

No. 21.

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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 JULY, 31, 1864.

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in
London on Wednesday, 5th October, 1864.*

LONDON :

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

1864.

GREAT WESTERN RAILWAY OF CANADA.—NOTICE
IT IS HEREBY GIVEN, that the HALF-YEARLY MEETING of
Shareholders is appointed to be held on WEDNESDAY, October 5, at
the London Tavern, Bishopsgate-street, London, England, at Twelve
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 two Auditors, 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 September 21 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, London, September 3, 1864.

Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1863-1864.

President.

ALDERMAN THOMAS DAKIN, 23, Abchurch Lane, London.
HENRY C. R. BECHER, Esq., Q.C., London, Canada West.
THOMAS FAULCONER, Esq., 12, Copthall Court, London.
FREDERICK W. GATES, Esq., Hamilton, Canada West.
ALLAN GILMORE, Esq., Putney.
FRANCIS SOMERVILLE HEAD, Esq., Pit Place, Epsom.
ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.
RICHARD JUSON, Esq., Hamilton, Canada West.
PAUL MARGETSON, Esq., Clapham Common.
GEORGE SMITH, Esq., 57, Conduit Street, London.
JOHN YOUNG, Esq., Hamilton, Canada West.

Ex-officio Director.

THE MAYOR of Hamilton, Canada West.

Auditors.

JOHN YOUNG, Esq., 16, Tokenhouse Yard, London.
SIDNEY SMITH, Esq., 4, Charlotte Row, Mansion House.

General Manager.

THOMAS SWINYARD, Esq., Hamilton, Canada West.

London Offices.

126, Gresham House, Old Broad Street, E.C.

MR. BRACKSTONE BAKER, *Secretary.*

MR. WALTER LINDLEY, *Registrar.*

THE GREAT WESTERN

ACCOUNT

Capital Account, showing the Receipts and Expenditure of

RECEIPTS.

	Total Receipts to 31st July, 1864. Sterling. £ s. d.
TO ORIGINAL SHARE ACCOUNT—	
For amount received on 122,013 shares (including 30,414 new shares paid up in full and converted into original shares), viz. :—	
On 118,853 shares on English Register, at £20. 10s. sterling per share	£2,436,486 10 0
On 3,160 shares on Canadian Register at \$100 per share, converted at 100½ per cent. exchange	64,931 10 2
	2,501,418 0 2
TO NEW SHARE ACCOUNT—	
For amount of 1st, 2nd, 3rd, 4th, 5th and 6th calls on 47,687 new shares (after deducting the 30,414 new shares paid up in full and converted into original shares), viz. :—	
On 47,344 shares on English Register at £18 sterling per share	852,192 0 0
On 343 shares on Canadian Register at \$87.00 per share, converted at 109½ per cent. exchange	6,174 0 0
	858,366 0 0
Less amount of arrears on 3rd, 4th, 5th and 6th calls	2,187 10 0
	856,178 10 0
For amount received in anticipation of future calls on new shares	4,472 10 0
	860,651 0 0
Total amount received on account of share capital to 31st July, 1864,	£3,362,069 0 2
TO PERPETUAL 5 PER CENT. DEBENTURE STOCK—	
For amount received on this account	46,700 0 0
TO BOND ACCOUNT—	
Bonds bearing 6 per cent. due 1864	72,700 0 0
" " " 1873	488,200 0 0
" " " 1876	127,000 0 0
Bonds bearing 5½ per cent. " 1877	485,000 0 0
" " " 1878	62,000 0 0
Bonds bearing 5 per cent. " 1881	1,000 0 0
	1,235,900 0 0
TO GOVERNMENT LOAN—Balance	573,687 15 0
	£5,218,356 15 2

Total Receipts on Capital Account during the half-year :—

Receipts from arrears of calls and payments in full on new shares

£1,138 19 10

RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account to 31st July, 1864.

EXPENDITURE.

	Total Expendi- ture to 31st July, 1864. Sterling.	
	£	s. d.
By Total Amount expended on Capital Account to 31st Jany, 1864, as per last Report	4,807,847	10 0
Expended during the six months ending 31st July, 1864.		
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.		
Land, Works, Bridges, Permanent Way, and all inci- dental charges	3,134	4 7
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron	2,787	11 11
Stations, Warehouses, Wharves, &c.	379	17 2
Rolling Mill at Hamilton	8,654	6 10
Cost of "fish-jointing" 14 miles of rails	1,006	17 0
	15,962	17 6
By Sarnia Extension—		
Building Sheds at Strathroy and Wyoming Sta- tions for accommodation of Freight Traffic...	193	18 1
	16,156	15 7
Total.....	£4,824,004	5 7
By Detroit and Milwaukee Railroad Company—		
Loan (including Funded Interest to October 24th, 1860, £300,000)	250,000	0 0
	£5,074,004	5 7
By Balance carried to Account No. 4	144,352	9 7

£5,218,356 15 2

THE GREAT WESTERN

ACCOUNT

Revenue Account of the Great Western Railway

Half-year ended 31st July, 1863.	RECEIPTS.	Half-year ended 31st July, 1864.
£ s. d. 104,296 4 2 7,274 8 7 180,772 0 6 ----- 292,442 13 3 624 16 6	To Amount for the carriage of 316,134 Passengers Ditto ditto Mails and Sundries Ditto ditto Freight and Live Stock Ditto ditto Rents	£ s. d. 117,496 15 0 7,754 17 6 189,081 0 0 ----- 314,362 12 6 577 6 8
£293,067 9 9		£314,939 19 2

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

RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the Half-year ended 31st July, 1864.

Half-year ended 31st July, 1863.	Per Cent on Gross Receipts.	EXPENSES.	Half-year ended 31st July, 1864.	Per Cent on Gross Receipts.
£ s. d.			£ s. d.	
16,851 7 10	5.75	By Maintenance of Way		
41,589 17 8	14.19	Locomotive Power	18,078 16 5	5.74
18,714 3 4	6.39	Repairs and Renewals of Passenger & Goods Cars	41,161 18 6	13.07
19,587 11 8	6.28	Coaching Transit Expenses	19,138 0 1	6.10
24,334 11 10	8.30	Merchandise Transit Expenses	20,768 12 7	6.59
7,927 13 7	2.71	General Charges	25,255 5 5	8.02
			8,201 17 5	2.60
129,005 5 7	44.02	Total ORDINARY WORKING EXPENSES	182,662 10 5	42.12
		ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.		
1,376 2 2	0.47	By Taxes		
177 14 10	0.06	Railway Inspection-Fund	1,498 6 1	0.47
1,087 16 8	0.37	Insurance	355 9 7	0.11
		Suspension Bridge Rent, for half-year	1,068 18 6	0.34
4,623 5 0	1.58	Total Revenue Expenditure	4,923 5 9	1.47
136,270 5 0	46.50	Total Revenue Expenditure	140,188 10 3	44.51
156,797 4 9		Balance carried to Net Revenue No. 3 account	174,751 8 11	
£293,067 9 9			£314,939 19 2	

THE GREAT WESTERN

ACCOUNT

Dr.

Net Revenue Account

HALF-YEAR ENDED 31st July, 1863.		HALF-YEAR ENDED 31st July, 1864.
£ s. d.		£ s. d.
3,348 12 4	To Balance of Net Revenue brought forward from half-year ended 31st January, 1864	4,129 9 8
156,797 4 9	To Balance from Revenue (No. 2) Account for the half-year to date	174,751 8 11
£160,145 17 1		£178,880 18 7
	To Balance brought down	£10,961 2 8

THE GREAT WESTERN

ACCOUNT

Dr.

