GREAT WESTERN RAILWAY.

REPORT

OF

THE DIRECTORS,

OF THE

Great Western Railway of Canada

FOR THE

HALF YEAR ENDING JULY 31, 1856.

WITH

STATEMENTS OF ACCOUNTS,

&c. &c. &c.

HAMILTON, C. W.
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1856.

GREAT WESTERN RAILWAY

OF CANADA.

LIST OF THE DIRECTORS,

1856-57.

EX-OFFICIO DIRECTORS.

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

AUDITORS.

Dr.

Ledger Folio.	GENERAL LEDGER, DEBITS.	DETAILS OF EXPENDITURE FROM OPENING of the LINE. To 31st July, 1856. £ s. d.	To 31st Jan., 1856. £ s. d.
	MAIN LINE AND BRANCHES:		
493	Right of Way	198,279 8 6	180,132 13 9
530	Grading	1,102,381 14 4	1,080,083 7 3
528	Superstructure	523,170 16 10	485,007 11 0
475	Masonry	248,157 15 0	248,157 15 0
536	Bridging	135,717 15 1	133,802 17 2
535	Fencing	58,617 3 10	58,407 10 7
481	Rails	346,669 6 11	350,506 13 9
533	Station Buildings	218,315 11 7	187,113 4 4
491	Engineering, for Main Line and Branches	93,828 13 10	91,964 13 2
496	Locomotives, including Freights, Duties &c.	345,608 8 3	300,083 0 1
505	Cars	386,161 19 1	359,490 16 4
506	Locomotive and Car Buildings, and Stocks	38,036 12 9	37,024 7 4
508	Machinery and Tools	35,880 6 8	33,048 7 3
537	Turntables, Tanks, Pumps and Signals	14,555 12 4	10,814 13 7
484	Salaries	16,985 4 10	16,301 12 7
484	Payment to Sir Allan McNab	5,000 0 0	5,000 0 0
531	Exchange Interest and Discounts paid on Bonds, Shares, &c., from the commencement of the Line to 31st July, 1856 ..... £172,621 3 6 Less Premiums received on do., to 31st July, 1855 ..... 48,761 0 4	123,860 3 2	96,054 2 4
497	Agencies on Sale of Bonds and Shares	44,802 15 5	44,802 15 5
480	Law Charges	14,449 12 1	13,411 12 6
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	4,950 1 8	4,877 14 2
502	Telegraph	3,064 3 5	3,064 3 5
479	Office Furniture	1,811 15 10	1,721 7 1
483	Travelling and Incidental Expenses	18,790 0 1	17,645 13 0
462	Hamilton and Toronto Branch	465,639 11 6	" " "
522	Sarnia Branch	123,596 18 7	66,796 13 2
527	Steamers "Canada" and "America"	95,167 5 7	94,443 14 9
489	Steam Ferry "Transit," at Windsor	10,633 10 4	10,633 10 4
494	Do. "Globe," do	1,912 10 0	1,912 10 0
524	Engineering Survey for Double Track	2,328 1 6	2,325 4 0
	Total expended on account of Capital	4,682,110 10 0	3,938,365 14 4
309	Debts outstanding and due on Traffic account	71,139 2 5	41,025 4 7
250	General Stores on hand, per Stock Book, at 31st July,	69,407 17 9	56,181 9 11
249	Fuel on hand per do do	62,823 6 9	46,325 10 0
248	Mechanical Stores per do do	14,293 12 6	3,293 11 6
378	Stationery Stores per do do	2,951 8 6	2,199 13 7
360	Rail Stock account; Rails on hand, do	14,395 0 0	18,750 0 0
388	Spikes, Bolts, and Scrap Iron, per Engineer's Stock Book, do	2,085 0 0	3,529 5 0
389	Bonds, unissued, on hand, (cancelled in 1856)	" " "	139,000 0 0
256	Municipal Bonds on hand	45,350 0 0	17,350 0 0
	Debts due to the Company, including Cash in the Bank of Upper Canada and London Joint Stock Bank, England	178,616 11 2	196,154 19 4
	Total at debit of General Ledger 31st July, 1856. *Provincial Currency*	£ 5,143,172 9 1	4,462,175 8 3

Capital Account and Balances in General Ledger, at 31st July, 1856.

