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No. 17.

Great Western Railway of Canada.

REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF-YEAR ENDING JULY 31, 1862:

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in
London on 15th October, 1862; and in Hamilton, Canada
West, at an adjourned General Meeting of Shareholders
to be held on 12th November, 1862.*

LONDON :

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

1862.

GR**EAT WESTERN RAILWAY OF CANADA.**—NOTICE IS
HEREBY GIVEN, that the HALF-YEARLY MEETING of Shareholders is
appointed to be held on WEDNESDAY, Oct. 15, 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 31st July last, for the purpose of Electing Eleven
Directors, and for the transaction of other business.

And notice is further given, that the books kept at this office for the registration of
shares will be closed on and from Oct. 2, to the day of meeting, both days inclusive, and
transfers cannot be received between those dates.

By Order,

BRACKSTONE BAKER, Secretary.

126, Gresham House, Old Broad-street, E.C., Sept. 24, 1862.

Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1861-1862.

President.

ROBERT GILL, Esq., Apps Court, Surrey.

Vice-President.

JOHN YOUNG, Esq., Hamilton, Canada West.

Financial Director and Secretary.

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

Canadian Board.

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

RICHARD JUSON, Esq., Hamilton, Canada West.

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

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

Ex-officio Director.

THE MAYOR of Hamilton, Canada West.

English Board.

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

ROBERT GILL, Esq., Apps Court, Surrey.

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

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

THOMAS SERVICE, Esq., Glasgow.

Auditors.

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

WILLIAM LANCE, Esq., 26, Throgmorton Street, London.

General Manager.

THOMAS SWINYARD, Esq., Hamilton, Canada West.

Bankers in London.

LONDON JOINT-STOCK BANK.

London Offices.

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

Secretary. . . . Mr. BRACKSTONE BAKER.

Registrar. . . . Mr. WALTER LINDLEY.

RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account to 31st July, 1862.

EXPENDITURE.

	Total Expendi- ture to 31st July, 1862. Sterling.	
	£	s. d.
By Total Amount expended on Capital Account to 31st January, 1862	4,761,443	8 11
Expended during the six months ending 31st July, 1862.		
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.		
Land, Works, Bridges, Permanent Way, and all inci- dental charges	2,469	17 3
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron	1,877	5 10
Workshops and Machinery	303	19 10
Rolling Stock :- Freight (Wheat) Cars	1,231	7 10
Cost of "fishing" 12½ miles of rails.	1,527	10 8
	7,410	1 5
By Sarnia Extension-		
Cost of Laying down New Sidings, &c.	£591	9 0
Less Credits on Sarnia Land Account	265	15 6
		325 13 6
By Enniskillen Branch-		
Expense of preliminary Surveys, &c., for the pro- posed Branch to the Oil Springs	122	18 5
		7,858 13 4
Total	£4,769,302	2 3
By Detroit and Milwaukee Railroad Company-		
Loan, including Funded Interest to October 24th, 1860 (£300,000)	250,000	0 0
		£5,019,302 2 3
By Balance carried to Account No. 4	201,642	18 8
		£5,220,945 0 6

THE GREAT WESTERN

ACCOUNT

Revenue Account of the Great Western Railway

Half-year ended 31st July, 1861.	RECEIPTS.	Half-year ended 31st July, 1862.
Sterling. £ s. d. 88,449 3 1 7,322 7 1 112,800 9 7 <hr/> 208,571 19 9 744 6 10	To Amount received for the carriage of 217,776 Passengers Ditto ditto Mails and Sundries Ditto ditto Freight and Live Stock Ditto ditto Rents	Sterling. £ s. d. 86,512 19 8 7,404 12 3 151,006 15 11 <hr/> 245,524 7 10 704 9 4
<hr/> £209,316 6 7		<hr/> £246,228 17 2

RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the half-year ending 31st July, 1862.

Half-year ended 31st July, 1861.	Per Cent on Gross Receipts.	EXPENSES.	Half-year ended 31st July, 1862.	Per Cent on Gross Receipts.
Sterling. £ s. d.			Sterling. £ s. d.	
21,227 11 0	10-14	By MAINTENANCE OF WAY, per Abstract	14,681 18 9	5-96
40,434 9 7	19-32	Locomotive Power do.	41,064 13 11	16-68
11,682 8 7	5-68	Repairs and Renewals of Passenger and Goods Cars do.	13,968 9 0	5-67
19,613 7 3	9-38	Coaching Transit Expenses do.	19,123 4 3	7-77
20,528 8 4	9-80	Merchandise Expenses do.	24,949 4 3	10-13
8,725 8 9	4-17	General Charges do.	8,104 2 8	3-29
122,239 13 6	58-39	Total ORDINARY WORKING EXPENSES	121,891 12 10	49-50
1,487 14 4	0-71	ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.		
177 14 10	0-09	By Taxes	1,270 12 8	0-52
1,087 16 8	0-52	Railway Inspection Fund	177 14 10	0-07
4,623 5 9	2-21	Insurance	1,087 16 8	0-44
		Suspension Bridge Rent, for half-year	4,623 5 9	1-88
129,616 5 1	61-92	Total Revenue Expenditure	129,051 2 9	52-41
79,700 1 6		Balance carried to net Revenue No. 3 account.. .. .	117,177 14 5	
£209,316 6 7			£246,328 17 2	

THE GREAT WESTERN

ACCOUNT

Dr.

Net Revenue Account

HALF-YEAR ENDED 31st July, 1861.		HALF-YEAR ENDED 31st July, 1862.
Sterling. £ s. d.		Sterling. £ s. d.
15,790 15 0	To Balance of Net Revenue brought forward from half-year ended 31st January, 1862	14,054 6 6
79,700 1 6	„ Balance from Revenue (No. 2) Account for the half-year to date	117,177 14 5
<u>£95,490 16 6</u>		<u>£131,232 0 11</u>
	To Balance brought down	36,899 14 9
		<u>£36,899 14 9</u>
	To Balance brought down	£27,823 6 11
		<u>£27,823 6 11</u>
1862.		
July 31.	To Balance brought down	£2,704 9 0

THE GREAT WESTERN

ACCOUNT

Dr.

General Balance Sheet

	Sterling. £ s. d.
Amount outstanding and due to the Company on Traffic Account	15,723 10 5
General Stores on hand 31st July, 1862 (including £1,882 2s. 7d. sterling, the cost of Bridge Iron, Fish plates, &c., purchased in England, and not yet charged out)	43,527 5 11
Fuel Stores (wood) on hand 31st July, 1862	23,086 2 8
Mechanical Stores	13,866 10 0
Rail Stock Account	26,986 15 0
Municipal Bonds	14,260 5 6
Balances in Bankers' hands and Loans at Interest.	176,097 17 10
Balance of Interest due to 31st July, 1859, on Loan to Detroit and Milwaukee Company not received, as per last account	14,906 14 3
Port Huron and Milwaukee Railway Company	8,219 3 7
Sundry Accounts due to the Company	5,811 9 3
	<u>£342,465 14 5</u>

RAILWAY COMPANY OF CANADA.

No. 3.

to 31st July, 1862.

Cr.

HALF-YEAR ENDED 31st July, 1861.		HALF-YEAR ENDED 31st July, 1862.
Sterling. £ s. d.		Sterling. £ s. d.
17,498 5 0	By half-year's interest on the Balance of Government Loan, to 1st July 1862	17,498 5 0
32,904 0 0	„ Interest on Bonds, &c., per Abstract G	41,611 16 7
25,517 16 8	„ Renewal of Rails, Sleepers, and Bridges	35,222 4 7
19,480 14 10	„ Balance carried down	36,899 14 9
£95,490 16 6		£131,232 0 11
	By amount of claims and expenses arising out of the Flamboro' accident, paid during the half-year	260 3 10
	„ Expenses of the Committee of Investigation	8,810 4 0
	„ Balance carried down	27,823 6 11
		£36,899 14 9
1862.		
July 31.	By proposed Dividend at the rate of 1½ per cent. per annum on 117,769 Old Shares and 51,931 New Shares	25,118 17 11
	„ Surplus carried to next half-year	2,704 9 0
		£27,823 6 11

RAILWAY COMPANY OF CANADA.

