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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 31ST JULY, 1866 :

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.,

*To be submitted to a Meeting of Shareholders to be held in
London on Wednesday, 10th October, 1866.*

LONDON :

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

1866.

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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 WEDNESDAY, October, 10th, 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 26th, 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, August 8, 1866.

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Great Western Railway of Canada.

LIST OF THE DIRECTORS.

1865-1866.

President.

Mr. ALDERMAN DAKIN, Creechurch Lane, London.

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

JOHN FILDES, Esq., M.P., Manchester.

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

ALEXANDER HOYES, Esq., Bitterne Grove, Southampton.

CHARLES HUNT, Esq., London, Canada West.

DONALD MACINNES, Esq., Hamilton, Canada West.

HONBLE. WILLIAM McMASTER, M.L.C., Toronto, Canada West.

PAUL MARGETSON, Esq., Clapham Common.

GEORGE SMITH, Esq., 57, Conduit Street, London.

THOMAS CLARK STREET, Esq., M.P.P., Chippawa, Niagara.

Auditors.

JOHN YOUNG, Esq., 16, Tokenhouse Yard, London.

SIDNEY SMITH, Esq., 31, Bush Lane, London.

General Manager.

THOMAS SWINYARD, Esq., Hamilton, Canada West.

Treasurer.

JOSEPH PRICE, Esq., Hamilton, Canada West.

London Offices.

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

Mr. BRACKSTONE BAKER, *Secretary.*

Mr. WALTER LINDLEY, *Registrar.*

Bankers in London.—LONDON JOINT STOCK BANK.

„ *in Canada.*—THE COMMERCIAL BANK.

RAILWAY COMPANY OF CANADA.

No. 1.

the Company on Capital Account to 31st July, 1866.

EXPENDITURE.

	Total Expenditure to 31st July, 1866. Sterling.					
	£	s.	d.	£	s.	d.
By Total Amount expended on Capital Account to 31st Jan., 1866, as per last Report .....	...	...	...	4,901,893	6	6
Expended during the six months ending 31st July, 1866.						
By Great Western Main Line, Hamilton and Toronto Line, and Galt Branch, &c.						
Land, Works, Permanent Way, and all incidental charges	2,944	11	4			
Proportion of Cost of reconstructing Timber Bridges in Stone and Iron	2,965	13	3			
Stations, Warehouses, Wharves, Cranes, &c.	6,529	10	1			
Mechanical Buildings	518	19	8			
Cost of "fish-jointing" 10 miles of rails	719	3	7			
New Car Ferry Boat	7,833	10	2			
Toronto Esplanade Account	1,748	13	7			
Rolling Mill at Hamilton	56	11	6			
Third Rail Account	32,093	2	8			
Oil Springs Survey	368	4	5			
				55,675	19	3
Total				£4,957,569	5	9
By Detroit and Milwaukee Railroad Company— Loan (including Funded Interest to October 24th, 1860 £300,000)				250,000	0	0

£5,207,569 5 9

THE GREAT WESTERN

ACCOUNT

Revenue Account of the Great Western Railway

Half-year ended 31st July, 1865.	RECEIPTS.	Half-year ended 31st July, 1866.
£ s. d.		£ s. d.
127,195 17 4	To Amount for the carriage of 378,824 Passengers	100,192 0 4
12,625 1 9	Ditto ditto Mails and Sundries	12,539 2 7
144,023 8 0	Ditto ditto Freight and Live Stock	169,576 16 11
233,849 7 1		342,207 19 10
716 0 6	Ditto ditto Rents	854 7 7
234,565 7 7		343,061 7 5

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

RAILWAY COMPANY OF CANADA.

No. 2.

Company of Canada for the Half-year ended 31st July, 1866.

Half-year ended 31st July, 1866.	Per Cent. on Gross Receipts.	EXPENSES.	Half-year ended 31st July, 1866	Per Cent. on Gross Receipts.
£ s. d.			£ s. d.	
17,128 16 5	6.02	By Maintenance of Way		
26,243 7 10	12.73	Locomotive Power per Abstract A	22,173 15 11	6.46
17,450 9 10	6.29	Repairs and Renewals of Passenger & Goods Cars do. B	40,778 19 9	11.69
22,857 6 0	8.03	Coaching Transit Expenses do. C	16,628 18 1	5.43
23,254 5 0	8.31	Merchandise Transit Expenses do. D	24,919 3 2	7.26
7,707 13 5	2.71	General Charges.. .. . do. E	27,236 0 11	8.14
			7,859 11 3	2.29
125,141 18 10	43.98	Total ORDINARY WORKING EXPENSES	142,316 12 1	41.47
1,427 10 3	0.53	ITEMS NOT BELONGING TO ORDINARY WORKING EXPENSES.		
177 14 10	0.06	By Taxes	1,788 0 11	0.52
1,046 2 7	0.37	Railway Inspection Fund	177 14 10	0.05
4,623 5 9	1.62	Insurance.. .. .	1,500 9 1	0.44
		Suspension Bridge Rent, for half-year	4,623 5 9	1.35
132,496 12 3	46.56	Total Revenue Expenditure	150,406 2 5	43.63
152,078 15 4		Balance carried to Net Revenue No. 3 Account	192,756 4 0	
224,565 7 2			234,162 7 1	

GREAT WESTERN RAILWAY

ACCOUNT

Dr.

Net Revenue Account

HALF-YEAR ENDED 31st July, 1866.		HALF-YEAR ENDED 31st July, 1866.
£ s. d.		£ s. d.
4,570 13 7	To Balance of Net Revenue brought forward from half-year ended 31st January, 1866	11,000 6 0
152,078 15 4	To Balance from Revenue (No. 2) Account for the half-year to date	192,766 4 9
£156,649 8 11		£203,766 10 9
	To Balance brought down	£88,608 8 0
		£88,608 8 0

GREAT WESTERN RAILWAY

ACCOUNT

Dr.

General Balance Sheet

	£ s. d.
Balance from Capital Account No. 1	88,887 17 4
Amount outstanding and due to the Company on Traffic Account	30,117 16 11
Mechanical Stores on hand 31st July, 1866:—	
General Stores	£56,913 16 7
Fuel Stores	13,988 6 4
Old Material	1,376 14 5
Stores purchased in England, but not received into Stock at this date	328 14 0
	72,607 11 4
Engineering Stores on hand at 31st July, 1866:—	
General Stores	£7,911 12 7
Rail Stock Account	15,380 12 0
Rolling Mill Stock	3,969 13 2
Amount of Invoices for Rails, &c., purchased in England, but not delivered at this date	53,410 1 8
	80,471 19 5
Municipal Bonds	14,260 5 6
Balances in Bankers' hands, Loans and Investments at Interest	64,465 8 11
Balance of Interest due to 31st July, 1866, on Loan to Detroit and Milwaukee Railroad Company not received	14,906 14 3
Port Huron and Milwaukee Railway Company	8,219 3 7
Sundry Assets and Debit Balances	16,351 16 5
	£340,318 8 8

COMPANY OF CANADA.