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Ledger Folio.	GENERAL LEDGER, CREDITS.		DETAILS OF RECEIPTS FROM OPENING OF THE LINE. To 31st July, 1856. £ s. d.	To 31st Jan., 1856. £ s. d.
413	SHARE CAPITAL:	£ s.		
	Amount paid on Original Shares, 69,506, at..25 0		1,737,6 0 0 0	
	Amount from 1862 & 1876 Bonds, converted into shares during half-year, 6,835, at.....25 0		170,875 0 0	
	Amount paid, & Bonds Converted into Shares on Hamilton and Toronto Stock, 13,220, at.25 0		330,500 0 0	
	Amt. paid in 1855 on New Shares, 41,103, at.. 6 15		277,445 5 0	
	Amt. paid in 1856 on New Shares, 36,998, at.. 6 15		249,736 10 0	
	89,561 Shares at £25 0 78,101 " £ 6 15 } 167,662.....		2,766,206 15 0	1,969,467 15 0
	BONDS:			
61	Convertible Bonds, due 1876.....186,375			277,250 0 0
62	Do. Hamilton & Toronto, 1873..... 71,500			" " "
	257,875			
58	Non-Convertible Bonds, due 1857.....250,875			250,875 0 0
60	Do. due 1862, (Convertible to May, 1856), 16,625			96,625 0 0
55	Do. " 1873.....542,750		1,068,125 0 0	542,750 0 0
165	Government Loan on Provincial Debentures.....		938,888 15 11	938,888 15 11
514	Forfeited Shares.....		2,701 18 7	2,652 10 3
	Total received on account of Capital.....	£	4,775,922 9 6	4,078,509 1 2
356	Balance from Revenue Ledger, applicable for Dividend		117,340 1 6	73,149 2 0
382	Government Loan Liquidation Fund, for this sum deposited with Receiver-General and also invested in Government Debentures.....		52,176 9 8	37,021 11 10
204	Insurance Fund, laid aside for Insurance.....		778 16 4	" " "
	Debts owing by the Company for the purchase of Stores, &c., &c., and Contractors' Accounts certified but not paid on the 31st July..		196,954 12 1	273,495 13 3
	Total at Credit of General Ledger, 31st July 1856 *Provincial Currency*.....		5,143,172 9 1	4,462,175 8 3

Dr.

Ledger Folio.	REVENUE LEDGER, DEBITS.			DETAILS OF EXPENDITURE. From 1st Feb'y to 31st July, 1856. £ s. d.	DETAILS OF EXPENDITURE. From 1st Aug., 1855, to 31st Jan., 1856. £ s. d.
8	**MAINTENANCE OF WAY:**				
	Maintenance of Permanent Way and Fencing			41,185 13 6	31,004 3 1
	Engineering Superintendence				
	Repairs of Buildings, Bridges, Culverts, &c.				
	Renewal of Rails, Spikes, &c.				
	LOCOMOTIVE DEPARTMENT:				
	WORKING OF ENGINES:—	£ s. d.	£ s. d.		
51	Enginemen and Firemen's Wages	9,561 12 8			8,298 5 1
54	Labourers' and Cleaners' Wages	7,560 15 10			3,059 1 8
56	Clerks, Foremen, and Store-keepers' Salaries	220 3 7			349 11 9
60	Fuel for Engines	20,978 17 0			18,064 6 3
62	Oil, Waste and Tallow	2,989 14 1			3,218 8 8
6	Wages and Fuel for Water and Wood Service	" " "			4,846 6 11
	Included this half-year in the above charges.		41,305 3 8		
	REPAIRS OF ENGINES:—				
101	Mechanics' and Labourers' Wages	10,709 16 2			6,565 0 8
104	Clerks, Foremen, Draughtsmen, & Storekeepers' Salaries	438 15 10			419 3 9
106	Material used in Repairs	3,548 11 9			5,229 1 5
107	Fuel ditto	574 4 6	15,271 8 3	56,576 11 11	468 16 0
	CAR DEPARTMENT:				
121	Maintenance of Passenger and Freight Cars, Wages		6,275 4 1	14,742 15 2	5,019 2 10
123	Do. do. do. Materials		8,467 11 1		7,029 8 1
	TRAFFIC CHARGES:				
152	Salaries:—Superintendents and Clerks		382 8 8		623 8 3
154	Do. Station Masters and Clerks		6,896 5 9		6,262 14 9
157	Wages:—Conductors		3,124 5 7		2,465 1 8
155	Do. Brakesmen		4,166 16 10		3,256 17 0
160	Do. Bridge Tenders, Switch and Signalmen		1,929 4 2		2,107 8 7
5	Do. Watchmen at Level Road Crossings		1,960 2 2		1,226 0 5
192	Do. Warehousemen and Baggagemen		1,827 7 4		1,932 7 1
162	Do. Porters and Policemen		16,934 3 4		12,006 18 4
189	Steam Ferry Boats at Windsor including Repairs for "Transit," Steamer, &c.		9,521 15 7		7,632 4 1
283	Rent of Wharf, &c., at Detroit		625 0 0		630 11 10
182	Station Furnishings and Repairs		1,189 6 10		1,472 11 2
178	Travelling, Incidental, and Stations' Expenses		953 16 8		766 0 6
181	Clothing to Conductors, Police, &c.		8 17 6		119 1 10
179	Overcharges, Drawbacks, and Compensation on Freight		735 6 0		2,216 12 2
168	Compensation for Cattle killed, Baggage destroyed, and Freight burned in transit		3,675 8 5		433 13 2
163	Fuel Supplied Stations and Cars		2,441 5 0		2,784 5 0
165	Stores Supplied Stations, including Oil for Signal, Train, and Station Lamps		4,043 14 10		4,234 1 8
171	Counterfeit and Uncurrent Money, Discounts on United States Notes, and Money Stolen		112 4 4		64 10 2
187	Telegraph Operators' Wages, &c.		1,715 14 1		1,326 12 8
176	Expenses of Printing, Advertising and Agency in the U. S.		6,672 19 4	68,916 2 5	8,106 9 5
	GENERAL CHARGES:				
299	Directors, Vice-President and Auditors		1,850 0 0		1,926 14 2
274	Salaries:—Managing Director, Secretary and Accountant		1,531 5 0		1,250 0 0
303	Do. Solicitors' and Law Charges, for 1856, and arrears of previous years		991 5 0		413 6 8
276	Do. Book-keeper, Cashier, Paymaster, and Audit Department		2,749 14 2		2,763 18 6
284	Printing and Stationery		1,601 16 10		1,809 6 0
288	Advertising		384 3 6		615 18 10
286	Donations to Public Institutions, Travelling and Incidental Expenses		631 12 6		560 7 1
293	Taxes		1,381 0 0		1,653 14 6
279	Fire Insurance		991 6 4		672 3 9
281	Postages		173 5 0		262 13 5
301	Gas		1,059 8 4	13,344 16 8	451 12 3
	Total Working Expenses, carried to next page			£194,765 19 8	165,618 1 1