No. 4.

to 31st July, 1862.

Cr.

	Sterling. £ s. d.
Balance from Capital Account No. 1	201,642 18 3
Balance from Net Revenue Account No. 3	27,823 6 11
Insurance Fund Account	3,952 14 0
Balances due by the Company, and sundry Accounts not paid on 31st July, 1862	109,066 15 3
	£342,485 14 5

MR. WAITE and myself have made a continuous audit of the books and vouchers of the Great Western Railway of Canada in the London Offices of the Company, but a full and complete audit of the Company's accounts cannot be obtained in England.

We have verified the correctness of the balances of the Company at the London Bankers, and having examined the securities deposited there, we find them to be correct.

The books and vouchers kept in the London Offices of the Company we certify to be correct.

Mr. Waite's resignation this day obliges me to render a report which I greatly regret is without his signature.

WILLIAM LANCE,
Auditor.

LONDON, 2nd October, 1862.

GREAT WESTERN RAILWAY OF CANADA.

Abstracts referred to in the Revenue Statement for the Half-year ended 31st July, 1862.

ABSTRACT A.

Half-year ended 31st July, 1861.	£ s. d.	MAINTENANCE OF WAY.	Half-year ended 31st July, 1862.
		2,004 3 2 Repairs of Bridges and Culverts	1,031 4 2
		2,187 2 3 " Station Sidings, Fences, &c.	1,469 17 8
		2,237 9 7 " Buildings	2,218 18 11
		557 19 9 " Signals	290 1 1
		9,631 2 7 Platelayers' Wages, and Extra Work on Way	8,759 12 7
		105 7 9 Approaches	155 18 11
		968 8 2 Engineering Superintendence, &c.	756 5 5
£17,691 13 3			
3,535 17 9		Extraordinary Expenses for removing Snow, Slips, &c., caused by the very severe winter ... ..	...
£21,227 11 0			£14,981 18 9
£25,517 16 8		Renewal of Rails, Bridges, Sleepers, Fences, &c.	£35,222 4 7

ABSTRACT B.

Half-year ended 31st July, 1861.	£ s. d.	LOCOMOTIVE POWER.	Half-year ended 31st July, 1862.
		7,991 8 4 Transit Expenses:—	
		1,370 11 0 Wages of Enginemen and Firemen	8,761 2 8
		9,652 0 0 Fuel	975 15 10
		1,439 4 3 Oil	10,389 7 10
		178 19 0 Tallow	1,349 18 4
		246 15 8 Small Stores, including Signal Lamps, Waste, &c.	185 15 0
		856 0 9 Pumping Engines	350 4 8
		63 1 3 Salaries of Foremen and Clerks	837 7 10
		204 3 1 Salary of Locomotive Engineer	60 12 5
£21,022 3 4			204 3 1
		Repairs and renewal of Engines:—	
		8,633 19 8 Material and Fuel	6,973 17 0
		10,204 12 1 Wages	10,281 19 3
£39,890 15 1			£17,255 16 3
		Sundries:—	
		92 6 1 Lighting Shops, &c.	192 7 4
		178 10 10 Maintenance of Turntables	163 0 8
		392 17 7 Maintenance of Tanks and Pumps... ..	432 2 0
£40,434 9 7			694 10 0
			£41,064 13 11
		1s. 8'33d. Cost per Train mile run	1s. 2'14d.
		0s. 11'47d. Cost per Traffic Engine mile run	0s. 10'19d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February, to 31st July, 1861.		Miles run, 1st February, to 31st July, 1862.
268,813	By Passenger Engines	263,986
364,939	By Freight Engines	432,532
633,252	Total Train miles earning Revenue... ..	696,518
235,490	By Piloting and Shunting Engines	269,991
868,742	Total Traffic Engine miles run	966,809
20,483	By Construction Engines	34,058
5,153	By Wood Engines	76
894,378	Gross Engine miles run... ..	1,000,943

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st July, 1861.		REPAIRS AND RENEWAL OF CARS.		Half-year ended 31st July, 1862.	
£	s. d.			£	s. d.
1,565	18 9	Materials	...	1,638	11 6
3,846	9 1	Wages	...	3,183	14 3
124	5 9	Salaries of Superintendent, Foremen, and Clerks	...	85	1 11
5,536 13 7				4,907 7 8	
		Merchandise Cars:—			
3,471	2 1	Materials	...	5,378	13 0
2,536	14 2	Wages	...	3,510	3 5
137	18 9	Salaries of Superintendent, Foremen, and Clerks	...	172	4 11
£11,682 8 7				9,061 1 4	
				13,968 9 0	
		4·42d. 0·38d.	Cost per Train Mile run Cost per Car Mile run	4·81d. 0·85d.	

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Feb., 1861, to 31st July, 1861.		Miles run, 1st Feb., 1862, to 31st July, 1862.	
753,331	Of 1st Class Cars	...	854,115
261,263	2nd Class Cars	...	285,928
653,510	Post Office, Express, Baggage, and Conductors' Cars	...	681,279
5,831,706	Freight and Platform Cars	...	7,688,354
7,300,110		Total earning Revenue	9,489,676
81,773	Wood Cars	...	1,296
409,690	Gravel Cars	...	...
7,794,543	Total Miles run by Cars	...	9,490,972

ABSTRACT D.

Half-year ended 31st July, 1861.		COACHING TRANSIT EXPENSES.		Half-year ended 31st July, 1862.	
£	s. d.			£	s. d.
3,584	12 4	Salaries of Superintendents, Station Masters and Clerks	...	3,717	16 6
3,567	0 6	Wages of Conductors, Baggage-men, and Brakesmen	...	3,304	17 4
1,320	15 8	Porters	...	1,328	9 2
354	16 5	Policemen	...	328	14 0
852	4 11	Switchmen	...	896	15 0
531	10 6	Watchmen at Level Road Crossings	...	460	15 9
69	11 1	Compensation for Damages	...	38	17 9
113	6 3	Cattle killed on Track by Trains	...	252	2 2
20	10 11	Lamps and Signals	...	40	11 8
100	2 1	Fuel for Stations and Passenger Cars	...	157	19 3
1,929	13 3	Stationery, Advertising, and Printing	...	776	11 7
646	10 1	Office Furniture and Expenses	...	735	13 2
118	12 1	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.	...	622	6 3
429	4 10	Expenses of Advertising and Agency in United States	...	99	8 8
3,368	3 10	Proportion of Expenses of Ferry across the Detroit River	...	400	10 2
1,592	5 3	Proportion of Expenses of Telegraph	...	315	3 0
814	8 4		...	3,156	13 8
£19,643 7 3				1,922 12 3	
				687 6 7	
				£19,123 4 3	

Equal to 20·51 per Cent.
on
Coaching Traffic Receipts.

Equal to 20·36 per Cent.
on
Coaching Traffic Receipts.

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st July, 1861.

Half-year ended
31st July, 1862.