No. 3.

to 31st July, 1866.

Cr.

HALF-YEAR ENDED 31st July, 1866.			HALF-YEAR ENDED 31st July, 1866.	
£	s. d.		£	s. d.
17,408	5 0	By half-year's Interest on the Balance of the Government Loan to 1st July, 1866	17,408	5 0
32,463	12 4	By Interest on Bonds, Bank Loans, Discount, &c., balance as per Abstract G, viz.:		
		Balance of Interest on Bonds, &c.,	£31,562	0 9
54,937	6 7	Discount Charges on the conversion of American Currency, and Exchange on Remittances to England	39,806	7 6
26,317	7 0	By Renewals of Rails, Sleepers, Bridges, Fences, &c.	71,368	8 3
		By Compensation Claims arising out of the fire at Detroit in April last—Amount of claims settled up to date, after crediting amount recoverable under Insurance Policies, and the Balance from Insurance Fund Account	25,340	10 6
25,432	18 0	By Balance carried down	940	19 0
<u>£156,649</u>	<u>8 11</u>		88,008	8 0
			<u>£203,766</u>	<u>10 9</u>
		By proposed Dividend at the rate of 5 per cent. per annum, free of Income Tax on 131,182 old, and 38,513 new Shares	65,959	16 0
		By Surplus carried to next half-year	2,648	12 0
			<u>£88,608</u>	<u>8 0</u>

COMPANY OF CANADA.

No. 4.

at 31st July, 1866.

Cr.

	£	s. d.
Balance from Net Revenue Account No. 3	88,608	8 0
Balances due by the Company, and sundry Accounts not paid on 31st July, 1866	261,710	0 8
	<u>£340,318</u>	<u>8 8</u>

Examined and confirmed—the Expenditure is properly vouched, and the several Accounts are duly certified by the heads of the respective departments.

LONDON, 25th September, 1866.

JOHN YOUNG,
SIDNEY SMITH, } AUDITORS.

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GREAT WESTERN RAILWAY OF CANADA.

Abstracts referred to in the Revenue Statement for the Half-year ended 31st July, 1866.

ABSTRACT A.

Half-year ended 31st July, 1865.			Half-year ended 31st July, 1866.	
£	s. d.		£	s. d.
MAINTENANCE OF WAY.				
2,435	7 5	Repairs of Bridges and Culverts	2,315	6 11
1,960	3 3	" Station Sidings, Fences, &c.	3,221	9 3
1,495	16 4	" Buildings	2,575	1 5
315	15 8	" Signals	859	3 5
9,761	18 11	Platelayers' Wages, and Extra Work on Way	12,768	15 6
454	9 10	Approaches	254	2 11
705	5 4	Engineering Superintendence, &c.	680	17 6
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£17,128	16 9		£22,173	15 11
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£20,317	7 0	Renewal of Rails, Bridges, Sleepers, Fences, &c.	£25,340	10 6
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ABSTRACT B.

Half-year ended 31st July, 1865.			Half-year ended 31st July, 1866.	
£	s. d.		£	s. d.
LOCOMOTIVE POWER.				
Transit Expenses:—				
7,384	6 1	Wages of Enginemen and Firemen	8,602	4 2
1,060	7 6	Wages of Cleaners	1,208	8 1
7,733	6 4	Fuel	9,818	12 11
980	9 1	Oil	1,109	14 8
145	3 1	Tallow	172	8 6
352	11 11	Small Stores, including Signal Lamps, Waste, &c.	384	10 4
745	6 3	Pumping Engines	770	6 5
78	5 9	Salaries of Foremen and Clerks	53	3 0
205	9 7	Salary of Locomotive Engineer	110	6 10
<hr/>			<hr/>	
18,677	4 10		22,258	15 2
Repairs and renewal of Engines:—				
7,443	19 5	Material and Fuel	£8,069	18 7
9,572	10 4	Wages	9,595	6 3
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36,693	14 7		17,665	4 10
Sundries:—				
75	4 4	Lighting Shops, &c.	49	4 4
148	19 8	Maintenance of Turntables	118	8 8
325	9 3	Maintenance of Tanks and Pumps... ..	679	6 9
<hr/>			<hr/>	
£36,243	7 10		£40,799	19 9
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1s. 2 53d. Cost per Train mile run 1s. 1 59d.
 0s. 10 33d. Cost per Traffic Engine mile run 0s. 9 73d.

STATEMENT OF MILEAGE RUN BY ENGINES.

Miles run, 1st February, 1865, to 31st July, 1865.			Miles run, 1st February, 1866, to 31st July, 1866.	
286,941		By Passenger Engines	351,131	
309,783		By Freight Engines	363,820	
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596,624		Total Train miles earning Revenue... ..	704,951	
243,903		By Piloting and Shunting Engines	294,658	
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840,527		Total Traffic Engine miles run	999,609	
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GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT C.

Half-year ended 31st July, 1865.		REPAIRS AND RENEWAL OF CARS.	Half-year ended 31st July, 1866.	
£	s. d.		£	s. d.
		Passenger Cars:—		
3,014	7 3	Materials ... Including the Cost of Cleaning Cars	3,085	4 5
5,122	10 2	Wages ...	4,438	11 8
91	12 7	Salaries of Superintendent, Foremen, and Clerks	64	16 6
8,228	10 0		7,588	12 7
		Merchandise Cars:—		
5,257	18 5	Materials ...	6,665	15 0
4,180	16 1	Wages ...	4,244	17 5
183	5 4	Salaries of Superintendent, Foremen, and Clerks	129	13 1
			11,040	5 6
£17,850	9 10		£18,628	18 1
		7-15d. Cost per Train Mile run	6-34d.	
		0-56d. Cost per Car Mile run	0-55d.	

STATEMENT OF MILEAGE OF CARS.

Miles run, 1st February, 1865, to 31st July, 1865.			Miles run, 1st February, 1866, to 31st July, 1866.	
1,073,093	Of 1st Class Cars	...	...	1,224,849
367,053	2nd Class Cars	...	...	433,104
552,446	Post Office Express, Baggage, and Conductors' Cars	...	...	727,869
5,603,549	Freight and Platform Cars	...	...	5,889,513
7,596,081	Total earning Revenue	...	...	8,075,835

ABSTRACT D.

Half-year ended 31st July, 1865.		COACHING TRANSIT EXPENSES.	Half-year ended 31st July, 1866.	
£	s. d.		£	s. d.
3,701	7 7	Salaries of Superintendents, Station Masters, and Clerks	3,879	1 1
3,006	14 9	Wages of Conductors, Baggage-men, and Brakemen	3,405	19 10
1,251	9 8	Porters	1,451	6 9
352	2 1	Policemen	682	7 8
822	14 8	Switchmen	919	11 5
575	8 1	Watchmen at Level Road Crossings	520	16 6
544	10 4	Compensation for Damages	440	18 2
112	17 1	Cattle killed on Track by Trains	23	12 7
57	10 5	Lamps and Signals	73	17 10
563	4 3	Fuel for Stations and Passenger Cars	811	11 4
684	8 11	Stationery, Advertising, and Printing	797	7 6
1,116	0 9	Office Furniture and Expenses	1,327	1 0
12	2 5	Small Stores, including Waste, Links and Pins, Baggage Trucks, &c.	8	5 0
511	7 1	Travelling and incidental expenses	1,007	5 10
164	14 4	Expenses of Advertising and Agency in United States	206	0 8
6,085	12 1	Proportion of Expenses of Ferry across the Detroit River	4,695	13 4
2,597	12 3	Proportion of Expenses of Telegraph	3,743	4 4
704	9 3		725	2 4
£22,857	6 0		£24,919	3 2
Equal to 16-35 per Cent. on Coaching Traffic Receipts.			Equal to 14-43 per Cent. on Coaching Traffic Receipts.	