BALANCES FROM REVENUE LEDGER, at 31st JULY, 1856.

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Ledger Folio.	REVENUE LEDGER, CREDITS.		DETAILS OF RECEIPTS. From 1st Feb'y to 31st July, 1856. £ s. d.	DETAILS OF RECEIPTS. From 1st Aug., 1855, to 31st Jan. 1856. £ s. d.
331	Amount of Passenger Traffic:—1st Class	No. 382,050	186,695 14 9	189958 18 0
	Emigrants	" 18,045	11,190 1 7	12,238 10 4
331	Amount of Freight Traffic		197,885 16 4	202,097 8 4
"	Do. Live Stock		119,788 8 8	96,175 7 3
"	Do. Mails and Sundries		24,557 0 4	21,341 10 2
295	Do. Rents		12,244 14 9	10,251 13 11
			1,275 2 5	1,895 16 8
	Revenue Receipts carried to next page	£	355,751 2 6	331,761 16 4

GREAT WESTERN RAILWAY OF CANADA,

Dr.

Ledger Folio.	REVENUE LEDGER, DEBITS.	DETAILS OF EXPENDITURE. From 1st Feb. to 31st July, 1856. £ s. d.	From 1st Aug., 1855, to 31st Jan., 1856. £ s. d.
	Total Working Expenses brought forward.....	194765 19 8	165,618 1 1
170	Amount paid for Items, not belonging to ordinary Working Expenses, being Damages & Compensation for Accidents during former half years.....	2,849 8 10	2,953 18 11
49	Steamers *Canada* and *America*:—Nett loss on Running Expenses during current half-year, ending July 31, '56.	6,504 14 8	14,915 8 0
282	Suspension Bridge, rent for half-year.....	5,625 0 0	5,637 14 9
324	Interest on Government Loan	28,774 18 0	28,580 9 6
330	Interest on Bonds, Bank Loans, &c., less Discounts and Interests on Arrears of Calls on Shares, &c.....	21,269 14 7	30,308 1 0
	Balance of Nett Earnings for half-year. equal to 9½ p. ct. premium, 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.....	131392 11 6	85,924 2 0
		£391182 7 3	333937 15 3
328	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 770,000 Stg., at the rate of 3 per cent. per annum.....	14,052 10 0	12,775 0 0
331	Nett Balance carried from Revenue Ledger to General Ledger, 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 82,726 shares at £25: 6835 shares at £25, converted from 1862 and 1876 Bonds: 78,101 shares at £6 15s., leaving a surplus of £8055 6s. 11d.....	117340 1 6	73,149 2 0
	Provincial Currency	£131392 11 6	85,924 2 0

GREAT WESTERN RAILWAY OF CANADA,

Dr.

Ledger Folio. America	Ledger Folio. Canada.	LEDGER DEBITS.	DETAILS OF EXPENDITURE, from 31st of Jan. to 31st July, 1856. £ s. d.
		EXPENDITURE.	
39	4	Officers, Pilot and Crew.....	2,546 18 0
100	109	Fuel.	7,839 0 2
73	61	Oil and Tallow.....	365 11 6
56	111	Provisions.....	1,850 9 11
55	55	Repairs.....	528 11 4
121	125	Insurance	523 17 10
27	49	Sundries.....	416 17 10
		Provincial Currency..... £	14,071 6 7

MEMO:—The number of Voyages made from Hamilton to Ogdensburgh, and back has been 51; being 25 by the "America" and 26 by the "Canada."