£ s. d.	MERCHANDISE TRANSIT EXPENSES.	£ s. d.
5,906 17 3	Salaries of Superintendents, Freight Agents and Clerks	2,716 17 9
7,045 5 11	Wages of Conductors and Brakemen	3,827 1 3
852 5 4	" Porters	7,771 2 0
626 5 2	" Switchmen	896 15 3
188 2 3	" Watchmen at Level Road Crossings	743 7 9
24 5 2	Compensation for Damages	1,738 2 6
910 17 3	Cattle killed on Track by Trains	65 10 6
444 17 1	Lights, Lamps, Fuel, and Signals (including Oil and Tallow)	761 1 5
84 2 7	Stationery, Advertising, and Printing	433 15 11
685 4 6	Office Furniture and Expenses	101 15 2
359 11 9	Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways	824 18 3
151 0 0	Rents	359 11 9
1,817 18 11	Travelling and Incidental Expenses	152 7 2
959 9 4	Proportion of expenses of Ferry across Detroit River	3,028 8 10
470 5 10	Do. of expenses of Telegraph	1,109 7 8
	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Flour Warehouse	419 1 1
£20,526 8 4		£24,940 4 3
	Equal to 18.20 per cent. on Merchandise Traffic Receipts.	Equal to 16.46 per cent. on Merchandise Traffic Receipts.
198,407 Tons. Total Tonnage carried		272,789 Tons.

ABSTRACT F.

Half-year ended
31st July, 1861.

Half-year ended
31st July, 1862.

£ s. d.	GENERAL CHARGES.	£ s. d.
3,866 17 0	Head Offices in London and Hamilton	3,514 13 3
782 2 6	Stationery, Advertising, and Printing	405 2 6
410 6 2	Postages and Stamps	325 7 6
50 18 0	Fuel and Lights	60 13 4
1,213 19 4	Travelling and Incidental Expenses	1,130 10 7
63 18 11	Furniture, &c.	112 8 7
1,120 1 3	Law Charges	1,476 11 11
1,090 0 0	Directors' and Auditors' Remuneration	1,270 0 0
371 13 1	Discount on Bank Notes, and cost of Exchange (now included in "Interest on Bonds, Bank Loans, Discounts, &c."—see Abstract G)	£8,295 7 8
£8,879 16 3		191 5 0
154 7 6	Less Transfer Fees	£8,104 2 8
£8,725 8 9		
	Equal to 4.17 per cent. on Total Revenue.	Equal to 3.29 per cent. on Total Revenue.

GREAT WESTERN

ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.

	STERLING. £ s. d.
Sundry Interests	765 16 9
Difference of Exchange remitting £75,000 sterling to England	3,731 6 9
Discount, &c., on American Currency and Exchange	3,222 9 1
Interest on Outstanding Bonds in England	37,314 18 1
	<u>£45,064 10 8</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 July, 1861.		Half-year ended 31st July, 1862.
STERLING.		STERLING.
£ s. d.	To amount received during the Half-year for the carriage of—	£ s. d.
789 5 1	Passengers	868 11 7
178 14 1	Mails and Sundries	181 13 9
1,315 8 8	Freight and Live Stock	1,367 18 4
<u>£2,283 7 10</u>		<u>£2,418 3 8</u>
<u>£2,283 7 10</u>		<u>£2,418 3 8</u>
23 17 3	To Balance brought down	£396 8 10

RAILWAY OF CANADA.

G.

DISCOUNTS, &c., TO 31st JULY, 1862.

	Cr.
	STERLING.
	£ s. d.
Sundry Interests and Discounts	2,554 1 5
Interest on Municipal and other Bonds... ..	472 3 10
Balance from the Galt and Guelph Working Account for the half-year	396 8 10
Balance as per Net Revenue Account No.3	41,611 16 7
	£45,034 10 8

GUELPH RAILWAY.

H.

in Account with the Great Western Railway Company of Canada.

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1861.		Half-year ended 31st July, 1862.
STERLING.		STERLING.
£ s. d.		£ s. d.
540 1 11	By Maintenance and Renewal of Way during the Half-year—	373 13 7
26 17 10	Cost of Maintenance	195 12 4
	Cost of Renewal of Rails, &c.... ..	
566 19 9	„ Locomotive Power	569 5 11
680 3 1	„ Use of Passenger, Freight, and other Cars	524 14 1
78 8 7	„ Coaching and Merchandise Transit Expenses	77 10 6
687 7 8	„ General Charges	603 12 10
246 11 6		246 11 6
2,259 10 7	„ Balance carried down	2,021 14 10
23 17 3		396 8 10
£2,283 7 10		£2,418 3 8
31st July, 1861.		31st July, 1862.
12,432	NOTE.—The Mileage run by Engines during the Half-year, in working the Traffic of the Galt and Guelph Railway, has been as follows:—	10,118
5,940	With Passenger and Freight Trains	3,551
18,372	Piloting and Shunting	13,669
	Total.....	13,669

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REPORT OF THE DIRECTORS

OF THE

Great Western Railway Company

OF CANADA.

1. THE receipts on Capital Account during the last half-year amounted to £2,644. 15s. 6d., and the total receipts to the 31st July, 1862, were £5,220,945. 0s. 6d.

2. The outlay during the half-year consists of the cost of fish-jointing 12½ miles of rails, the conversion of 75 freight cars into wheat cars, the laying down of additional sidings for the increased goods traffic, and the proportion fairly chargeable to capital of the cost of stone and iron bridges in substitution of wood; these charges amount altogether to £7,858. 13s. 4d., making the expenditure on Capital Account £5,019,302. 2s. 3d., and leaving a balance at the credit of that Account of £201,642. 18s. 3d.

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

Gross receipts	...	...	...	...	£246,228	17	2
Working expenses, including maintenance of way, taxes, insurances, and rent of suspension bridge	...	...	...	...	129,051	2	9
				Balance	£117,177	14	5
From this there has to be deducted—							
Interest on Government loan	...	...	£17,498	5	0		
Interest on Company's Bonds, &c.	...	...	34,658	0	9		
Loss on the conversion of American currency	...	...	6,953	15	10		
Renewals of rails, sleepers, bridges, &c.	...	...	35,222	4	7		
Flamborough accident account	...	...	260	3	10		
					£94,592	10	0
Leaving the Balance from the half-year's working					22,585	4	5
To this has to be added the surplus from last half-year	...	...	£11,054	6	6		
Less expenses of Committee of Investigation	...	...	8,816	4	0		
					5,238	2	6
Leaving available for Dividend	...	...			£27,823	6	11

Out of which the Board recommend the payment of a dividend at the rate of 1½ per cent. per annum, which will absorb £25,118. 17s. 11d., leaving a balance to be carried to the credit of the current half-year of £2,704. 9s. 0d.

4. The following statement will exhibit a comparison of the receipts and expenses for the last four half-years:—

Half-years.	RECEIPTS.				EXPENSES, including Taxes, Insurance and Suspension Bridge Rent.
	Passengers, Mails, and Sundries.	Freight and Live Stock.	Rents.	Total.	
Jan'y., 1861.....	£ s. d. 123,251 9 8	£ s. d. 128,619 5 9	£ s. d. 953 5 7	£ s. d. 252,824 1 0	£ s. d. 121,406 12 0
July, 1861.....	95,771 10 2	112,800 9 7	744 6 10	209,316 6 7	129,616 5 1
Jan'y., 1862.....	104,167 14 2	161,009 17 4	714 0 5	265,951 11 11	125,424 17 10
July, 1862.....	93,917 11 11	151,606 15 11	704 9 4	246,228 17 2	129,051 2 9

5. From this it will be seen that the gross traffic has increased by the sum of £36,912. 10s. 7d., as compared with the corresponding half-year of 1861. It is, however, to be noted that the charge for maintenance of way is now less than it was during that period by the sum of £6,545. 12s. 3d. The working expenses of the past half-year show consequently at the rate of 52.41 per cent. as compared with 61.92 per cent. in the corresponding six months.

6. The Locomotive charges are now at a lower rate per mile than they have ever hitherto been, and it is satisfactory to find that this reduction of expenditure has been carried out notwithstanding that five new engines have been added to the stock, and that very extensive renewals and improvements have been effected in a large number of the engines, the whole cost of which has been charged to revenue.