GREAT WESTERN RAILWAY OF CANADA.

ABSTRACT E.

Half-year ended
31st July, 1886.

£	s.	d.
4,036	2	9
3,092	7	10
6,537	16	4
791	18	4
614	8	1
1,706	11	7
24	13	2
617	5	8
523	7	10
20	6	1
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425	11	1
630	6	7
702	1	2
731	19	5
2,939	13	2
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80	11	11
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£23,354	5	0

Equal to
16·21 per cent
on Merchandise
Traffic Receipts.

203,390½ Tons. ...

MERCHANDISE TRANSIT EXPENSES.

£	s.	d.	£	s.	d.
Salaries of Superintendents, Freight Agents and Clerks	4,569	5	10
Wages of Conductors and Brakemen	3,693	5	9
Porters	8,983	3	7
Switchmen	883	15	3
Watchmen at Level Road Crossings	1,707	11	8
Compensation for Damages	9	4	11
Cattle killed on Track by Trains	783	18	8
Lights, Lamps, Fuel, and Signals	778	6	10
Stationery, Advertising, and Printing	38	10	4
Office Furniture and Expenses
Small Stores, including Links and Pins, Warehouse Trucks, Running-boards, and Gangways	898	17	5
Rents	653	16	5
Travelling and Incidental Expenses	374	10	3
Proportion of expenses of Telegraph	654	14	3
Do. of expenses of Ferry across the Detroit River	3,491	15	0
Repairs and Maintenance of Stationary Engines in Elevators at Hamilton and Sarnia, and at Hamilton Wharf Flour Warehouse	18	13	0

Half-year ended
31st July, 1886.

£27,636 0 11

Equal to
16·47 per cent.
on Merchandise
Traffic Receipts.

256,100½ Tons.

ABSTRACT F.

Half-year ended
31st July, 1886.

£	s.	d.
3,176	0	7
265	8	1
300	1	4
41	17	9
989	5	7
88	7	0
1,737	13	1
1,210	0	0
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£7,836	13	5
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129	0	0
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£7,707	13	5

Equal to
2·71 per cent. on
Total Revenue.

GENERAL CHARGES.

£	s.	d.	£	s.	d.
Head Offices in London and Hamilton	3,650	15	2
Stationery, Advertising, and Printing	331	14	4
Postages and Stamps	368	10	2
Fuel and Lights	6	14	3
Travelling and Incidental Expenses	1,826	1	0
Furniture, &c.	121	0	2
Law Charges	853	11	8
Directors' and Auditors' Remuneration and Expenses	1,202	10	0

Half-year ended
31st July, 1886.

£8,080 16 9

201 2 6

£7,879 14 3

Equal to
2·29 per cent. on
Total Revenue.

COMPANY OF CANADA.

G.

DISCOUNTS, &c., TO 31st JULY, 1866.

	£	s.	d.
Sundry Interests and Discounts	1,904	2	3
Interest on Municipal and other Bonds	580	13	8
Balance from the Galt and Guelph Railway Working Account, for the half-year ...	644	3	3
Balance carried to Net Revenue Account No. 3	71,368	8	3
	<u>£74,497</u>	<u>7</u>	<u>5</u>

GUELPH RAILWAY.

H.

with the Galt and Guelph Railway Company (Working Account).

EXPENDITURE FOR WORKING THE GALT AND GUELPH RAILWAY.

Half-year ended 31st July, 1865.		Half-year ended 31st July, 1866.
£	s.	d.
291	17	5
500	14	3
80	0	5
643	12	10
246	11	6
<u>1,762</u>	<u>18</u>	<u>5</u>
509	1	1
<u>£2,071</u>	<u>17</u>	<u>6</u>
31st July, 1865.		31st July, 1866.
10,390.		10,280
3,223		5,394
<u>13,613</u>		<u>15,674</u>

By Maintenance and Renewal of Way during the Half-year—		£	s.	d.
Cost of Maintenance		490	16	6
Cost of Renewal of Rails, &c.		89	10	2
Locomotive Power		870	6	8
Use of Passenger, Freight, and other Cars		627	15	2
Coaching and Merchandise Transit Expenses		90	6	3
General Charges		647	18	3
		<u>2,082</u>	<u>17</u>	<u>10</u>
Balance carried to Abstract G.		644	3	3
		<u>£2,727</u>	<u>1</u>	<u>1</u>
		31st July, 1866.		

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	10,280
Piloting and Shunting.....	5,394
Total	<u>15,674</u>

REPORT OF THE DIRECTORS
OF THE
Great Western Railway Company
OF CANADA.

1. The receipts on Capital Account during the half-year amounted to £12,950. 0s. 3d., and the total receipts to 31st July, to £5,168,681. 8s. 5d.

The aggregate expenditure to same date amounted to £5,207,569. 5s. 9d.; leaving a balance to the debit of Capital Account of £38,887. 17s. 4d.

2. The outlay on Capital Account for the half-year was £55,675. 19s. 3d. This embraced new sidings laid down at Hamilton; new sidings to accommodate the increased oil business at Bothwell; proportion of expenditure chargeable to capital on re-building in stone and iron the bridge over the Twenty Mile Creek at

Jordan and completion of the abutments of the Nith bridge ; six new fifteen-ton cranes to accommodate the heavy machinery business going to the oil districts ; new station at Paris, leased to the Grand Trunk Company, and extensions at various platforms to accommodate increased local business ; iron tanks at Hamilton for storage of oil ; cost of completion of Yonge Street Station, Toronto ; difference in cost of 75lb. rails laid on the Cope-town incline in place of the old 66lb. rails taken up ; cost of fish-jointing 10 miles of Main Line Track, &c., &c. ; outlay for new Car Ferry Boat and slip dock for same at Windsor, together with the expenditure on New Third Rail account.

3. The receipts and expenditure on Revenue Account were as follows :—

Gross receipts	£343,162	7	5
Working expenses, including maintenance of way, taxes, insurance, and rent of Suspension Bridge	150,406	2	8
	<hr/>		
	£192,756	4	9
From which there has to be deducted—			
Interest on Government loan	£17,498	5	0
Interest on bonds, &c.	31,562	0	9
Loss on conversion of American money	39,806	7	6
Renewal of rails, sleepers, bridges, &c., and Plant of Rolling Mill	25,340	10	6
Amount paid for losses by the fire at Detroit Station	940	19	0
	<hr/>		
	115,148	2	9
Profit on half-year's operations	77,608	2	0
Add surplus from last half-year	11,000	6	0
	<hr/>		
Amounting to	£88,608	8	0
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From this amount the Directors recommend a dividend at the rate of 5 per cent. per annum free of income-tax, which will absorb £85,959. 16s., leaving a sum of £2,648. 12s. to be carried to the credit of the current half-year.

