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Great Western Railway.

REPORT

OF

THE DIRECTORS

OF THE

Great Western Railway of Canada,

FOR THE

HALF YEAR ENDING JAN. 31, 1856;

WITH THE ENGINEER'S REPORT,

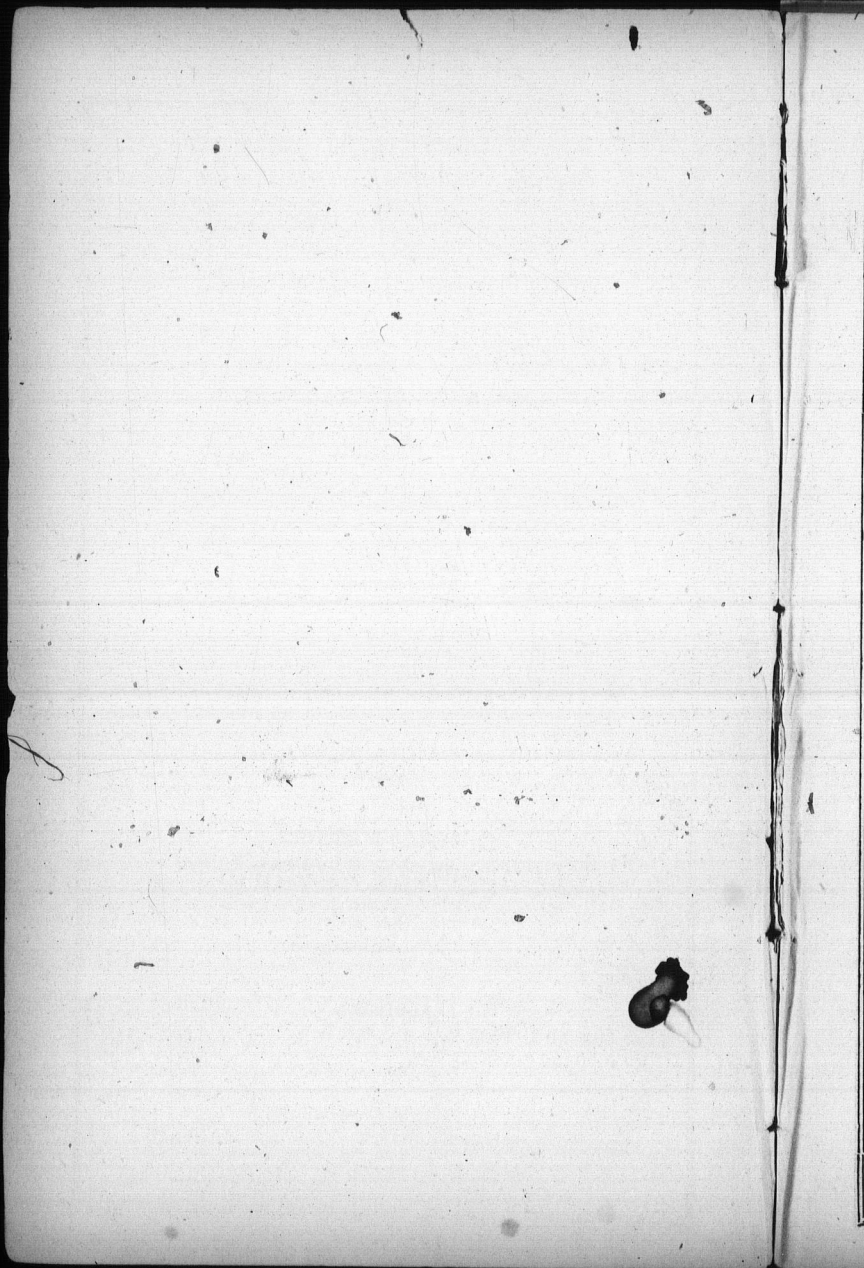
AND

STATEMENTS OF ACCOUNTS,

&c., &c., &c.

HAMILTON, C.W.:
PRINTED BY SMILEY & GILLESPIE, COURT HOUSE SQUARE.

1856.



Great Western Railway of Canada.

LIST OF THE DIRECTORS, 1856-57.

ROBERT WILLIAM HARRIS, Esq.,—PRESIDENT, Hamilton, C. W.
JOHN SMYTH RADCLIFF, Esq.,—VICE-PRESIDENT, “ “
CHARLES JOHN BRYDGES, Esq.,—MANAGING DIRECTOR, “ “
PETER BUCHANAN, Esq.,—Glasgow, Scotland.
ALEXANDER BEATTIE, Esq.,—London, England.
WILLIAM DICKSON, Esq.,—Galt, C. W.
COL. WILLIAM GOURLAY, —Barton Lodge, C. W.
ROBERT GILL, Esq.,—Mansfield, England.
RICHARD JUSON, Esq.,—Hamilton, C. W.
HENRY McKINSTRY, Esq., “ “
JOHN BENJAMIN SMITH, Esq., M. P.,—London, England.

EX-OFFICIO DIRECTORS.

JAMES CUMMINGS, Esq.,—Mayor of Hamilton, C. W.
THOMAS MOYLE, Esq.,—Warden of Middlesex, C. W.

AUDITORS.

EDMUND RITCHIE, Esq.,—Hamilton, C. W.
RICHARD P. STREET, Esq., “ “

RAILWAY.

ENDING THE 31st JANUARY, 1856.

Cr.

Ledger Folio.	Details of Expenditure from opening of the Line.					
	To 31st January, 1856.			To 31st July, '56		
	£	s.	d.	£	s.	d.
MAIN LINE AND BRANCHES:						
493 Right of Way.....	180,132	13	9		175,496	6 2
529 Grading.....	1,080,083	7	3		1,037,571	0 11
525 Superstructure.....	485,007	11	0		428,957	5 8
475 Masonry.....	248,157	15	0		248,633	17 9
476 Bridging.....	133,802	17	2		135,164	17 5
478 Fencing.....	58,407	10	7		56,713	5 0
481 Rails.....	350,506	13	9		373,269	17 10
532 Station Buildings.....	187,113	4	4		139,319	19 8
490 Engineering, for Main Line and Branches.....	91,964	13	2		89,016	6 9
498 Locomotives, including freights, duties &c.....	300,083	0	1		260,101	1 8
505 Cars.....	359,490	16	4		283,608	1 1
506 Locomotive and Car Buildings, and Stocks.....	37,024	7	4		36,335	3 9
508 Machinery and Tools.....	33,048	7	3		30,401	11 5
507 Turntables, Tanks, Pumps and Signals.....	10,814	13	7		2,965	17 11
484 Salaries.....	16,301	12	7		15,424	19 10
484 Payment to Sir Allan McNab.....	5,000	0	0		5,000	0 0
531 Interests and Discounts on Bonds and Shares.....	£167,673	12	11			
Less Premiums received on Bonds and Shares, to 31st July, 1855, £48,761 0 4						
Do. received during half year.....	22,858	10	3			
	71,619	10	7	96,054	2	4
					108,893	2 5
497 Agencies on Sale of Bonds and Shares.....	44,802	15	5		44,802	15 5
480 Law Charges.....	13,411	12	6		12,602	10 3
498 Police Force.....	3,043	19	7		3,043	19 7
486 Insurance and Taxes.....	693	11	5		693	11 5
485 Advertising, Printing and Stationery.....	4,877	14	2		4,708	12 1
502 Telegraph.....	3,064	3	5		3,064	3 5
479 Office Furniture.....	1,721	7	1		1,666	16 6
483 Travelling and Incidental Expenses.....	17,645	13	0		17,105	7 5
	3,762,254	2	1	3,762,254	2	1
					3,514,560	11 4
522 SARNIA BRANCH.....				66,796	13	2
					64,876	19 7
STEAM BOATS:						
527 Steamers "Canada" and "America" on Lake Ontario.....	94,443	14	9		85,360	13 5
489 Steam Ferry "Transit" at Windsor.....	10,633	10	4		10,623	10 4
494 do. "Globe," do.....	1,912	10	0		2,125	0 0
				106,989	15	1
524 ENGINEERING SURVEY for Double Track.....				2,325	4	0
				3,938,365	14	4
				140,143	6	10
Balance.....				3,678,850	12	2
				4,010,050	6	6
PLUMMER DEWAR, } Provincial Accountant. }	£	4,078,509	1 2		4,010,050	6 6

GREAT WESTERN

Dr.

REVENUE ACCOUNT for the HALF YEAR

Ledger Folio.	REVENUE ACCOUNT :		DETAILS OF RECEIPTS.	
			From 1st Aug. '55 to 31st Jan '56	From 1st Feb. to 31st July, '55
			£ s. d.	£ s. d.
331	Amount of Passenger Traffic:—	1st Class.....No. 356,349	189,858 18 0	147,301 17 3
"		Emigrant.....19,258	12,238 10 4	13,675 9 6
			202,097 8 4	160,977 6 9
331	Do. Freight Traffic.....		96,175 7 3	78,291 14 3
"	Do. Live Stock.....		21,341 10 2	
"	Do. Mails and Sundries.....		10,251 13 11	9,923 17 3
295	Do. Rents.....		1,895 16 8	500 18 0
Provincial Currency £			331,761 16 4	249,698 16 8

RAILWAY.

ENDING THE 31st JANUARY, 1856.

Ct.

