

No. 16.

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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, 1862:

WITH

STATEMENTS OF ACCOUNTS,

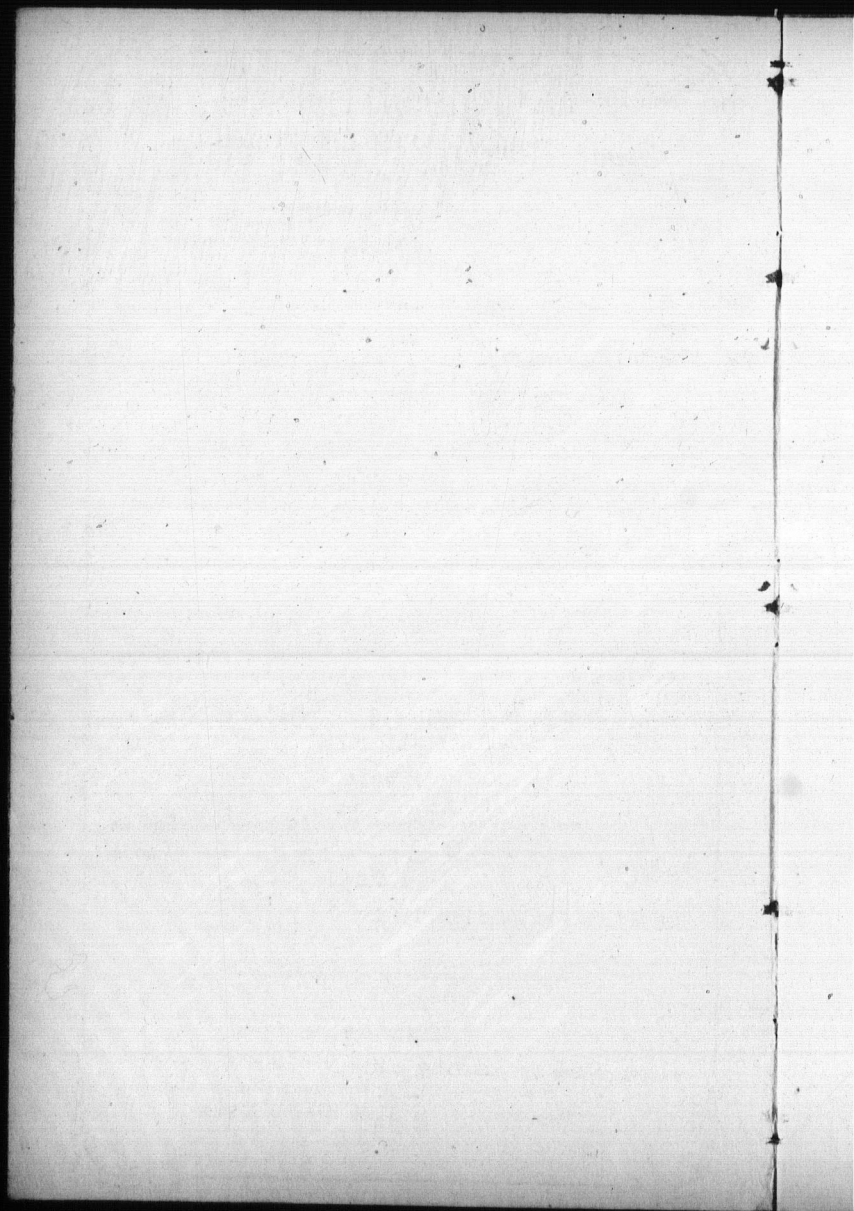
&c. &c. &c.,

To be submitted to a Meeting of Shareholders to be held in London on May 22nd, 1862; and in Hamilton, Canada West, at an adjourned General Meeting of Shareholders to be held on June 18th, 1862.

LONDON:

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

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.

Managing Director.

CHARLES JOHN BRYDGES, Esq., Hamilton, Canada West

Financial Director and Secretary.

THOMAS REYNOLDS, Esq., Hamilton, Canada West.

Canadian Board.

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

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.

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

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

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

Auditors.

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

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

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 January, 1862

EXPENDITURE.		Amount ex- pended during the half-year to 31st Jan., 1862.		Amount ex- pended to 31st July, 1861, as per last ac- count.		Total Expendi- ture to 31st Jan., 1862.	
		Sterling.		Sterling.		Sterling.	
		£	s. d.	£	s. d.	£	s.
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.							
Land, Works, Bridges, Permanent Way, and all incidental charges		£4,185,	421 2 9				
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron	£4,723	9 8					
Stations, Warehouses, Wharves, &c.	5,014	2 0					
Workshops and Machinery	722	7 11					
Rolling Stock:—Freight (Wheat) Cars.....	2,877	2 5					
General Charges:—Engineering Charges	350	15 1					
Cost of "fishing" $8\frac{1}{2}$ miles of rails, during the half-year	1,038	14 6					
Expenditure during the half-year, 1st August, 1861, to 31st January, 1862.					11,834	6 4	
Total Expenditure on Great Western Main Line, &c., to 31st January, 1862						4,200,255	9 1
Loss on Value of Rails in Stock						14,618	9 4
By Port Huron and Milwaukee Railway Company—							
For this amount written off as per report						8,219	3 7
By Sarnia Extension—							
Lands, Works, Bridges, Permanent Way, Stations, Warehouses, and all incidental charges	£1,611	6 1	£468,416	12 0	470,027	18 1	
By Galt and Guelph Railway—							
Land, Works, Bridges, Permanent Way, and all incidental charges	£250	11 7	£76,291	0 10	76,541	12 5	
Total						4,789,662	12 6
By Detroit and Milwaukee Railroad Company—							
Loan including Funded Interest to Oct. 24th, 1860						250,000	0 0
By Balance carried to Account No. 4						£5,019,662	12 6
						198,637	12 6
						<u>£5,218,300</u>	<u>5 0</u>

RAILWAY COMPANY OF CANADA.

No. 2.

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

Half-year ended 31st January, 1861.			Per Cent. on Gross Receipts.	EXPENSES.	Half-year ended 31st January, 1862.			Per Cent. on Gross Receipts.
Dollars. c.	Sterling. £ s. d.				Dollars. c.	Sterling. £ s. d.		
73,849 70	15,174 11 11	6-00		By MAINTENANCE OF WAY, per				
197,680 87	40,619 7 6	16-07		Abstract.. .. A	79,712 79	16,379 6 10	6-16	
				Locomotive Power do. B	196,247 53	40,324 16 8	15-17	
				Repairs and Renew- als of Passenger and Goods Cars do. C	52,377 36	10,762 9 5	4-05	
55,554 13	11,415 4 8	4-51		Coaching Transit Expenses .. do. D	97,481 46	20,030 8 9	7-53	
97,266 24	19,986 4 3	7-91		Merchandise Ex- penses .. do. E	111,475 95	22,906 0 4	8-61	
98,069 09	20,151 3 8	7-97		General Charges.. do. F	38,534 43	7,918 0 8	2-97	
32,850 33	6,751 18 4	2-67						
				Total ORDINARY WORKING Expenses	575,829 52	118,321 2 8	44-49	
555,279 46	114,098 10 4	45-13		ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.				
				By Taxes	5,912 49	1,214 17 11	0-46	
6,934 13	1,424 16 6	0-56		Railway Inspec- tion Fund	865 00	177 14 10	0-06	
885 00	177 14 10	0-07		Insurance... .. .	5,294 12	1,087 16 8	0-41	
5,267 04	1,082 5 4	0-43		Suspension Bridge Rent, for half- year	22,500 00	4,623 5 9	1-74	
22,500 00	4,623 5 9	1-83						
				Total Revenue Expenditure	610,401 13	126,424 17 10	47-16	
590,845 63	124,406 12 9	48-02		Balance carried to net Revenue No. 3 account	683,896 64	140,526 14 1		
689,564 74	131,417 8 3							
\$1,230,410 37	£252,824 1 0				\$1,294,297 77	£265,951 11 11		

THE GREAT WESTERN

ACCOUNT

Dr.