BALANCES FROM REVENUE LEDGER, at 31st JULY, 1856.

Cr.

Ledger Folio.	REVENUE LEDGER, CREDITS.	DETAILS OF RECEIPTS. From 1st Feb., to 31st July, 1856. £ s. d.	DETAILS OF RECEIPTS. From 1st Aug., 1855, to 31st Jan., 1856. £ s. d.
	Revenue Receipts for half-year brought forward	355,751 2 6	331,761 16 4
331	Balance from half-year ending 31st January, 1856	366 2 9	2,175 18 11
302	Premiums received on Shares during half-year, ending 31st January, 1856	22,858 10 3	" " "
"	Premiums received on Shares during half-year, ending 31st July, 1856	12,206 11 9	" " "
	£	391,182 7 3	333,937 15 3
	By Balance brought down	131392 11 6	85,924 2 0
	Provincial Currency £	131392 11 6	85,924 2 0

BALANCES FROM STEAMBOATS' LEDGER, at 31st JULY, 1856.

Cr.

Ledger Folio. America	Ledger Folio. Canada	LEDGER CREDITS.	DETAILS OF EARNINGS, from 31st Jan. to 31st July, 1856. £ s. d.
		EARNINGS.	
134, 25	91, 136	Passenger Traffic	5,608 5 2
129, 142, 4, 51	130, 13, 11, 14	Freight Traffic	1,799 16 6
36, 138, 35	92, 104, 94	Saloons, State Rooms, &c.	158 10 3
123	127	Balance being Nett Loss carried to Debit of Revenue Account, in the Books of the G.W. Railway Comp'y.	6,504 14 8
		Provincial Currency £	14,071 6 7

STATEMENT OF LIQUIDATION FUND OF THE GOVERNMENT LOAN.

Amount laid aside and Invested with the Receiver General,						
			at 31st July, 1854..	£3,650		
Do.	do.	do.	31st Jan., 1855..	9,125		
Do.	do.	do.	31st July, 1855..	11,250	24,025 0 0	
Interest Credited this Fund by the Receiver General, to 31st Dec., 1855.					221 11 10	
Do. Due this Fund,		do.,	to 1st July, 1856.		727 7 10	
Amount at 31st Jan., 1856, invested by the Company in Government Debentures					12,775 0 0	
Interest laid aside at 1st July, 1856, for			ditto		375 0 0	
Amount laid aside at 31st July, 1856, for Investment					14,052 10 0	
			Provincial Currency		£52,176 9 8	

PLUMMER DEWAR,
Accountant.

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

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

HAMILTON, CANADA WEST,
31st July, 1856.

REPORT

OF THE DIRECTORS OF THE

Great Western Railway Company

OF CANADA.

From the accounts which are appended to this report it will be seen that the net amount at the disposal of the Shareholders of the Great Western Railway Company, for the half-year ending 31st July 1856, after deducting interest upon the Company's Bonds and upon the loan from Government, is, £131,392 11 6

This is equal to a dividend of 9½ per cent. per annum on the Share Capital, but there has to be deducted, to provide for the repayment of the Government advance, - - - - - - £14,052 10 0

Leaving the available balance - - - - £117,340 1 6

Out of which the Directors recommend the payment of a dividend at the rate of 8 per cent. per annum, which will absorb - - - - - £109,284 14 7

And leave a balance to the credit of the current half year of - - - - - - - - £8,055 6 11

The extreme severity of the winter, mentioned in the last half yearly report, had a serious effect in limiting the traffic during the early part of the spring, and the unusual contraction of business throughout the continent of America has brought the traffic during the present summer much below what was anticipated. The traffic, from these and other causes, has doubtless suffered to an extent of not less than from £20,000 to £30,000, which could easily have been carried without materially increasing the expenses actually incurred.

The severity of the winter has also had the effect of seriously increasing the working charges, especially in the item of maintenance of way. The extreme degree of frost, and very heavy falls of snow, caused great displacement in the spring of the year, on the breaking up of the frost, both in the road-bed and track, and to this cause is mainly to be attributed the excess in the charges

for maintenance of way, during the last half year. The closing of the Detroit river by ice for 62 days involved a large and unusual outlay for porterage and ferriage at Windsor, and also rendered necessary very extensive and costly repairs to the Company's ferry boats.