Ledger Folio.		DETAILS OF EXPENDITURE.			
		From 1st of Aug. '55 to 31st Jan '56		From 1st Feb. to 31st July, '55.	
		£	s. d.	£	s. d.
2	MAINTENANCE OF WAY : Maintenance of Permanent Way and Fencing..... Engineering Superintendence..... Repairs of Buildings, Bridges, Culverts, &c..... Renewal of Rails, Spikes, &c.....	31,004	3 1	15,841	10 6
	LOCOMOTIVE DEPARTMENT :				
	WORKING OF ENGINES :-				
	51 Enginemen and Firemen's Wages.....	8,298	5 1	6,303	6 5
	54 Laborers' and Cleaners' Wages.....	3,059	1 8	2,295	5 6
	56 Clerks, Foremen, and Store Keepers' Salaries.....	349	11 9	571	13 11
	6 Wages and Fuel for Water and Wood Service for Trains.....	4,846	6 11	3,836	17 2
	60 Fuel for Engines.....	18,064	6 3	10,704	15 0
	62 Oil, Waste and Tallow.....	3,218	8 8	1,722	15 3
	37,836	0 4			
	REPAIRS OF ENGINES :-				
	101 Mechanics' and Laborers' Wages.....	6,565	0 8	5,892	16 3
	104 Clerks, Foremen, Draughtsmen and Store-keepers' Salaries.....	419	3 9	669	2 8
	106 Material used in Repairs.....	5,229	1 5	2,747	17 7
	107 Fuel.....	468	16 0	400	0 0
	12,682	1 10			
	CAR DEPARTMENT :				
	121 Maintenance of Passenger and Freight Cars, Wages.....	5,019	2 10	5,720	11 7
	123 do. do. Materials.....	7,029	8 1	4,378	7 7
	12,048	10 11			
	TRAFFIC CHARGES :				
	152 Salaries: Superintendents and Clerks.....	623	8 3	817	6 0
	150 do. Station Masters and Clerks.....	6,262	14 9	5,429	16 0
	157 Wages: Conductors.....	2,465	1 8	2,034	0 9
	155 do. Brakemen.....	3,256	17 0	2,837	2 2
	160 do. Bridge Tenders, Switch and Signalmen.....	2,107	8 7	1,784	18 9
	5 do. Watchmen at Level Road Crossings.....	1,226	0 5	2,015	18 0
	158 do. Warehousemen and Baggage-men.....	1,932	7 1	1,737	10 8
	162 do. Porters and Policemen.....	12,006	18 4	9,534	18 2
	188 Steam Ferry Boats at Windsor, including New Boilers for "Transit" steamer, &c.....	7,632	4 1	5,300	19 7
	283 Rent of Wharf, &c., at Detroit.....	630	11 0	737	10 0
	182 Station Furnishings and Repairs.....	1,472	11 2	168	6 1
	174 Travelling, Incidental and Stations' Expenses.....	766	0 6	1,095	15 11
	181 Clothing to Conductors, Police, &c.....	119	1 10	24	1 3
	179 Overcharges, Drawbacks and Compensation on Freight.....	2,216	12 2	1,407	15 10
	168 Compensation for Cattle killed, Baggage destroyed, &c.....	453	13 2	853	12 0
	163 Fuel supplied Stations and Cars.....	2,784	5 0	1,729	10 0
	165 Stores supplied Stations, including Oil for Signal, Train, and Station Lamps.....	4,234	1 8	2,498	12 4
	171 Counterfeit and Uncurrent Money, and Discount on United States' notes.....	64	10 2	29	17 1
	187 Telegraph Operators' Wages, &c.....	1,326	12 8	1,327	8 9
	175 Expenses of Printing, Advertising and Agency in the U. S.....	8,106	9 5	5,497	10 4
	59,667	9 9			
	GENERAL CHARGES :				
	299 Directors, Vice-President and Auditors.....	1,926	14 2	725	0 0
	274 Salaries: Managing Director, Secretary & Accountant.....	1,250	0 0	1,250	0 0
	303 do. Solicitors and Law Charges.....	413	6 8	345	17 9
	276 do. Book Keeper, Cashier, Paymaster, and Audit Department.....	2,763	18 0	2,789	16 8
	277 Printing and Stationery.....	51,632	7 6		
	do. do. for New Stations on Branches.....	176	19 0		
	1,809	6 0			
	287 Advertising.....	615	18 10	2,503	5 0
	285 Donations to Public Institutions, Travelling and Incidental Expenses.....	560	7 1	745	0 10
	293 Taxes.....	1,853	14 6	985	3 0
	279 Fire Insurance.....	672	3 9	1,069	4 0
	281 Postages.....	262	13 5	679	12 9
	301 Gas.....	451	12 3	266	3 7
	12,379	15 2			
	170 Total Working Expenses.....	165,618	1 1	119,474	19 5
	Amount paid for Items, not belonging to ordinary Working Expenses, being damages and compensations for accidents during former half years.....	2,953	18 11	7,298	14 8
	331 STEAMERS "CANADA" AND "AMERICA." Nett Loss on Running Expenses during the season '55, including £2,667 16s 4d Marine and Fire Insurance.....	14,915	8 0	17,669	6 11
	148,274	8 0	126,773	14 2	
	148,274	8 4	122,920	2 2	
	Balance carried to Nett Revenue.....				
	PLUMMER DEWAR, Accountant. } Provincial Currency, £	331,761	16 4	249,693	16 3

RAILWAY.

AT 31st JANUARY, 1856.

Cr.

	Half year ending 31st Jan., 1856.		Half year ending 31st July, '55.	
	£	s. d.	£	s. d.
INTEREST CHARGES:				
Interest on Government Loan.....	28,580	9 6		22,500 0 0
Interest on Bonds, Bank Loans, &c., less Discounts and Interests on arrears of calls on Shares, &c.....	30,308	1 0	58,888 10 6	27,583 2 3
SUSPENSION BRIDGE RENT for half year.. Balance of net earnings for half-year equal to 9½ per cent., per annum, upon the old and new shares, and those derived from the conversion of 1862 and 1876 Bonds into shares, at various periods during the half year.....			5,637 14 0	2,337 5 6
			85,924 2 0	70,614 18 11
By Act 12 Vic., Chap. 29, the Company is required to invest as a Sinking Fund, to provide for the half-yearly liquidation of the Government Loan of £700,000 sterling, at the rate of 3 per cent. per annum.....			150,450 7 3	123,035 6 8
NETT BALANCE , to be submitted by the Directors to the Shareholders, for their disposal, being equal to 8 per cent. per annum, (or 4 per cent. for the half year,) on 59,813 Shares at £25; 7,880 shares converted from 1862 & 1876 Bonds; 41,103 shares at £6 15s. Leaving a surplus of £366 2s 9d.....			12,775 0 0	11,250 0 0
			73,149 2 0	59,364 18 11
Provincial Currency, £			85,924 2 0	70,614 18 11

PER BALANCE SHEET AT 31st JANUARY, 1856.

Cr.

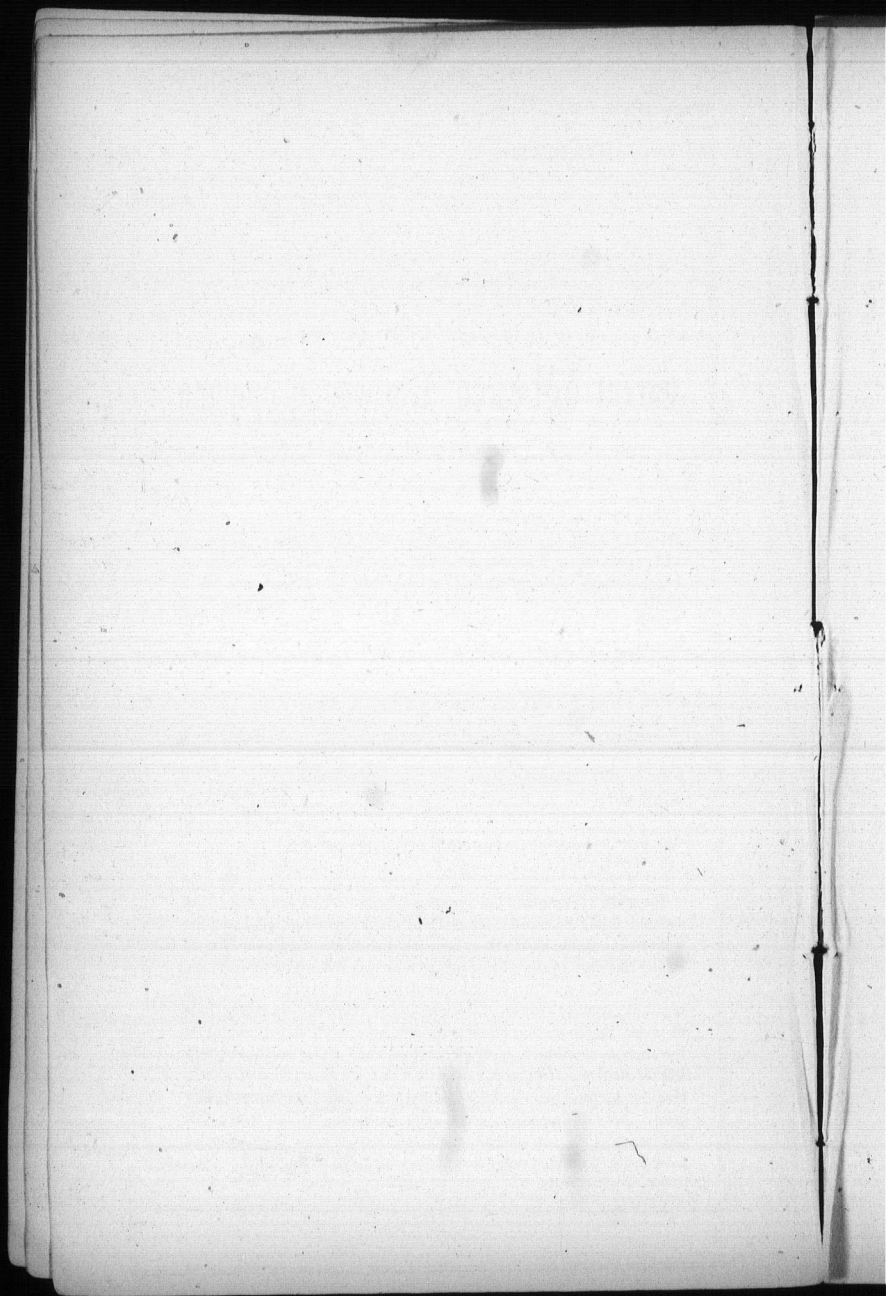
Leger Folio.	BALANCES.			
	31st Jan. 1856.		31st July, 1855.	
	£	s. d.	£	s. d.
Capital Account as detailed on debit side of first page..	4,078,509	1 2	4,010,050	6 6
356 Balance at the credit of Revenue account	73,149	2 0	59,364	18 11
Debts owing by the Company for the purchase of stores, &c., and Contractors accounts certified, but not paid on the 31st January				
382 Government Loan Liquidation Fund.....	273,495	13 3	174,799	5 9
	37,021	11 10	24,025	0 0
Provincial Currency, £	4,462,175	8 3	4,268,239	11 2

PLUMMER DEWAR, Accountant.

Books, accounts and vouchers examined, and audited in detail, and found correct.

RICHARD P. STREET, }
EDMUND RITCHIE, } *Auditors.*

HAMILTON, CANADA WEST,
31st January, 1856.