Net Revenue Account

HALF-YEAR ENDED 31st January, 1861.			HALF-YEAR ENDED 31st January, 1862.		
Dollars.	c.	Sterling. £ s. d.	Dollars.	c.	Sterling. £ s. d.
			To Balance of Net Revenue brought forward from half-year ended 31st July, 1861		
144,461	75	29,633 18 6	89,415	38	18,373 0 6
639,564	74	131,417 8 3	" Balance from Revenue (No. 2) Account for the half-year to date ...		
			638,896	64	140,526 14 1
<hr/>			<hr/>		
784,026	49	161,107 6 9	773,312	02	158,899 14 7
<hr/>			<hr/>		
To Balance brought down			371,001	82	76,233 5 0
<hr/>			<hr/>		
To Balance applicable to Dividend brought down			371,001	82	76,233 5 0
<hr/>			<hr/>		
1862. January 31 To Balance brought down			312,425	56	64,197 0 9
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			312,425	56	64,197 0 9
<hr/>			<hr/>		
			68,397	70	14,054 6 6

THE GREAT WESTERN

ACCOUNT

Dr.

General Balance Sheet

	Dollars.	c.	Sterling. £ s. d.		
Amount outstanding and due to the Company on Traffic Account	113,685	31	23,359 19 11		
General Stores on hand 31st January, 1862	194,131	28	39,889 19 9		
Fuel Stores (wood)	90,944	71	18,687 5 5		
Mechanical Stores	69,469	24	14,274 10 0		
Rail Stock Account as per valuation on 31st January, 1862	173,070	00	35,562 6 7		
Municipal Bonds	69,400	00	14,260 5 6		
Balances in Bankers' hands and Loans at Interest	658,646	72	135,338 7 4		
Bills of Exchange not due till after 31st January, 1862	292,000	00	60,000 0 0		
Amount of Interest due to 31st July, 1862, on Loan to Detroit and Milwaukee	108,818	99	22,360 1 4		
Company not received	36,273	00	7,453 7 1		
Less Amount written off net Revenue Account No. 3	72,545	99	14,906 14 3		
Sundry Accounts due to the Company	28,240	10	5,802 15 2		
<hr/>			<hr/>		
	1,762,133	35	362,082 3 11		

RAILWAY COMPANY OF CANADA.

No. 3.

to 31st January, 1862.

Cr.

HALF-YEAR ENDED 31st January, 1861.			HALF-YEAR ENDED 31st January, 1862.		
Dollars.	c.	Sterling. £ s. d.	Dollars.	c.	Sterling. £ s. d.
85,158	15	17,498 5 0	85,158	15	17,498 5 0
175,581	66	36,078 8 6	183,597	25	37,725 9 3
125,065	84	25,698 9 2	133,554	80	27,442 15 4
368,220	84	81,926 4 1	371,001	82	76,233 5 0
784,026	49	161,101 6 9	773,312	02	158,899 14 7
By amount of claims and expenses arising out of the Flamboro' accident, paid during the half-year			4,295	25	892 11 8
,, Balance of bad debt account			18,008	01	3,700 5 6
,, Arrears of Detroit and Milwaukee Interest, proportion written off			36,273	00	7,453 7 1
,, Balance carried down			312,425	59	64,197 0 9
			371,001	82	76,233 5 0
			312,425	56	64,197 0 9
1862.					
January 31. By proposed Dividend at the rate of 3 per Cent. per annum on 117,102 old Shares and 52,598 new Shares.....			Dol. c.		£ s. d.
			244,027	86	50,142 14 3
,, Surplus to be carried to next Half-year.....			68,397	70	14,054 6 6
			312,425	56	64,197 0 9

RAILWAY COMPANY OF CANADA.

No. 4.

to 31st January, 1862.

Cr.

	Dollars.	c.	Sterling. £ s. d.
Balance from Capital Account No. 1	966,703	11	198,637 12 6
Balance from Net Revenue Account No. 3.....	312,425	56	64,197 0 9
Insurance Fund Account	43,004	59	8,836 11 2
Balances due by the Company, and sundry Accounts not paid on 31st January, 1862.....	440,000	09	80,410 10 6
	1,762,133	35	362,082 3 11

We have examined the accounts of the Great Western of Canada Railway Company, and verify the correctness of the several entries in the books of the Company. The Proprietors will observe that the outstanding debt for interest due to the Company by the Detroit and Milwaukee Railway Company up to July 31, 1859, has been reduced during the past half-year by £7,453. 7s. 1d. which has been carried to the debit of net revenue, leaving still outstanding the sum of £14,906. 14s. 3d.

London, April 25th, 1862.

HENRY WAITE,
WILLIAM LANCE, } Auditors.

GREAT WESTERN RAILWAY OF CANADA.

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

ABSTRACT A.

Half-year ended 31st January, 1861.	MAINTENANCE OF WAY.		Half-year ended 31st January, 1862.
\$ c.			\$ c.
6,851 14	Repairs of Bridges and Culverts	...	8,826 37
9,579 66	" Station Sidings, Fences, &c.	...	6,536 29
9,946 83	" Buildings	...	11,247 17
2,214 37	" Signals	...	1,745 70
39,323 28	Platelayers' Wages, and Extra Work on Way	...	46,098 41
2,141 94	Approaches	...	1,105 98
3,782 48	Engineering Superintendence, &c.	...	4,092 87
<u>\$73,849 70</u>			<u>\$79,712 79</u>
£15,174 11 11	Sterling		Sterling £28,451 6 10
<u>\$125,065 84</u>	Renewal of Rails, Bridges, Sleepers, Fences, &c.		<u>\$138,009 92</u>
£25,698 9 2	Sterling		Sterling £28,451 9 10

ABSTRACT B.

Half-year ended 31st January, 1861.	LOCOMOTIVE POWER.		Half-year ended 31st January, 1862.
\$ c.			\$ c.
	Transit Expenses:—		
38,897 34	Wages of Enginemen and Firemen	...	42,687 54
6,672 43	Wages of Cleaners	...	5,817 00
50,216 70	Fuel	...	50,320 23
4,556 16	Oil	...	5,816 07
828 63	Tallow	...	855 65
1,341 40	Small Stores, including Signal Lamps, Waste, &c.	...	1,418 83
3,875 45	Pumping Engines	...	4,115 50
312 84	Salaries of Foremen and Clerks	...	312 84
1,012 78	Salary of Locomotive Engineer	...	1,012 78
<u>\$107,711 73</u>			<u>\$112,386 44</u>
	Repairs and renewal of Engines:—		
37,313 90	Material and Fuel	...	33,511 21
49,379 17	Wages	...	46,997 41
			<u>\$80,508 62</u>
<u>\$194,404 80</u>			<u>\$192,895 06</u>
	Sundries:—		
522 60	Lighting Shops, &c.	...	546 40
893 91	Maintenance of Turntables	...	752 36
1,859 66	Maintenance of Tanks and Pumps	...	2,053 71
			<u>3,352 47</u>
<u>\$197,680 97</u>			<u>\$196,247 53</u>
£40,619 7 6	Sterling		Sterling £40,324 16 8
\$0.309 or 1s. 3-26d.	Cost per Train mile run	...	\$0.290 or 1s. 1-81d.
\$0.224 or 0s. 11-07d.	Cost per Traffic Engine mile run	...	\$0.204 or 0s. 10-07d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st August, 1860, to 31st January, 1861.			Miles run, 1st August, 1861, to 31st January, 1862.
270,214	By Passenger Engines	...	270,204
368,651	By Freight Engines	...	430,460
<u>638,865</u>	Total Train miles earning Revenue	...	<u>700,664</u>
241,412	By Piloting and Shunting Engines	...	260,568
<u>880,277</u>	Total Traffic Engine miles run	...	<u>961,232</u>
22,752	By Construction Engines	...	31,960
468	By Wood Engines	...	6,812
<u>903,497</u>	Gross Engine miles run	...	<u>999,994</u>

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st January, 1861.		REPAIRS AND RENEWAL OF CARS.		Half-year ended 31st January, 1862.	
\$	c.			\$	c.
12,462	83	Materials	Passenger Cars:—	7,559	10
17,756	38	Wages *	...	18,772	33
722	70	Salaries of Superintendent, Foremen, and Clerks	...	533	62
<u>30,941 41</u>				<u>21,965 05</u>	
		Merchandise Cars:—			
18,587	46	Materials	...	15,252	53
10,447	11	Wages	...	14,392	54
578	15	Salaries of Superintendent, Foremen, and Clerks	...	767	24
<u>\$55,554 13</u>				<u>\$52,377 36</u>	
£11,415 4s. 8d. Sterling.		Cost per Train Mile run		Sterling £10,762 9s. 6d.	
870c. or 4'29d.		Cost per Car Mile run		7'4c. or 3'68d.	
0'68c. or 0'33d.				0'54c. or 0'26d.	