7. A very serious loss, amounting to the sum of £6,953. 15s. 10d., has been incurred during the last half-year, owing to the depreciated value of the American currency in which this Company's proportion of the through rates are paid, and the adverse exchanges at which remittances were made. A portion of this loss has been incurred on local traffic from Canada going across the frontier to places in the United States.

8. For the future it has been proposed to the Grand Trunk and Buffalo and Lake Huron Companies, to require that all freight going from local stations in Canada to places in the United States should either be prepaid, or upon the property being handed over to the connecting lines at the frontier, have an addition made to the charges equivalent to the premium on gold at the time.

9. To adopt the same course with "through" traffic is a more difficult matter, because the charges on that business can only be fixed in concert with the American competing lines, as well as with those connecting with the Great Western.

10. The report of the Engineer on the state of the road, which was submitted to the proprietors at the general meeting in London on April 11, 1861, will have prepared them for a large expenditure in

renewals. The Directors are sorry to observe that the outlay deemed absolutely necessary by Mr. Reid during the past half-years has exceeded that officer's estimate, but the future expenditure on this item will, of course, be reduced in proportion to the charges now incurred.

11. The receipts of the Detroit and Milwaukee Railroad have continued to increase very satisfactorily. The net traffic of that line for the year ending June 30th, 1862, amounts to \$340,897.93c., which is more than sufficient to meet the interest for that period on its first and second mortgage bonds. The gross traffic receipts for 36 weeks from January 1st, 1862, show an increase of £21,153 over those of 1861. The arrears of interest due to the Great Western Company for the loan of £250,000 now exceed £100,000.

12. The application for a Bill to permit of the arrangements contemplated between the three Canadian Railway Companies having failed to obtain the sanction of the Canadian Parliament, the whole plan in consequence came to an end. No further steps will be taken in this matter without first consulting the shareholders.

13. The Directors feel, however, that although the actual scheme is abandoned, great benefit has arisen from its entertainment, in the proof which the late harmonious action has afforded of the great mutual advantages sure to result in Canada especially, from unity instead of rivalry betwixt neighbouring railways.

14. The objection to appointing a successor to Mr. Brydges having ceased with the Bill above referred to, the Directors lost no time in publicly advertising for a new Manager. From amongst the applicants who came forward, they were unanimous in selecting Mr. Thomas Swinyard, who had been fifteen years in the service of the London and North Western Railway, for the appointment, and from the unusually high testimonials and character which that gentleman received from a variety of quarters, the Directors believe they have obtained in him a most competent officer. Mr. Swinyard assumed charge of the line on September 2nd last.

15. The Directors have to report that the suit instituted by the Commercial Bank of Canada against this Company was heard at the assizes at Kingston, Canada West, on May 12th and following days, and a verdict was given by the Jury against the Great Western Company, subject to the opinion of the Court upon several points specially reserved by the judge as ground of non-suit.

16. The points in question were brought before the Court of Queen's Bench upon a rule *nisi*, and application has also been made for a new trial upon the ground of the improper reception of evidence, and for misdirection on the part of the judge. The arguments were heard on August 28th and 29th, and a decision may shortly be expected. In the meanwhile the Directors have only to say that their legal advisers in Canada continue most confident in their expectations of a decision in favour of this Company.

17. Several difficulties having arisen to the completion of the Branch line contemplated to the Oil Springs of Enniskillen, before the winter, the Board have delayed entering upon the matter till next spring, when they hope to have a greater experience of the value and requirements of the Earth Oil district. In the meanwhile the necessary surveys have been proceeded with, and the Works will be commenced whenever the season permits.

18. The grain elevator at Hamilton has been rebuilt, and is now in full operation. It is a larger and better building than the old one, and its cost has been defrayed out of the amount standing at the credit of the insurance fund.

19. The accounts of the harvest in Canada are of the most satisfactory character, and encourage the hope that in spite of the heavy drawbacks attendant upon a civil war in the States, the home as well as foreign traffic of our district will continue to improve.

Signed on behalf of the Board of Directors in England,

F. S. HEAD,
Chairman of the English Board.

LONDON,

October 1st, 1862.

REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,
HAMILTON, CANADA WEST,
18th August, 1862.

C. J. BRYDGES, Esq.

Managing Director.

DEAR SIR,—The following new works have been executed in my department during the past half-year, chargeable to Construction Account :—

FIRST.—MAIN LINE.

<i>Grading Account.</i> —Consisting of the formation of road-bed for an aggregate length of one and one-fourth miles of sidings at St. Catharine's, Paris, Windsor and other stations	£ s. d. 198 8 9
<i>Superstructure Account.</i> —Consisting of the cost of laying down and ballasting the above-mentioned sidings, and the cost of sleepers, spikes and switches for same	1,093 5 2
Rails laid down in the above-mentioned sidings	962 13 5
<i>Bridging Account.</i> —Being the proportion of the expenditure incurred at this date in the new stope and iron bridges in course of erection over the River Thames at Woodstock, Ingersoll and London and over public road at Eastwood, which is chargeable to Construction Account, viz., the excess in cost of stone and iron over the original wooden bridges	1,877 5 10
<i>Station Building Account.</i> —Additions to present buildings	11 6 0
<i>Rails Account.</i> —Being the cost of fishing 12½ miles of permanent way, originally laid with common chair joints	1,527 10 8
	<u>£5,670 9 10</u>

SECOND.—SARNIA EXTENSION.

<i>Grading Account.</i> —Formation of road-bed for new sidings at Wyoming and Strathroy	64 16 10
<i>Superstructure Account.</i> —Laying down and ballasting track in same, and cost of sleepers, spikes and switches	248 12 0
Rails laid in above-mentioned sidings	172 12 0
<i>Station Building Account.</i> —Additional platforms at Wyoming	105 8 2
	<u>£591 9 0</u>

THIRD.—PROPOSED BRANCH TO THE ENNISKILLEN OIL WELLS.

<i>Engineering Account.</i> —Being the cost of preliminary surveys and estimates of the cost of the proposed Branch Line, 12 miles in length	£122 18 5
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FOURTH.—INSURANCE OF BUILDINGS ACCOUNT.

Re-construction of Grain Elevator and Store at Hamilton... £5,921 0 8

The original Grain Elevator was burned down on 18th February last (as mentioned in the Directors' Report of last half-year) and has now been rebuilt on a larger scale and on an improved plan. It possesses a storage capacity of 165,000 bushels as compared with 120,000 bushels of the original one, and is furnished with more powerful elevating machinery and with three receiving grain hoppers, adapted for self discharging grain cars. As an effectual protection from fire it is intended to cover the outside walls of the building with sheet iron, which will add about £205. 9s. 7d. to the cost. The new elevator is capable, in ordinary working, of loading vessels with grain at the rate of 5,000 bushels per hour.

MAINTENANCE OF WAY DURING THE HALF-YEAR.

	£	s.	d.
Repairs of bridges and culverts	1,031	4	2
Platelayers' wages and extra work on way	8,759	12	7
Repairs of station sidings and yards	970	11	6
" of buildings and wharves	2,218	18	11
" of signals	290	1	1
" of road and bridge approaches	155	18	11
" of fences	499	6	2
Engineering, superintendence and incidental charges	756	5	5
	<u>£14,681</u>	<u>18</u>	<u>9</u>

The cost of maintenance is considerably less during the past half-year than during the corresponding one in 1861, being at the rate of £89.6s. 8d. per mile per annum, as compared with £109. 3s. 2d. in 1861. This reduced rate is due to the large extent of renewals of rails and sleepers in progress during the past half-year.

RENEWALS OF RAILS, SLEEPERS, AND BRIDGES, DURING THE HALF-YEAR.