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

THE accounts which are appended to this Report show that the nett revenue from the working of the Great Western Railway, during the half year ending 31st January, 1856, has amounted, after deducting interest upon the Government advance and the Company's bonds, to

£85,924 2 0

This is equal to a dividend at the rate of 9½ per cent. per annum, on the Share Capital entitled to dividend during the last half year, but there has to be deducted, to provide for the re-payment of the Government loan.....

£12,775 0 0

Which leaves the actual available balance

£73,149 2 0

Out of which the Directors recommend the payment of a dividend at the rate of 8 per cent. per annum, which will require.....

£72,782 19 8

And leave as a balance to be carried over to the current half year.....

£ 366 2 9

The gross receipts, and the working expenses of the line, have both suffered from the unusual severity of the weather during the present winter—the traffic having been seriously impeded on this, as well as on all the Railways of this Continent, from an extreme degree of cold, and from a succession of heavy snow storms and drifts, which have, on many occasions, entirely suspended the running of trains on connecting lines for weeks together—and the same causes have, also, largely added to the expense of working, especially in the items of maintenance of way and locomotive service, in the latter of which, the destruction of wheels, tyres, axles, and other parts of the machinery, has been unprecedentedly great. Notwithstanding, however, the Northern position which this line occupies, it has suffered much less inconvenience from snow, or snow-drifts, than almost any line of Railway north of Maryland.

Despite, however, of these drawbacks, the following statements of the progressive traffic of the Railway, during the two years ending 31st January last, is highly satisfactory, and cannot fail to prove gratifying to the Shareholders, and presents a fair prospect of an increase of traffic for the future:

PASSENGER TRAFFIC.						
Half Years ending,	LOCAL.		FOREIGN.		TOTAL.	
	No.	Amount.	No.	Amount.	No.	Amount.
31st July, 1854.	155,191	£ 59,962	55,737	£ 58,724	210,928	£118,686
31st Jan., 1855.	191,757	66,928	77,826	76,458	269,583	143,366
31st July, 1855.	198,996	66,832	89,435	104,068	288,431	170,901
31st Jan., 1856.	273,963	93,128	101,644	119,221	375,607	212,249

FREIGHT AND LIVE STOCK TRAFFIC.						
Half years ending,	FREIGHT.		LIVE STOCK.		TOTAL.	
	Local.	Foreign.	Local.	Foreign.	Freight.	Live Stock.
31st July, 1854.	£18,966	£11,227	£ 777	£ 449	£30,193	£ 1,226
31st Jan., 1855.	36,349	12,401	1,332	1,250	48,750	2,582
31st July, 1855.	40,969	29,844	1,017	6,462	70,813	7,479
31st Jan., 1856.	61,372	34,666	3,040	18,438	96,038	21,478

The receipts during the half year have reached an average of £12.687 per week, or £49 16s per mile per week, taking the average of the mileage open during the half year.

It is satisfactory to observe that the increased traffic of the last half year has been confined to no one source, but that each department of the Company's business has contributed to the gross increase.

The working expenses have amounted to not quite 50 per cent. upon the gross receipts, which is slightly higher than during the previous half year. The causes already alluded to have combined to produce this result, and it may be remarked that the average expense of working all Railways upon this Continent exceeds 50 per cent. This is higher than the average rate of English Railways, but the far greater cost of wages, materials, and work of every kind, fully accounts for this difference. The present accounts may be taken as a perfectly correct statement of the working charges, and the Directors believe that this honest exhibition of the Company's actual position, maintaining, as it has done, the most perfect efficiency possible in the different departments of the Railway, will prove satisfactory to the Shareholders.

The charge for maintenance of way is considerably higher than during any previous half year. The causes of this increase are explained in the Report from the Engineer, hereto appended.

The experience of the past two years has shown that the cost of

maintaining this Railway, in a thoroughly efficient state, will be (owing to the severe changes of climate) greater than was at first supposed.—The Engineer estimates that after the line is fully ballasted and completed, the cost will be at the rate of about £180 currency per mile per annum, exclusive of the charge for the renewal of rails, chairs, spikes, sleepers, fencing, &c. It is clear that the present charge is temporarily increased from the fact of the line being in some parts incomplete and not fully ballasted, and the Directors will therefore use every exertion during the coming summer to have this important work fully completed.

A large sum is included in the present charge for removing the heavy falls of snow from the rails.

The charge for maintenance of way, it will be seen, includes a sum of £2,023 3s 1d for the renewal of rails, spikes and sleepers worn out or decayed. The Directors propose to continue to charge the cost of these renewals, direct to revenue each half year as they occur.

The Locomotive expenses, including the cost of water and wood service of trains, which items were not last half year included in the Locomotive charge, amount to £50,518 2s 2d. The number of miles run has been 627,143, making the charge per mile 1s 7½d currency. In comparing this with the previous half year, the charge for wood and water service now made must be added also for the last half year, which will make the charge for the latter 1s 4½d cy. per mile. The number of cords of wood burned during the last half year has been 19,813, and the cost 2s 6d per cord more than during the previous six months, and the severe weather and heavy snow have, latterly, prevented the engines hauling full loads, thereby increasing the gross cost of this service.

The engines have received, in many instances, considerable improvements during the last six months—seven thin iron tube sheets, in the American engines, have been replaced by substantial copper sheets—six engines have been newly tyred, and many new driving wheels have been supplied, all at the expense of revenue.

It is intended, during the present year, to replace the cast-iron driving wheels with wrought iron wheels imported for the purpose, which, it is expected, will have a very beneficial result, both in respect to safety and ultimate cost for repairs.

The average number of miles run by each engine during the half year has been 14,710.

The stock of engines remains at present the same as stated in the last report, viz.: 76. The 14 engines spoken of in the last report as then ordered have now been received from England, the last six having arrived within a few weeks. 69 engines are now on the line, and the whole number will be at work by the end of the month of March.

The Car expenses have amounted to £12,048 10s 11d, and the mileage of all cars having been 4,367,448, the charge per mile is d0.662 as against d0.774 during the previous half year. The repairs to the

original stock of cars have, in many instances, amounted to almost an entire renewal, and as the full efficiency of the whole stock has been carefully attended to, it is now in a very satisfactory state. Four Post Office and Baggage cars, and eight long freight cars, to replace a similar number worn out or broken, have been constructed in the Company's Shops during the last half year, and their cost included in the revenue charge. This plan will be steadily adhered to, so as to ensure the full original stock being always kept up in an efficient state.

Twelve Passenger cars for night trains, and four long baggage cars, have also been built in the Company's shops, to the debit of construction, they being increased stock. Thirteen day passenger cars are now in progress, and will be completed during the current six months.

The following is a statement of the stock of cars on hand and constructing:—

CLASS OF CAR.	On Hand.	Under Const.	Total.
First Class Passenger.....	57	13	70
Second do do.....	34	10	44
Post Office, Express, Baggage and Conductors	37	4	41
Freight, (8 wheels,).....	721	79	800
do (4 wheels,).....	100		100
Platform.....	186	64	250
Cattle.....	60		60
Gravel.....	409		409
Total.....	1604	170	1774

The charge for the Steam Ferry at Windsor includes a sum of £2,267 14s 7d for new boilers for one of the Ferry-boats. The original boilers proved to be defective, and they have been replaced by good and substantial ones, at the expense of revenue.

The large item for printing, advertising, and Agency in the United States, requires a few words of explanation. The great area of country, extending in a direct line from East to West, for more than 1200 miles, from which this Company's through business is derived, will always render indispensable a heavy expense in advertising and distributing bills, as well as defraying a portion of the expense of offices for the booking of passengers and freight in some of the principal cities of the Union, but there are some portions of the present expense which the Directors have made strong efforts to abolish. They object to the system which necessitates such an expenditure for runners and agents as is now required, and have used every proper exertion to get rid of it.— This can only be accomplished effectually by a united action on the part of all the Railway Companies, whose lines bring them into competition, and the Directors of this Company will not cease to press upon the attention of the parties interested the advantage which would accrue to

the Railway system generally, by a thorough determination to abandon the present objectionable expenditure.

The two Steamers "Canada" and "America," have, it will be seen, incurred a considerable loss in their working during the past season. Against this must, however, be put the traffic which they were the means of bringing upon the Railway. The existence of these boats upon the waters of Lake Ontario, had the effect of making the other Steamboat Lines send the large bulk of their traffic *via* the Great Western Railway, as an evidence of which, it may be stated that the business of one of those Lines of Steamers alone, which in 1854 (from sending its traffic mainly *via* Buffalo and Lake Erie) only yielded to this Company a business amounting to \$1,800, last summer paid this Company for tickets sold on their Steamers, for the West, *via* the Great Western Railway, upwards of \$25,000.

The late period at which these Steamers were completed, the impossibility of properly advertising them early in the season, owing to the doubt as to where they would run, and the very unwise and profitless reduction of rates made by the steamers belonging to the Ontario, Simcoe and Huron Railway Company, all combined to diminish the traffic of this Company's boats. The last cause was the most serious, as, without the unnecessary competition forced upon this Company by the Ontario, Simcoe and Huron Railway Company, the boats would probably have presented a very much more satisfactory balance sheet. And even had this Company consented to reduce its rates to meet that competition, the result would still have been more to the advantage of the boats, although less so, perhaps, to the Railway, but the Directors of this Company felt that the attempt to carry passengers and freight at notoriously unremunerative rates, must sooner or later remedy itself; they therefore determined not to make any reduction, and the result will probably, although it has been the means of inflicting a heavy loss upon this Company, prove the most convincing argument to prevent a repetition of so profitless a course of policy by competing lines.

An arrangement is now being completed, by which all the important Steamboat interest upon Lake Ontario will agree to charge a remunerative standard of rates of fare and freight during the coming season, and to measures which will prevent the chance of ruinous competition. By this arrangement all the Steamboat Lines will agree to exchange traffic upon fair terms with this Railway, and the two Steamers, "Canada" and "America," will be placed, in conjunction with a vessel belonging to another Company, upon a daily Line between Hamilton and Cape Vincent, Brockville, Prescott and Ogdensburg, forming a connection both with the Grand Trunk Railway to Montreal and the Lower Province at Brockville, and with the American Lines to New York and Boston at Cape Vincent and Ogdensburg. It is believed that these arrangements will prove profitable in the working of the boats, besides

securing for the Great Western Railway, a very large proportion of the great and increasing business on Lake Ontario.

The present accounts, it will be seen, bear the full half year's rent of the Railway Suspension Bridge at Niagara Falls, the previous half year having only been charged with three months' rent, the Bridge having been brought into use in March, last year. The Bridge has proved to be a most valuable and important adjunct to the Company's admirable geographical position.