4. The loss on the conversion of American funds for the half-year was £39,806. 7s. 6d. as against a sum of £54,937. 6s. 7d. for the corresponding half-year of 1865.

The minimum price of gold during the half-year was 125 $\frac{1}{8}$, the maximum 166 $\frac{1}{4}$, and the average cost at which purchases have been made 135 $\frac{1}{8}$.

5. The following is a comparative table of the receipts and expenses during the last five corresponding half-years:—

Half-year.	RECEIPTS.				EXPENSES.			Per Cent. of Gross Receipts.
	Passengers, Mails and Sundries.	Freight and Live Stock.	Rents.	Total.	Including Taxes, Insurance and Suspension-bridge Rent.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
July, 1862	93,917 11 11	151,606 15 11	704 9 4	246,228 17 2	129,051 2 9		52.41	
July, 1863	111,670 12 9	180,772 0 6	624 16 6	293,067 9 9	136,270 5 0		46.50	
July, 1864	125,281 12 6	180,081 0 0	577 6 8	314,939 19 2	140,188 19 3		44.51	
July, 1865	139,820 19 1	144,028 8 0	716 0 6	284,565 7 7	132,498 12 3		46.56	
July, 1866	172,731 2 11	169,576 16 11	854 7 7	343,162 7 5	150,406 2 8		43.83	

6. The gross receipts for the half-year amount to £343,162. 7s. 5d. against £284,565. 7s. 7d., showing an increase of £58,596. 19s. 10d., while the working expenses, exclusive of taxes, insurance and suspension bridge rent are 41.47 per cent. against 43.98, showing a decrease of 2.51 per cent.

7. The receipts show an increase in all branches of traffic, but more especially in local passenger and local freight. The through freight would undoubtedly have been larger, but for the efforts which have been made to secure traffic between the Eastern and Western States by the running of freight cars through without change between Chicago, New York and Boston, via the Lake Shore, New York Central, and Pennsylvania routes. The through business, moreover, has been generally light, and this rendered competition more active and produced lower rates than those obtained the previous half-year.

Having in view the termination of the Reciprocity Treaty on the 17th March last, and the disturbance to business consequent upon the Fenian raid at the commencement of June, the satisfactory results of the past half-year's traffic and the economical manner in which the railway has been managed are especially gratifying.

8. The whole of the rails, fish-plates, and fastenings required for the narrow gauge track have been shipped to Canada. The Iron Car Ferry Boat has been launched.

The completion of the narrow gauge track between Suspension Bridge and Windsor, and of the Iron Ferry Boat for the transport of cars across the Detroit River, will undoubtedly place the Great Western Company in a most advantageous position. It is also obvious that while it will promote the through traffic between the Western and Eastern States of America, it will likewise be the means of affording facilities for trade between the States and Canada and the Lower Provinces.

9. The matters so long in dispute between the Commercial Bank of Canada and this Company have not yet been finally adjusted, but the main points of the arrangement have been concluded. All litigation has ceased, and this Company's cash account has been reopened at that Bank.

10. The Directors regret to announce that a disastrous fire consumed the Detroit terminus of the Detroit and Milwaukee Railroad, on the night of the 26th of April last, by which buildings, rolling stock, and merchandise, to a considerable amount, were destroyed.

The portion to be borne by this Company, after a careful enquiry, is estimated at £19,520, of which about £7,200 will be repaid the Great Western Company by the Insurance Companies with whom policies were open, and there has also been applied thereto the sum of about £3,700, which stood at the credit of Insurance Fund Account. The sum of £940. 19s. being the amount of claims which have been made and settled during the half-year, in addition to the above, appears in the Revenue Accounts, and the balance, when adjusted and paid, will have to be dealt with in a similar manner.

11. The loss to the Detroit and Milwaukee Railroad from this fire is estimated at £30,000, and to prevent inconvenience from this loss, as well as to provide funds for further outlay on Capital Account for the purposes of the line, a resolution will be proposed to authorise the Detroit and Milwaukee Company to borrow in America and for a limited period a sum not exceeding \$350,000 or £70,000 on security, which will take precedence for interest of the Great Western claim upon the Detroit and Milwaukee Revenue. It is hoped that

the sum thus borrowed will be repaid out of the Revenue earnings of that Company at an early date.

12. The traffic receipts of the Detroit and Milwaukee Railroad for the half-year ending June 30th last, amounted to £150,653, against £147,870 for the corresponding period of 1865, and against £119,567 for 1864.

13. The Directors regret to announce the death of one of their colleagues, Mr. A. Gilmore, whose seat at the Board has been filled up by the appointment of Mr. John Fildes, M.P., a gentleman well known, and familiar with railway management.

Signed on behalf of the Board of Directors,

THOMAS DAKIN,

President.

London, September 28th, 1866.

REPORT OF THE ENGINEER.

ENGINEERING DEPARTMENT,
GREAT WESTERN RAILWAY, HAMILTON,

26th August 1866.

THOS. SWINYARD, Esq.,
General Manager.

DEAR SIR,—I beg to report to you the results of the working of my department during the half-year ended 31st July last :—

	£	s.	d.
The total expenditure of this department during the half-year charge- able to Revenue amounts to	47,291	4	4
As compared for the corresponding half-year of 1865, with	43,446	3	8

During the past half-year the undermentioned New Works were executed, forming a charge to Capital Account.

	£	s.	d.
1st.— <i>Superstructure Account.</i> —Laying down a new siding at Hamilton, and extending sidings at Kerwood and Bothwell, including cost of ballasting, spikes, &c.	532	0	7
2nd.— <i>Bridging Account.</i> —Proportion chargeable to capital of the cost of re-building in stone the new bridge in course of construction across the twenty mile creek at Jordan	2,616	18	8
3rd.—Ditto of completing abutments of Nith Bridge	248	14	8
4th.— <i>Building Account.</i> —Erection of six 15-ton cranes at Toronto, London, Galt, Bothwell, Wyoming and Windsor stations	1,327	6	2
5th.—Enlarging of freight house, and erecting three dwelling-houses for station master and clerks at Bothwell station	891	15	0
6th.—Passenger house and platform for Grand Trunk Railway at Paris, for which a rental is paid to Great Western Railway Company	266	12	11
7th.—Refreshment room and extension of platform of Paris passenger station	213	1	8
8th.—Freight shed and platform at Paris for joint use of Grand Trunk and Great Western Companies, in course of construction	108	0	5
9th.—Platform scale and shed for freight department in Hamilton station yard	85	5	6
Carried forward	£6,289	15	7