* Including the cost of cleaning Cars (\$2,274.94).

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Aug., 1860, to 31st January, 1861.		Miles run, 1st Aug., 1861, to 31st January, 1862.	
856,517	Of 1st Class Cars	...	925,295
231,742	2nd Class Cars	...	253,682
677,141	Post Office, Express, Baggage, and Conductors' Cars	...	685,694
6,347,081	Freight and Platform Cars	...	7,814,480
<u>8,112,481</u>		<u>9,679,151</u>	
5,752	Wood Cars	...	99,364
546,988	Gravel Cars	...	639,200
<u>8,664,321</u>		<u>10,417,715</u>	
Total earning Revenue		Total Miles run by Cars	

ABSTRACT D.

Half-year ended 31st January, 1861.		COACHING TRANSIT EXPENSES.		Half-year ended 31st January, 1862.	
\$	c.			\$	c.
17,029	97	Salaries of Superintendents, Station Masters and Clerks	...	18,116	30
16,143	83	Wages of Conductors, Baggage-men, and Brakemen	...	16,436	62
6,091	57	Porters	...	8,016	44
1,767	41	Policemen	...	1,711	29
3,928	13	Switchmen	...	4,112	95
2,645	27	Watchmen at Level Road Crossings	...	2,392	67
213	12	Clothing	...	400	00
1,859	43	Compensation for Damages	...	867	22
116	23	Cattle killed on Track by Trains	...	278	24
874	75	Lamps and Signals	...	346	14
10,275	84	Fuel for Stations and Passenger Cars	...	6,319	71
3,185	11	Stationery, Advertising, and Printing	...	3,807	90
625	70	Office Furniture and Expenses	...	4,118	36
2,383	27	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.	...	483	83
3,669	13	Travelling and incidental expenses	...	1,739	79
15,306	54	Expenses of Advertising and Agency in United States	...	1,594	98
7,963	82	Proportion of Expenses of Ferry across the Detroit River	...	15,333	93
3,777	12	Proportion of Expenses of Telegraph	...	8,139	80
<u>\$97,296 24</u>				<u>\$97,481 46</u>	
£19,986 4s. 3d. Sterling.		Sterling £20,030 8s. 9d.		Equal to 16'22 per Cent.	
Equal to 16'22 per Cent.		Equal to 19'23 per Cent.		on	
on		on		Coaching Traffic Receipts.	
Coaching Traffic Receipts.		Coaching Traffic Receipts.			

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st Jan., 1861.Half-year ended
31st Jan., 1862.

MERCHANDISE TRANSIT EXPENSES.	
\$ c.	\$ c.
28,843 08	Salaries of Superintendents, Freight Agents and Clerks 13,836 35
33,869 11	Wages of Conductors and Brakemen 16,851 07
8,928 17	" Porters 37,607 64
2,769 69	" Switchmen 4,112 99
957 34	" Watchmen at Level Road Crossings 3,689 68
122 22	Compensation for Damages 1,099 69
6,450 92	Cattle killed on Track by Trains 429 95
2,540 60	Lights, Lamps, Fuel, and Signals (including Oil and Tallow) 5,160 89
373 33	Stationery, Advertising, and Printing 2,616 86
1,481 88	Office Furniture and Expenses 433 75
1,750 00	Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways 3,549 64
952 81	Rents 1,750 00
3,955 10	Travelling and Incidental Expenses 937 00
8,156 21	Proportion of expenses of Telegraph 5,048 55
1,709 63	Do. of expenses of Ferry across the Detroit River 12,293 66
	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnda, and at Hamilton Wharf Flour Warehouse 2,077 93
<u>\$98,069 09</u>	<u>\$111,475 95</u>
£20,151 3s. 8d. Sterling.	Sterling £22,906 0s. 4d.
Equal to	Equal to
15.67 per cent. on Merchandise Traffic Receipts.	14.22 per cent. on Merchandise Traffic Receipts.

210,924 Tons.

Total Tonnage carried

243,108 Tons.

ABSTRACT F.

Half-year ended
31st Jan., 1861.Half-year ended
31st Jan., 1862.

GENERAL CHARGES.	
\$ c.	\$ c.
17,785 93	Head Offices in London and Hamilton 17,839 60
1,540 88	Stationery, Advertising, and Printing 1,613 87
1,288 32	Postages and Stamps 1,602 14
457 80	Fuel and Lights 267 40
3,835 40	Travelling and Incidental Expenses 6,177 26
1,943 22	Discount on Bank Notes, and cost of Exchange (now included in "Interest on Bonds, Bank Loans, Discounts, &c."—see Abstract G)
433 80	Furniture, &c. 837 17
2,176 39	Law Charges 4,390 80
4,866 67	Directors' and Auditors' Remuneration 6,898 50
<u>\$33,828 41</u>	<u>\$39,176 83</u>
969 08	Less Transfer Fees 642 40
<u>\$32,859 33</u>	<u>\$38,534 43</u>
£6,751 18s. 4d. Sterling.	Sterling £7,918 0s. 8d.
Equal to	Equal to
2.67 per cent. on Total Revenue.	2.97 per cent. on Total Revenue.

GREAT WESTERN

ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.			STERLING.	
	\$	c.	£	s. d.
Sundry Interests	7,627	32	1,567	5 2
Difference of Exchange remitting £100,000 sterling to England ...	3,639	57	747	17 2
Discount, &c., on Western American Currency	5,118	79	1,051	16 1
Interest on Outstanding Bonds payable in England	181,855	32	37,367	10 8
	<u>\$198,241</u>	<u>00</u>	<u>£40,734</u>	<u>9 1</u>

THE GALT AND

ACCOUNT

The Galt and Guelph Railway Company (Working Account)

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

Half-year ended 31st January, 1861.		To amount received during the the carriage of—	Half-year ended 31st January, 1862.	
DOLLARS.	STERLING. £ s. d.		DOLLARS.	STERLING. £ s. d.
\$4,524	22 929 12 8	Passengers	\$4,551	60 985 5 3
879	20 180 13 2	Mails and Sundries	906	75 186 6 4
6,299	16 1,294 7 0	Freight and Live Stock	6,187	83 1,271 9 5
11,702	58 2,404 12 10		11,646	18 2,393 1 0
35	98 7 7 10	.. Balance		
<u>\$11,738</u>	<u>66 £2,412 0 8</u>		<u>\$11,646</u>	<u>18 2,393 1 0</u>
		To Balance brought down	\$2,154	67 442 14 10

RAILWAY OF CANADA.

G.

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

	\$ c.	Cr. STERLING. £ s. d.
Sundry Interests and Discounts	10,191 08	2,004 1 2
Interest on Municipal and other Bonds... ..	2,298 00	472 3 10
Balance from the Galt and Guelph Working Account for the half-year	2,154 67	442 14 10
Balance as per Net Revenue Account No. 3	183,597 25	37,725 9 3
	<u>\$198,241 00</u>	<u>£40,734 9 1</u>

GUELPH RAILWAY.

H.

in Account with the Great Western Railway Company of Canada.