On a review of the whole of the circumstances connected with the last half year's operations, the Directors think it will be generally looked upon as satisfactory. The increase of traffic has been so great that, notwithstanding the increased expenditure for maintenance of way and Locomotive service, the loss incurred on the Steamers, and the fact that revenue has to bear interest or dividend upon additional Capital to the extent of upwards of £700,000, besides laying aside a larger sum than previously to the sinking fund for the redemption of the Government advance—yet the balance has been sufficient to continue the same rate of dividend, both upon the old and new Shares, as was paid six months ago on the old Shares alone.

The total expenditure up to the 31st January last, on account of the main Line and Galt branch, has amounted to £3,762,254 2s. 1d. currency.

During the past six months, Bonds, to the amount of £197,000, have been converted into Shares. This will make the bonded debt (irrespective of the advance from the Provincial Government, the repayment of which is provided for by a sinking fund taken half-yearly from revenue), amount to less than one-third of the whole ordinary Share and Bond Capital of the Company, when fully paid up. This presents a very satisfactory financial position.

The advance from Government now amounts to £770,000 Sterling, the bonds for the whole of which have been received and duly disposed of. The sum at the credit of the sinking fund to provide for the liquidation of this advance is now £37,021 11s 10d cy., and will be increased by the proper deduction from revenue of £14,193 0s 6d each half year, as well as the interest accruing upon the investments made by the Receiver General.

The extraordinary increase in the traffic of this Railway, amounting in the second year of its running to sixty-eight per cent, has necessarily caused the expenditure of large sums to provide the needful facilities for conducting so vast a traffic. The very existence of that rapidly augmenting traffic, has also had the effect of retarding to some extent the ballasting and completion of the line.

The Directors, feeling the importance of bringing as rapidly as possible the expenditure on Capital account within the narrowest practicable limits, so that the Shareholders may be enabled to correctly understand

the actual position and value of their property, have determined that every effort shall be made to have the Line fully completed and ballasted by the close of the present year, and that the expenditure for the build-ings, sidings and rolling stock required for the conduct of the traffic, as for a single line of Railway shall also, as far as possible, be brought to a close during the present year. At any rate, during the current six months, the Directors will give their best attention to the preparation of a careful estimate of the cost of the work still to be done and Rolling Stock to be provided, so as to be able to give in their next half-yearly report as close an estimate as practicable of the ultimate cost of the main line and Galt Branch, as a single line of railway throughout, and sufficient, in all respects, to carry on such an amount of traffic as the present year may develop.

It will, of course, be necessary to bear in mind that a continued heavy rate of increase in the traffic hereafter will require the necessary facilities to be provided for it.

The agreement mentioned in the last report as having been made with the Galt and Guelph Railway Company, in respect of their line from Galt to Guelph, has been duly completed and ratified by both parties.

The part of that line extending from Galt to Preston, about four miles, was opened for traffic on the 28th November last, and has been worked regularly since that date. Tenders were invited, by public advertisement, for the construction of the remainder of the Line from Preston to Guelph, and, after a spirited competition, the contract was given to a responsible contractor at a fair price. The work will, it is expected, be completed by the end of the present year, and the Galt and Guelph Company will, from time to time, deposit with this company first mortgage bonds secured on that Line, for the expenditure by this company as it goes on, after the sum of £20,000, received by this Company from the Municipality of Guelph, as mentioned in the last report, has been expended.

All action has been stopped in regard to the contemplated Line between Preston and Berlin.

The Line from Hamilton to Toronto was successfully opened by this Company on the 3rd Dec. last, and the traffic upon it has, so far, exceeded expectations. The Line is, in most respects, nearly completed, but a considerable sum, estimated by the Engineer to amount to £26,078 4s, has to be expended for the completion of Station buildings and sidings, &c., required to accommodate the traffic. This expenditure, and the sum already expended for similar objects, added to the amount to be paid by the Hamilton and Toronto Railway Company to the Contractor who made the Line, will form the gross cost of the Toronto Line to its present terminus at Toronto, and will be an additional amount of Capital, upon which interest and dividend will have to be, in future, provided out of the nett receipts of the Great Western Railway, including the Toronto Branch.

There will, hereafter, be a further expenditure, on account of the Toronto Line, when the location of the ultimate terminus at Toronto is decided upon, the present Station being at a considerable distance from the City and from the termini of the other lines of Railway in Toronto.

The amalgamation of the Hamilton and Toronto Railway Company with this Company, spoken of in the last report, has not yet been fully completed, but in a few weeks it is expected that the necessary formalities will be carried out, and the amalgamation perfected.

The Sarnia Line, which, under the agreement made with the Grand Trunk Company in 1854, was suspended until 1st January last, has now been recommenced, the Contractor having resumed the construction of the Works under the terms of the original Contract.

In concluding this fourth half-yearly report, and in laying before the Shareholders the accompanying full and explicit statements of the business of the Railway, the Directors feel assured that these statements cannot fail in convincing the Shareholders of the intrinsic value and perfect soundness of their Railway in Canada West—the rapid expansion of its traffic—and continually increasing prosperity. At first sight it may appear, to a casual observer, that its expenditure has increased in even a greater ratio than its traffic, but when it is borne in mind that such increased expenditure has arisen from an unusually great but wise outlay in the important item of maintenance of way, owing partly to the great severity of this winter, and in order to put the main line into perfect working order, which, the Directors are happy in being able to state, it is now on the eve of attaining—in the Locomotive Department, by keeping the engines in an efficient state, and by bringing many charges affecting the engines to the debit of the Revenue account, which, when the engines were new, were not felt—by the loss on the first operation of the Company's Steamboats on Lake Ontario,—and by a more rigid appropriation of minor expenditure to Revenue, than was possible to be done when the line was in its infancy, and its then imperfect condition requiring so large an expenditure of Capital,—the proprietors may feel convinced that the next six months afford brighter prospects than the past, or any previous period in the history of their Railway, and they have cause to congratulate themselves that so many difficulties and serious evils have been surmounted and successfully cleared away without diminishing the true net earnings of the Company, below the amount divided amongst them in July last.

Arrangements have been made to introduce more rigid economy into the Department having charge of the maintenance of way, into the Locomotive and other Departments of the Company's works; also to diminish the consumption of fuel by protecting it from moisture when stored up, and preventing waste and pilferage, and when the season for navigation opens, the Company's Steamboats will be placed under favorable

auspices, upon a different route than heretofore, while steps are being taken to have them more cheaply, yet not less efficiently worked, all tending to make them a source of profit in themselves and to the Railway, instead of being productive of such great loss as had to be borne in the past half year—these and other minor details are now being brought into active operation, which, when taken together, will, it is hoped, be productive of very cheering results.

Signed, on behalf of the Board of Directors,

ROBERT W. HARRIS,

President.

HAMILTON, C. W., March, 1856.

N. B. All the amounts mentioned in the foregoing Report and Accounts are in Provincial Currency, except when specially stated to be otherwise.

ie. Canadian

ENGINEER'S REPORT.

To the President and Directors of the Great Western Railway :

GENTLEMEN :

I beg to submit to you the following statement of the works executed during the half year ending 31st January last, and the following estimated cost of those now in progress or immediately contemplated ; also a statement and report on the cost of the maintenance of way and buildings for the same period.

CONSTRUCTION ACCOUNT.

The following is the total amount certified by me, for works executed on the main Line and Galt Branch during the half year :

For Grading works, embracing all drainage and slope protection works	£ 51,771 3 0½
“ Masonry and Bridging works	7,360 10 9½
“ Buildings	53,925 12 10
“ Permanent way, (Ballasting, putting in new sidings, &c. exclusive of cost of iron rails)	49,425 18 0½
“ Fencing	1,762 7 11
“ Tanks, Pumps, Signals, &c.	8,465 6 4½
“ Engineering and Sundries	2,543 19 6½
Total	£175,254 18 6½

These sums will not accord with the Accountant's sheets, as some portion of the work executed in January, and included in the above statement, has been left over to be entered in the general Books as work done in February.

This amount has been principally expended on the following works :—

I.—GRADING.

Excavating 74,000 cube yards for site of Freight House at the Suspension Bridge.

Excavating 46,500 cube yards of material to fill in Western end of Hamilton Station ground.

Sodding 390,000 square yards of slopes of cuttings and embankments ; building 1,000 lineal yards dry stone dwarf retaining walls ; and making a thorough drainage of nearly all the slopes which were sodded.

Completing the dredging and stone supporting walls of the Desjardins Canal through the Burlington Heights.

Filling in 8,000 cube yards to complete the embankment, in the place of the temporary trestle structure at Flamboro'.

Excavation of 27,000 cube yards for the flattening of slopes in clay cutting at St. George's ; and for giving additional siding room at the Galt Branch junction with the main Line.

Excavation of 65,000 cube yards for widening cuttings and embankments at various Stations, for affording additional siding accommodation.

The grading of several of the heavy cuttings between St. Catharines and the Suspension Bridge was only finished in July of last year, and when the final estimate was made at 31st August, a balance of £15,306 was paid to the Contractors, which is included in the sum of £51,771 3s 0½d in the above statement.

II.—MASONRY AND BRIDGING.

This expenditure was incurred for the erection of three public road bridges over the Line between St. Catharines and Suspension Bridge, and for the building of several cattle guards, and road crossings, at various points of the Line.

III.—BUILDINGS.

The erection of the new Freight House at the Suspension Bridge, on account of which £4,710 was estimated to the Contractor.

The erection of Foundry, Wheeling House and Blacksmiths' Shop and Car Lifting Shop, to the extent of £5,541.

The completion of the Stone Freight House at Hamilton, on which £3,313 has been expended during the half year.

The extension of Car repair shops at Hamilton, which cost £1,496.

The erection of an Iron and Oil Store-house at Hamilton, on account of which the sum of £2,894 has been estimated to the Contractors during the half year.

The construction of a Steamboat pier of piles, in connection with the Hamilton Wharf, 350 feet by 80 feet, at a cost of £3,269; and of an additional width of 10 feet to a part of the present wharf, on account of which £732 was expended during the half year.

Additional rooms were added to the General Offices of the Company, at a cost of £412.

The erection of a Brick Engine House of 12 stalls, and new Turntable, Tanks, &c., at Windsor, which cost, in all, £5,451.

The addition of 564 feet, in length, to the Freight House at Windsor, and of 800 feet to the wharf on the river there, on account of which £7,254 was expended during the past half year.