	Brought forward	£6,289	15	7
10th.—Extension of freight platform and dwelling-house at Wyoming station		189	13	1
11th.—Expenditure on account of a third puddling furnace at the rolling mill		56	11	6
12th.—Building an iron oil tank in the general storehouse at Hamilton... ..		516	19	8
13th.— <i>Wharfing Account</i> .—Slip dock and wharf for new car ferry boat at Windsor		3,447	15	4
14th.— <i>Car Ferry Boat</i> .—Expenditure during the half-year		7,833	10	2
15th.— <i>Third Rail for Narrow Gauge Track</i> .—Cost of rails and joint fastenings, delivered at 31st July, and laying of same		32,098	2	8
16th.—Engineering salaries and expenses of surveys of the oil district for proposed branches from Bothwell and Wyoming		350	15	5
17th.— <i>Toronto Esplanade</i> .—Final payments of contracts for station buildings at Yonge Street		1,748	12	7
18th.— <i>Rail Account</i> .—Cost of 64 tons of rails laid in sidings at Hamilton, Bothwell, and Kerwood		657	10	8
19th.—Relaying Copetown incline with 75lb. rails, being the excess of cost beyond the original 66lb. rails		1,794	17	3
20th.—Cost of fish-jointing 10 miles of track of main line		719	3	7
	Total	*£55,698	7	6

With reference to the above items of expenditure, I beg to make a few remarks upon the more important of them.

Item 2nd. The new bridge at Jordan consists of stone abutments and piers and iron girders; there being 8 spans of 95 feet each, and the extreme length being 950 feet. This is the last of the bridges on the main line to be renewed in stone and iron, and in consequence of the depth of foundations in the bed of the creek and the height of the piers, its construction will occupy two years yet.

4th. The six heavy cranes were required for hoisting the engines and machinery brought into requisition by the oil developments of the Bothwell and Enniskillen districts.

13th. The new slip dock and wharf will be completed in a month from this date, and besides providing a landing berth for the new car ferry boat it will afford a large additional accommodation to the freight business of the railway at Windsor.

14th. The new Iron Car Ferry Boat is now nearly finished. In consequence of a serious delay in the construction of the boilers, owing to the failure of the contractor who first undertook the work, it was deemed advisable to defer the launching of the boat until both boilers and machinery were completely fitted up in her. This is now on the eve of being accomplished, and the boat will be launched in the beginning of September, and ready for traffic purposes early in October.

15th. The new rails for the narrow gauge track (4 ft. 8½ in. inside of our gauge of 5 ft. 6 in.) began to arrive in the latter part of June. We have received to this date at Hamilton 2,923 tons of rails, and I have got 50 miles of the narrow gauge track laid. The remainder of the rails is expected to be delivered before the close of navigation, and if so, the whole of the new track will be ready for use for the ensuing winter's traffic.

* N OTE.—In the Capital Account this amount is reduced by the sum of £22,88. 3d, being the value of land sold.

16th. This expenditure was incurred in making a complete survey of a branch railway from Bothwell to the Enniskillen Oil Springs, a distance of 18 miles, and from Wyoming to the Petrolia Oil Wells, a distance of 5½ miles. The latter promises to be an exceedingly productive oil region, and as the intervening country is a dead level, the branch could be constructed within the sum of £10,000 sterling, inclusive of rails and everything but rolling stock.

17th. This expenditure completes the outlay upon the new Toronto Station.

19th. The incline between Hamilton and Copetown, a distance of 11 miles, was relaid in July with heavy rails and fastenings, the rails weighing 75 lbs. per yard. The excess in cost beyond the original 66 lb. rails has been charged to construction account.

20th. The fish jointing of the Main Line is now finished.

MAINTENANCE OF WAY.		£	s.	d.
Repairs of Bridges and Culverts	... ..	2,315	5	11
Platelayers' Wages and Extra Work on Way	... ..	12,758	15	6
Repairs of Station Sidings	... ..	1,571	9	6
" of Buildings and Wharves	... ..	2,575	1	5
" of Signals	... ..	359	3	5
" of Road and Bridge Approaches	... ..	254	2	11
" of Fences	... ..	1,649	19	9
Engineering Superintendence	... ..	689	17	6
		<hr/>		
		£22,173	15	11
		<hr/>		

The maintenance of way during the past half-year exceeds that of the corresponding half-year of 1865 by a sum of £5,044. 19s. 2d.

This increased expenditure is chiefly in the following items:—

1st. In that of platelayers' wages and extra work on way the increase is £2,996. 16s. 7d., arising from an outlay of £1,578. 1s. 8d. expended during the half-year in the re-construction of 30 gravel cars, and from an increased rate of wages paid to all classes of workmen upon the track; and in addition to these there was a large expenditure incurred in draining and improving the sanitary condition of nearly all our station yards, as ordered by the Boards of Health of the different Municipalities, acting in anticipation of a visitation of cholera.

2nd. An increase of £334. 2s. 2d. in the repairs of sidings and switches arising from the increased rate of wages.

3rd. An increase of £2,085. 19s. 1d. in the repairs of buildings, platforms, and wharves. This is owing to the perishability of our wooden structures, many of which were found to require renewal during the past half-year.

4th. Lastly, an increase of £926. 18s. 4d. in re-building a large extent of fencing, chiefly on the Western Marshes, which were only accessible during the present summer whilst the water was unusually low. This work is now all but complete.

RENEWALS OF RAILS, SLEEPERS, AND BRIDGES.

The expenditure under this head during the past half-year has amounted to £25,340. 10s. 6d., as compared with £26,317. 7s. 0d. in the corresponding half-year of 1865.

The following are the details of the expenditure upon renewals :—

2,355 tons of rails re-rolled at the Company's Rolling Mill	*£13,325	6	10
508 tons representing loss in weight of stock by re-rolling	2,161	19	1
72,712 lbs. fish plates, bolts, and nuts			
8,950 lbs. of chairs for switches	£1,181	9	1
Sundry small stores			
41,125 white oak ties and labour relaying rails and sleepers	4,386	18	1
Engine service in distribution of materials and carriage of rails to and from the Rolling Mill	1,248	10	4
Renewals of Bridges in stone and iron—proportion chargeable to renewals	895	10	5
Ditto, rebuilt in wood and stone in original manner—charged in full	2,140	16	8
	<u>£25,340</u>	<u>10</u>	<u>6</u>

The cost of fish-jointing 10 miles of track has been deducted from the above account. The entire track of the Main Line is now fish-jointed.

The thorough renewal of the Permanent Way Bridges and Fences, which was commenced in the beginning of 1861 has now been completed at a total cost of £332,121. 12s. 11d., being an excess of £842. 9s. 4d. beyond the amount appropriated for the same, and to this sum must be added the amount still to be charged to Revenue Account during the next two years for the re-construction of the Jordan Bridge, the renewal of which was deferred some three years by means of the erection of temporary piers under the present structure about three years ago. This will amount to a sum of about £2,075. 6s. 10d. during each of the next four half-years.

As the extraordinary renewal expenditure with the above exception has now terminated, it is intended hereafter to keep in one account the ordinary maintenance and renewals of each half-year in accordance with the prevailing practice, both on this Continent and in England.