	£	s.	d.
Rails and sleepers	30,879	19	3
Bridges	3,340	8	10
Fences	1,001	16	6
	<u>£35,222</u>	<u>4</u>	<u>7</u>

The following are the details of the above expenditure for renewals:—

	£	s.	d.
2,447½ tons of re-rolled rail, at £5. 8s. 11d. per ton	13,327	2	9
83,075 lbs. of spikes	}	3,599	11 9
220,809 lbs. of fish plates and bolts			
38,881 lbs. of chairs for track and for switches			
Sundry small stores in connection with the track			
97,316 white oak sleepers (cost on delivery)	5,544	2	3
1,086½ tons of rails, repaired by swage-block under contract, including cost of iron and coal	2,208	18	8
Carried Forward	<u>24,079</u>	<u>15</u>	<u>5</u>

	£	s.	d.
Brought Forward	24,679	15	5
Wages of trackmen employed as follows :—			
Relaying the track with 24½ miles of re-rolled rails ; with 10½ miles of swage-block repaired rails ; and with 25 miles of old rails, cut and prepared for further use ; also loading and unloading new and old rails for distri- bution, and placing 97,316 new sleepers in the track ...	5,816	17	3
Engine service and fuel used in the carriage of old and new rails to and from the rolling mill, and in distribution of sleepers along the line	1,910	17	2
Renewals of bridges in progress over River Thames at Wood- stock, Ingersoll and London, and over public road at Eastwood	661	1	2
Do. of other bridges on the line, not rebuilt in stone and iron	2,679	7	8
Renewal of fences at various parts of the Line, including labour and material	1,001	16	7
	<hr/>		
	£36,749	15	3
Deduct cost of fish-jointing 12½ miles of track, charged to construction account	1,527	10	8
	<hr/>		
	£35,222	4	7

The charge for new rails and sleepers in the above statement is considerably larger than has yet been incurred in any former half-year. It was, however, an expenditure which would not admit of delay, and it will of course reduce, to an extent proportionate to its excess above the average half-year's outlay, the cost of future renewals. There was an extraordinary breakage of the old worn out U rails on some sections of the Line, during the past six months, which involved so much danger to passenger trains, and such serious injury to the rolling stock, that any farther postponement of the removal of the rails above referred to would have been extremely injudicious.

Besides these U rails, a large proportion of the renewals consisted of the removal of part of the fished rails laid down in 1857 in substitution of the original compound rails, of whose inferior quality I have frequently reported in former half-yearly reports.

The cost of re-rolling rails in this country is still very high compared with the same work in England, being at present £5. 8s. 11d. per ton, inclusive of the addition of the new iron required to supply the waste of re-rolling, but exclusive of the cost of carriage to and from the rolling mill. A few years ago, the charge for re-rolling was £6. 3s. 3d. per ton, and there are good grounds for believing that a considerable reduction in this heavy item will still be effected.

The sleepers which are now being taken up have had a life of upwards of eight years, which in this climate is a favourable result. The prime cost of the sleepers is now reduced to 1s. 2d. each ; but as they are only to be obtained on the western division of the Line, the cost of haulage and distribution forms a heavy addition to their first cost.

The Main Line and Branches at present consist of the following lengths and patterns of rails :—

MAIN LINE.

Rails re-rolled in Canada and United States	62 miles.
Fish-jointed rails, imported from England in 1856-59, in substitution of compound rails and worn-out U rails	57 "
Original fished rails, laid down on Western Division when Line was opened	32 "
U, or bridge rails, laid down in 1853-54, when the Line was opened	78 "
Total	229 miles.

TORONTO BRANCH.

Fished rails imported from England for construction of Line in 1855	32 miles.
Re-rolled rails	5 "
Total	37 miles.

SARNIA EXTENSION.

Fished rails laid down in construction of Line in 1858-59, weighing 57 lbs. per yard	51 miles.
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GALT BRANCH.

Light T rails, with cast-iron chairs	7½ miles.
Fished rails, removed from Main Line sidings	1½ "
U rails	2¾ "
Re-rolled rails	½ "
Total	12 miles.

The following is the aggregate length of sidings :—

Main Line sidings	51½ miles.
Toronto Branch do.	3¼ "
Sarnia Extension do.	4¾ "
Galt Branch do.	1 "
Total	60½ miles.

In the months of May and June last Contracts were let for the mason's work of the following new Bridges, viz. :—

- 1st Bridge over public road at Eastwood Station.
- 2nd. Ditto over River Thames (Middle Branch) near Ingersoll.
- 3rd. Ditto over River Thames (Cove) at London.

The aggregate cost for the mason-work of the three Bridges being £11,684. 7s. 7d.

Boiler plates for the two new Bridges over the Thames, at Woodstock and Ingersoll, have been imported from England, and are in course of being punched and riveted in the Company's workshops at Hamilton. The Eastwood, Woodstock and Ingersoll Bridges will all be completed in the course of the present year, but that over the Cove of the Thames, near

CAR REPORT.

GREAT WESTERN RAILWAY, CAR DEPARTMENT, HAMILTON,

20th August, 1862.

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

DEAR SIR,

I beg to submit the particulars of the Car Stock, and the principal work done in my department during the half-year ended 31st July, 1862, viz. :—

83	First Class Cars.
44	Second Class Cars.
53	Post-office, Baggage, and Conductors' Cars.
750	Boxfreight Cars, 8 Wheels.
110	Cattle Cars, do.
100	Hopper or Grain Cars, 4 Wheels.
256	Platform Cars.
6	Timber Trucks.
120	Gravel or Construction Cars.

1,522 Cars total Stock.

CONSTRUCTION.

The charge to Construction consists of the alteration of the remainder of the 100 four-wheeled Boxfreight into self-acting Wheat Cars; these have had their floors arranged so as to carry wheat in bulk for shipment at Hamilton, and to discharge by self-action. After discharging, the sides which form the self-acting hopper can be closed down so as to make a floor for carrying ordinary freight. By this arrangement they can carry goods back after the wheat is discharged, instead of returning empty; and also when the wheat trade is not going on they can be put into any other business. This will prevent a large number of our cars being kept idle during the busy seasons.

MAINTENANCE.

FIRST-CLASS CARS.

Three of these have been renewed during the past half-year, and work done to three others equal to the completion of two cars; thus making the work executed equivalent to the renewal of five Cars. Two more are rebuilding to supply the place of two broken up. We are also constructing two new Sleeping Cars, *i.e.*, one from the Passenger Car fitted up for the Prince of Wales when in Canada, which is nearly completed, also one entirely new, which is about one-third done: the latter will not be an addition to the stock, as it is intended when finished to take one of the present old first-class and to fit it up as a second-class, and take one of the

present second-class for a Box Freight Car to supply the place of one broken up. We have also fitted up seventy of our Passenger Cars with new lamps suitable for burning the Canada Enniskillen earth oil: the alteration has been attended with considerable expense, but the saving as compared with burning candles (on the old plan) is fully ninety per cent.: besides the direct savings, the light from these lamps is equal to twelve candles. We have also put cast-iron wheels of the best quality in, and double breaks on, all these Cars.

Thirty-five have likewise been supplied with new ventilators.

The painting, touching up and varnishing has been well attended to. Three have been upholstered anew, and two more are in hand. The repairs to the upholstery work of the rest of the stock has been well attended to.

I have also to state that as our old Passenger Car Trucks wear out I am introducing a new kind of truck with the springs differently arranged to those in present use: the springs are also a combination of India rubber and steel, by which arrangement I have no doubt a great saving in their future maintenance will be effected, especially during the winter months, when the breakages of steel springs under Passenger Cars cause a large expenditure.

I may here mention that we find our new Brick Shed for Passenger Cars at Windsor is of great service, as the Cars which were formerly exposed to the weather at that terminus are now sheltered.

This, I calculate, in future will save considerable outlay in painting and repairs. We are likewise busy constructing a shed for the same purpose in London Yard, which will shortly be finished.

I would remark here that a shed for Passenger Cars, when not in use, is much wanted in Hamilton Yard.