General Balance Sheet

		£ s. d.
Amount outstanding and due to the Company on Traffic Account		21,076 8 8
General Stores on hand 31st July, 1864	£32,357 0 5	
Add amount of invoices for Stores purchased in England but not received into Stock at that date	3,916 2 11	
Fuel Stores (wood) on hand, 31st July, 1864		36,273 3 4
Mechanical Stores		18,337 8 4
Rail Stock Account		19,573 17 6
Rolling Mill Fuel Stores		19,879 10 5
Municipal Bonds		3,178 3 6
Balances in Bankers' hands, Loans and Investments at Interest	204,721 7 7	14,200 5 6
Less estimated loss on \$339,893.72c. American Funds in hand unconverted as per account No. 3	41,904 14 1	
Balance of Interest due to 31st July, 1859, on Loan to Detroit and Milwaukee Railroad Company not received		162,816 13 6
Port Huron and Milwaukee Railway Company		14,906 14 3
Sundry Assets and Debit Balances		8,219 3 7
		4,664 0 9
		£323,185 9 4

RAILWAY COMPANY OF CANADA.

No. 3.

to 31st July, 1864.

Cr.

HALF-YEAR ENDED 31st July, 1863.			HALF-YEAR ENDED 31st July, 1864.	
£	s. d.		£	s. d.
17,498	5 0	By half-year's interest on the Balance of Government Loan, to 1st July, 1864		
34,246	6 10	By Interest on Bonds, Bank Loans, Discount, &c., as per Abstract G, viz. :-	17,498	5 0
		Interest on Bonds, &c.	£33,228	1 7
		Discount and Charges on the conversion of American Currency, and Exchange on remittances to England ...	44,025	3 9
		Do. on American Funds unconverted at Bank of Commerce in New York, on \$339,893. 72c. say Gold at 250 or 60 per cent. discount... ..	41,904	14 1
60,100	9 7		85,929	17 10
34,961	7 10	By Renewal of Rails, Sleepers, Bridges, Fences, &c.,	119,157	19 5
13,309	7 10	By Balance carried down	31,263	11 6
£160,145	17 1		10,961	2 8
			£178,880	18 7

RAILWAY COMPANY OF CANADA.

No. 4.

to 31st July, 1864.

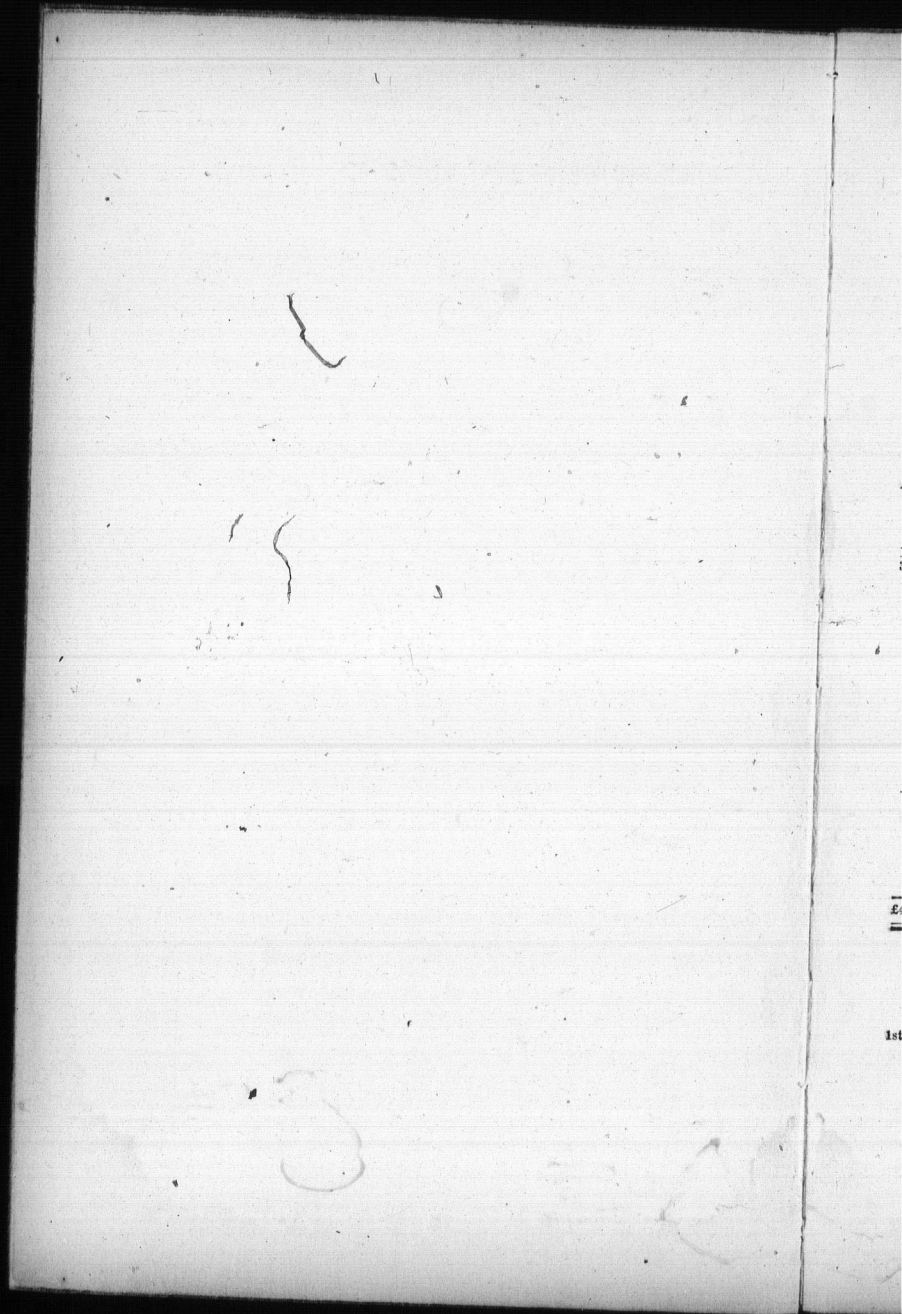
Cr.

	£	s. d.
Balance from Capital Account No. 1		
Balance from Net Revenue Account No. 3	144,352	9 7
Insurance Fund Account	10,961	2 8
Balances due by the Company, and sundry Accounts not paid on 31st July, 1864	4,032	7 10
	163,839	9 3
	£323,185	9 4

Examined and confirmed—the expenditure is properly vouched and the several accounts are duly certified by the heads of the respective departments.

London, 24th September, 1864.

JOHN YOUNG, } Auditors.
SIDNEY SMITH, }



GREAT WESTERN RAILWAY OF CANADA.

Abstracts referred to in the Revenue Statement for the Half-year ended 31st July, 1864.

ABSTRACT A.