The following is the stock and valuation of surplus rails at 31st July :—

1,539 tons of rails	£13,206	8	6
150 „ of pig iron	837	14	9
207 „ of scrap ditto	935	15	1
Improved value of old rails at Mill in process of re-rolling	400	13	9
	<u>£15,380</u>	<u>12</u>	<u>1</u>

* This sum is in mixed currency, being increased by a sum of £1,430. 2s. 9d., arising from the purchase of coal, firebrick, oil, &c., in the United States, and charging the same in American currency in the Mill Account.

GALT AND GUELPH RAILWAY.

Maintenance of way	...	...	...	...	...	...	£480	16	6
Renewals of rails, sleepers, and fences	....	....	....	....	....	....	89	10	2
Watching crossings	...	...	...	...	...	...	21	3	2
							<hr/>		
							£591	9	10
							<hr/>		
The cost for the corresponding half-year in 1865, was							£304	16	10

The excess was caused by the execution of several heavy repairs, and the increased rate of wages now paid.

I am, dear Sir,

Yours faithfully,

GEORGE LOWE REID,

Engineer.

REPORT OF THE LOCOMOTIVE AND CAR SUPERINTENDENT.

GREAT WESTERN RAILWAY,
MECHANICAL DEPARTMENT,

HAMILTON, August 26th, 1866.

DEAR SIR,—I beg to hand you my report of the working of this Department for six months ending July 31st, 1866.

LOCOMOTIVE SECTION.

Stock of Engines.—Our Stock of Engines comprises the following, being the same as in former half-years.

52 Passenger Engines.
33 Freight Engines.
8 Shunting Engines.
1 Locomotive Fire Engine.

Total ... 94 Engines.

Renewals and Repairs.—During the half-year 2 more of the small Schenectady Engines were rebuilt, which completes the renewal of the 8 Engines of this class mentioned in previous reports. 32 Engines received heavy repairs, and 26 Engines received light repairs. 49 new Cast-steel Tyres, 2 Cast-steel Crank Axles, and 3 pairs of new Cylinders were supplied to the stock in addition to other improvements; £4,726. 0s. 7d. being expended in renewals.

The Locomotive Stock may be said to be in good working condition at the present time.

Expenses.—The annexed table shows the expenses of the Locomotive Section for the past six months compared with the corresponding period of previous years.

	HALF-YEARS ENDING 31ST JULY.						
	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Total Locomotive Expenses	£39,520	£40,131	£41,045	£41,599	£41,102	£36,243	£39,233
Per Centage on Earnings.....	29.41	29.33	26.63	11.19	13.07	12.73	11.37
Number of cords of Fuel for Engines	15,425	11,084	10,854	17,115	16,770	18,054	17,686
Total Cost of Fuel for Engines	£9,456	£8,998	£10,310	£10,546	£9,610	£7,873	£9,937
Cost of Fuel per Engine Mile	2.95d.	2.7d.	2.55d.	2.6 d.	2.59d.	2.24d.	2.80d.
Ditto Train ditto.....	4.04d.	3.15d.	3.6d.	3.56d.	3.12d.	3.16d.	3.33d.

Pumping Engines, Tanks and Water Service.—The necessary repairs and renewals have been attended to as required.

A new Tank House and Tank complete, with necessary Pumping apparatus, have been erected at Longwood Station during the half-year in

place of the one burnt down in January last, and a new Tank House and Tank have also been constructed at Bothwell Station, also a new Tank supplied to Port Credit Station.

Turntables.—These are in general good working order, the repairs being attended to as required.

CAR SECTION.

Stock of Cars.—Upon taking charge of this department, I found the stock of Cars to be as follows, which are the same at the present date.

83	First Class Cars.
38	Second Class Cars.
20	Post Office and Baggage Cars.
32	Conductors' Cars.
836	Box Freight Cars.
106	Cattle Cars.
260	Flat and Timber Cars.
120	Gravel Cars (Engineer's Department.)

Total ... 1,495 Cars.

Renewals and Repairs.—The gradual renewal of the Stock is being regularly proceeded with, £5,958. 18s. 1d. having been expended in renewals during the half-year. The Cars of all descriptions are generally in excellent condition.

FERRY BOATS.

Steamer "Union."—The starboard boilers of this boat with the chimney of the same have received heavy repairs, and the port boilers with chimney are in hand under heavy repair. The machinery has also been taken out for overhauling, and the boat is now in dry dock for new wheel beams and general heavy repairs.

Steamer "Transit."—This boat has been temporarily fitted up with conveniences for the purpose of carrying passengers during the time the "Union" is undergoing repairs, and although fit for this work during fair weather, is about worn out and unfit for her regular work at freight traffic.

Car Ferry Boat.—The four new boilers for the new Car Ferry Boat, commenced during last half-year, were completed. Two new chimnies and outside casings were also completed for this boat during the half-year.

BUILDINGS AND TOOLS.

These are in general good condition, with the exception of the London shops, which require a few repairs upon the roofs. Other repairs have been attended to as required.

Yours respectfully,

WM. ASPLEY ROBINSON,

Mechanical Superintendent.

GREAT WESTERN RAILWAY OF CANADA.

Statement of General Traffic Earnings for the Half-year ended
31st July, 1866.

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...	36,380	60	7,006	12	768	72	784	90	4,161	81	49,082	05						
Do. Merchandise.	43,732	12	4,849	69	1,665	68	1,599	51	2,466	93	55,313	83						
Foreign Passenger	55,309	27	698	70	10	73	12	55	111	60	58,732	85						
Do. Merchandise.	97,517	41	63	21	...	...	...	...	15	67	96,596	19					
MARCH.																		
Local Passengers...	52,742	82	9,157	29	1,073	08	1,087	67	6,866	97	70,927	81	258,724	02	53,162	13	1	
Do. Merchandise.	64,574	31	8,509	12	2,358	35	1,984	20	4,203	91	83,609	89						
Foreign Passenger	78,565	62	1,803	93	6	53	7	65	206	37	80,590	13						
Do. Merchandise.	93,792	09	...	...	...	...	...	...	...	...	93,792	09					
APRIL.																		
Local Passengers...	234,239	30	19,470	34	3,437	97	3,059	52	11,277	25	333,919	92	333,919	92	68,613	13	8	
Do. Merchandise.	49,657	00	9,889	42	1,023	93	657	68	6,162	10	67,190	13						
Foreign Passenger	57,422	89	4,654	95	1,352	46	1,198	07	5,004	43	70,231	82						
Do. Merchandise.	81,793	53	1,775	38	11	14	13	76	147	47	83,747	60						
Do. Merchandise.	98,099	11	6	80	...	...	...	...	27	87	98,133	78					
MAY.																		
Local Passengers...	286,978	82	15,226	55	2,397	53	2,169	51	11,941	92	316,304	83	319,304	33	65,610	9	7	
Do. Merchandise.	45,224	09	8,770	15	977	44	891	32	5,998	46	61,891	45						
Foreign Passenger	52,022	11	2,955	61	1,210	33	1,079	05	5,463	75	62,730	85						
Do. Merchandise.	86,837	35	1,540	43	5	53	6	26	148	74	88,568	36						
Do. Merchandise.	70,523	82	10	00	...	...	...	...	27	01	70,561	43					
JUNE.																		
Local Passengers...	254,637	36	13,276	79	2,193	35	1,976	63	11,687	96	283,722	09	283,722	09	58,290	1	3	
Do. Merchandise.	45,321	03	11,489	10	807	11	778	36	5,538	30	63,983	90						
Foreign Passenger	38,965	09	3,246	39	1,266	69	913	34	4,566	65	45,959	06						
Do. Merchandise.	82,146	10	1,399	41	4	70	4	68	107	47	83,631	76						
Do. Merchandise.	53,248	76	6	17	...	...	...	...	35	27	53,290	20					
JULY.																		
Local Passengers...	216,880	89	16,141	06	2,078	50	1,635	78	10,247	09	246,813	92	246,813	92	50,721	7	1	
Do. Merchandise.	45,508	87	8,977	22	969	48	1,202	18	5,468	25	62,144	04						
Foreign Passenger	34,762	28	2,228	44	1,071	21	786	68	4,030	85	42,978	86						
Do. Merchandise.	75,398	47	1,890	67	6	18	5	00	115	96	76,916	26						
Do. Merchandise.	54,542	54	0	55	...	...	...	...	73	14	54,616	23					
Total																		
	\$	1,409,421	37	90,329	24	14,609	34	13,271	68	61,538	94	1,679,170	55	1,679,170	55	345,085	0	11
Less Galt and Guelph Railway Traffic.....													13,271	66	2,727	1	1	
Total Traffic, Great Western Railway proper													1,665,898	89	342,307	19	10	