For new combined Passenger and Freight Houses at four Stations, and new Passenger Houses at four Stations; and for coal and cattle pens at Hamilton and London, the sum of £5,601 has been expended. The remaining sum was expended for sundry small additions at nearly every Station, and for the elevating machinery in the Flour Freight House at Hamilton.

IV.—PERMANENT WAY.

The Company have expended, during the half year, the sum of £33,303 for ballasting. For this outlay, about 140,000 cube yards of gravel was applied to the track, and to the making up of deficiencies in embankments. This sum also includes the cost of opening up two new gravel pits, and the thorough repair of all the Company's gravel cars.

There remained due to the Contractors the sum of £7,900 5s 7d, for the original work of laying the track, and providing ties, subfills, &c., between Hamilton and the Suspension Bridge, as per the final estimate of 31st Aug. last, which sum is included in the above £49,425 18s 0½d. The remainder of this sum was expended in putting in new sidings.

V.—FENCING.

This expenditure was incurred in capping and battening the post and board fence along the Line.

VI.—TANKS, PUMPS, SIGNALS, &c.

This expenditure was for increasing the quantity of water and number of watering stations, required to meet the largely increased traffic of the Line.

The following is the estimated cost of completing the works now in course of construction or immediately contemplated.

I.—GRADING WORKS.

Excavation at the Suspension Bridge Station for sites of new Freight house, Engine house, and other buildings, and for additional siding accommodation	£9,000 0 0
Embankment to fill up trestle structure at Ostrander's and Fairchild's Creeks	3,600 0 0
Excavation at Hamilton Depot for filling in open space to enlarge the Station grounds	5,625 0 0
Grading at several stations and intermediate points along the Line, for the purpose of additional siding accommodation	8,190 0 0
Sodding slopes of cuttings and drainage works not yet completed	6,000 0 0
Approaches to new level road crossings and to road bridges not yet built	1,500 0 0
	<u>£33,915 0 0</u>

II.—MASONRY AND BRIDGING.

Building six road bridges over Railway, (not hitherto required, on account of the roads not being opened out,) and enlarging nearly all the cattle guards, to obtain greater security	7,200 0 0
Road bridge over Line at Burlington Heights for the Toronto Road, to replace the present temporary one	800 0 0
	<u>£8,000 0 0</u>

III.—BUILDINGS.

Completion of Freight House and Freight Office at the Suspension Bridge Station	2,250 0 0
Engine House for 12 Locomotives, Turntable, Blacksmiths' Shop, Wood Shed, and Car Repair shop at the Suspension Bridge	7,750 0 0
Completion of Foundry, Boiler House, and Car Lifting Shop, and work connected therewith at Hamilton	2,600 0 0
Completion of Iron and Oil Store at Hamilton	3,500 0 0
New Wharf of 800 feet in length, and widening of present Wharf by 10 feet for a length of 324 yards at Hamilton	5,900 0 0
Freight and Bonded Warehouses on old wharf and steam-boat pier, at Hamilton	1,800 0 0
Grain Elevating Storehouse, designed to be erected at the Hamilton Wharf	10,500 0 0
New Woodsheds, contracted for at the various wooding Stations, and additions to same, contemplated to be built this summer	4,100 0 0
Sundry additions to existing buildings at several stations	1,250 0 0
	<u>£39,650 0 0</u>

IV.—PERMANENT WAY.

Fifteen miles of additional sidings at Stations and other points along the Line, including the cost of iron rails, ties, ballasting, &c.	48,673 0 0
Completion of the ballasting of the Line, for which 320,000 cube yards are still required.....	36,500 0 0
Switches, signals, &c., at the new sidings.....	500 0 0
	<hr/>
	£85,673 0 0

V.—TANKS, PUMPS, AND PUMPING MACHINERY.

Estimated cost of furnishing additional tanks and steam pumping engines at several way Stations.....	£4,250 0 0
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ABSTRACT OF FOREGOING ESTIMATES.

Grading Works.....	33,915 0 0
Masonry and Bridging.....	8,000 0 0
Buildings.....	39,650 0 0
Permanent Way.....	85,673 0 0
Tanks, Pumps, &c.....	4,250 0 0
	<hr/>
	£171,488 0 0
Add 10 per cent. for Contingencies and for Engineering superintendence.....	17,148 16 0
	<hr/>
	£188,636 16 0

In my half yearly report dated 14th September, 1854, I gave an estimate of the cost of completing the Line to the extent then contemplated, (which made provision for a weekly traffic averaging from £8,000 to £10,000,) amounting to a sum of £359,108 15s.

During the past twelve months, the weekly receipts have greatly exceeded this sum, (the average during the past half year being £12,670 per week,) and it was found to be necessary to provide a large addition to the Station building accommodation, and to the length of sidings, and to build new Wharves at Hamilton and Windsor, and coal and cattle pens at several of the way Stations, and, also, large additions to the Engine House accommodation, and to the water and wooding apparatus. The cost of these works have, up to the 31st January last, caused the expenditure to exceed the original estimate by a sum of £104,424 8s 7d, and it is necessary still to expend the above mentioned sum of £188,636 16s before the Line can be said to be equal to the present traffic requirements.

REVENUE ACCOUNT.

The expenditure on this account for the past half year has been as follows :—

For maintenance of way of main Line and Galt Branch	£24,307	7	4
“ “ of Hamilton and Toronto Branch			
from 3rd December, 1855, the date of its being opened. . . .	1,497	17	9
“ “ of Galt and Guelph Railway from			
Galt to Preston, from Nov., 1855, the date of its being			
opened.	52	0	4
Repairs of Station Buildings, Tank-houses and Wood-sheds	658	7	1
Repairs of Bridges and Culverts.	315	10	7
Renewals of Switches and Switch Signals, and repairs of			
Tracksmen's Tools, &c.	619	9	6
Repairs of Tanks, Pumps, and water supply apparatus. .	602	6	1
Materials for repairs of fences.	69	15	0
Engineering Superintendence.	858	6	4
Renewal of 281½ tons of rails.	£4,222	10	0
Less value of old rails.	2,815	0	0
	1,407	10	0
Spikes, cross-ties, and other stores, supplied for purposes			
of repair and renewals.	615	13	1
	£31,004	3	1

The sum charged to Revenue account for the previous half year was £15,874 1s 9d. The very large increase for this half-year is to be thus accounted for:—

When the Line was opened for public traffic, there were only a very few miles of it ballasted. When the ballasting operations were commenced, the principal object kept in view was to distribute the gravel over as great an extent of the Line as possible, so as to have at least a few inches of ballast under the whole length of the Track at an early day. In this way gangs of men were employed packing the gravel over a very considerable extent of the Line. It is quite evident that where these men were raising the Track, and applying the ballast under the cross-ties, they were, at the same time, maintaining the Line in good condition for the running of trains; but as the ballasting is a work of pure construction, and as the maintenance of the permanent way is a charge to Revenue account, and was involved in said ballasting operations, it was decided that only those portions of the Line which had received some degree of ballasting (and which had been left by the gangs employed at that work, after raising it the first “lift”), should have the cost of maintenance charged to Revenue account from that time thenceforward.

But, towards the month of July last, a certain quantity of gravel had been applied to the whole Line, with the exception of a few spots where the excavation and embankments are in gravel or sand; and, from that time the whole cost of maintaining the Track has been charged to Revenue account. The cost of this maintenance amounts to £24,307, for the past half year, compared with £15,874 of the previous half year; for, during the half year immediately preceding, there were almost no repairs of buildings or bridges, or of switches and signals, for the reason that additions were being made constantly to all of these structures, and none of them were in a finished state. I therefore compare the mere cost of maintenance of way this half year with the *whole cost of repairs* of the preceding one.

I should also add that the cost of maintenance of the way, during the past half year, has been increased beyond its normal amount, by reason of the excessive snow storms of the latter part of December and the month of January last. Great exertions were made by keeping the men at work over time, and temporarily increasing the force, to preserve the track of the main line and the sidings at Stations clear of snow. Whilst the New York Central and Michigan Central Railways were blocked up for three and four days consecutively by snow drifts, the trains on the main line of this Railway were never detained more than a few hours during the whole winter.

But the cost of maintenance during the past half year is much greater than it will ever be in future, as it will be rapidly reduced as the track approaches a completely ballasted condition, until it reaches a fixed minimum sum per annum. This sum I have estimated, from the most reliable data attainable, will be at the rate of £180 per annum, for each mile of the Line; and will include the repairs of all buildings, bridges; turntables, signals, &c.; but not the cost of renewals, nor the fresh materials required for the repairs of rails, ties, fences, buildings and bridges.

This will be equal to a sum of £21,690 per half year, or 6½ per cent of the present traffic receipts, which is a less per centage of the traffic receipts than the average cost of maintenance of way was of all the English railways for the year 1854.

The line cannot be completely ballasted in less time than twelve months, on account of the great distances to which the gravel has to be hauled, as there still remains a deficiency of 320,000 cube yards of ballast, before the whole main Line, Galt Branch, Sidings and Station yards are finished. Of the whole length of the main line and Galt Branch, 93½ miles are perfectly finished, 79½ are half ballasted, and the remainder has only received one "lift" of three inches in depth. Where the ballasting is perfected, the permanent way is equal to that of any existing Railway of the same weight and form of rails.

HAMILTON AND TORONTO RAILWAY.

This Branch, 38 miles long to the present terminus at Toronto, was opened for public traffic on the 3rd December last. The contract with Mr. George Wythes, for the construction of this line, did not embrace the Station Buildings nor Sidings. The Great Western Railway Company have expended on these works, during the past half year, a sum of £20,911 18s 9d, and I estimate that the cost of completing the Line will require a further expenditure of £26,078 4s, as per the following estimate :

Grading on main Line and at stations.....	£8,495	0	0
Masonry and Bridging.....	2,020	0	0
Completion of ballasting and laying additional sidings, exclusive of cost of iron rails).....	4,650	0	0
Completion of Station Buildings.....	7,950	0	0
Tanks, Pumps and pumping apparatus.....	4,080	0	0
	£27,195	0	0
Add 10 per cent. for Contingencies.....	2,719	10	0
	£29,914	10	0
Deduct work still to be done by Mr. Wythes under his contract.....	8,836	6	0
Total.....	£26,078	4	0

The Toronto Branch was nearly all ballasted to the full extent at the time it was opened for public traffic. The structures are all of good substantial workmanship, and since the opening of the Line they have not exhibited any signs of insufficient strength or of imperfect construction.— There are five intermediate Stations, at four of which is a combined Passenger and Freight House and at one of them woodsheds and watering apparatus.