SECOND-CLASS CARS.

These have had repairs done to them as required. Six have been thoroughly overhauled. Twelve of this stock are still running as Wheat Cars, as per my report for 31 January, 1861.

BAGGAGE AND POST-OFFICE CARS.

One of these has been renewed, and the necessary repairs to the remainder have been done as required. We have rebuilt six Box Freight Cars (taken from our freight stock) as auxiliary or through Baggage Cars to run with Express Trains.

BOX FREIGHT CARS.

During the past half-year twenty-nine of these have been renewed, and fifteen rebuilt, to supply the place of a corresponding number broken up and destroyed last winter from various causes. We have also built fifteen pairs of new Trucks for others worn out or broken up by accident. In addition to the ordinary repairs we are engaged gradually in overhauling and repaint-

ing the whole of this stock : 150 have been done up to date, 180 have likewise been supplied with new and improved axle-boxes.

Two hundred and fifty roofs have been thoroughly repaired, and the repairs necessary to the remainder have been attended to.

Thirty-five have been fitted up with additional side-doors and grated openings for carrying cattle or other live stock in summer. By this arrangement these Cars are adapted for any kind of freight as well as live stock.

I regret to say that a very large number of our wrought-iron wheels were broken up last spring, and had to be replaced with 1,000 cast-iron. This, in addition to the repairs of the wrought-iron wheels, caused a large expenditure on this item over any previous half-year.

I have also to state that our damages arising in part from the weather and state of the track, and partly from the heavy traffic and consequent large trains, have been unprecedently heavy. All the damages however, with the exception of those very recently done, and which will not increase our ordinary expenditure, have been made good.

FOUR-WHEELED BOX FREIGHT CARS.

These have been turned into Wheat Cars, and are in first-rate order, and require no repairs beyond the common wear and tear.

CATTLE CARS.

During the past six months twenty of these have been renewed, and thirty-six strengthened and thoroughly repaired. The repairs required to the rest of this stock have been attended to.

The breakages of these Cars during the last half-year from causes already stated was very great ; a considerable number were seriously damaged, and nine were entirely broken up. Those damages have all been made good, and the nine referred to are in hand and will be completed the current half-year without any serious increase in the revenue account.

Regarding wheels for this class of Car, the same remark applies to them as has been made relative to the Eight-wheeled Box Cars.

PLATFORM CARS.

These have been well kept at work, and the necessary repairs done as required ; twenty-one were fitted up for carrying earth-oil in consequence of the increased business in this article, and fifteen have been fitted up for carrying stone.

Five of these were broken up during the past half-year, through accidents stated in the foregoing ; they will be rebuilt during the current six months, without materially increasing the charges against " maintenance."

Were it not for the causes quoted in this report, the expenses for the past half-year would be far below the corresponding six months of 1861 ; and even taking the extraordinary charges and breakages into account, as charged in the last half-year's expenditure, I am glad to have to report a saving of about £1,225, as the following statement will show, viz. :—

Comparative statement of the charges against maintenance and renewals of cars, car miles run, and cost per mile, for the half-years ended 31st July, 1861 and 1862, respectively.

HALF-YEARS ENDED.	Expenses.	Car miles run.	Cost per mile.
31st July, 1861	£ s. d. 11,682 6 7	7,800,110	d. 0'354
31st July, 1862	13,968 9 0	9,489,676	0'353
Saving per mile in favour of the past half-year ..	.....	.....	0'031

Reckoning 0'031*d.* saved on 9,489,676 miles run will amount to £1,225. 15*s.*

The following table shows the cost of oil used upon cars, car miles run, and cost per mile for seven corresponding half-years ended 31st July, 1862.

HALF-YEARS ENDED.	Cost of Oil.	Car miles run.	Cost per mile.
	£ s. d.		d.
1856.....	1,126 16 5	5'035'102	0'054
1857.....	858 2 1	5'875'278	0'035
31st July 1858.....	737 14 10	6'122'845	0'029
1859.....	659 16 7	5'199'681	0'031
1860.....	490 1 0	6'306'231	0'019
1861.....	470 0 3	7'300'110	0'015
1862.....	425 17 3	9'489'676	0'011

The reduction in the consumption of oil is owing to two causes, viz. :—

1st.—To an improved axle-box which I introduced some time ago, and which has been referred to in previous reports.

2nd.—To the Canada Enniskillen oil, which I have used successfully in its crude state mixed with common fish oil. The mixture consists of about 75 per cent. of earth oil to 25 per cent. of fish oil.

RENEWALS.

The following are the particulars of the renewals for the half-year ending 31st July, 1862, viz. :—

5 First Class Cars	£ s. d. 1,284 4 11
5 Pairs of Trucks for First Class Cars ...	534 4 11
15 Box Freight Cars, (<i>rebuilt</i>).....	1,232 17 7
29 Do. do. (<i>renewed</i>)	1,161 19 9
15 Pairs of Trucks for Freight Cars.....	924 13 2
20 Cattle Cars, (<i>renewed</i>)	986 6 0
1 Baggage Car, (<i>renewed</i>)	102 14 9
Total.....	£6,227 1 1

Yours respectfully,
(Signed) S. SHARP,
Car Superintendent.

TABLE No. 2.

	HALF-YEARS ENDING JULY 31ST.		
	1858.	1861.	1862.
Total Cords of Wood used by Freight Engines	9,836	8,027½	11,512½
Number of Miles run per Cord	26.40	47.50	44.35
Total number of Tons of Freight hauled	116,642	205,158*	280,790**
Average Tons hauled per Cord.....	11.85	25.55	24.30

* Including 6,751 tons of Firewood hauled by freight trains.
 ** Ditto 8,001 ditto ditto.

The coal-burning engines are doing well, and the firewood destined for the coming winter is of good quality, and is being carefully stacked.

9. *Condition of Shops and Tools.*—The flooring of the repairing shop at Hamilton has been thoroughly relayed with 2½ inch planks, and lorrys and tramways provided for the transfer of wheels, &c., at a cost of £115. 5s. 6d. The steamshed at Hamilton is also being refloored, and has been generally repaired, painted and whitewashed.

The rebuilding of the boiler shop with stone and brick in lieu of wood has been continued at an expense of £94. 18s. 7d., and every other needful attention has been paid to the workshops as well as the whole of the machines and tools.

One new "Caloric" engine has been provided for the Sarnia pumping station, and additions have been made to the capacity of the water tanks at two other stations, the expense of the whole being £129. 13s. 2d. The great increase of freight traffic has called for a corresponding increase in the supply of water, and in order to avoid the expense of reopening some of the old and disused water stations, we have increased the capacity of two of the present stations, and we are now busy with the third one (Chatham).

When that is completed I think we shall have a fully sufficient supply of water.

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

TABLE No. 3.

	HALF-YEARS ENDING JULY 31ST.					
	1857.	1858.	1859.	1860.	1861.	1862.
Total Engine Mileage	761,944	692,463	737,779	770,089	808,703	868,869
" Half-year's Expenses	£32,434 7 2	£44,463 6 1	£37,161 8 8	£39,029 12 0	£40,434 9 7	£41,664 18 11
Average Cost per mile	16'36d.	15'40d.	15'25d.	15'16d.	11'17d.	10'19d.
Total Working Expenses	£20,052 3 10	£25,880 4 4	£19,388 9 9	£20,780 19 4	£21,022 0 3	£23,114 8 6
" Repairs ditto	£11,801 3 4	£13,573 2 7	£15,067 9 4	£17,054 9 1	£14,116 4 8	£14,218 7 1
" Renewals ditto .....	.....	.....	£4,795 9 7	£4,314 3 7	£5,259 4 8	£3,791 18 4
Cost per Mile Working	9'66d.	8'97d.	9'36d.	9'48d.	9'80d.	9'73d.
Ditto Repairs	6'86d.	6'43d.	6'36d.	6'76d.	5'90d.	5'53d.
Ditto Renewals .....	.....	.....	23d.	6'7d.	1'47d.	9'36d.