Half-year ended 31st July, 1863.	£ s. d.	MAINTENANCE OF WAY.	Half-year ended 31st July, 1864.
1,680 10 7		Repairs of Bridges and Culverts	1,891 18 5
1,614 12 7		" Station Sidings, Fences, &c.	1,817 11 8
1,752 2 4		" Buildings	2,383 0 4
500 18 2		" Signals	575 13 0
10,446 12 11		Platelayers' Wages, and Extra Work on Way	10,703 14 0
187 19 4		'Approaches	108 8 6
718 11 11		Engineering Superintendence, &c.	798 10 6
<u>£16,851 7 10</u>			<u>£18,078 16 5</u>
<u>£34,991 7 10</u>		Renewal of Rails, Bridges, Sleepers, Fences, &c.	<u>£31,263 11 6</u>

ABSTRACT B.

Half-year ended 31st July, 1863.	£ s. d.	LOCOMOTIVE POWER.	Half-year ended 31st July, 1864.
		Transit Expenses:—	
8,563 9 9		Wages of Enginemen and Firemen	8,986 0 3
1,197 12 11		Wages of Cleaners	1,240 14 6
10,568 18 0		Fuel	9,505 16 0
797 1 11		Oil	973 0 10
208 2 1		Tallow	176 15 11
540 11 6		Small Stores, including Signal Lamps, Waste, &c.	351 13 6
740 18 5		Pumping Engines	785 10 10
87 13 5		Salaries of Foremen and Clerks	88 4 7
102 2 2		Salary of Locomotive Engineer	102 14 8
<u>22,806 8 2</u>			<u>22,163 11 1</u>
		Repairs and renewal of Engines:—	
7,280 9 5		Material and Fuel	7,733 12 4
10,666 1 1		Wages	10,654 4 4
			<u>18,387 16 8</u>
<u>40,746 18 8</u>			<u>40,551 7 9</u>
		Sandries:—	
55 10 6		Lighting Shops, &c.	75 11 9
421 14 10		Maintenance of Turntables	190 7 10
865 13 3		Maintenance of Tanks and Pumps... ..	385 11 2
			<u>610 10 9</u>
<u>£41,589 17 3</u>			<u>£41,161 18 6</u>

1s. 2.03d. Cost per Train mile run 1s. 131d.
0s. 10.28d. Cost per Traffic Engine mile run 0s. 976d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February, 1863, to 31st July, 1863.	Miles run, 1st February, 1864, to 31st July, 1864.
272,070	328,951
438,982	413,177
<u>711,052</u>	<u>742,128</u>
290,289	269,944
<u>571,841</u>	<u>1,012,072</u>
28,481	36,316
4,650	5,736
<u>1,002,472</u>	<u>1,054,124</u>

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st July, 1863.				REPAIRS AND RENEWAL OF CARS.				Half-year ended 31st July, 1864.								
£	s.	d.		Passenger Cars:—				£	s.	d.	£	s.	d.			
3,783	8	7	Materials	Including the Cost of Cleaning Cars				3,771	4	4						
4,410	5	7	Wages								3,799	10	10			
81	2	11	Salaries of Superintendent, Foremen, and Clerks								81	13	1			
<u>8,274 17 1</u>				Merchandise Cars:—				<u>7,652 8 3</u>								
6,538	18	3	Materials	Including the Cost of Cleaning Cars				7,702	7	11						
3,718	2	3	Wages								3,679	18	6			
162	5	10	Salaries of Superintendent, Foremen, and Clerks								163	5	5			
<u>£18,714 3 5</u>								<u>11,545 11 10</u>								
				\$				<u>£19,198 0 1</u>								
				6-32d.	Cost per Train Mile run	6-21d.										
				0-46d.	Cost per Car Mile run	0-49d.										

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st Feb., 1863, to 31st July, 1863.		Miles run, 1st Feb., 1864, to 31st July, 1864.	
804,714	Of 1st Class Cars	...	...
303,986	2nd Class Cars	...	...
727,837	Post Office, Express, Baggage, and Conductors' Cars	...	...
7,773,465	Freight and Platform Cars	...	...
<u>9,700,002</u>		<u>7,208,418</u>	
63,530	Wood Cars	...	...
<u>9,733,532</u>		<u>9,373,138</u>	
		<u>106,636</u>	
		<u>9,479,774</u>	
		Total Miles run by Cars	

ABSTRACT D.

Half-year ended, 31st July, 1863.		COACHING TRANSIT EXPENSES.		Half-year ended 31st July, 1864.			
£	s.	d.		£	s.	d.	
3,914	5	10	Salaries of Superintendents, Station Masters, and Clerks	3,925	2	3	
3,465	9	0	Wages of Conductors, Baggage-men, and Brakemen	3,591	9	4	
1,352	13	7	" Porters	1,361	16	5	
888	19	9	" Policemen	812	18	4	
916	8	1	" Switchmen	898	12	3	
501	18	8	" Watchmen at Level Road Crossings	537	9	2	
252	12	3	Clothing	...	...	...
608	19	2	Compensation for Damages	...	...	...
27	18	11	Cattle killed on Track by Trains	109	0	2	
101	3	10	Lamps and Signals	25	12	4	
521	15	7	Lights (including Oil) for Stations and Passenger Cars	76	2	0	
683	7	1	Stationery, Advertising, and Printing	509	10	11	
604	8	2	Stationery, Advertising, and Printing	632	10	6	
60	7	8	Office Furniture and Expenses	759	17	9	
234	2	7	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.	68	14	0	
367	15	1	Travelling and incidental expenses	567	19	1	
3,132	4	7	Expenses of Advertising and Agency in United States	159	10	11	
1,021	19	9	Proportion of Expenses of Ferry across the Detroit River	3,677	0	5	
686	2	1	Proportion of Expenses of Telegraph	2,739	0	0	
<u>£19,587 11 8</u>				<u>£20,766 12 7</u>			

Equal to 17-54 per Cent.
on
Coaching Traffic Receipts.

Equal to 16-57 per Cent.
on
Coaching Traffic Receipts.

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st July, 1963.Half-year ended
31st July, 1964.

MERCHANDISE TRANSIT EXPENSES.

£	s.	d.		£	s.	d.
2,986	11	3	Salaries of Superintendents, Freight Agents and Clerks	3,814	7	1
4,447	14	2	Wages of Conductors and Brakemen	3,827	0	3
7,942	1	4	" Porters	7,254	16	9
916	8	2	" Switchmen	898	12	4
813	7	10	" Watchmen at Level Road Crossings	810	10	8
719	2	4	Compensation for Damages	249	19	6
45	4	1	Cattle killed on Track by Trains	38	12	2
686	17	5	Lights, Lamps, Fuel, and Signals	739	2	2
601	1	4	Stationery, Advertising, and Printing	753	9	11
69	10	7	Office Furniture and Expenses	64	5	11
696	6	4	Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways	716	4	9
384	14	0	Rents	529	15	10
298	1	0	Travelling and Incidental Expenses	279	15	7
1,074	0	10	Proportion of expenses of Telegraph	1,197	17	7
2,697	2	6	Do. of expenses of Ferry across the Detroit River	4,057	4	4
156	8	8	Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Flour Warehouse	23	10	7
£24,334	11	10		£25,255	5	5

Equal to
13.46 per cent.
on Merchandise
Traffic Receipts.

280,909 Tons. ... Total Tonnage carried

Equal to
13.36 per cent.
on Merchandise
Traffic Receipts.

282,444 Tons.

ABSTRACT F.

Half-year ended
31st July, 1963.Half-year ended
31st July, 1964.

GENERAL CHARGES.