An additional wooding and watering supply is designed to be added to a second one.

At Hamilton an Engine House is in course of erection; and at Toronto there is an Engine House of six stalls, and a Passenger and Freight House are nearly completed.

GALT AND GUELPH RAILWAY.

Pursuant to the agreement made by your Board with this Company, a portion of this line, consisting of four miles in length, from Galt to Preston, was opened for public traffic in November last. The construction of the remaining portion of the Line, from Preston to Guelph, $11\frac{1}{4}$ miles long, was let by your Board, in November last, to Messrs. A. P. Macdonald and Coy, who are now at work on the same. The completion of this portion of the Line, and the erection of Station Buildings at New Hope Station and at Guelph, (exclusive of the iron rails, and of the land for the line and stations), was estimated by me, in November last, to cost a sum of £66,800 18s 9d, of which £4,266 6s 10d has been expended to 31st January last.—The contract requires the Line to be completed to Guelph by the 1st day of December of this year; and at present there appears to be every probability of this being accomplished.

I have the honor to be,
Gentlemen,

Your most obedient Servant,

GEO. LOWE REID,

Chief Engineer.

HAMILTON, 28th February, 1856.

PROCEEDINGS
AT THE
HALF-YEARLY GENERAL MEETING
OF SHAREHOLDERS
OF THE
GREAT WESTERN RAILWAY OF CANADA.

Held at the Company's Offices in Hamilton, on WEDNES-
DAY, the 12th day of March, 1856.

The President of the Company, **ROBERT W. HARRIS**, Esquire, in the Chair.

The Advertisement calling the Meeting was read.

The Minutes of the last Half-Yearly General Meeting, held on Tuesday, the 11th day of September, 1855, were read and confirmed.

The Report of the Directors for the half year ending on the 31st of January last, including statements of the Company's Accounts and the Engineer's half yearly Report having been read,

It was resolved:

"That the Report and accounts now submitted to this Meeting, and which have been printed and circulated amongst the Proprietors, be approved of and adopted."

Referring to the recommendation of the Directors to that effect, contained in the Report,

It was Resolved:

"That a dividend of four per cent., for the half year ending on the 31st of January last, being at the rate of eight per cent. per annum, be hereby declared upon the amounts respectively paid on the old and new shares; and that the same be payable to the proprietors whose names stood registered in the Company's Books in London, on the 19th of February last, and in Hamilton on the 26th of February last, the respective days on which the Transfer Books were closed."

A Resolution passed at a Meeting of Proprietors held in London, England, on the 2nd of November last, suggesting the expediency of the Company's becoming the insurers of their own property, and

authorising the Directors to act upon that recommendation if it met their approval, having been read,

It was Resolved:

"That this Meeting concurs in and confirms the views expressed in that Resolution."

Read a Minute of the Board of Directors, No. 888, under date 29th of February, 1856, declaring certain Shares forfeited, upon which instalments are over-due and not paid, and

It was Resolved,

"That the forfeiture of the said Shares be, and is hereby confirmed."

It was also Resolved:

"That a vote of thanks be hereby given to the President and Directors for their able management of the affairs of the Company."

(Extracted from the Minutes.)

W. C. STEPHENS,

Secretary to the Company.

HAMILTON, C. W., 12th March, 1856.

GREAT WESTERN

AUDIT

A COMPARATIVE STATEMENT, SHOWING THE EARNINGS AT EACH STATION, FROM PASSENGER FREIGHT
THE 31ST JANUARY,

STATIONS.	PASSENGERS AND SUNDRIES.		FREIGHT AND SUNDRIES.	
	1855.	1856.	1855.	1856.
Suspension Bridge.....	182,869 79	316,418 65	30,577 70	112,150 83
Thorold.....	1,068 35	1,905 44	1,388 82	2,480 82
St. Catharines.....	10,353 92	12,074 27	1,810 03	1,849 37
Jordan.....	244 87	1,122 97½	9 72	476 69
Beamsville.....	1,814 57	1,847 60	317 53	238 02
Grimsby.....	2,067 48	2,962 48	386 03	516 81
Ontario.....	476 11	714 05	13 49	11 63
Hamilton.....	67,033 24	82,638 80	54,416 38 }	37,837 69
Hamilton Wharf.....				34,072 68
Wellington Square.....		558 77½		15 76
Bronte.....		702 01½		238 11
Oakville.....		1,773 36½		171 60
Port Credit.....		1,200 06½		634 95
Mimico.....		99 12½		
Toronto.....		17,979 77½		3,177 49
Dundas.....	3,152 07	5,034 23½	3,431 52	3,314 72
Flamboro'.....	1,035 27	1,113 24½	1,011 23	1,651 34
Copetown.....		615 78½		881 59
Vansickles.....		1,046 84½		5,564 41½
Fairchild's Creek.....	2,749 19	3,690 70½	1,595 85	1,352 78
Branchton.....		173 32½		
Galt.....	9,029 97	12,666 79½	11,982 85	13,021 77
Preston.....		2,247 19½		2,255 32
Paris.....	46,929 00	23,160 45	13,566 32	14,990 58
Princeton.....	2,305 55	2,849 65	2,145 55	2,166 33
Gobles.....				1,610 95
Eastwood.....		62 08		839 81
Woodstock.....	12,727 51	15,015 93	5,159 82	9,201 28
Beachville.....	1,356 58	1,794 99	2,186 90	2,707 29
Ingersoll.....	10,326 84	13,195 63	6,438 27	12,900 83
Edwardsburg.....	382 35	1,565 64		127 14
London.....	39,170 90	46,521 80½	19,505 18	29,085 21
Komoka.....	2,305 02	3,147 21	1,450 65	1,339 16
Mount Brydges.....	136 50	2,904 05½		1,924 35
Ekfrid.....	1,328 32	1,441 00½	418 35	1,075 21
Mosa.....	238 23	1,486 07½		1,015 14
Wardsville.....	4,474 75	5,707 95½	4,896 98	2,969 45
Bothwell.....		274 21		3 51
Thamesville.....	455 13	652 05½	3 80	1,247 14
Chatham.....	13,445 60	14,751 72½	766 67	3,644 34
Baptiste Creek.....	52 60	186 56½	50	
Rochester.....		6 21		
Belle River.....	380 07	721 55½	11 90	6 90
Puca.....		8 75		
Windsor.....	127,645 70	216,428 91	32,006 99	75,382 42
Mails and Express Freight.	27,991 81	28,928 49		
TOTALS.....	\$573,547 29	849,396 45	194,999 03	384,151 44½

RAILWAY.

OFFICE.

AND LIVE STOCK TRAFFIC FORWARDED FOR THE HALF YEARS ENDING
1855 AND 1856.

LIVE STOCK.		TOTAL.					
1855.		1856.		1855.		1856.	
2,476	72	7,922	11	215,924	21	436,491	59
46	26	38	12	2,503	43	4,424	38
158	37	121	20	12,322	32	14,044	84
				254	59	1,599	66½
		15	24	2,132	10	2,100	86
85	50	20	86	2,539	01	3,500	15
		20	00	489	60	745	70
891	95	2,071	68	122,341	57	122,548	17
		30	74			34,103	42
						574	53½
						940	12½
						1,944	96½
		7	95			1,842	96½
						99	12½
		250	37			21,407	63¼
15	75	46	80	6,599	34	8,395	75¼
				2,046	50	2,764	58½
						1,497	37½
						6,611	26¼
				4,345	04	5,043	48½
						173	32½
59	53	328	90	21,072	35	26,017	46¼
		15	00			4,517	51¼
423	50	545	29	60,918	82	38,696	32
11	25	9	50	4,462	35	5,025	48
						1,610	95
						901	89
106	30	1,134	92	17,993	63	25,352	13
48	50	27	66	3,591	98	4,529	94
183	25	575	39	16,948	36	26,671	85
				382	35	1,692	78
1,434	05	3,947	74	60,110	13	79,554	75½
		618	60	3,755	67	5,104	97
		19	25	136	50	4,847	65½
		18	00	1,746	67	2,534	21½
		22	20	238	23	2,523	41¼
29	75	340	84	8,901	48	9,018	24¾
						277	72
				458	93	1,899	19¼
171	21	683	56	14,383	48	19,079	62¼
				53	10	186	56½
				391	97	6	21
						728	45½
						8	75
4,187	92	67,084	11	163,840	61	358,895	44
				27,991	81	28,928	49
10,329	81	85,916	03	778,876	13	1,319,463	92½

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A COMPARATIVE STATEMENT, SHOWING THE NUMBER OF PASSENGERS, INWARDS AND OUTWARDS, AT EACH STATION FOR THE HALF-YEARS ENDING THE 31ST JANUARY, 1855 AND 1856.

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1855.	1856.	1855.	1856.
Suspension Bridge..	56,086½	81,789	36,243	56,374
Thorold	1,453	2,107½	835	1,373½
St. Catharines	10,454	13,031	10,458½	13,477½
Jordan	397½	2,305	518½	2,164½
Beamsville	2,904½	2,815½	2,640	2,663
Grimsby	3,318	4,381	3,053½	4,480½
Ontario	899½	1,137	817	1,025
Hamilton	44,191½	58,841½	39,285½	56,271
Wellington Square..		1,020		1,032
Bronte		1,061½		1,041
Oakville		2,366		2,448½
Port Credit		1,858		1,827½
Mimico		205½		267
Toronto		12,646½		12,232½
Dundas	4,831½	7,208	4,654½	6,858½
Flamboro'	1,563	1,552	1,386½	1,410
Copetown		917		813
Vansickles		1,660		1,362
Fairchild's Creek...	4,357	5,754	4,239½	5,570½
Branchton		449½		401½
Galt	7,931½	11,358	8,407	13,301
Preston		2,151½		2,469½
Paris	24,779	18,786	20,653½	17,937½
Princeton	2,708½	3,882	2,539½	3,651
Eastwood		99		91½
Woodstock	13,051	14,572	14,063½	15,208
Beachville	2,324	2,995	2,106½	2,750½
Ingersoll	10,570	12,975½	10,683	12,748
Edwardsburgh	921	3,204	1,082	3,098
London	29,457½	30,365½	30,655½	32,470
Komoka	2,616	3,975	2,936½	4,280
Mt. Brydges	189	3,669	244	3,549½
Ekfrid	1,494½	2,047½	1,509½	2,021½
Mosa	223	1,603½	357	1,614
Wardsville	3,241	4,496½	3,705½	4,965
Bothwell		604		650½
Thamesville	360	732½	472½	954½
Chatham	6,773½	8,067	7,012½	7,831
Baptiste Creek	52½	216½	66	204½
Belle River	560	1,115½	699	1,529
Rochester		9½		63
Puce		30½		6
Windsor	31,875	45,546½	58,258½	71,121
TOTALS	269,583	375,607½	269,583	375,607½

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A COMPARATIVE STATEMENT SHOWING THE NUMBER OF TONS OF FREIGHT, OUTWARDS AND INWARDS, AT EACH STATION, FOR THE HALF-YEARS ENDING THE 31ST JANUARY, 1855 AND 1856.