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st January, 1861.			Half-year ended 31st January, 1862.	
DOLLARS.	STERLING. £ s. d.	By Maintenance and Renewal of Way during the Half-year—	DOLLARS.	STERLING. £ s. d.
\$1,598 33	328 8 6	Cost of Maintenance	\$1,449 29	297 16 0
2,421 08	497 9 8	Cost of Renewal of Rails, &c... ..	767 53	145 7 8
4,019 41	825 18 2	„ Locomotive Power	2,156 82	443 3 8
3,030 87	624 12 7	„ Use of Passenger, Freight, and other Cars	2,591 90	532 11 8
352 24	72 7 7	„ Coaching and Merchandise Transit Expenses	355 98	73 2 11
2,976 62	611 12 8	„ General Charges	2,947 40	605 12 7
1,316 57	270 10 7		1,200 00	246 11 6
11,704 71	2,405 1 7	„ Taxes	9,252 10	1,901 2 4
33 85	6 19 1		239 41	49 3 10
11,738 56	2,412 0 8	„ Balance	8,491 51	1,857 6 2
11,738 56	2,412 0 8		2,154 67	442 14 10
\$95 93	£7 7 10	By Balance brought down	11,646 18	2,393 1 0

31st January, 1861.

31st January, 1862.

11,268
2,590
14,159

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
Piloting and Shunting

10,501
2,71

Total.....
13,213

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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 £5,202. 17s. 9d., making the total receipts on 31st January, 1862, £5,218,300. 5s. 0d.

The expenditure now amounts to £5,019,662. 12s. 6d. This includes the extra cost of renewing wooden bridges in stone and iron, and the expenditure incurred in fish-jointing $8\frac{1}{2}$ miles of rails renewed during the half-year. There are still $90\frac{1}{2}$ miles of the main line to "fish-joint" and the expense of this, as it is hereafter incurred, will be charged to Capital.

It also includes a sum of £14,618. 9s. 4d., which it will be observed has now been charged to Capital as "Loss on value of rails in stock." These rails form the residue of those purchased when the road was first made: a very large portion of them were used by the Contractors in the construction of the line, and also in completing its ballasting during several years after the Railway was opened. The rails in this way became much damaged in value; but the stock has now been estimated by Mr. Reid, at its present market price in Canada, much below the figure at which the rails were originally purchased, with the duty and other charges upon them.

It should be mentioned that the rails which have hitherto been supplied for the maintenance of the road out of this stock have only been charged to Revenue at their proper value.

The sum of £8,219. 3s. 7d., advanced for the Port Huron and Milwaukee Railway in 1858, hitherto included in the balance-sheet under the head of "Sundry Accounts due to the Company," has also now been charged to Capital.

The balance at the credit of Capital account is therefore £198,637. 12s. 6d.

With reference to the charges against Capital it may be observed, that during the last two years no less than five additional locomotive engines with their tenders have been built at the Company's workshops, and paid for out of Revenue, as well as, in accordance with the last report, the cost of fish-jointing 96½ miles of road, amounting in all to £11,762. 0s. 3d.

The Revenue Account for the half-year ending 31st January, 1862, shows the following results:—

Gross receipts	...	...	...	...	£265,951 11 11
Working Expenses, including Maintenance, Taxes, Insurance and Rent of Suspension Bridge	...	...	...	...	125,424 17 10
					<hr/>
Balance	...	...	...	...	£140,526 14 1
From which there has to be deducted—					
Interest on Government Loan	...	...	£17,498	5 0	
" Company's Bonds	...	...	37,725	9 3	
Renewals of Rails, Sleepers, Bridges, &c.	...	...	27,442	15 4	
Flamborough Accident account	...	...	882	11 8	
Balance of bad Debt Account	...	...	3700	5 6	
					<hr/>
					87,249 6 9
Leaving the balance from the half-years' working of	...	...	...	...	£53,277 7 4
Out of which the Directors recommend the payment of a Dividend at the rate of 3 per cent. per annum, which will absorb	...	...	...	...	50,142 14 3
					<hr/>
To this has been added the surplus from last half-year	...	...	...	...	£ 3,134 13 1
					18,373 0 6
					<hr/>
Balance	...	...	...	...	£21,507 13 7
From this balance the Directors have written off the sum of £7,453. 7s. 1d., being one third of the arrears of interest amounting to £22,360. 1s. 4d. hitherto standing in the balance sheet against the Detroit and Milwaukee Company					£7,453 7 1
					<hr/>
Leaving to be carried forward to next half-year's accounts the sum of	...	...	...	...	£14,054 6 6
					<hr/> <hr/>

The following statement shows the Traffic and Working Expenses of the line for the last four half-years:—

Half-year	RECEIPTS.				EXPENSES, including Taxes, Insurance and Suspension- bridge Rent.
	Passengers and Mails.	Goods and Live Stock.	Rents.	Total.	
July, 1860.....	£ s. d. 98,808 18 9	£ s. d. 91,528 4 0	£ s. d. 884 9 0	£ s. d. 191,221 11 9	£ s. d. 114,290 14 6
Jan'y., 1861.....	123,251 9 8	128,619 5 9	953 5 7	252,824 1 0	121,496 12 9
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	161,069 17 4	714 0 5	265,951 11 11	125,424 17 20

The Working Expenses of the last half-year are at the rate of 47.16 per cent., and for the whole year 54½ per cent.

The war in America, in the early part of the half-year, greatly affected trade and disturbed railway traffic, but after the close of navigation a large quantity of freight, which before the war used to go down the Mississippi, was turned in the direction of the Atlantic ports, and very largely benefited the traffic of this and other parallel lines.

The suspension of specie payments in the United States has caused considerable embarrassment in converting American currency into negotiable funds, but the Executive in Canada have exerted themselves most efficiently in counteracting this inconvenience; and the whole loss from this source, including that from the unavoidable rise on exchange on the remittances for England, and other similar causes, is under £1,800 for the half-year. There are also some balances due from Southern railways, not likely now to be recovered, to the amount of £145. 13s. 9d., which are included in the sum of £3,700. 5s. 6d. of bad debts. The whole of these sums have been charged against the Revenue of the past half-year.

The receipts of the Detroit and Milwaukee line have very satisfactorily increased during the winter, and the traffic brought upon the Great Western Railway by that line is estimated to amount during the past half-year to £25,508. 10s. 9d., as against £23,675. 19s. 1d. for the corresponding six months of 1860.

The result of the working of the Detroit and Milwaukee Railroad

during the year 1861 was that, within £2,500, it earned sufficient to have provided (but for the debts specially ordered by the Court to be paid) for the payment of interest upon the whole of the bonded debt of that Company.

The anticipations respecting the importance of the Earth oil district as a source of fresh traffic seem likely to be realized, and the plank road to Wyoming Station from Bear Creek being found totally inadequate to accommodate the business, the Directors request the sanction of the Proprietors to an outlay of about £10,000, which would be sufficient, as they are informed, to provide a rough rail or tramway sufficient to meet the present requirements of the district and prevent the trade taking another channel.

The Directors have to record with regret the loss by fire of the corn Elevator and grain warehouse at Hamilton, on the 18th of February. The loss in money will be defrayed by the Insurance Fund, but until its re-construction inconvenience must of course arise to the grain traffic, though this is fortunately alleviated by the auxiliary Elevator which the Company possess at Hamilton Wharf. A new Elevator, to replace that destroyed, will be completed by the 11th of June, at a cost of £4,600.

The Directors have to report that the Commercial Bank of Canada continue to proceed with their suit in the Court of Michigan, alluded to in the last Report.

The Bank has also commenced another action in Canada against the Great Western Company, but the Directors are assured by their legal advisers that the Bank has no prospect whatever of success in either suit; as, however, the matter is now before the Courts of Law, any discussion of the merits of the case is obviously impolitic and to be deprecated.

The Directors have much satisfaction in stating that an agreement was entered into by them with the Directors of the Grand Trunk Railway Company on the 31st of January, subject to the sanction of the Proprietors of both Companies, for securing the advantages of economy and unity of interest to both concerns, by placing the whole under one management, with a fusion of all receipts. This agreement, however, requires that in the first instance permissive powers be given by the Canadian Legislature,

and it is expected that the Bill now before it for that purpose will be in committee by the middle of May. So soon as the fate of the Bill is decided, a Special Meeting of the Proprietors will be convened. Some of the details of the arrangements are not yet quite complete. The Directors therefore trust that the Proprietors will permit them to abstain from entering at present into farther particulars upon this most important matter until such special meeting is called for its consideration, when they will, of course, be prepared to afford every information on the subject.

