o'clock precisely, for the purpose of submitting a Report and General Statement of Accounts, for the half-year ending January 31st last, and for the transaction of other business.

“And Notice is further given, that the books kept at this office for the Registration of Transfer of Shares will be closed on and from March 20th to the day of Meeting, both days inclusive, and transfers will not be registered between those dates.

“By order,

BRACKSTONE BAKER,

“Secretary.

“No. 126, Gresham Street, Old Broad Street, E.C.,
“March 6th, 1860.”

The minutes of the ordinary Half-yearly General Meeting of Shareholders, held in London on October 5th, 1859, the resolutions then adopted having been also adopted at the Adjourned General Meeting of Shareholders held in Hamilton, Canada West, on November 1st, 1859; and also the minutes of the Special General Meeting of Shareholders, held in London, on November 22nd, and by adjournment on November 23rd, 1859, the proceedings of which were confirmed at a Special General Meeting of Shareholders held in Hamilton, Canada West, on December 24th, 1859, were read and approved.

The Report and Accounts for the Half-year to January 31st, 1860, were taken as read.

It was proposed by Mr. A. Beattie, and seconded by Mr. F. S. Head, and Resolved—

“That, in accordance with the recommendation of the Directors, in the Report, a Committee of Shareholders, with full powers of investigation, be appointed, and that as soon as their Report is prepared, a Special Meeting of Proprietors be summoned for its consideration.”

“That the following gentlemen be Members of the Committee—

> “Mr. R. Sutherland, Mr. D. Price, Mr. P. Margetson, Mr. A. Gilmore, M. R. Kaye, Mr. H. H. Cannan.”

It was proposed by the Chairman, and seconded by Mr. D. Price, and Resolved—

“That any Shareholder be permitted to inspect on payment of a fee of 2s. 6d., and on application in writing to be supplied with, an alphabetical list of the Shareholders, and their respective addresses, on paying for the cost of extracting the same from the books of the Company.”

It was proposed by Mr. Braithwaite, and seconded by Mr. A. Beattie, and Resolved—

“That a vote of thanks be given to the Chairman for his conduct in the Chair this day.”

The Meeting then separated.

(True extract from the Minutes,)

BRACKSTONE BAKER.

Secretary.

No. 126, Gresham House, Old Broad Street, E.C.