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1855.	1856.	1855.	1856.
Suspension Bridge.....	4,214	18,954	10,188	17,406
Thorold	612	1,715	166	305
St. Catharines.....	845	480	2,502½	1,417
Jordan	3	270	2	42
Beamsville.....	162	113	236¾	182
Grimsby	252½	325	189	379
Ontario	3½	2	6½	45
Hamilton.....	16,455½	9,963	13,721	11,520
Hamilton Wharf.....	....	9,223	....	14,922
Wellington Square.....	....	8	....	13
Bronte.....	....	....	....	31
Oakville.....	....	66	....	121
Port Credit.....	....	185	....	25
Toronto.....	....	582	....	773
Dundas	1,823	1,055	1,412	2,585
Flamboro'.....	554	953	36	100
Copetown.....	....	491	....	31
Vansickles.....	....	3,750	....	67
Fairchild's Creek.....	827	748	124	318
Galt.....	5,273¾	6,481	6,225	6,413
Preston.....	....	847	....	1,331
Paris.....	5,957	6,367	5,470½	2,447
Princeton.....	902	1,065	293½	179
Gobles.....	....	808	....	....
Eastwood.....	....	570	....	3
Woodstock.....	1,926	3,107	1,780	2,414
Beachville.....	739	1,213	206	457
Ingersoll.....	3,108	4,991	1,089	1,540
Edwardsburg.....	....	121	....	39
London.....	5,502	7,938	8,920½	15,533
Komoka.....	328	328	146	561
Mount Brydges.....	....	526	....	598
Ekfrid.....	119	298	142	96
Mosa.....	....	273	3	250
Wardsville.....	1,238½	745	609½	1,160
Bothwell.....	....	....	....	110
Thamesville.....	2	242	11	114
Chatham.....	240½	953	574½	803
Baptiste Creek.....	....	....	....	3
Belle River.....	5	....	14	20
Windsor.....	7,089	14,257	4,113½	15,650
TOTALS.....	58,181½	100,013	58,181½	100,013

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A COMPARATIVE STATEMENT SHOWING THE NUMBER OF HEAD OF LIVE STOCK RECEIVED AT EACH STATION
FOR THE HALF-YEARS ENDING THE 31ST JANUARY, 1855 AND 1856.

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL No. of HEAD.	
	Horses	Cattle.	Calves.	Sheep.	Pigs.	1856.	1855.
Suspension Bridge..	64	6,232	30	9,149	150,904	166,379	6,277
Thorold	2	1				3	45
St. Catharines.....	2	13	1			16	490
Beamsville	2	4				6	1
Grimsby	8	32	5	83	169	297	154
Ontario		1				1	
Hamilton	116	2,016	68	2,211	640	5,051	1,727
Hamilton Wharf....	1	54			508	563	
Wellington Square..			1			1	
Port Credit.....		14				14	
Toronto	42	455		562	43	1,102	
Dundas	3	140	3	110		256	270
Flamboro'	2	37				39	2
Vansickles.....	1					1	
Fairchild's Creek...	4	2		9		15	57
Galt	21	25		30	95	171	5
Preston	3	3		92		98	
Paris	16	115	1	38		170	1,843
Princeton	5	10				15	6
Woodstock	30	17		40		87	121
Beachville	7					7	6
Ingersoll	23	1		17		41	98
Edwardsburgh		20				20	1
London	123	77	1	18	398	617	168
Komoka	29	10		18		57	2
Mount Brydges	5			6		11	
Ekfrid	2	17		2		21	
Mosa	18					18	
Wardsville	23	14		9		46	30
Thamesville	2	3		3		8	
Chatham	22	10		24	4	60	147
Windsor	1,350	388		1,598	7	3,343	6,512
TOTALS,....	1,926	9,711	110	14,019	152,768	178,534	17,962

COMPARATIVE STATEMENT OF TOTALS FOR THE HALF-YEARS ENDING THE 31ST
JANUARY, 1855 AND 1856.

Half-year ending 1856	1,926	9,711	110.	14,019	152,768	178,534
Do. do. 1855	431	1,373	29	9,874	6,255	17,962
INCREASE.....	1,495	8,338	81	4,145	146,513	160,572

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A COMPARATIVE STATEMENT SHOWING THE NUMBER OF HEAD OF LIVE STOCK FORWARDED FROM EACH STATION, FOR THE HALF-YEARS ENDING THE 31ST JANUARY, 1855 AND 1856.

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL No. OF HEAD.	
	Horses	Cattle.	Calves.	Sheep.	Pigs.	1856.	1855.
Suspension Bridge ..	1,012	280	17	1,591	302	3,202	6,032
Thorold	5	3		9		17	11
St. Catharines	21	18	4	1		44	54
Beamsville	2				52	54	1
Grimsby				9	112	121	47
Ontario					138	138	
Hamilton	399	122	19	87	276	903	294
Hamilton Wharf		2	1	36		39	
Wellington Square ..							
Port Credit	2	1		3		6	
Toronto	22	8		20	600	650	
Dundas	4	7		4		15	4
Flamboro'							2
Vansickles							
Fairchild's Creek ..							
Galt	22	99		365	624	1,110	51
Preston		10				10	
Paris	39	82	5	364	678	1,168	398
Princeton	2	3				5	5
Woodstock	35	160	43	398	3,938	4,574	273
Beachville	3	2		69		74	53
Ingersoll	21	336		549	6	912	245
Edwardsburg							1
London	115	2,088	19	1,261	3,712	7,195	2,435
Komoka	11	221	2	184	930	1,348	
Mount Brydges	5					5	
Ekfrid	5					5	
Mosa	10					10	
Wardsville	18	134		150		302	14
Thamesville							
Chatham	83	285		177	400	945	103
Windsor	90	5,850		8,742	141,000	155,682	7,939
TOTALS	1,926	9,711	110	14,019	152,768	178,534	17,962

COMPARATIVE STATEMENT OF TOTALS FOR THE HALF-YEARS ENDING THE 31st JANUARY, 1855 AND 1856.

Half-year 1856	1,926	9,711	110	14,019	152,768	178,534	
Do. 1855	431	1,373	29	9,874	6,255	17,962	
INCREASE	1,495	8,338	81	4,145	146,513	160,572	

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A STATEMENT SHOWING THE NUMBER OF PASSENGERS CONVEYED MONTHLY FOR THE HALF YEAR ENDING THE 31ST JANUARY, 1856.

MONTHS.	NUMBER OF PASSENGERS GOING EASTWARD.			NUMBER OF PASSENGERS GOING WESTWARD.				GRAND TOTAL.
	Local.	Foreign.	Total.	Local.	Foreign.	Emig'nts.	Total.	
August	19,212½	5,345	24,457½	20,612½	5,212½	2,733½	28,558	53,015½
September	21,366	6,380½	27,746½	22,302½	9,210	3,407	34,920	62,666½
October	24,224	8,426	32,650	26,080½	13,126	6,469½	45,676	78,326
November	20,596	7,188	27,784	21,081½	9,395	3,880	34,356½	62,140½
December	27,950½	5,064	33,014½	27,954½	6,029½	2,127	36,111	69,125½
January	21,536½	3,124	24,660½	21,036	3,985½	641½	25,663	50,323½
Totals,.....	134,895½	35,427½	170,323	139,067½	46,958½	19,258½	205,284½	375,607½

Comparative Statement of Totals for the half years ending 31st January, 1855 and 1856.

January, 1856	134,895½	35,427½	170,323	139,067½	46,958½	19,258½	205,284½	375,607½
January, 1855	93,361	23,622	116,983	98,396½	35,946½	18,257	152,600	269,583
Increase,.....	41,534½	11,805½	53,340	40,671	11,012	1,001½	52,684½	106,024½

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A STATEMENT SHOWING THE NUMBER OF TONS OF FREIGHT CONVEYED MONTHLY FOR THE HALF YEAR ENDING THE 31ST JANUARY, 1856.

MONTHS.	NUMBER OF TONS GOING EASTWARD.			NUMBER OF TONS GOING WESTWARD.			GRAND TOTAL.
	Local.	Foreign.	Total.	Local.	Foreign.	Total.	
August	3,342	40	3,382	5,342	1,557	6,899	10,281
September	6,241	72	6,313	4,779	2,318	7,097	13,410
October	11,197	285	11,482	7,430	2,494	9,924	21,406
November	7,393	1,948	9,341	7,069	2,906	9,975	19,316
December	4,624	4,379	9,003	6,656	2,492	9,068	18,061
January	6,493	2,783	9,276	6,147	2,116	8,263	17,539
TOTALS	39,290	9,507	48,797	37,423	13,789	51,212	100,013

Comparative Statement of Totals for Half-Years ending 31st January 1855 and 1856.

January, 1856	39,290	9,507	48,797	37,423	13,793	51,216	100,013
January, 1855	25,696½	5,093½	30,790	23,672½	3,803½	27,481½	58,151½
Increase,.....	13,683½	4,413½	18,097	13,741	9,989½	23,734½	41,831½

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

STATEMENT OF TRAFFIC FOR THE HALF YEAR ENDING JANUARY 31st, 1856.