The Directors are happy to be enabled to add that by a memorandum just received from Canada, Messrs. Brydges, Watkin, and Carter have proposed to refer the terms upon which the Buffalo and Lake Huron Company may join the federation of the Grand Trunk and Great Western Railways to the decision of the Chairmen of the London Boards of those three Companies for settlement.

Immediately after the London Meeting in December Mr. Brydges laid his resignation before the Directors, intimating at the same time his willingness to remain in their service until a successor could quite conveniently be appointed. Mr. Brydges was shortly afterwards engaged by the Grand Trunk Railway Company as their Manager. Under these circumstances, when the agreement before referred to was entered into with that Company, it became obviously undesirable to appoint any successor to Mr. Brydges if that arrangement were to be carried out.

Pending, therefore, the decision of the Proprietors upon the agreement proposed, the Directors have retained the services of Mr. Brydges in the position he has hitherto occupied.

Signed on behalf of the Board of
Directors in England,

F. S. HEAD,

Chairman of the English Board.

LONDON,

April 24th, 1862.

REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,
HAMILTON, CANADA WEST,
17th February, 1862.

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

DEAR SIR,—I beg to submit to you the following Report and Statement of Expenditure in my department for the half-year ended the 31st January last.

The following sums have been expended in my department during the past half-year in the undermentioned new works, forming a charge to Construction Account :—

FIRST.—MAIN LINE.

<i>Grading Account.</i> —Being the cost of formation of ground for an aggregate length of one and one-half miles of extension of sidings at six stations of the main line	\$1,192	41
<i>Superstructure Account.</i> —Consisting of the cost of laying down and ballasting the above-mentioned length of sidings, and the cost of the sleepers, spikes, and switches for the same	5,514	52
<i>Rails laid down in above-mentioned sidings</i>	7,358	17
<i>Bridging Account.</i> —Being the proportion of the cost of the new stone and iron bridge erected over the River Nith, chargeable to Construction Account; viz., the excess in cost of stone and iron over the original timber structure ...	24,401	96
<i>Station Buildings.</i> —Expenditure on account of a car-repairing shop at Windsor, and of sundry additions to station buildings	3,490	24
Engineering expenses in connection with the above-mentioned works	500	00
		<hr/>
Sterling £8,724 2 1 =	\$42,457	30

SECOND.—HAMILTON AND TORONTO RAILWAY.

The following sums were expended in the enlargement of the Freight Yard at the Grand Junction Station, Toronto, and in the erection of a dwelling house for the Station Master, and of a Telegraph Office :—

Grading for extension of sidings	\$681	43
Bridging, in connection with ditto	483	60
<i>Superstructure.</i> —Laying down three-fourths of a mile of new sidings, altering position and level of old sidings and ballasting same, and cost of sleepers, spikes, and switches	3,245	26
Rails for same	3,593	87
Buildings	1,873	09
Fencing	227	33
		<hr/>
Sterling £2,076 5 8 =	\$10,104	58

THIRD.—SARNIA EXTENSION.

<i>Grading Account.</i> —Being the formation of embankment for half-a-mile of siding at Wyoming Station, for the accommodation of the traffic from the Enniskillen oil springs ...	\$1,385	14
<i>Bridging</i> in connection with same	486	70
<i>Superstructure.</i> —Laying down track and ballasting siding, and cost of sleepers, spikes, and switches	1,067	50
<i>Rails for same</i>	2,618	88
<i>Building Account.</i> —Erection of freight house, and covered shed and platform for oil barrels	2,865	19
<i>Fencing</i>	67	95
	<hr/>	
Sterling £1,744 16 0 =	\$8,491	36
	<hr/>	

FOURTH.—GALT AND GUELPH RAILWAY.

Laying down 250 yards of sidings at Guelph, including value of rails... ..	Sterling £250 11 7 =	\$1,219	48
		<hr/>	

MAINTENANCE OF WAY FOR THE HALF-YEAR ENDING 31ST JANUARY, 1862.

Repairs of bridges and culverts	\$8,826	37
Platelayers' wages and extra work on way	46,098	41
Repairs of station sidings and yards	3,633	64
Ditto of buildings and wharves	11,247	17
Ditto of signals... ..	1,745	70
Ditto of road and bridge approaches	1,165	98
Ditto of fences	2,902	65
Engineering, superintendence, and incidental charges	4,092	87
	<hr/>	
Sterling £16,379 6 10 =	\$79,712	79
	<hr/>	

The cost of maintenance is at the rate of \$484½ per mile per annum as compared with \$450 per mile of the corresponding half-year in 1861. Estimated by the gross engine mileage for the past half-year the cost per engine mile is at the rate of 8 cents, as compared with 8¹/₁₀ cents, per engine mile in the corresponding half-year.

In the above-mentioned statement of cost of maintenance is included a sum of \$3,965 which was expended during the month of September and October in renewing the ballast of several sections of the main line, whilst in the corresponding six months of last year no ballasting work was done on the line. In the month of January, a large extra force of men and also locomotive power were employed in clearing the Line and Station Yards from snow drifts and ice, the cost of which was \$2,750 beyond the ordinary cost of maintenance. Between the 4th and 31st January, there were 14 snow storms, accompanied by much drifting, but I am happy to be able to say that no trains were on any occasion detained more than one or two hours.

The charges on account of Renewals of Way, Bridges, and Fences, during the past six months amounted to a sum of \$138 609·92 as per the following detailed account:—

1,725 tons of rerolled rails	\$45,710	27
39,113 lbs. spikes		
133,560 lbs. fish-plates and bolts	7,425	22
26,401 lbs. chairs		
72,000 white oak sleepers	18,482	05
1,392 tons of rails repaired by patent swage block, under contract, including cost of coal and iron	14,616	77
Wages of men employed relaying the track with 17 miles of re-rolled rails; 13½ miles of repaired rails, and 9¼ miles of cut and straightened rails; also loading and unloading old rails, and distributing new rails, and placing 61,319 new sleepers in the track	14,528	82
Engine service and fuel employed in carriage of old and new rails	3,730	25
Sundry small stores	2,240	92
Total cost of renewal of Permanent Way ...	\$106,734	30

Renewal of bridges, exclusive of Nith bridge	16,586	81
Proportion of cost of Nith bridge, charged to Renewal Account .	10,037	30
25 tons of 7-inch rails relaid on the suspension bridge	1,075	00
	<u>\$27,699</u>	<u>11</u>
Renewal of Fences	\$4,176	51

SUMMARY OF RENEWALS.

Rails and sleepers	\$106,734	30	
Bridges	27,699	11	
Fences	4,176	51	
Sterling	*£28,481	9 10 = \$138,609	92

MAIN LINE.

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

1st. Rerolled rails, manufactured at rolling mills in Canada, and the States, all fish-jointed	40	miles.
2nd. Fish-jointed rails imported from England and placed in track in substitution of the original compound rails and worn out U rails in 1856-59	66	"
3rd. Original fished rails laid down when the line was opened in 1853-54	32½	"
4th. U or bridge rails laid down when the line was opened at above date	90½	"
Total	<u>229</u>	<u>miles.</u>

* This Amount includes the sum of £1,038 14 6 = \$5,055 12, being the cost of "Fishing" 8½ miles of Rails during the half-year, charged to Capital Account.

TORONTO BRANCH.

1st. Fished rails imported from England, and laid down in construction of line in 1855	...	...	...	...	...	...	33 miles,
2nd. Rerolled rails	...	...	...	...	...	...	4 "
							<u>Total 37 miles.</u>

SARNIA EXTENSION.

Fished rails laid down in construction of Line in 1858-59...	...	51 miles.
--	-----	-----------

GALT BRANCH.