The additional amount of capital that has to be paid upon for the last half year, also tends materially to affect the dividend. The actual increase to the capital amounts to £700,000, cy., but inasmuch as during the half year, ending the 31st January last, the entire amount of the shares paid upon, was not in receipt of dividend for the whole of the half year, the actual additional capital now entitled to interest or dividend amounts to nearly £850,000. Of this sum about £500,000 (including rolling stock) is on account of the Hamilton and Toronto line, which, during the past half year, for the first time forms a charge upon the general revenues of the Company. The Toronto Line has not earned at the rate of 5 per cent. per annum for the half year, its traffic having been at the rate of £23 12s. per mile per week, as against £54 13s. per mile on the main line. The Galt Branch earnings were at the rate of £13 5s. per mile per week.

Bonds bearing interest at 6 per cent. have been converted into shares during the half year to the amount of £170,875, which tends to swell the amount of the dividend to be paid.

The amount put to the credit of the Government Sinking Fund exceeds by £1,277 10s., the amount set aside during the preceding half year; and the loss upon the working of the steamers has amounted to £6,504 14s. 8d.

These several circumstances have together resulted in reducing the net revenue of the line below the amount required for the usual rate of dividend.

The Directors, seeing that there will be but a small addition during the current half year to the amount of capital to be paid upon,—that there is every reason to expect that the working expenses will present a more favorable appearance than for the last six months,—that the business throughout the continent is rapidly reviving, as is evidenced by the present satisfactory increase in the weekly traffic returns of this, as well as all other railways,—and that no material amount will hereafter be charged on account of the steamers,—have come to the determination of recommending the proprietors to place to the credit of the revenue account the amount realised during the two last half years for premiums on the shares and bonds sold by the Company. A strong wish was expressed by many influential proprietors in England that this course should have been adopted for the half year ending 31st

January last, and it would seem that at no future period could this sum be so judiciously placed to the credit of revenue as now, the whole of the shares being now disposed of, and the use of the amount at the present time having the effect of maintaining the rate of dividend hitherto paid, and which from the circumstances already explained, will, it is hoped, again be paid during the current six months, from the net revenue of the line without extraneous assistance.

It will be observed that in adopting this course, the line has actually earned £52,176 9s. 8d. beyond the dividends really paid up to the present time, the accounts shewing that the sum mentioned stands to the credit of the Sinking Fund on the Government loan, which has been formed by half yearly deductions from the net revenue.

The following statement will shew the comparative growth of the traffic of the line since its opening:

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	143,386
31st July, 1855,	198,996	66,832	89,435	104,068	288,431	170,900
31st Jan., 1856,	273,963	93,128	101,644	119,221	375,607	212,249
31st July, 1856,	304,312	100,018	95,783	110,112	400,095	210,130

FREIGHT AND LIVE STOCK TRAFFIC.

Half Years ending,	Freight.		Live Stock.		Total.	
	Local.	Foreign.	Local.	Foreign.	Freight.	LiveStock
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
31st July, 1856,	65,707	54,081	4,016	20,541	119,788	24,557

The average weekly receipts during the last half year have amounted to £13,633 13s. 11d. or £48/3s. 6d. per mile, as against £49 16s. 0d. during the preceding half year. The reduction in the rate per mile is owing to the opening of the Toronto line.

The working expenses are at a higher rate than during any former half year. This has been caused, as already explained, by the extreme severity of the weather rendering a much greater extent of repairs, both of the line and rolling stock necessary, than at any previous period—by the working of the Toronto line being

included, which from having but a light traffic is worked at a greater per centage—and by the general depression of business having reduced the gross amount of traffic.

The maintenance of way and works has cost £41,185 13s. 6d. This includes £2,195 0s. 0d. for the renewal of rails worn out. The necessity for this large expenditure has before been adverted to, and it may therefore suffice here to say that all railways in the same latitude as the Great Western Railway have required a corresponding outlay to repair the effects of the very unusual severity of the last winter. During the past six months the Directors have given great attention to the proper and economical conduct of this important branch of the Company's expenditure, and they have reason to believe that the current six months will afford sensible evidence of the beneficial results of the measures they have adopted, but the effects of which have not had time to tell on the accounts for the past half year.

During the last spring, every effort was used to prevent the stoppage of any part of the line, from the damages occasioned by the severity of the winter and subsequent breaking up of the frost. In this the Directors are happy to be able to say that they were successful, but the necessity for executing so much work with great rapidity and during the existence of a heavy traffic, obviously caused the outlay to be largely increased.

The diminution of the charge for maintenance of way, will continue to receive the earnest attention of the board, but it must not be forgotten that the maintenance of a railway in this country—where the extremes of heat and cold, of dry and wet weather are so great—where wages and materials are all so much higher than in England—and where from the lines being single there is less time for repairs, between the passing of trains, must always render the charge under this head very much greater than the shareholders of English railways are accustomed to.