DESCRIPTION OF TRAFFIC.	BY FREIGHT TRAINS.		BY PASSENGER TRAINS.		AMOUNT FOR EACH.	MILEAGE OF EACH.	BRANCH ROAD TO GALT AND	
	Number or Quantity of Each.	Amount for Each.	Mileage of Each.	Proportion of Earnings of Branch.			Mileage of Revenue to Mean Line for Traffic carried beyond the Junction.	Proportion of Revenue to Junction.
PASSENGERS.	Local	397,256	394,118 52 1/2	10,717 218 1/2	9,892 118	12,921 13	4,651 58	62
"	Foreign	6,707	7,828 72 1/2	562,281 1/2	5,028 281 1/2	271 80	86	80
"	Emigrants	82,286	447,928 32 1/2	17,253,267 1/2	1,458 88	67 40	79 06	29
Mails.	Local	19,258 1/2	48,954 07	3,509,481 1/2	32,409 338 1/2	147 38	...	...
Expresses F.R.T.	Local	6,579 65	18,077 65	1,800,000	676 92 1/2	...	...	...
Expresses P.R.T.	Local	5,813 41	6,513 41	10,850 83	483 88	...	...	...
Stowage.	Local	10,525 29 1/2	2,055 00	12,078 29 1/2	32,409 338 1/2	11,064 38	13,894 79	4,630 61
Stowage.	Foreign	2,055 00	2,055 00	...	...	...	...	...
Stowage.	Foreign	375,007 1/2	375,007 1/2	...	...	...	...	...
Merchandise	Local	76,713	258,457 70 1/2	4,829,882 1/2	9,484 48	17,865 53	2,717 27	...
Merchandise	Foreign	229,700	109,013	3,253,700 1/2	5,253,700 1/2	...	...	...
Vehicles	Local	438	1,258 48	33,767 1/2	60 33 1/2	53 57	6	...
Vehicles	Foreign	382 1/2	1,961 45	3,487 53	87,478	121,258 1/2	...	...
Horses	Local	918	3,100 22	97,246 1/2	18 59	30 25	6 97	...
Horses	Foreign	1,008	4,313 85	8,104 07	328,072 1/2	...	...	...
Cattle	Local	5,782	4,484 80	1,387,741	1,683,394 1/2	...	...	...
Cattle	Foreign	5,252	13,529 00	17,714 99	6,277 1/2	458	6,202	18 43
Calves	Local	108	62 50 1/2	56 00 1/2	18 43	25 72	31 17	...
Calves	Foreign	110	3 50	...	...	...	...	...
Sheep	Local	3,042	801 08 1/2	4,863 75 1/2	331 579 1/2	21 22	79 40	...
Sheep	Foreign	10,077	4,801 80	1,170,858	2,650 212 1/2	...	...	...
Pigs	Local	12,276	2,110 51	32,092 75	33,380,283	183 63	...	...
Pigs	Foreign	140,292	49,623 08	52,092 75	32,109,708	...	...	...
Stowage	Local	140,292	11,276 78	47,007 49	48,085,147 1/2	10,025 73 1/2	13,102 92	2,772 28
Stowage	Foreign	140,292	11,276 78	47,007 49	48,085,147 1/2	...	...	...
Grand Totals for Half Year	Freight Totals	1,310,463 89 1/2	1,310,463 89 1/2	1,310,463 89 1/2	21,113,313 1/2	22,027 71	7,402 89	...
Local Traffic	Local	617,279 07	617,279 07	617,279 07	21,040,092 1/2	79 29 1/2	1,402 89	...
Foreign	Foreign	702,184 80 1/2	702,184 80 1/2	702,184 80 1/2	21,040,092 1/2	...	...	...

A STATEMENT SHOWING THE EARNINGS OF TRAINS, FROM PASSENGER TRAFFIC AS PER THE UNDERMENTIONED PARTICULARS, FOR THE HALF YEAR ENDING THE 31st JANUARY, 1856.

DESCRIPTION OF TRAIN.	GOING EAST.			Total Average Earnings Per Train, Per Mile.	GOING WEST.			Total Average Earnings Per Train, Per Mile.
	Average Earnings per Trip.				Average Earnings per Trip.			
	Local.	Foreign.	Total.		Local.	Foreign.	Total.	
Morning Express	220 89	10 10	500 50	519 46	319 86	600 29	62	
Day Express	17 88	10 10	57 99	11 66	86 86	98 52	80	
Night Mail	176 09	413 42	689 51	66 00	650 25	750 91	329	
Accommodation	219 52	...	216 52	153 37	66 00	219 46	165	
Mixed	23 30	...	23 30	37 87	...	37 87	51	
Emigrant	...	...	...	...	231 42	231 42	96

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A STATEMENT SHOWING THE DESCRIPTION OF FREIGHT FORWARDED FROM EACH STATION, FOR THE HALF YEAR ENDING THE 31st JANUARY, 1856.

STATIONS.	No. of Barrels.		No. of BUSHELS.			LUMBER FEET.	Pork in Hog. Tons.	Merchandise not enumerated in the foregoing. Tons.
	Flour.	Pork	Wheat, Corn, and Rye.	Oats.	Barley.			
Suspension Bridge			1,486					14,882
Thorold						69,000		1,626
St. Catharines						157,500		383
Jordan			5,373			164,000		25
Beamsville			1,321			40,000		42
Grimby	144		12		150	216,000		68
Ontario								2
Hamilton	14		13,227			661,500		8,946
Hamilton Wharf.	3,329		895					8,723
Wellington Square						5,500		2
Bronte								$\frac{1}{2}$
Oakville	170					21,600		40
Port Credit	1,575					64,000		6
Toronto								582
Dundas	2,475		593 $\frac{1}{2}$			8,000		765
Flamboro			1,363			1,034,750		45
Copetown			1,829		364	660,000		2
Vansickles			975			3,591,460		3
Fairchild's Creek.			15,861		60	115,400		28
Galt	31,216	2	70,118	1,298	3,939	86,000	3	795
Preston	5,600		2,409	88			3	165
Paris	23,966	773	28,739	169	12,950	1,616,400		1,100
Princeton	1,830		19,673	491	1,501	94,940	1	46
Gobles						784,000		
Eastwood						212,000		257
Woodstock	1,096		73,282	467		80,500		491
Beachville	3,098		4,913	2,549	496	296,000	15	112
Ingersoll	9,475		51,365	260		1,972,500	16	421
Edwardsburgh			155			61,250		
London	2,366	135	172,630	3,731	420	213,000	66	1,995
Komoka			6,879	243		75,600		22
Mt. Brydges			13,364			38,000		132
Ekfrid			4,240			89,600		5
Wardsville			14,426			134,300		56
Thamesville			7,984					4
Chatham	75		15,243		369	63,200		403
Windsor	47,098	4191	57,854	362		195,000	2588	3,750
TOTALS ..	133,527	5101	586,209$\frac{1}{2}$	12,693	20,249	12,821,000	2692	45,924$\frac{1}{2}$

COMPARATIVE STATEMENT OF TOTALS FOR THE HALF YEARS ENDING THE 31st JANUARY, 1855 AND 1856.

Half-year 1856 ..	133,527	5101	586,209 $\frac{1}{2}$	12,693	20,249	12,821,000	2692	45,924 $\frac{1}{2}$
Do. 1855 ..	115,621	2050	336,461	30,740	7,853	5,503,664	1304	28,457
Increase	17,906	3051	249,748 $\frac{1}{2}$		12,397	7,317,336	1388	17,467 $\frac{1}{2}$
Decrease				18,047				

GREAT WESTERN RAILWAY.

STATEMENT SHOWING THE MILEAGE OF CARS FOR THE HALF YEAR ENDING THE 31st JANUARY, 1856.

DATE.	1st Class.	2nd Class.	P. O. Express and Baggage.	Conductors.	Freight.	Cattle.	Platform.	Wood.	Gravel.	TOTAL.
1855 August 11th	45,134	21,898	24,484	9,028	65,658	11,702	10,348	14,853	56,392	209,165
" " 25th	59,340	22,192	29,268	11,960	85,104	13,422	17,466	18,062	58,404	256,814
" " 22nd	68,376	24,288	30,560	10,600	100,038	14,140	23,738	15,439	87,552	287,179
" " 22nd	78,354	23,896	30,360	11,460	114,430	31,434	17,186	16,326	87,192	323,896
" " 6th	83,868	31,006	33,820	10,652	121,678	31,108	18,196	16,995	85,152	348,323
" " 20th	87,418	31,660	36,260	11,140	138,248	61,352	34,366	24,222	92,958	424,666
" " 3rd	88,466	36,552	35,570	12,280	150,288	60,176	26,910	22,473	73,296	432,715
" " 17th	83,784	21,896	35,032	9,764	155,528	44,548	22,500	16,979	76,356	390,031
" " 1st	72,694	20,060	34,816	11,512	158,862	61,240	23,246	17,544	66,396	399,974
" " 15th	68,058	16,548	39,260	12,700	190,466	41,494	17,816	13,602	75,726	399,944
" " 29th	69,538	16,140	33,924	13,280	181,200	53,878	21,170	8,094	54,588	397,224
1856 January 12th	53,378	10,328	29,652	11,704	134,118	27,416	10,234	11,978	22,368	288,828
" " 26th	51,348	10,448	32,414	10,310	150,624	25,084	8,502	12,196	24,228	301,166
" " 31st	17,412	3,632	11,264	3,972	72,142	6,280	1,884	548	8,124	116,834
-	927,868	290,584	436,684	150,062	1,818,384	483,334	260,532	209,311	870,732	5,447,491

GREAT WESTERN RAILWAY.

STATEMENT SHOWING THE MILEAGE OF ENGINES FOR HALF YEAR ENDING 31ST JANUARY, 1856.

DATE.	Passenger.	Freight.	Piloting.	Construc- tion.	Wood.	TOTAL.
1855 August 11th	17,213	11,500	5,656½	4,866	1,465	40,700½
“ 25th	19,687	13,208½	6,040	4,867	1,642	45,444½
“ September 8th	19,855½	14,573	6,878½	7,296	1,579	50,182
“ 22nd	19,887	14,696	6,977½	7,266	1,764	50,590½
“ October 6th	19,847½	16,212½	8,663½	7,096	1,634½	53,454
“ 20th	20,141½	17,695½	8,402	7,746½	2,170	56,155½
“ November 3rd	20,069	18,694½	9,289	6,108	1,746½	56,107
“ 17th	20,065½	18,559	10,630½	6,363	1,555	57,159½
“ December 1st	20,162½	19,480½	11,449	5,533	1,597½	58,223½
“ 15th	19,787	22,557½	7,482	6,310½	709	56,846
“ 29th	26,738½	20,839	11,083	4,549	1,068½	64,278
1856 January 12th	23,210½	18,385½	10,403	1,864	1,401	55,263½
“ 26th	22,841	19,464	10,359½	2,019	1,844	56,527½
“ 31st	8,088	6,566	3,818	677	693	19,842
TOTALS.....	287,180½	232,431½	116,532	72,561	21,069	720,773½