1st. Light T rails, with cast-iron joint chairs	...	...	...	...	8½ miles.
2nd. U rails	...	...	...	...	2½ "
3rd. Rerolled rails	...	...	...	...	0½ "
						<u>Tota 12 miles.</u>

The sidings have now reached the following lengths :

Main Line sidings (total length)	...	...	...	50½ miles.
Toronto Branch sidings	..	...	...	3½ "
Sarnia Extension sidings	..	...	...	4½ "
Galt Branch sidings	..	...	...	1 "
					<u>Total 59 miles.</u>

When the Line was first opened there were $34\frac{1}{2}$ miles of track laid with fish-jointed rails.

There are now $138\frac{1}{2}$ miles of fished rails in the Main Line, and $\frac{3}{4}$ miles in the Galt Branch, representing an increased mileage of this improved form of rail to the extent of $104\frac{3}{4}$ miles.

The cost of this improvement of the Permanent Way has been $\$594,700$ per mile or in all $\$62,296\ 92$, or $\pounds 12,800\ 14s\ 9d$.

The stock of rails at present on hand and their valuation at present prices are as follows :—

2,239 tons of rerolled rails distributed along the Line and ready for use—\$50	...	...	...	...	\$111,950
794 tons of rails partially worn, but capable of repair—\$40	...	...	...	...	31,760
1,468 tons of worn out rails—\$20	...	...	...	...	29,360
<u>4,501 Tons</u>					<u>Sterling, £35,562 6 7 = \$173,070</u>

In the renewal of Bridges during the past half-year the principal structure which was rebuilt was the bridge over the River Nith. It consists of heavy stone abutments and an intermediate pier with two pairs of iron plate girders, each 76 feet in length.

The bridge was opened for public traffic during the last week in January, but the embankment in rear of the abutment, 50 feet in height, still remains to be formed, in the place of the original wooden trestle work. The above bridge forms the fourth structure which has been renewed in stone and iron since the renewal of our bridges commenced.

The aggregate length of the four iron bridges extends to 574 feet. The girders for the Nith Bridge were successfully made at the Company's shops at Hamilton, the plates having been imported from England.

The other bridge renewals consisted of small road and stream bridges, and open culverts, which were rebuilt in stone and wood.

GALT AND GUELPH RAILWAY.—15 MILES.

The cost of Maintenance and Renewals of this Line for the half-year were as under :—

Maintenance of way and works	...	...	...	...	...	\$1,449 29
Renewal of rails and sleepers	...	...	...	...	...	707 53
Watchman at public roads	...	...	...	...	...	88 80
						Sterling, £461 8 7 = \$2,245 62
						\$2,245 62

I am,

Dear Sir,

Your very obedient Servant,

(Signed) GEO. LOWE REID,
Engineer.

REPORT OF THE LOCOMOTIVE SUPERINTENDENT.

GREAT WESTERN RAILWAY, LOCOMOTIVE DEPARTMENT,
HAMILTON,

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

February, 1862.

DEAR SIR,—The work performed by our engines, and the Repairs and Renewals which have been done to them during the past half-year, together with an analysis of the principal items of expense, are shewn by the following Report which I beg to forward for your inspection.

1. *General Repairs and Maintenance.*—54 Engines have been substantially repaired during the half-year, and in respect to Renewals or Maintenance, 2 new freight engines, and 3 new tenders have been completed; also one passenger engine has been re-constructed with new boiler, tubes, wheels, axles, &c.; also one new passenger engine is in a very forward state, and 3 others are in progress. 3 of the old Tenders have been rebuilt, and 2 others have received new trucks. All the Passenger Engines above-mentioned are especially adapted to doing good service as freight engines during those periods of the year when the traffic becomes too great for the regular freight engines to cope with.

2. *Fireboxes, Boilers and Tubes.*—A new tube sheet and crown sheet has been put into the "Welland" engine, and all other requisite repairs have been promptly executed; also we have seven new boilers in hand for passenger and shunting engines.

3. *Wheels and Axles.*—8 Wrought-iron driving wheels, 93 cast and chilled wheels, 2 crank and 23 straight axles have been put in.

4. *Tyres.*—111 New tyres have been supplied.

5. *Coupling Rods and Crank Pins.*—1 set of new coupling rods and 11 crank pins have been put in.

6. *Springs.*—The outlay upon these has again been very heavy, but principally in the direction of new and improved springs to supersede those which were defective both in material and construction.

7. *Trucks.*—No new trucks have been put into engines.

8. *Fuel.*—This item, which ranks next in importance to the repairs, still continues to receive my most earnest attention, and every possible means are used in order to extract the highest obtainable duty from each cord of wood, or in other words economising the cost of haulage.

The increase in the number and weight of our freight trains during the half-year, is beyond precedent, yet it will be seen on examination of the following tables that this large increase of work has been executed without increasing the total cost of Fuel as compared with the corresponding half-year ending January 31st, 1861.

TABLE No. 1.

	HALF-YEARS ENDING JANUARY 31ST.					
	1857.	1858.	1859.	1860.	1861.	1862.
Gross Engine Mileage	776,992	758,300	681,560	783,770	890,316	961,222
Net Train do.	617,704	597,309	518,858	678,312	638,865	700,064
Total Cost of Wood and Coal	\$99,816	\$84,253	\$60,225	\$52,550	\$50,062	\$49,710
Cost per Mile on Engine Mileage ...	12'94 cts.	11'11 cts.	8'83 cts.	6'70 cts.	5'68 cts.	5'17 cts.
Do. do. Train do.	16'15 "	14'10 "	11'60 "	9'08 "	7'83 "	7'09 "

TABLE No. 2.

	HALF-YEARS ENDING JANUARY 31ST.					
	1857.	1858.	1859.	1860.	1861.	1862.
Total number of Cords of Wood used by Freight Engines.....	...	11'153	7'867	8'325	9'377	10'843½
Miles run per Cord of Wood	*	24'43	32'75	37'40	43'93	46'26
Total No. of Tons of Freight	148'776	117'473½	110'100	142'385	215'148	245'492
Average No. of Tons moved per Cord of Wood .....	...	11'53	14'00	17'10	22'94	22'64

The Coal-burning Engines are giving satisfactory results; and we find the Ohio Coal to be well adapted for Locomotive Engines.
The Firewood supplied has been of first-rate quality.

9. *Condition of Shops, Tools, &c.*—These are maintained in good order.

10. *Expenses of Working Repairs and Renewals.*

TABLE No. 3.

	HALF-YEARS ENDING JANUARY 31ST.				
	1858.	1859.	1860.	1861.	1862.
Total Engine Mileage	\$758,300	\$681,560	\$783,779	\$980,316	\$961,222
Total Half-yearly Expenses.....	\$244,824	\$183,956	\$189,504	\$197,680	\$196,247
Average Cost per Mile	32.28 cts.	26.99 cts.	24.18 cts.	22.46 cts.	20.42 cts.
Half-yearly Cost of Working	\$140,941	\$100,144	\$108,459	\$107,711	\$112,386
Do. do. Repairs.....	...	83,812	68,332	63,849	55,387
Do. do. Renewals.....	...	...	14,713	26,120	28,474
Average Cost per Mile of Working..	18.58 cts.	14.69 cts.	13.58 cts.	12.24 cts.	11.69 cts.
Do. do. Repairs ...	13.70 "	12.30 "	8.73 "	7.25 "	5.77 "
Do. do. Renewals ..	...	...	1.87 "	2.97 "	2.96 "

The description and cost of the Renewals executed during the half-year are as follows:—

On 2 New Freight Engines and 3 Tenders (completed)	\$15,540
1 Rebuilt Passenger Engine	do. 4,330
3 Tenders	do. 2,700
2 Passenger Tenders supplied with new Trucks, do.	800
4 New Passenger Engines (in progress)	5,104
Total	\$28,474

The new and rebuilt passenger engines are to replace 6 of the oldest engines upon the road, and we hope to complete the whole of those in hand during the ensuing twelve months.

* The average miles run during this half-year by all classes of Engines was 28'88 miles per Cord.
† Including 2,385 tons of Company's Firewood carried by ordinary Freight Trains.