£	s.	d.		£	s.	d.
3,855	4	0	Head Offices in London and Hamilton	3,132	10	1
351	0	3	Stationery, Advertising, and Printing	292	18	5
270	16	8	Postages and Stamps	352	6	3
41	19	6	Fuel and Lights	68	10	11
1,233	6	6	Travelling and Incidental Expenses	1,376	14	11
149	16	0	Furniture, &c.	57	17	10
895	16	2	Law Charges	1,808	1	6
1,265	2	0	Directors' and Auditors' Remuneration and Expenses	1,210	0	0
£8,063	1	1		£8,288	19	11
135	7	6	Less Transfer Fees	87	2	6
£7,927	13	7		£8,201	17	5

Equal to
2.71 per cent. on
Total Revenue.Equal to
2.60 per cent. on
Total Revenue.

GREAT WESTERN RAILWAY

ABSTRACT

INTEREST ON BONDS, BANK LOANS,

Dr.

Sundry Interests... ..	£ s. d.
Balance from the Galt and Guelph Railway Working Account, for the half-year..	474 7 5
Discount and Charges on the Conversion of American Currency and Exchange on remittances to England	185 6 6
Interest on Outstanding Bonds in England	44,025 3 9
	36,872 0 0

£81,566 17 8

THE GALT AND

ACCOUNT

The Great Western Railway Company of Canada in Account

RECEIPTS FROM TRAFFIC ON THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1863.		Half-year ended 31st July, 1864.
£ s. d.	To amount received during the Half-year for the carriage of—	£ s. d.
948 9 8	Passengers... ..	961 4 8
189 13 6	Mails and Sundries	182 17 5
1,153 15 2	Freight and Live Stock... ..	791 17 11
<u>£2,292 18 4</u>	„ Balance carried to Abstract G.	<u>£1,936 0 0</u>
		185 6 6
		<u>£2,121 6 6</u>
<u>£2,292 18 4</u>		

31st July, 1863.

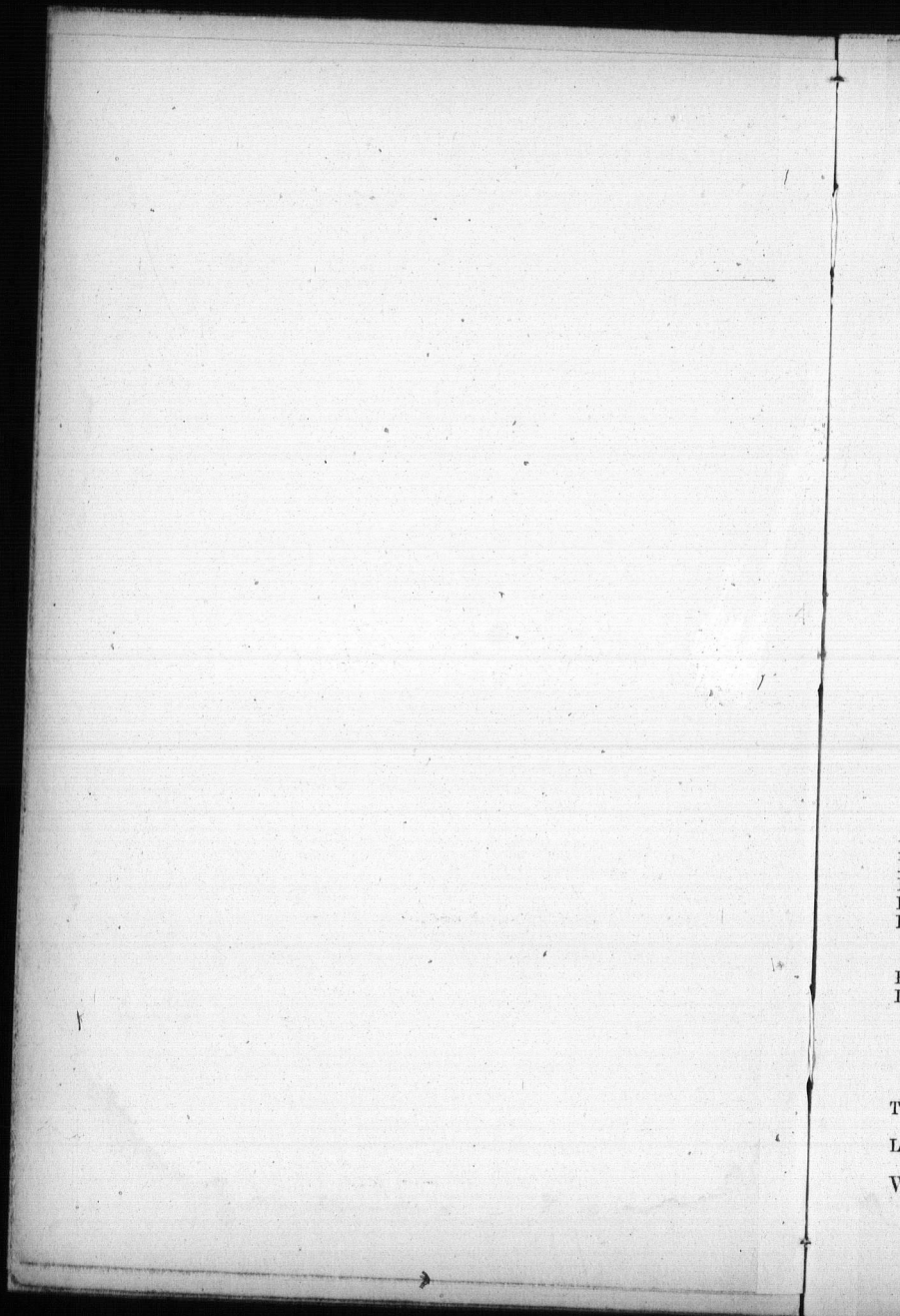
10,140
3,034
13,174

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.....
Total.....

31st July, 1864.

9,789
4,170
13,909



REPORT OF THE DIRECTORS

OF THE

Great Western Railway Company

OF CANADA.

1. The receipts on Capital Account during the Half-year amounted to £1,138. 19s. 10d. and the total receipts to the 31st July, 1864, were £5,218,356. 15s. 2d.

The aggregate expenditure to the same date amounted to £5,074,004. 5s. 7d., leaving a balance to the credit of Capital Account of £144,352. 9s. 7d.

2. The outlay on Capital Account during the past half-year consists of—additional Sidings laid down at sundry Stations—fish-jointing 14 miles of rails—the proportion of expenditure chargeable to Capital in rebuilding in stone and iron the wooden bridges over the Cove of the River Thames, west of London—outlay on account of Rolling Mill at Hamilton, &c., amounting altogether to £16,156. 15s. 7d.

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

Gross Receipts	£314,939	19	2
Working expenses, including maintenance of way, taxes, insurance, and rent of suspension bridge	140,188	10	3
Balance	£174,751	8	11
From this there has to be deducted—			
Interest on Government loan	£17,498	5	0
Interest on Company's Bonds, &c.	33,228	1	7
Loss on the conversion of American currency	44,025	3	9
Renewals of rails, sleepers, bridges, &c.	31,263	11	6
	126,015	1	10
Balance from the half-year's working	48,736	7	1
In the Net Revenue Account a further deduction is made for the estimated loss on the balance of American Funds in hand if converted into gold at the assumed rate of 250, which would amount to	41,904	14	1
	6,831	13	0
To this has to be added the surplus from 1st half-year	4,129	9	8
Leaving a surplus of	£10,961	2	8

Which is insufficient to permit the declaration of a dividend.