The Locomotive expenditure amounts to £56,576 11s. 11d.—and the number of miles run having been 758,462, the cost per mile is 1s. 5¾d. The charge during the previous half year was 1s. 7¼d. This reduction in the mileage charge arises principally from a change made in the conduct of the wood and water service of the line, which has lately been made a part of the Locomotive department, from which proceeding has resulted a material saving during the past six months. The severe winter already alluded to, caused great breakage of tyres, wheels, axles and other parts of the machinery. Nearly the whole of the stock has during the past six months received extensive repairs, and is now in a satisfactory state to carry on the traffic during the

winter. The number of cords of wood burned by the engines has been 20,969 which is at the rate of about 36 miles to one cord of wood.

Since the last report 10 engines have been purchased—making the stock at present 86. 76 engines are now running, 8 of the 10 lately purchased have reached Hamilton, and the whole are expected to be at work by Christmas.

The Car expenditure has amounted to £14,742 15s. 2d. or at the rate of 0.703d per mile for each of the miles run during the half year—the charge during the preceding six months was 0.662d per mile. Extensive repairs have been executed during the half year, including the thorough painting and renovating of ten 1st class cars, and the re-tyring of a large number of wrought iron wheels. The stock is generally in a good and serviceable condition, all needful repairs being promptly and effectually attended to.

The following is a statement of the car stock. The present return includes 12 additional first class, and 40 cattle, cars, required to accommodate the increasing traffic.

CLASS OF CAR.	On hand.	Under Const.	Total.
First Class Cars	69	13	82
Second do do	34	10	44
Post Office, Express, Baggage and Conductors	41	—	41
Freight Cars (eight wheels,)	775	25	800
do (four wheels,)	100	—	100
Platform Cars	186	64	250
Cattle do	60	—	60
Gravel do	409	—	409
Total	1,674	112	1,786

The charge for the steam ferry at Windsor has increased, partly owing to the heavy expenditure incurred in carting passengers, baggage, and freight across the ice, when it was too firm to permit the boats to cross, and partly from the extensive repairs rendered necessary to the ferry boats, owing to the damage they sustained while breaking through the ice.

The Board were determined that expense should not be spared in maintaining a constant communication between the Michigan Central and this railway during the winter, although this proved to be a matter of extreme difficulty and expense.

In order to be properly prepared for another severe winter, the Directors resolved upon constructing a boat, of sufficient size, strength, and power, to ensure her being able to break a passage through the ice, no matter how severe the cold may be. Such a boat is now being constructed, and will, it is hoped, be ready before the close of the present year. The cost will be consider-

able, but it is all important to have a boat which, under any circumstances, will not fail daily to pass from dock to dock.

During the last half-year, arrangements have been entered into with the different Companies interested, with a view of diminishing the heavy expenditure for foreign agencies in the United States. It will be recollected that attempts had previously been made to bring about a similar arrangement, but, until lately, they have not been successful.

The charge has, latterly, however, become so great upon all lines that it has been felt to be intolerable, and, accordingly, in June last, an arrangement was perfected between the various lines running between Buffalo, and Suspension Bridge and Chicago, by which the greater part of the expenditure, under the head of foreign agencies, is to be abolished. This arrangement took effect on the 1st of July last, and has already resulted in making a considerable reduction in the charge; and, it is hoped that the enormous expense which the system entailed upon all railway Companies will prove the surest guarantee that so false and injudicious a plan will not be resorted to again.

It will be observed that the working of the two steamers belonging to the Company has again resulted in a loss. Seeing this, and feeling that but little chance existed of their recovering the loss already sustained, the Directors determined to lay up the boats, and, accordingly, on the 23rd August, they were withdrawn for the season.

There will be a further charge, during the current six months, for the closing of all outstanding contracts connected with the steamers, but, beyond this, the Company's revenue account will not be burthened by them. If a reasonable opportunity presents itself, the steamers will be disposed of, and, in the meantime, care will be taken that they suffer no undue deterioration.

The Directors are disappointed that their hopes, in regard to the traffic by the steamers, have not been realised; but as the boats will not again be allowed to burthen the revenue of the railway, it is unnecessary to enter into further remarks on the matter.

The total capital expenditure on the Main Line, Galt and Toronto Branches, and the two Steamers, but excluding the Sarnia line, amounted, on the 31st July last, to £4,558,513 11s 5d.

The construction of the line from Preston to Guelph is proceeding in a satisfactory manner, under the terms of the arrangement explained in the last report, and it is hoped that the Line will be completed, and opened, during next spring.

This Company has paid £41,271 19s 1d on account of the Galt

and Guelph Line. The Galt and Guelph Company has paid over to this Company Provincial Bonds for £20,000 Currency, mentioned in the last report, and gives its own first mortgage bonds for the expenditure, beyond that amount, as it progresses.