In comparing the half-years ending 1858 and 1862 (January 31st), it will be found that the difference between 961·222 miles at 32·28 cents., and 20·42 cents. per mile amounts to \$114,000.

As you have several times called my attention to the cost of Locomotive power upon some of the best managed Lines in England and Scotland, I would beg to observe that our present expences are exactly 10d. sterling per mile; and taking into consideration the destructive effects of our severe winters, and the fact that materials and wages are generally about 35 to 40 per cent., and fuel at least 150 per cent. dearer in this country than at home, also, the fact that large Renewals are constantly being made to the stock, I think our expences may be considered as being very moderate.

The cost of Fuel alone is a formidable item when we are brought into comparison with such Railways as the "Glasgow and South Western," where coal is obtained at 4s. 6d. sterling per ton of 200lbs. at which cost the trains can be readily run at 2 cents. per mile; whereas, even with the most rigid economy, we cannot work our trains at a less rate than 5 cents. per mile, which is a difference against us of 150 per cent.

The additions which have been made to the stock of engines are shewn by:—

TABLE No 4.

	HALF-YEARS ENDING JANUARY 31ST.			
	1858.	1860.	1861.	1862.
Number of Passenger Engines	52	52	52	52
Do. Freight do.	28	29	31	33
Do. Shunting do.	8	8	8	8
Total Number of Engines	88	89	91	93

We thus show an increase of 5 engines, and the cost of them, together with that of all the other Renewals, has been borne entirely by the current Revenue Accounts.

These new and powerful freight engines have been found extremely useful during the late enormous press of traffic, and we certainly could not have performed the work required of us without their help, which fact will be quite evident when it is considered that we have taken double the tonnage and ran 144,317 more freight miles than in 1860.

I am, dear Sir,

Yours very respectfully,

(Signed)

RICHARD EATON,

Locomotive Superintendent.

CAR REPORT.

GREAT WESTERN RAILWAY, CAR DEPARTMENT, HAMILTON,
 C. J. BRYDGES, Esq., *Managing Director.* 21st February, 1862.

DEAR SIR,

I beg to hand you the details of the stock of Cars, and an account of the work done in my department during the half-year ended on the 31st January, 1862.

The Stock comprises the following, viz :—

83	First Class Cars, 5 of which are Sleeping Cars.
44	Second Class Cars.
53	Post Office, Baggage and Conductors' Cars.
750	Box Freight Cars (8 Wheels)
75	" " (4 ")
25	Hopper or Grain Cars (4 Wheels)
110	Cattle Cars.
250	Platform Cars.
6	Large Timber Cars (16 Wheels)
6	Timber Trucks (4 ditto)
120	Gravel Cars.

Total 1,522

CONSTRUCTION.

The charges against construction consists of the alteration of 25 of the 4-wheeled box-freight, into Hopper or Grain Cars, at a cost of about \$66 each; and the remainder of this Lot of Cars, viz: 75 are being proceeded with, and will be completed about the middle of May next; which will then make 100 of said Hopper Cars.

These Cars will facilitate very much the loading and unloading of grain; being self-acting, a great saving is effected, doing almost away with manual labour.

MAINTENANCE.

FIRST-CLASS-CARS.

Seven of these have been painted throughout, and thirty-seven were thoroughly cleaned, had the painting touched up, and each received two coats of the best English varnish.

Ten of this class received new trucks, and under them were put the best American cast-iron chilled wheels, the superiority of which over wrought-iron ones, I have referred to in previous reports.

Ten Cars were fitted up with improved ventilators for the summer months and sixty-two with ventilators suitable for winter.

The above class of Cars have been kept fully in repair, and are in the best of order.

I anticipate a saving in the cost of painting these in future, by having had a good shed constructed during the last six months at Windsor Station into which they will be put when not in use, thereby preventing the excessive deterioration which takes place when passenger cars are exposed to all kinds of weather.

SECOND-CLASS, POST OFFICE AND CONDUCTORS' CARS.

These are all in good order : repairs have been promptly done as required.

BOX, FREIGHT, AND CATTLE CARS.

Sixty of our Box Cars have undergone renewal, and fifty more have had the most thorough overhauling, and may be considered equal to new. Also thirty-six Cattle Cars have been put in the most efficient repair, and the rest of the stock of the above Cars, may be considered in good working order, as the repairs which are constantly needed are attended to immediately, thereby keeping them fully at work ; the advantages of which during our late heavy traffic has been of very great service.

PLATFORM CARS AND TIMBER TRUCKS

Have been repaired as required : they are in good order generally, except a few of the original flat cars, which will be renewed the following half-year.

RENEWALS.

The following is the cost of renewals, viz. :—

60 Box Freight Cars	\$11,400
10 Pairs of Passenger Car Trucks	5200

Total \$16,600

Statement shewing the total cost of maintenance and renewals of Cars, for fifteen half-years, ended 31st July, 1861, i.e. from the opening of the line; Car and Train miles run, and cost per mile respectively, compared with the half-year ended 31st January, 1862.

Half-years ended.	Cost of Maintenance and renewals of Cars.	Number of Car Miles Run.	Cost per Car Mile.	Number of Train Miles Run.	Cost per Train Mile.
15 Half-years to 31st July, 1861	\$ 625,021	79,663,691	*784	7,954,353	c. 7*86
1 ditto to 31st January, 1862.....	52,377 36	9,674,959	*541	709,664	7*48
Saving per mile in favour of the past half-year .....	...	...	*243	...	*38

The following Table shews the Cost of Oil used upon Cars, Train Miles run, and the Cost per mile for six corresponding half-years ended 31st January, 1862.

HALF-YEARS ENDED.	Cost of Oil.		Train miles run.	Cost per mile.
	\$	c.		
31st January.....	1857.....	0*896	43	\$ 617*704
	1858.....	5*837	03	597*300
	1859.....	3*907	01	518*858
	1860.....	3*233	01	578*313
	1861.....	2*342	53	638*865
	1862.....	2*317	77	709*664
				\$ 1*079
				*877
				*770
				*559
				*367
				*331

Yours respectfully,

(Signed) S. SHARP,

Car Superintendent.

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 Miles.		Per Mile.	
									For 229 Miles.	Per Mile.	dol. c.	dol. c.
BY PASSENGER TRAINS.	Passengers.	Local	182,562	...	201,997 07	...	6,793,658	...	137,652 96	598 48		
		Excursion	65,424	...	39,439 95	...	5,487,061	...	36,627 39	166 94		
	"	Foreign	49,803	...	225,533 19	...	8,962,506	...	217,343 63	949 10		
		Emigrants	3,731 1/2	...	5,825 70 1/2	...	629,401	...	5,452 89 1/2	23 81		
		Totals	301,523 1/2	...	473,118 91 1/2	...	21,792,718 1/2	...	11,559 74 1/2	50 45		
	Mails	Local .....	...	...	14,810 89	...	...	...	11,559 74 1/2	50 45
		Foreign .....	...	...	5,751 56	...	...	...	5,751 56	25 11 1/2
	Exp'a. Fr't	Local .....	...	...	8,924 41 1/2	...	...	...	7,114 41 1/2	31 06 1/2
		Foreign .....	...	...	7,114 41 1/2	...	...	...	7,114 41 1/2	31 06 1/2
	Sundries ..	Local .....	...	...	2,181 05	...	...	...	1,481 51	6 47
Foreign .....		...	...	476 62 1/2	...	...	...	476 62 1/2	2 08	
Passenger Totals					512,407 87	...	21,792,718 1/2	429,975 05 1/2	1,577 02			
BY FREIGHT TRAINS.	Merchandise.	Local	94,056	...	215,819 68	...	5,914,343 1/2	...	173,527 04	757 70		
		Foreign	113,203	...	422,674 24	...	23,240,319 1/2	...	403,687 07	1,762 82 1/2		
	Vehicles ...	Local	197	...	848 74	...	12,795 1/2	...	690 23	2 57 1/2		
		Foreign	23	...	253 05	...	5,194 1/2	...	253 05	1 10 1/2		
	Horses	Local	694	...	1,949 88	...	63,276	...	1,767 94	7 72		
		Foreign	136	...	896 58	...	30,277	...	896 58	3 91 1/2		
	Cattle	Local	6,183	...	7,881 34	...	713,405 1/2	...	6,897 67	29 72 1/2		
		Foreign	28,328	...	50,637 81	...	5,894,156 1/2	...	50,637 81	221 1 1/2		
	Calves	Local	72	...	57 97	...	7,790	...	49 30	2 1/2		
		Foreign	3	...	2 31	...	542 1/2	...	2 31	0 1		
Sheep	Local	15,909	...	4,874 48	...	1,542,345 1/2	...	4,425 56	19 32 1/2			
	Foreign	24,963	...	9,208 22	...	5,177,980 1/2	...	9,208 22	40 21 1/2			
Pigs	Local	7,332	...	2,913 08 1/2	...	1,164,699 1/2	...	2,539 19 1/2	11 08 1/2			
	Foreign	128,252	...	71,712 13	...	28,822,775 1/2	...	71,712 13	313 15 1/2			
Sundries ...	Local .....	...	...	331 08	...	...	...	288 87	1 26 1/2	
	Foreign .....	...	...	...	...	...	...	...	...
Freight Totals					790,061 19 1/2	...	...	726,392 97 1/2	3,172 02	
Local Traffic Totals					502,000 23	...	...	383,831 82 1/2	1,676 12 1/2	
Foreign " "					800,408 82 1/2	...	...	772,536 20 1/2	3,373 51 1/2	
Grand Totals for Half-year					1,302,469 06 1/2	...	...	1,156,368 02 1/2	5,049 64	
Less Galt and Guelph Branch					11,646 17 1/2	...	...	...	...
G.W.R. Grand Total					\$ 1,290,822 88 1/2	...	...	...	...