The conversion of American funds, by which the loss of £44,025. 3s. 9d. has accrued, was made at the average rate of 174½. It will be seen that the balance of American funds, not converted, amounts to \$339,893.72, which is deposited in the Bank of Commerce, New York. When the accounts were made up, gold was quoted at 250, and at this assumed rate the loss, if converted, would have been £41,904. 14s. 1d. in addition; since then the gold rates have fluctuated considerably.

4. During the past half-year 38,785 passengers and 1,535 tons of goods have been carried in excess of the corresponding period last year; and the aggregate train mileage shows an increase of 31,076 miles; but the comparative expenses of the coaching traffic in relation to the receipts have been diminished 0.97 per cent., and a similar reduction has been effected in the expenses of the goods traffic of 0.10 per cent., while the aggregate cost of locomotive power, notwithstanding the increased mileage, shows a decrease of £427. 18s. 9d., or an actual saving of 1.03 per cent., or 1.12 per cent. on the gross receipts.

5. The following table places in comparison the receipts and expenses of the last five half-years:—

Half-year.	RECEIPTS.				EXPENSES, including Taxes, Insurance and Suspension- bridge Rent.	
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.		
July, 1862.....	£ s. d. 95,917 11 11	£ s. d. 151,696 15 11	£ s. d. 794 0 4	£ s. d. 246,228 17 2	£ s. d. 129,051 2 9	
July, 1863.....	122,626 18 8	186,098 15 7	579 2 3	309,304 16 6	136,199 14 11	
July, 1863.....	111,670 12 9	180,772 0 6	624 16 6	293,067 9 9	136,270 5 0	
July, 1864.....	129,684 7 3	171,328 19 10	621 1 9	301,634 8 19	135,878 16 0	
July, 1864.....	125,251 12 6	180,981 0 0	577 6 8	314,839 19 2	140,188 10 3	

6. The working expenses of the last half-year are 44.51 per cent. of the aggregate receipts as compared with 45.05 per cent. of the preceding half-year, and 46.50 per cent. of the corresponding half-year, thus showing a reduction of 0.54 per cent. on the previous half-year, and 2.00 per cent. on the corresponding half-year.

The economy in the locomotive expenses is mainly attributable to the large saving effected in the price of fuel, amounting to the sum of £1,063. 2s. 0d. for the half-year.

It is also gratifying to be able to state that the permanent way and rolling stock generally are reported to be in very good condition.

7. The gross receipts for the six months ending July 31, 1864,

are £314,939. 19s. 2d. against £293,067. 9s. 9d. for the corresponding half-year of 1863, or an increase of £21,872. 9s. 5d.

The traffic of the line has been conducted with great regularity.

The shortness of the grain crop of the last year has been severely felt, but the increase in the timber, and other branches of freight business, has enabled the Company to show an increase in their local business.

8. The Rolling Mill at Hamilton has been completed and brought into successful operation; and the Engineer promises a considerable economy in the cost of re-rolling old rails. His original estimate of £17,000 will be exceeded by £4,500, owing to some improvements in the machinery and construction being considered desirable.

9. At the request of the Board, in May last, the President, accompanied by Mr. Faulconer, proceeded to Canada, in order, by a personal inspection of the railway and its connecting lines, to make themselves acquainted with the country and with the mode of conducting the traffic, and to examine local circumstances affecting the Company's interests in a variety of ways. From the knowledge of the Company's affairs which has been acquired by this visit, the Board anticipate the best results.

10. Their interviews and conferences with the representatives of American lines resulted in a convention of the leading connecting railways being called, at which the absolute necessity of advancing through rates to mitigate in some degree the loss occasioned by the depreciation of American currency was forcibly urged; the result was an immediate increase and a revised classification of freight, and it is hoped that an advance in passenger fares will follow.

11. It has been clearly demonstrated to the Board that the future prosperity of the Great Western of Canada under the existing circumstances of surrounding competition, is inseparable from the promotion of a more expeditious and economical transport of through traffic than at present exists. There are several measures in contemplation for accomplishing this object; but the first desideratum is to secure an unbroken gauge, so as to avoid the delay and expense of handling freight, consequent upon the double transshipment in its passage through Canada, by laying an intermediate or third rail between the Canadian Railway gauge of 5 ft. 6 in. and thus provide the American gauge of 4 ft. 8½ in. as was originally intended when the Great Western of Canada was designed.

The American roads between New York and Boston and Chicago have shown their sense of the value of this facility by offering to contribute material aid towards the cost of its construction, which the Company's Engineer estimates to amount to \$700,000.

The Board does not hesitate to recommend that this outlay be undertaken, and that the details be left to their discretion.

12. The Board are prepared to pay off the 6 per cent. bonds, falling due October 15th next, or to renew them at the same rate of interest for a period of seven years.

Signed on behalf of the Board of Directors,

THOMAS DAKIN,

President.

London, September 24th, 1864.

REPORT OF THE ENGINEER.

GREAT WESTERN RAILWAY,
HAMILTON, C. W.,

16th August, 1864.

THOS. SWINYARD, Esq.,
General Manager.

DEAR SIR,—I beg to hand you the following Report upon the operations of my department during the half-year ended 31st July last.

The following new works were executed during the past half-year, forming a charge to Construction Account :—

ON MAIN LINE.

	£	s.	d.
<i>Superstructure Account.</i> —Cost of laying down new Sidings at Suspension Bridge, Hamilton and Toronto, including cost of spikes, ties, &c.	682	11	6
<i>Rails Account.</i> —Cost of rails for the above-mentioned Sidings :— 273 ¹¹ / ₂ tons	2,248	15	9
Cost of fishing 14 miles of Permanent Way at \$350 per mile ...	1,006	17	0
<i>Bridging Account.</i> —Proportion chargeable to construction of the cost of rebuilding in stone and iron the original wooden bridge over the River Thames at London	2,787	11	11
<i>Building Account.</i> —Building at Windsor	£226	0	7
Erecting small stores at Way Stations, for storage of coal, oil, &c.	153	16	7
Buildings and Machinery for Rolling Mill at Hamilton	8,654	6	10
	9,034	4	0
	£15,760	0	2

SARNIA EXTENSION.

<i>Building Account.</i> —Erecting Sheds at Sarnia and Wyoming for accommodation of freight traffic	£193	18	1
--	------	----	---

The addition to the sidings charged in the above account consisted of various extensions to the freight sidings, rendered necessary by the increased business at the Suspension Bridge, Hamilton and Toronto Stations.

The principal charge to Construction Account during the half-year consists of the outlay on the rolling mill above stated, which now amounts in the aggregate to £19,127. 15s. 4d. The mill was partially opened in the month of June last, but the finishing rolls were not perfected till several weeks afterwards. The steam hammer has just arrived in Canada from England, and when it is erected the whole of the mill machinery will be complete. The furnaces, train of rolls, and stationary engine all work very successfully, and promise to confirm fully the beneficial results which we anticipate from the possession of a rolling mill of our own.

MAINTENANCE OF WAY.