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."

THE GREAT WESTERN

General Traffic Statement for

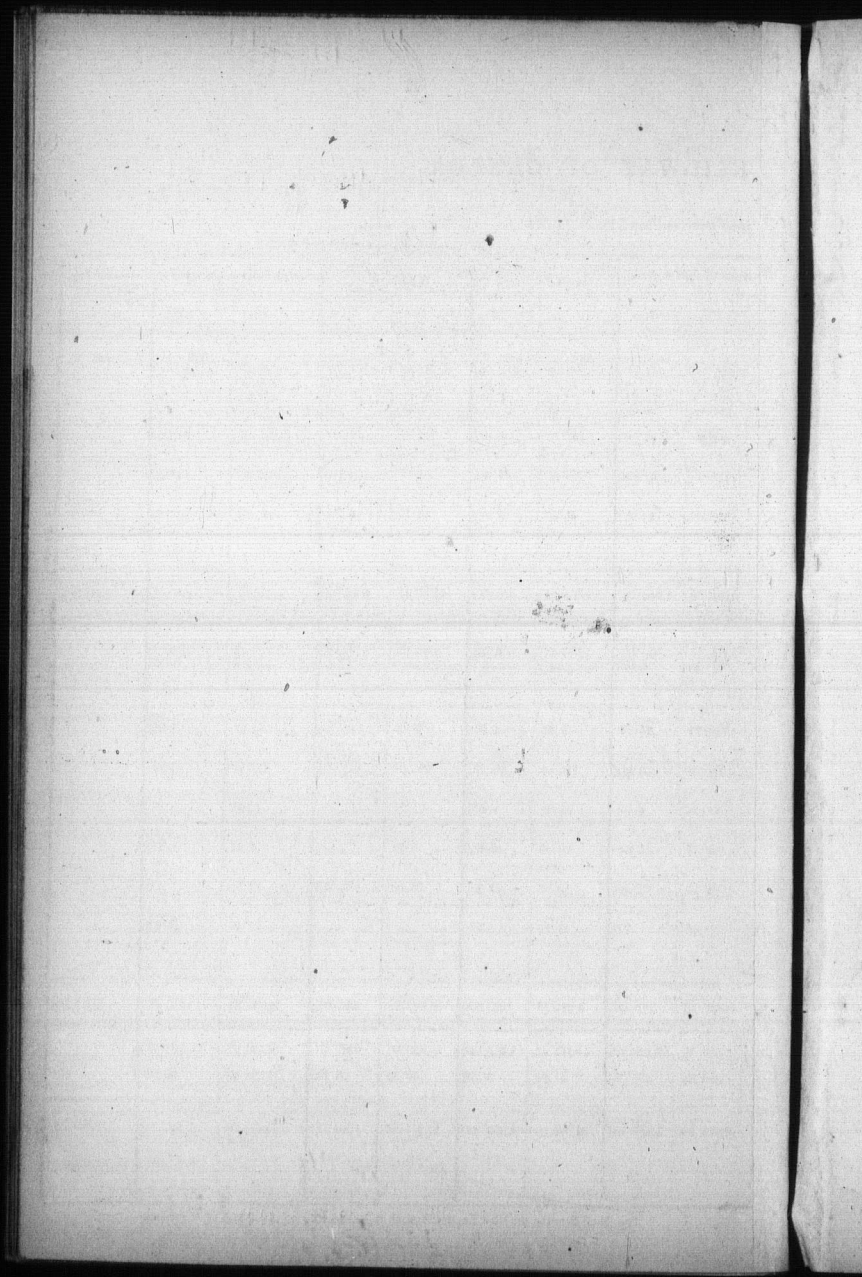
DESCRIPTION OF TRAFFIC.		Number or Quantity of Each.		Amount for Each.		Mileage of Each.		Main Line Earnings.				
								For 229 Miles.	Per Mile.			
BY PASSENGER TRAINS.	Passengers	Local	287,617	dol. c.	341,769 41	dol. c.	11,432,127	dol. c.	261,609 72	dol. c.	1,098 73	
	"	Excursionist	9,520	"	4,068 97	"	506,589	"	3,309 99	"	14 45	
	"	Foreign	70,503	"	406,398 49	"	14,197,301	"	396,783 99	"	1,741 41	
	"	Emigrants.	11,183	"	30,215 79	"	2,292,382	"	29,999 99	"	130 99	
				378,824		784,432 06		28,483,399				
	"	Mails	Local	...		19,408 95		...		12,418 03		54 22
	"	"	Foreign	...		5,670 13		...		5,070 13		24 76
						25,079 08						
	"	Exp's. Fr't.	Local	...		6,384 05		...		4,722 40		20 62
	"	"	Foreign	...		27,785 99		...		27,785 99		121 33
						34,070 04						
	"	Sundries	Local	...		2,627 38		...		1,782 17		7 73
	"	"	Foreign	...		146 56		...		140 56		64
						2,773 94						
		Passenger Totals	846,266 32	786,218 96	...	3,214 93
BY FREIGHT TRAINS.	Merc'n'dise.	Local	144,279	...	331,249 78	...	10,805,182	...	267,015 33	...	1,166 00	
	"	Foreign	66,778	...	319,523 32	...	15,268,705	...	319,257 13	...	1,304 13	
				211,057	...	650,773 10	...	26,063,977	...			
	"	Vehicles	Local	...	...	...	...	...	...	...	...
	"	"	Foreign	...	...	...	...	...	...	...	...
	"	Horses	Local	3,023	...	7,405 53	...	287,977	...	5,800 23	...	25 76
	"	"	Foreign	253	...	1,635 30	...	67,937	...	1,635 30	...	7 14
					3,276	9,040 83	...	345,914	...			
	"	Cattle	Local	17,906	...	20,404 94	...	1,700,681	...	17,343 91	...	75 73
	"	"	Foreign	47,750	...	124,888 47	...	10,934,750	...	124,888 47	...	545 36
					65,656	145,293 41	...	12,635,431	...			
	"	Calves	Local	1,195	...	517 95	...	116,285	...	442 77	...	1 93
	"	"	Foreign	529	...	1,434 80	...	121,141	...	1,434 80	...	6 28
					1,724	1,952 75	...	237,426	...			
	"	Sheep	Local	4,983	...	1,143 99	...	382,647	...	943 64	...	4 12
"	"	Foreign	48,046	...	12,104 40	...	11,002,554	...	12,104 40	...	53 25	
				53,029	13,338 39	...	11,385,201	...				
"	Pigs	Local	10,311	...	2,388 33	...	1,084,991	...	2,232 88	...	9 75	
"	"	Foreign	18,193	...	9,313 63	...	4,166,197	...	9,313 63	...	40 67	
				28,504	11,701 96	...	5,251,188	...				
"	Sundries	Local	...	...	713 79	...	...	...	599 77	...	2 62
"	"	Foreign	...	...	...	...	...	...	...	...	...
					713 79	...	...	...	...	...	...
	Freight Totals	...	...	...	832,814 23	...	...	...	703,202 41	...	3,332 76
	Local Traffic Totals	...	...	...	737,963 67	...	...	...	565,920 98	...	2,481 75
	Foreign " "	...	...	...	941,266 88	...	...	...	931,100 39	...	4,065 94
	Grand Totals for Half-year	...	...	...	1,679,170 55	...	...	...	1,499,421 37	...	6,547 69
	Less Galt and Guelph Traffic	...	...	...	13,271 06	...	...	...	...	...	...
	Total G.W.R. Traffic	...	...	...	\$ 1,665,898 89	...	...	...	...	...	...