The renewals and additions to engines, shops, and tools, referred to above, are comprised as follows :—

One new passenger engine, "London" (completed)	£911 10 2
Three do. do. (in progress)	1,586 1 11
Rebuilding 2 shunting engines, "Michigan" and "Superior"	1,009 14 6
New calorific engine at Sarnia, additional tank and tank-house	129 13 2
Rebuilding boiler-maker's shop	94 18 7
	<hr/>
	£3,731 18 4
	<hr/>

During the ensuing six months, the three new passenger engines now in hand will be completed, as well as the rebuilding of two more shunting engines, and when one additional new boiler is made for the remaining shunting engine, all the urgent and indispensable renewals, with the exception of a few tenders, may be considered as being complete. And as it is not probable that any new boiler may be requisite for the next two or three years, the question arises how the silent but sure depreciation of the stock which will be going on during the interval shall be provided for, whether in the current expenses of each successive half-year, or whether by the particular half-year during which certain of the engines may become unfit for use. We have hitherto been working on a "mixed" system, the five new freight engines having been built as a precaution against the general depreciation, and the four new passenger engines, together with the rebuilding of two passenger and five shunting engines, and the making and rebuilding of 23 tenders, have been provided in order to replace actually worn-out stock.

The following table shows the present stock of engines, together with the description of the renewals and the cost thereof, and which renewals are exclusive of the large amount of improvements which have been made on the engine generally, in the shape of new axles, wrought-iron axle boxes, coupling rods and crank pins, springs and spring hangers, trucks, cylinders, smoke stacks, wrought-iron driving wheels (in lieu of cast iron), crossheads, eccentric, rings, &c., &c.

Very great additions and improvements have also been made to the water service, whilst at the same time the total half-yearly expenses have been greatly reduced. A considerable amount, about £1,475. 19s. 2d. has also been expended in rebuilding some of the workshops, and in providing additional machines, tools and heating apparatus, besides the numerous other improvements which have been made in the slopes and tools generally.

I have dwelt at more than usual length upon the question of depreciation, partly because it is a point of railway practice upon which the widest difference of opinion is held, and partly because it is a matter in which you have always taken a great interest; and I wished to give yourself and the Board of Directors a condensed view of what has been already done, and how the matter at present stands, so that full instruction might be given as to our future course of proceeding.

A glance at the half-yearly report since 1857 will show that the cost of working the locomotive power has been lowered from 16.52*d.* to 10.19*d.* per mile, and whilst the high rate of 1857 did not include renewals, the low rate of 1862 includes an amount of 0.93*d.* per mile expended on renewals. The last 12 months having been worked at about 10.11*d.*

per mile, including 1-18*d.* for renewals, I think we may safely consider such 12 months as a standard of future expenses, so that the working expenses, together with the heavy and light repairs, and all other charges, except renewals, will amount to 8-93*d.* per mile, which is a decrease since 1857 of 7-59*d.* per mile.

TABLE No. 4.

	Stock, July, 1858.	New Engine built.	Engines rebuilt.	New Tenders.	Tenders rebuilt.	Engines broken up.	Stock July, 1862.	Amount expended on renewal out of revenue.
Passr. engines ...	52	1	2	2	20	1	52	£8,115 0 0
Freight do. ...	28	5	—	5	—	—	33	13,263 9 10
Shunting do. ...	8	—	5	—	1	—	8	1,620 0 10
Totals ...	88	6	7	7	21	1	93	£23,007 10 8

Showing an increase in stock equal to five engines, but in addition to this there are included in the general stock one new passenger, and seven rebuilt engines, which are all but equal to new ones. Independently of the fact of the above being a preventative of depreciation, the new engines have proved to be of great use to the Company during the late heavy increase of the freight traffic, and they have moreover worked very economically, as the following Table will show:—

TABLE No. 5.

Names of New Engines.	Date of being set to work.	Total Miles run.	Total Cost of Repairs.	Cost of Repairs per Mile.
"Geo. Stephenson"	January, 1860	70,788	£605 12 8	<i>d</i> 2-06
"Scotia"	" 1861	47,572	294 0 10	1-98
"Erin"	February "	46,460	130 1 4	0-67
"Sarnia"	December "	18,808	123 1 8	1-56
"Saxon"	January, 1862	11,569	85 1 5	1-76
Totals.....		195,206	£1,240 17 10	1-52

The "London" new passenger engine was set to work on the 5th March, 1862, and has since run a distance of 13,086 miles with passenger and freight trains, and we consider, that she is not excelled by any engine on this continent.

The new wrought-iron bridge for Woodstock is in hand, and we shall shortly commence with that for the middle branch of the Thames, and no exertions shall be spared to have both of them completed in the shortest possible time.

The machinery, for the new elevator at Hamilton, has been tried and found to act satisfactorily.

In conclusion, I beg to state that every possible means have been, and will be used, in order to maintain the stock up to the highest practicable state of efficiency.

I am, yours very respectfully,

(Signed) RICHARD EATON,

Locomotive Superintendent.

THE GREAT WESTERN

AUDIT OFFICE—

General Traffic Statement for

	DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for Each.		Mileage of Each.	Main Line Earnings.		
								For 229 Miles.		Per Mile.
								dol.	c.	
BY PASSENGER TRAINS.										
	Passengers.	Local	176,833	...	190,412 50	...	6,850,184	...	127,120 76	555 11
		Excursionist ..	16,561	...	6,079 82	...	743,143	...	4,618 56	20 16
		Foreign ..	44,332	...	213,330 94	...	7,945,296	...	204,734 95	894 03
		Emigrants.	10,949	...	15,413 65	...	1,956,965	...	14,807 93	64 66
				247,776		425,256 94		16,995,591		
	Mails	Local .....	...	...	14,465 17	...	...	...	11,267 09	49 20
		Foreign ..	...	...	5,658 83	...	...	...	6,658 83	24 71
						20,124 00				
	Exp's. Fr't.	Local .....	...	...	7,833 00	...	...	...	6,126 48	26 75
		Foreign ..	...	...	6,126 48	...	...	...	6,126 48	26 75
						13,959 49				
	Sundries ..	Local .....	...	...	1,915 20	...	...	...	1,290 59	5 63
		Foreign ..	...	...	901 30	...	...	...	901 30	3 93
						2,836 50				
	Passenger Totals					462,176 93		16,995,591	382,652 98	1,670 97
BY FREIGHT TRAINS.										
	Merc'ndise.	Local	149,618	...	275,464 74	...	9,633,172	...	218,947 63	956 10
		Foreign ..	93,914	...	340,357 73	...	19,434,358	...	332,841 23	1,433 45
				234,532		615,822 47		29,067,530		
	Vehicles ..	Local	123	...	553 94	...	7,750	...	403 41	1 76
		Foreign ..	24	...	216 29	...	5,062	...	216 29	94
				147		775 23		12,788		
	Horses	Local	1,090	...	2,258 91	...	98,700	...	1,870 79	8 16
		Foreign ..	171	...	823 46	...	37,569	...	823 46	3 69
				1231		3,082 37		136,270		
	Cattle	Local	3,436	...	4,180 59	...	373,728	...	3,017 77	13 17
		Foreign ..	46,989	...	85,547 82	...	10,107,557	...	85,547 82	373 57
				50,445		89,728 41		10,481,286		
	Calves	Local	153	...	74 12	...	10,919	...	60 10	26
		Foreign ..	82	...	70 04	...	16,971	...	70 04	30
				235		144 16		27,891		
	Sheep	Local	5,660	...	1,271 41	...	459,558	...	998 67	4 36
		Foreign ..	12,082	...	3,929 29	...	2,683,027	...	3,929 29	17 15
				17,142		5,200 70		3,122,585		
	Pigs	Local	7,246	...	1,719 97	...	1,104,368	...	1,525 78	6 66
		Foreign ..	69,318	...	27,721 93	...	15,564,447	...	27,721 93	121 05
				76,564		29,441 90		16,668,815		
	Sundries ..	Local .....	...	...	281 69	...	...	...	244 76	1 06
		Foreign ..	...	...	...	...	...	...	...	...
						281 69				
	Freight Totals					744,476 93			678,218 97	2,961 65
	Local Traffic Totals					506,536 07			377,492 40	1,648 43
	Foreign " "					700,117 80			683,379 56	2,984 19
	Grand Totals for Half-year					1,206,653 87			1,060,871 96	4,332 62
	Less Galt and Guelph Branch					11,768 48				
	G.W.R. Grand Total					\$ 1,194,885 39				

RAILWAY OF CANADA.