Repairs of bridges and culverts	£1,691 18 5
Platelayers' wages and extra work on way	10,703 14 0
Repairs of station sidings, switches and yards	1,338 4 10
" of buildings and wharves	2,383 0 4
" of signals	575 13 0
" of road and bridge approaches	108 8 6
" of fences	479 6 10
Engineering, superintendence, and incidental charges	798 10 6
	<hr/>
	£18,078 16 5

The expenditure on maintenance of way, as above stated in detail, exceeds that of the corresponding six months of 1863 by £1,227. 8s. 7d., but it is £504. 11s. 5d. less than the outlay for maintenance of the preceding half-year. The increase arises chiefly from the extra work of ballasting, and re-building of side drains and retaining walls of slopes which could not be longer delayed, and also from an unusual extent of repairs of buildings, wharves, platforms, fences and signals found necessary during the course of the last half-year. The above expenditure on maintenance is at the rate of £110 per mile per annum.

RENEWALS OF RAILS, SLEEPERS, AND BRIDGES.

2,750 tons of re-rolled rails from Toronto rolling mill	£14,974 6 4
17 ,, representing loss in weight of stock	70 14 9
105,026 lbs. of spikes	
122,596 ,, of plates and bolts	
7,131 ,, of chairs for track and switches; and sundry small stores in connection with the track	2,741 9 2
49,515 white oak sleepers (cost on delivery)	2,483 1 8
1,750 tons of rails, repaired by swage block under contract, including cost of coal and iron	2,416 7 11
Wages of trackmen employed as follows:—	
Relaying the track with 27½ miles of re-rolled rails; with 17½ miles of swage block repaired rails; and with 15½ miles of old rails cut and prepared for further use; also loading, unloading, and dis- tributing new and old rails, and placing 49,515 new sleepers in the track	3,233 9 2
	<hr/>
Carried forward	£25,919 9 0

Engine service and fuel used in the carriage of old and new rails to and from rolling mill, and in distribution of rails and sleepers along the line	Brought forward	£25,919	9	0
Renewals of bridges in stone and iron		1,781	2	5
Ditto, rebuilt in wood and stone in the original manner		1,234	8	5
Renewals of fences at various parts of the line, including labour and material		2,499	3	6
		1,014	11	6
		<hr/>		
Deduct cost of fish-jointing 14 miles of track, charged to Construction Account at \$350 per mile		£32,448	14	10
Wrought and cast scrap iron sold during half-year		1,006	17	0
		173	6	4
		<hr/>		
		1,185	3	4
		<hr/>		
		£31,263	11	6

The cost of renewals during the corresponding half-year of 1863 was £34,991.7s. 10d.

The systematic renewal of the Permanent Way and Bridges now in progress, and estimated to cost £331,279. 2s. 2d., has now reached the following amount:—

	£	s.	d.
Expended during the half-year ended 31st July, 1861	25,517	16	8
Ditto 31st January, 1862	27,442	15	4
Ditto 31st July, 1862	35,222	4	7
Ditto 31st January, 1863	36,368	8	1
Ditto 31st July, 1863	34,991	7	10
Ditto 31st January, 1864	35,437	8	9
Ditto 31st July, 1864	31,263	11	6
	<hr/>		
Total amount appropriated for the thorough renewal of the Line	£226,263	12	9
Balance unexpended	331,279	2	2
	<hr/>		
	£105,015	9	5

The following statement shows the respective lengths of each pattern of rail at present in the track of the Main Line and Branches:—

	miles.	miles.
MAIN LINE. —Re-rolled rails	144	
Do. Fished rails imported from England in 1856-59	30½	
Do. Fished rails laid down when Line was opened in 1833-54 on the Western Division	28	
Do. U or bridge rails laid down when the Line was opened in 1833-54	26½	
	<hr/>	
TORONTO BRANCH. —Fished rails imported from England for the construction of the Line in 1855	28½	229
Do. Re-rolled rails	8½	
	<hr/>	
SARNIA EXTENSION. —Fished rails laid down when the Line was opened in December, 1858... ..		37
GALT AND GUELPH BRANCH. —U and light T rail		51
Do. Fished rails	4½	
	<hr/>	
	27½	
	<hr/>	
Total	344½	

The aggregate length of sidings, on the Main Line and Branches is 67½ miles.

RAILS STOCK.

The following is the stock and valuation of surplus rails at 31st July last.

					£	s.	d.
14	Tons suspension bridge rails	...	...	...	181	4	8
1,057	„ re-rolled and repaired rails	...	...	...	10,849	11	10
518	„ partially worn rails	...	...	...	4,263	13	11
613½	„ rails unfit for further use in track	...	...	...	2,520	4	1
500	„ small scrap	...	...	...	2,054	15	11
<u>2,703 tons</u>				Total	<u>£19,879</u>	<u>10</u>	<u>5</u>

RENEWALS OF BRIDGES.

The principal work under the above head in progress during the past half-year was the completion of the new stone and iron bridge over the cove of the River Thames, near London, consisting of four spans of 90 feet each. During the past three months contracts have been let for the mason work required in the re-building of the following bridges, viz. :—

1. Bridge over mountain torrent at Dundas.
2. Bridge over milldam at Copetown.
3. Bridge over Homer's Creek, near Princetown.
4. Bridge over Cedar Creek, near Woodstock.

These will all be finished before next winter.

The Buildings, Wharves, Fences and Signals have all been extensively repaired, and maintained in sound condition during the half-year.

GALT AND GUELPH RAILWAY.

Maintenance of Way	...	...	...	...	354	7	0
Renewals of rails, sleepers and fences	...	...	...	...	317	7	0
Watchmen at crossings	...	...	...	...	18	18	3
					<u>£690</u>	<u>12</u>	<u>3</u>

I am, dear Sir,

Yours faithfully,

(Signed) GEORGE LOWE REID,
Engineer.

REPORT OF THE LOCOMOTIVE AND CAR SUPERINTENDENT.

GREAT WESTERN RAILWAY,
MECHANICAL DEPARTMENT,

HAMILTON, August 19th, 1864.

THOMAS SWINYARD, Esq.,

*General Manager, Great Western Railway,
Hamilton, C. W.*

DEAR SIR,—Below I now beg to hand you my Report of the working of this Department for six months ending July 31st, 1864.

LOCOMOTIVE SECTION.

Stock of Engines consists of the following, viz. :—

52 Passenger Engines.
53 Freight Engines.
8 Shunting Engines.
1 Fire Engine.

Total ... 94 Engines.

Expenses.—Under this heading I beg to direct your attention to the following Table, showing the working of our Engines during the past Half-year compared with corresponding Half-years :—

	HALF-YEARS ENDED 31ST JANUARY.						
	1858.	1859.	1860.	1861.	1862.	1863.	1864.
Total Expenses	£44,408	£37,161	£39,029	£40,434	£41,055	£41,590	£41,102
Gross Engine Mileage.....	692,568	737,776	770,068	808,742	866,809	971,341	1,012,072
Net Train ditto	533,890	529,551	564,769	633,292	806,118	711,053	742,128
Cost per Engine Mile	15-41d.	12-25d.	12-17d.	11-17d.	10-19d.	10-38d.	9-76d.
Ditto Train Mile.....	19-99d.	16-84d.	16-29d.	15-33d.	14-14d.	14-08d.	13-31d.
Total Cost of Fuel.....	£15,444	£9,665	£9,486	£8,958	£10,310	£10,546	£9,649
Cost of Fuel per Engine Mile	5-34d.	3-19d.	2-96d.	2-47d.	2-55d.	2-66d.	2-29d.
Ditto Train ditto.....	6-95d.	4-38d.	4-04d.	3-15d.	3-55d.	3-56d.	3-13d.
Per Centage of Locomotive Ex- penses on Earnings	30-81	27-45	29-41	19-32	16-68	14-19	13-07

During the past Half-year a large amount was spent upon material for renewals and heavy repairs, which the reduction in the expense for fuel enabled us to do without increasing our general expenses.