RAILWAY OF CANADA.

Half-year ending 31st July, 1866.

Toronto Branch Earnings		Harrisburgh and Galt Branch Earnings.		Galt and Guelph Branch Earnings.		Sarnia Branch Earnings.		Total Average Earnings Per Mile for Month.
For 83 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.
50,829 12	1,337 61	4,770 99	397 53½	4,767 30	317 82	29,782 28	583 96½	
362 47	9 53½	23 28	1 94	14 91	964	348 32	6 83	
8,692 11	228 74	38 25	3 18½	46 53	3 10½	837 61	16 42½	
216 41	5 69½	6 62	55	2 77	184	...	...
1,884 40	49 06½	715 67	59 64	742 22	49 48	* 3,068 55	71 93½	
...	
1,201 84	31 62½	84 47	7 04	53 58	3 57½	222 36	4 36	
...	
531 38	13 98½	45 34	3 77½	104 10	6 94	161 39	3 22½	
...	
63,687 82	1,676 26	5,684 62	473 71½	5,731 41	382 09½	35,028 51	686 73½	2,453 20½
23,561 12	620 03	7,962 67	663 55½	6,760 26	450 69½	25,950 40	508 83	
87 38	2 29½	...	...	...	...	178 86	3 50½	
...	
1,843 72	35 36	59 28	4 94	37 63	2 50½	61 67	1 26½	
...	
1,392 75	36 65½	795 05	66 25½	688 09	45 73½	187 15	3 67	
...	
41 08	1 08	12 21	1 01½	11 25	75	10 64	21	
...	
136 07	3 58	46 42	3 86½	9 22	61½	8 44	16½	
...	
42 10	1 10½	39 98	3 38½	35 81	2 38½	37 61	73½	
...	
27 25	71½	9 11	76	...	...	77 66	1 52½	
...	
26,631 42	700 82½	8,924 72	743 72½	7,540 25	502 68½	26,515 48	519 91	2,413 96½
51,338 39	2,140 35½	14,564 47	1,213 70½	13,222 36	881 49	60,522 47	1,186 71½	
8,995 85	236 73½	44 87	3 78½	49 30	3 28½	1,016 47	19 98	
90,329 24	2,377 08½	14,609 34	1,217 44½	13,271 66	884 77½	61,538 94	1,206 64½	4,867 16

* The Mail Service for the Sarnia Branch is calculated on a mileage of 61½ miles.



GREAT WESTERN RAILWAY OF CANADA.

At a General Meeting of Shareholders

OF THE

GREAT WESTERN RAILWAY OF CANADA,

Held at the London Tavern, Bishopsgate Street, London, on

Wednesday, 10th October, 1866, at 12 o'clock,

MR. ALDERMAN DAKIN in the Chair.

The Secretary read the following Advertisement calling the Meeting:—

GREAT WESTERN RAILWAY OF CANADA.— Notice is hereby given, that the Half-yearly Meeting of Shareholders is appointed to be held on Wednesday, October 10th, 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 26th, to the day of Meeting, both days inclusive, and transfers cannot be received between those dates.

By Order.

BRACKSTONE BAKER, Secretary.

126, Gresham Street, Old Broad Street,
London, August 8, 1866.

The Minutes of the General Meeting of Shareholders held in London, on April 4th, 1866, were read and approved.

The Report and Accounts for the half year ending 31st July, 1866, were taken as read.

It was proposed by the CHAIRMAN and seconded by Mr. A. HOYES, and resolved—

“ That the Report and Accounts for the half-year ending 31st July, 1866, this day submitted, be received and adopted, and that a dividend at the rate of five per cent. per annum, free of Income Tax, be now declared, payable in London on 25th October.”

It was proposed by the CHAIRMAN, seconded by Mr. A. HOYES, and resolved—

“ That the Detroit and Milwaukee Railroad Company be authorised to borrow for a limited period a sum not exceeding \$350,000, the security to be given for which loan shall for that period take precedence for interest over the claim of the Great Western Company upon the Detroit and Milwaukee Railroad.”

The retiring Directors and Auditors having been put in nomination :

It was proposed by Mr. J. W. N. BENTLEY, seconded by Mr. W. BOWLER, and resolved—

“ That the Board of Directors as at present constituted be re-elected.”

It was proposed by Mr. J. W. N. BENTLEY, seconded by Mr. W. PAXTON, and resolved—

“ That the retiring Auditors be re-elected.”

It was proposed by Major-General E. B. BROOKE, seconded by Lieut.-Col. G. P. EVELYN, and resolved—

“ That the thanks of the Meeting be given to the Chairman and his colleagues for their attention to the interests of the Company.”

The Meeting then separated.

A true extract.

BRACKSTONE BAKER, *Secretary.*

126, Gresham House, Old Broad Street,
London, 10th October, 1866.

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