RAILWAY OF CANADA.

STATEMENT.

Half-year ending 31st January, 1862.

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.
43,311 45	1,139 77	4,350 45	363 28	4,105 93	273 69	13,167 88	258 19	
1,238 91	32 60	479 50	39 95	362 45	24 16	731 70	14 34	
8,045 91	211 73	127 99	10 66	80 18	5 34	258 48	5 06	
351 64	9 25	6 18	5 1	3 64	24	11 44	22	
1,918 21	50 48	605 75	50 48	757 18	50 48	...	...
...	
1,508 31	39 69	113 64	9 47	105 59	7 04	82 46	1 61	
...	
466 67	12 28	46 91	3 91	43 97	2 93	141 99	2 79	
...	
56,841 10	1,495 82	5,739 42	478 23	5,458 34	363 89	14,393 05	282 29	1,485 24
18,774 94	494 07	8,015 33	667 94	6,125 26	406 35	9,377 11	183 96	
2,167 55	56 77	...	...	...	...	16,829 62	329 90	
177 77	4 67	13 87	1 15	18 11	1 20	48 76	96	
...	
140 56	3 70	9 80	8 1	3 65	24	27 93	54	
...	
904 63	23 80	59 02	4 91	12 57	83	97 45	1 91	
...	
6 51	17	80	06	43	03	93	01	
...	
261 79	6 89	142 94	11 91	10 39	69	33 80	66	
...	
345 98	9 10	11 50	95	8 17	54	8 84	17	
...	
22 34	58	7 62	63	9 25	61	3 00	06	
...	
22,792 07	599 79	8,260 88	688 40	6,187 83	412 52	26,427 44	518 18	2,290 03
69,078 07	1,817 84	13,866 13	1,155 51	11,562 35	770 82	23,721 85	465 13	
10,555 10	277 76	134 17	11 18	83 82	5 58	17,099 54	335 28	
79,833 17	2,095 61	14,000 30	1,166 69	11,646 17	776 41	40,821 39	800 42	3,775 27

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE—STATEMENT.

Statement of General Traffic Earnings for the Half-year ended
31st January, 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.	£ s. d.	£ s. d.				
AUGUST.														
Local Passengers...	\$ 37,696 71½	\$ 7,857 54	\$ 1,087 18½	\$ 1,008 87½	\$ 1,878 01	\$ 49,558 32½	\$ c.		£ s. d.					
Do. Merchandise.	20,410 27½	1,505 58	899 59	678 50	1,426 51	24,920 45½								
Foreign Passenger	37,406 58½	1,418 59	19 59	12 09	62 46	38,919 31½								
Do. Merchandise.	30,483 35	16 75	...	...	4,262 52	34,762 62						
SEPTEMBER.							125,996 02½	10,828 46	2,006 36½	1,699 46½	7,629 50	148,160 71½	30,443 19 7½	
Local Passengers...	49,628 70½	8,152 94	1,004 35½	924 71½	3,351 41	63,062 11½								
Do. Merchandise.	29,334 78	2,047 43	1,142 27	846 89	1,639 16	35,030 03								
Foreign Passenger	47,582 45½	1,740 30	25 92	14 93	87 74	49,461 34½								
Do. Merchandise.	46,768 00	50 05	...	...	3,973 86	50,791 91						
OCTOBER.							173,313 98½	11,990 72	2,172 54½	1,786 03½	9,022 17	198,285 40½	40,743 11 6½	
Local Passengers...	32,571 51½	9,030 95	1,029 24½	938 54½	2,570 22	46,440 47½								
Do. Merchandise.	50,840 06	3,290 64	1,973 16	1,585 56	2,224 90	59,914 32								
Foreign Passenger	53,070 15½	1,813 02	23 18	16 01	57 00	54,979 36½								
Do. Merchandise.	90,213 16	480 96	...	...	5,796 74	96,470 86						
NOVEMBER.							226,994 88½	14,595 57	3,025 56½	2,540 11½	10,648 86	257,805 02½	52,973 12 8½	
Local Passengers...	26,939 71½	8,432 12	890 53½	870 86½	2,356 80	39,480 13½								
Do. Merchandise.	36,081 44	3,827 24	1,611 79	980 94	1,584 62	44,086 03								
Foreign Passenger	40,243 72	1,361 12	23 83	12 88	27 28	41,668 83								
Do. Merchandise.	89,349 69	1,223 26	...	...	2,796 50	93,369 45						
DECEMBER.							192,614 56½	14,843 74	2,516 15½	1,864 68½	6,765 30	218,604 44½	44,918 14 5	
Local Passengers...	25,003 09½	7,716 62	816 63½	841 34½	2,102 14	36,479 77½								
Do. Merchandise.	24,293 64½	4,856 53	901 85	738 63	881 66	31,672 31½								
Foreign Passenger	33,862 27	1,142 17	24 24	15 33	45 38	35,098 39								
Do. Merchandise.	126,039 01	202 96	...	...	...	126,241 97					
JANUARY.							209,197 96	13,918 28	1,742 72½	1,595 30½	3,029 18	229,483 45	229,483 45	47,154 2 8
Local Passengers...	21,636 34	7,223 38	787 29½	790 18	1,865 35	32,362 54½								
Do. Merchandise.	29,035 60½	5,107 10	1,732 22	1,357 81	1,829 27	39,063 70½								
Foreign Passenger	23,973 85	922 35	17 41	12 58	40 06	24,968 25								
Do. Merchandise.	153,643 96	203 57	...	...	...	153,747 53					
TOTAL							\$ 1,156,398 02½	79,633 17	14,000 30	11,646 17½	40,821 39	1,302,469 06½	250,130 02½	51,396 11 7½
Less Galt and Guelph Railway Traffic.....												11,646 17½	2,393 1 0	
Total Traffic, G. W. Railway proper												1,290,822 88½	247,736 11 6½	

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."

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GREAT WESTERN RAILWAY OF CANADA.

NOTICE IS HEREBY GIVEN, that the HALF-YEARLY MEETING of Shareholders is appointed to be held on Thursday, May 22nd, at the London Tavern, Bishopsgate Street, at Twelve o'clock precisely, for the purpose of submitting a Report and General Statement of Accounts for the half-year ending 31st January last, 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 May 9th 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.

24th April, 1862.