Renewals.—The system of renewals adopted for our Engine and Car Stock will keep them in a state of uniform efficiency, and meet the natural

decay arising from age and work. The stock is at present in general good condition.

Stationary Engines and Water Service.—These were kept in good and efficient order.

Turntables.—A new Table is being constructed for Guelph Station, and the one at Windsor is being partially reconstructed. The remainder are in good order.

Buildings.—The Buildings, tools, &c., belonging to the Department were also kept in good repair.

CAR SECTION.

Stock of Cars.—The Stock of Cars comprises the following, viz. :—

83 First Class Cars.

44 Second do. do.

20 Post Office and Baggage Cars.

33 Conductors Cars.

850 Box Freight Cars.

110 Cattle Cars.

262 Flat and Timber Cars.

120 Gravel and Construction Cars.

Total ... 1,522 Cars.

Renewals.—Our Car Stock, as before stated, is being gradually renewed; these renewals during the past Half-year were very extensive.

Repairs.—The ordinary repairs arising from the work of every day were well attended to. The Stock is in general good order, and in a condition to meet the usual winter's traffic.

STEAM BOATS.

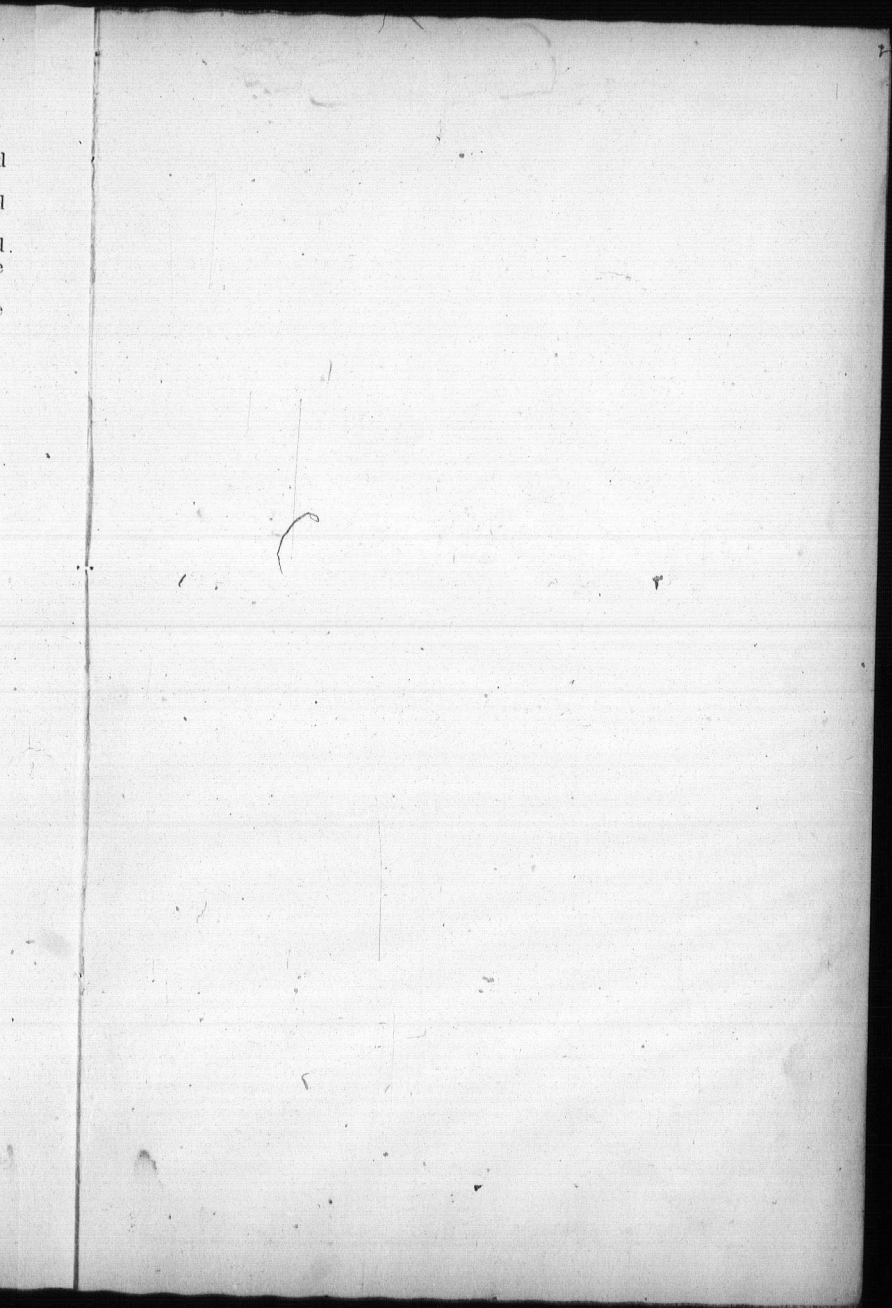
The Steamers "Union" and "Transit" received sundry working repairs as required.

Yours respectfully,

(Signed)

S. SHARP,

Mechanical 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.	
BY PASSENGER TRAINS.	Passengers. Local	308,600	...	dol. c.	dol. c.	...	dol. c.	dol. c.	
	" Excurs'nist	32,623	...	223,384 37	...	7,458,262	151,617 35	662 06	
	" Foreign	70,737	...	11,486 15	...	2,012,003	9,739 59	42 53	
	" Emigrants	4,173	...	333,698 98	...	14,318,958	326,299 38	1,424 89	
	Mails	Local	316,134	...	576,495 54	...	825,301	7,612 15	33 24
	" Foreign .....	...	...	14,653 04	...	...	24,614,525	11,413 42	49 84
	Exp's. Frt. Local .....	...	...	5,706 71	...	...	...	5,706 71	24 92
	" Foreign .....	...	...	4,008 31	...	...	...	1,876 68	8 19
	Sundries. Local .....	...	...	11,643 83	...	...	...	11,643 83	50 84
	" Foreign .....	...	...	2,166 97	...	15,652 14	...	1,471 25	6 42
" Foreign .....	...	...	597 50	...	2,764 47	...	597 50	2 61	
Passenger Totals .....	...	316,134	...	615,271 90	...	24,614,525	527,978 16	2,305 58	
BY FREIGHT TRAINS.	Merchandise. Local	154,601	...	285,916 01	...	10,426,354	232,489 22	1,015 23	
	" Foreign	85,135	...	449,706 34	...	19,007,534	448,718 60	1,959 47	
	Vehicles. Local	191	...	887 80	...	735,622 35	20,433,888	683 83	2 96
	" Foreign	76	...	1,094 55	...	11,198	17,331	1,094 55	4 78
	Horses. Local	1,028	...	2,738 17	...	1,982 35	28,530	2,352 70	10 27
	" Foreign	335	...	1,844 33	...	78,367	...	1,844 33	8 05
	Cattle. Local	4,780	1,363	5,832 64	...	4,582 50	154,649	4,430 64	19 63
	" Foreign	44,256	...	111,061 33	...	76,281	...	111,061 33	484 98
	Calves. Local	61	49,036	42 07	...	116,893 97	10,325,965	35 18	15
	" Foreign	408	...	485 48	...	...	8,725	485 48	2 12
	Sheep. Local	3,649	...	1,053 41	...	527 55	276,199	875 05	3 82
	" Foreign	34,120	...	11,685 05	...	...	7,708,139	11,085 05	51 02
	Pigs. Local	2,694	37,769	1,205 38	...	12,738 46	7,984,339	1,129 99	4 93
	" Foreign	114,786	...	47,103 54	...	...	403,582	47,103 54	205 69
	Sundries. Local .....	...	117,450	3,391 99	...	48,308 92	25,962,095	3,311 65	14 46
" Foreign .....	...	...	...	...	3,391 99	26,365,677	...	...
Freight Totals .....	...	...	924,048 09	...	...	...	867,267 14	3,787 63	
Local Traffic Totals .....	...	...	556,766 31	...	...	...	421,492 85	1,840 58	
Foreign " " .....	...	...	982,553 68	...	...	...	973,862 45	4,262 63	
Grand Totals for Half-year .....	...	...	1,539,319 99	...	...	...	1,395,345 30	6,093 21	
Less Galt and Guelph Traffic .....	...	...	9,421 85	...	...	...	...	...
G.W.R. Grand Total .....	...	...	\$ 1,529,898 14	...	...	...	...	...