Bonds of the Co., to the amount of £250,875, and bearing interest at the rate of 6 per cent., will become due in Oct., 1857. The Directors hope that the state of the money market in England, and the credit of the Company, will be such as to enable them to renew the amount of these loans at 5 per cent., and, also, to make arrangements for the gradual issue of a sufficient amount of bonds at the same rate of interest, to pay off the loan from the Provincial Government which carries interest at 6 per cent., and, moreover, involves the keeping up of a Sinking Fund of 3 per cent. per annum, to provide for the re-payment of the principal.

The advantages of this arrangement, if it can be carried out, are too obvious to require comment.

In pursuance of the promise made in the last report, the Directors have, during the last six months, given great attention to the preparation of a careful estimate of the amount required to complete the Main Line, and Galt and Toronto Branches, as a single line of railway throughout, with sufficient buildings, sidings, rolling stock, and other facilities required to carry on such a traffic as seems likely to arise.

They have endeavoured to make this estimate ample in all respects, and to secure by it a well finished substantial line of railway, that will be fully equal to the proper transport of a heavy traffic, and so well finished and drained as to render it an economical line to keep in repair.

The estimate now given will include a thorough completion of the ballasting and drainage works; the covering, with coarse gravel, of about 70 miles of the line, at present ballasted only with fine sand; the sodding of the south slopes of all the heavy cuttings and embankments; the opening of all the public roads and private crossings still required across the line; the necessary outlay for obviating damages arising from insufficient drainage works; and the construction of a permanent stone viaduct over the valley of the Twelve Mile Creek, at present spanned by a curved wooden trestle bridge, put up when the culvert, originally built, gave way.

The foregoing will include all that is necessary to complete, in a thorough and efficient manner, the road bed and track.

The estimate also includes the cost of completing the permanent station buildings, now constructing at London; the erection of a permannent passenger station at Hamilton; increased freight accommodation, and an elevator for shipping grain in bulk, also,

at Hamilton ; the necessary grading for the foregoing, and an extension of the present inadequate dock accommodation ; the erection of a proper Engine House at Suspension Bridge, and the completion of the station yard and buildings there ; the laying in of a large addition to the present siding accommodation throughout the line, and the completion of some buildings at Hamilton and elsewhere, now in progress.

The foregoing items will give the Company ample accommodation for a heavy traffic at all the large stations, and particularly at the termini, where there already exist very considerable facilities for the handling and forwarding of freight.

The estimate, also, provides for the iron required for all the sidings now being laid in, and will leave a stock on hand.

It also includes the total cost of the 86 engines now forming the Company's Locomotive stock, with all the necessary workshops, tools, machinery, engine houses, &c., to keep them under cover, and in a proper state of repair.

And it includes the full cost of the stock of cars mentioned in this report, and all the needful shops, tools, &c., for the maintenance and renewal of the entire stock.

The estimate is as follows :—

Estimate of the cost of works required for completion of the Eastern Division, including all buildings, sidings, &c., complete in every respect, - - - - - - - - -	£157,070	1	5
Estimate of the cost of completion of Western Division as above, - - - - - -	118,264	13	2
Cost of 2,500 tons of rails, fish-bars and bolts, purchased for sidings, &c., - - - - -	40,000	0	0
Amount still to pay on Locomotive engines, tools, machinery, &c., - - - - - -	24,109	10	0
Amount still required to complete stock of cars, tools, machinery, &c., - - - - -	44,955	0	0
Amount to pay for land lately acquired for the increase of the station grounds at Hamilton and Suspension Bridge, - - - - -	20,000	0	0
Amount estimated by Solicitor to cover all unsettled claims for right of way, law expenses, &c., - - - - - - - - -	15,000	0	0
New Ferry Boat, including machinery, now building, at Windsor, - - - - -	25,000	0	0
	£444,399	4	7

Deduct rails to be laid on the Galt and Guelph line, for which that Company will pay in its own first mortgage bonds, - - - - -	20,250	0	0
Total sum required to complete and stock the present Line, - - - - - - -	£424,149	4	7
The amount expended up to the 31st July 1856, was - - - - - - - -	4,558,513	11	5
Total, - - - - -	£4,982,662	16	0

The above amount will form the total cost of the present 280 miles of railway, complete in all respects, with ample facilities in the shape of rolling stock, sidings, and buildings to carry a very large traffic.

The only item of expense not included is the location of the ultimate passenger station at Toronto. At present the railway is some considerable distance from the city, and it has been proposed to establish a central terminus to which all the railways should run, to be situated on the esplanade now constructing by the city. It is impossible at present to determine what course this Company will pursue in the matter, and therefore no attempt has been made to estimate the cost of moving the station. The present estimate includes ample provision for a large freight traffic at Toronto.

But the above sum of £4,982,662 16s., the Directors propose be now fixed as the ultimate outlay on capital account to fully complete and stock the existing 280 miles of railway. They recommend that a resolution be adopted at the half yearly meeting declaring that sum to be the ultimate outlay authorised to be made, requesting the Directors to report at each meeting how far the outlay has been proceeded with, and directing that no outlay for any object not included within the present estimate shall be undertaken without a distinct vote of the proprietors ordering and authorising the same.