STATEMENT

Half-year ending 31st July, 1862.

Earnings. Per Mile.	Toronto Branch Earnings.		Harrisburgh and Galt Branch Earnings.		Galt and Guelph Branch Earnings.		Sarnia Branch Earnings.		Total Average Earnings Per Mile for Half-year.
	For 38 Miles.	Per Mile.	For 12 Miles.	Per Mile.	For 15 Miles.	Per Mile.	For 51 Miles.	Per Mile.	
dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.	dol. c.
555 11	41,704 34	1,067 48	4,095 78	341 31	3,842 29	256 15	13,649 33	267 63	
20 16	592 83	22 44	200 53	16 71	264 84	17 65	143 03	2 80	
894 03	8,064 26	212 21	139 30	11 60	115 93	7 72	296 53	5 81	
64 66	585 60	15 41	10 40	86	4 03	26	5 69	11	
49 20	1,889 64	49 20	590 41	49 20	738 01	49 20	...	...
24 71	...	...	...	...	...	...	...	...
26 75	1,406 87	37 02	114 12	9 51	107 16	7 14	78 37	1 53	
26 75	...	...	...	...	...	...	...	...
5 63	428 52	11 14	41 74	3 47	39 02	2 60	140 73	2 75	
3 93	...	...	...	...	...	...	...	...
1,670 97	54,907 06	1,444 92	5,192 28	432 69	5,111 28	340 75	14,313 31	280 65	1,339 64
956 10	19,546 33	514 37	8,391 61	699 30	6,504 07	433 60	22,075 10	432 94	
1,453 45	1,382 85	36 39	...	...	...	...	6,133 05	120 26	
1 76	113 76	2 99	6 45	53	7 03	46	28 29	55	
94	...	...	...	...	...	...	...	...
8 16	334 17	8 79	24 50	2 05	14 47	96	14 89	29	
3 60	...	...	...	...	...	...	...	...
13 17	892 71	23 49	133 53	11 12	101 27	6 75	35 31	69	
373 57	...	...	...	...	...	...	...	...
26	11 05	29	17	01	22	01	2 58	05	
30	...	...	...	...	...	...	...	...
4 36	211 37	5 56	38 78	3 23	14 53	92	8 06	15	
17 15	...	...	...	...	...	...	...	...
6 66	171 10	4 50	10 29	85	7 30	48	5 50	10	
121 05	...	...	...	...	...	...	...	...
1 06	4 23	11	1 05	08	8 31	55	23 34	45	
...	
2,961 65	22,667 57	596 51	8,605 47	717 20	6,657 20	443 81	28,326 72	555 42	2,157 90
1,648 42	67,541 92	1,777 42	13,649 05	1,137 42	11,648 52	776 58	36,204 16	709 88	
2,984 19	10,082 71	264 01	149 70	12 47	119 96	7 99	6,435 87	126 19	
4,632 62	77,574 63	2,041 43	13,798 75	1,140 89	11,768 48	784 56	42,640 03	836 07	3,497 54

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE--STATEMENT.

Statement of General Traffic Earnings for the Half-year ended
31st July 1862.

MONTHS.	Main Line, 229 miles.	Toronto Branch, 38 miles.	Galt Branch, 12 miles	Guelph Branch, 15 miles	Sarnia Branch, 51 miles.	Total, 345 miles.	Monthly Totals.	Sterling.
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	£ s. d.
FEBRUARY.								
Local Passengers...	18,205 42½	7,434 06	663 03	678 37	1,499 19	28,480 07½		
Do. Merchandise.	27,945 22	3,844 70	1,979 78	1,620 04	1,359 35	35,849 09		
Foreign Passenger	21,458 77	811 24	13 31	10 45	20 88	22,314 65		
Do. Merchandise.	117,497 58	494 12	...	...	...	117,991 70		
MARCH.	184,206 90½	12,584 12	2,656 12	2,308 86	2,879 42	204,635 51½	204,635 51½	42,048 7 10½
Local Passengers...	22,619 17	7,357 79	678 97½	811 22½	2,547 70	34,123 86		
Do. Merchandise.	35,698 25	6,162 74	2,327 52	1,903 32	2,028 89	48,030 72		
Foreign Passenger	32,197 44½	1,127 23	22 34	17 86	57 44	33,422 31½		
Do. Merchandise.	113,923 52	347 59	...	...	...	113,311 11		
APRIL.	203,448 38½	14,995 35	3,137 83½	2,732 40½	4,634 03	228,948 00½	228,948 00½	47,044 2 2½
Local Passengers...	25,843 00½	7,969 96	926 32½	889 76½	2,525 79	38,065 44½		
Do. Merchandise.	49,588 22½	2,568 18	1,444 17	1,137 66	4,402 00	59,440 03½		
Foreign Passenger	41,191 32	1,224 38	26 02	20 41	37 64	42,302 97		
Do. Merchandise.	89,658 26	332 20	...	...	206 17	81,196 63		
MAY.	197,283 81	12,335 32	2,396 51½	2,047 83½	7,171 60	221,235 08	221,235 08	45,459 5 3
Local Passengers...	26,629 48½	7,815 01	869 50½	827 18½	2,704 70	38,845 86½		
Do. Merchandise.	47,927 66½	2,956 05	1,456 93	1,064 39	4,714 47	58,119 50½		
Foreign Passenger	42,971 82	1,658 00	26 32	18 34	49 11	44,723 59		
Do. Merchandise.	50,747 30	63 81	...	...	1,151 41	51,962 52		
JUNE.	168,276 24½	12,492 87	2,352 75½	1,909 91½	8,619 69	193,651 48½	193,651 48½	39,791 8 0
Local Passengers...	26,298 33½	7,918 80	893 37½	802 27½	2,284 16	38,106 94½		
Do. Merchandise.	37,784 21	2,700 72	736 36	458 75	5,620 87	47,290 91		
Foreign Passenger	47,789 99½	1,691 96	24 59	19 84	63 72	49,590 10½		
Do. Merchandise.	40,940 58	82 83	...	...	1,121 78	41,245 19		
JULY.	151,913 12½	12,394 31	1,554 32½	1,280 86½	9,090 53	176,233 14½	176,233 14½	36,212 5 10
Local Passengers...	20,827 48½	7,821 58½	922 37½	982 50½	2,449 55	43,073 50½		
Do. Merchandise.	29,115 54½	2,752 33	671 71	473 04	4,067 49	37,980 11½		
Foreign Passenger	46,617 55	2,136 45	37 12	33 06	73 43	48,897 61		
Do. Merchandise.	49,182 82	62 30	...	...	3,654 29	52,899 41		
Total	\$ 1,080,871 96½	77,574 63½	13,798 75½	11,768 48½	42,640 03	1,206,653 87	1,206,653 87	247,942 11 6
Less Galt and Guelph Railway Traffic.....							11,768 48½	2,418 3 8
Total Traffic, G. W. Railway proper							1,194,885 38½	245,524 7 9½

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."