RAILWAY OF CANADA.

STATEMENT.

Half-year ending 31st July, 1864.

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.
46,086 16	1,212 79½	4,633 55	361 13	4,460 47	297 36½	16,526 84	324 05½	
1,339 94	35 26	190 88	15 90½	174 13	11 69½	41 61	81½	
6 778 94	178 30½	42 65	3 55½	39 96	2 66½	538 05	10 55	
293 96	7 73½	12 60	1 05	3 45	29	3 38	67½	
1,893 93	49 84	598 08½	49 84	747 60½	49 84	...	...
...	
1,850 18	48 69	100 56	8 38	99 60	6 60	51 59	1 60	
...	
446 49	11.75	45 65	3 80½	43 35	2 59	160 23	3 14½	
...	
58,089 60	1,544 4½	5,683 97½	473 66½	5,567 96½	371 19½	17,352 20	340 24	1,783 39½
17,576 59	462 54½	5,552 03	487 67	3,641 45	242 76½	26,353 72	516 79½	
261 29	6 87½	...	...	...	...	723 45	14 24½	
128 19	3 37½	13 74	1 14½	12 62	84½	49 42	97	
...	
272 80	7 18	17 24	1 43½	17 02	1 13½	78 32	1 59½	
...	
904 38	23 80	214 07	17 84	165 05	11 00½	52 50	1 03	
...	
4 55	12	32	02½	35	02½	1 67	03½	
...	
106 24	2 79½	39 10	3 25½	6 19	41½	26 73	52½	
...	
62 90	1 65½	6 69	58½	...	...	5 41	10½	
...	
27 32	72	37 15	3 69½	11 21	74	4 66	69	
...	
19,344 54	509 06½	6,180 64	515 05½	3,853 89	256 02½	27,301 88	535 33	2,678 40
70,669 95	1,860 52½	11,800 36½	984 11½	9,378 44½	625 22½	43,385 70	850 70	
7,331 10	193 00½	55 25	4 63½	43 41	2 80½	1,268 83	24 87	
78,034 14	2,053 53	11,864 61½	988 71½	9,421 85½	628 12½	44,654 08	875 57	4,461 79½

GREAT WESTERN RAILWAY OF CANADA.

AUDIT OFFICE STATEMENT.

Statement of General Traffic Earnings for the Half-year ended
31st July, 1864.

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...	24,735	08½	7,089	81	779	88½	733	20½	2,568	92	36,756	80												
Do. Merchandise.	32,951	78	5,198	47	1,960	36	1,428	49	2,097	66	43,636	76												
Foreign Passenger	41,003	35	622	14	6	53	4	96	40	23	41,677	21												
Do. Merchandise.	156,348	85	78	46	...	...	...	...	...	...	156,427	31						
	255,039	06½	13,838	88	2,746	77½	2,169	65½	4,706	81	278,498	18	278,498	18	57,225	13	0½							
MARCH.																								
Local Passengers...	32,060	45½	10,045	44	1,019	30½	1,012	05½	3,259	50	47,397	86½												
Do. Merchandise.	42,853	18	4,620	80	1,060	11	787	96	4,152	71	55,474	79												
Foreign Passenger	58,988	94	866	60	10	67	10	46	84	63	60,092	70												
Do. Merchandise.	164,784	62	81	94	...	...	...	...	...	...	164,866	66						
	298,687	39½	15,614	78	2,089	48½	1,810	50½	7,497	24	325,699	41½	325,699	41½	69,924	10	8½							
APRIL.																								
Local Passengers...	29,303	58½	8,772	70	951	95½	977	88½	3,250	62	43,256	74½												
Do. Merchandise.	48,869	12	3,332	15	539	99	313	63	6,760	46	60,085	29												
Foreign Passenger	60,491	76	1,541	54	10	24	11	04	90	23	62,144	91												
Do. Merchandise.	124,645	86	68	22	...	...	...	...	...	...	124,714	08						
	263,310	32½	13,914	61	1,522	18½	1,302	55½	10,101	35	290,151	02½	290,151	02½	59,620	1	5½							
MAY.																								
Local Passengers...	28,584	61½	8,261	96	941	55½	920	11½	2,737	61	41,445	85½												
Do. Merchandise.	46,423	27	1,377	59	684	43	339	99	5,197	54	54,282	73												
Foreign Passenger	62,412	86	1,302	36	13	75	10	31	70	06	63,809	28												
Do. Merchandise.	75,667	38	21	30	...	...	...	...	404	35	76,093	63								
	263,310	32½	13,914	61	1,522	18½	1,302	55½	10,101	35	290,151	02½	290,151	02½	59,620	1	5½							
JUNE.																								
Local Passengers...	35,485	08½	8,753	45	977	23½	869	05½	2,540	67	48,626	39½												
Do. Merchandise.	46,348	36	2,047	33	748	45	421	57	4,010	54	47,576	25												
Foreign Passenger	64,283	41	1,176	15	7	00	4	14	114	84	65,385	54												
Do. Merchandise.	55,315	06	3	47	...	...	...	...	320	33	55,638	86								
	213,088	12½	11,163	12	1,639	73½	1,330	41½	8,410	10	235,631	49½	235,631	49½	48,417	8	7½							
JULY.																								
Local Passengers...	185,421	91½	11,980	40	1,732	68½	1,205	66½	6,986	38	217,427	04½												
Do. Merchandise.	23,949	56½	7,843	34	968	79	1,011	34	2,452	55	38,215	58½												
Foreign Passenger	33,928	55	2,107	00	1,167	30	502	22	4,356	58	42,681	65												
Do. Merchandise.	64,679	25	1,564	11	7	66	2	50	141	99	63,395	42												
	45,231	11	7	90	...	...	...	...	1	17	45,240	18								
	169,788	47½	11,522	35	2,133	75	1,516	06	6,952	20	191,912	83½	191,912	83½	39,434	2	10½							
Total	\$	1,395,345	30	78,394	14	11,864	61½	9,421	85½	44,654	08	1,639,319	99	1,639,319	99	316,298	12	6						
													Less Galt and Guelph Railway Traffic		9,421		85½		1,935		19		11½	
													Total Traffic, G. W. Railway proper		1,529,898		131		314,362		12		61	

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."