The whole of the outlay contemplated by the estimate now submitted will not be required until the close of next year, by which time it is expected that all will be finished. The addition to the capital account will therefore be spread over three half years, and in that way it is hoped will be fully provided for by the increase which is taking place in the traffic.

Greatly increased traffic will of course require greater facilities to be provided for it, but it is believed that the sum stated in this report will enable the Company to carry on a very large traffic.

The Sarnia line is progressing favorably, the accounts shewing

that £123,596 18s. 7d. had been expended thereon up to 31st July last.

The contract for the construction of that line amounts to £350,000. With additional works required at the junction with the main line, and for the necessary amount of rolling stock, the cost of that line, in round numbers, may be set down at from £450,000 to £500,000, varying according to the extent of rolling stock required.

This will make the total ultimate outlay for the lines at present owned or constructing by the Great Western Railway Company in round numbers £5,500,000, for which they will have 330 miles of railway.

It may be useful to offer a few remarks as to the prospects of the return ultimately to be secured upon the above capital.

Assuming that, £1,500,000 is borrowed at 6 per cent., it would require, taking the working expenses at 50 per cent., to pay a dividend of 8 per cent. on the share capital, a weekly average traffic of £16,000, or £48 10s per mile per week.

The following statement will shew the average traffic per week and per mile during each half year that the line has been opened :

AVERAGE TRAFFIC RECEIPTS.

Half-Year Ending	Per Week.			Miles Open.	Per Mile.		
31st July, 1854,.....	£5,773	5	4	229	£25	4	2
31st January, 1855 ...	7,489	3	1	241	31	1	6
31st July, 1855.	9,584	6	11	241	39	15	4
31st January, 1856...	12,683	5	4	241	49	16	0
31st July, 1856	13,633	13	0	283	48	3	6

It must be remembered that in addition to the Michigan Central Railway, which is at present the only western connection this railway possesses, a line from Detroit to Grand Haven opposite Milwaukee is now being constructed, and which with a line intersecting it from Port Huron opposite to Sarnia, will it is expected be in operation before the close of next year—and that an additional western connection will be secured early next year in the Southern Michigan Railway, which Company is now earnestly occupied in carrying its line to Detroit immediately opposite to this Company's western terminus. The Great Western Railway will thus shortly connect with three great highways leading into the fertile regions of the western states and it cannot but be obvious that the through traffic must in consequence largely increase.

On the East the New York Central Company is found to be largely improving its facilities for business, both as regards double track and rolling stock. With that line this Company is on the most friendly terms.

The interchange of traffic with the New York and Erie line is rapidly increasing and promises to be most valuable to both Companies. The Buffalo and Brantford line will be again opened for traffic during the coming autumn, and your Directors believe that a proper system of interchanging traffic must prove of considerable advantage to both companies. And the Grand Trunk Railway is expected to be in operation from Montreal to Toronto, thus forming a direct connection with this line, before the close of the present year. With that Company, the Directors are in hopes to arrange fair and reasonable terms for interchange of traffic, which will do away with the possibility of competition and enable both companies to secure the largest amount of traffic that the country can afford.

The opening of the various lines of railway mentioned, all of which must contribute, in a greater or less extent, to the through traffic of this railway, cannot fail to have a most beneficial effect upon this Company's receipts, and the Directors believe that they may confidently express their conviction that the present depression in the net revenue is merely temporary, and arising from a combination of circumstances pressing upon a traffic, unfortunately reduced by the unusual stagnation of business, so much complained of throughout the Continent of America during the last summer.

By keeping steadily in view, as the leading features of their policy and management, the strict limitation of the capital expenditure within the amount set out in this report,—by maintaining friendly and mutually advantageous arrangements with neighboring railways,—by carrying out a strict and judicious economy throughout each department of the service,—and by refraining from entering upon any new outlay of capital, without first obtaining the approval of the Shareholders, arrived at, after the amplest proof of the necessity for, and remunerative character of the outlay,—the Directors believe that the Proprietors may rest satisfied that the Great Western Railway is a perfectly safe and sound undertaking, and one which, now that the great bulk of the capital has been expended, will, from the growth of the traffic, yearly increase in prosperity and value.

Signed, on behalf of the Board of Directors,

JOHN S. RADCLIFF,
Vice-President.

HAMILTON, CANADA WEST,
8th September, 1856.

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

N.B. The Amounts in the following Tables

N.B. The Amounts in the following Tables are in Dollars and Cents.

GREAT WESTERN RALWAY.

AUDIT OFFICE.

Statement of Monthly Traffic for the Half-Year ending the 31st July, 1856.

MONTHS.	TRAFFIC BY PASSENGER TRAINS.												TRAFFIC BY FREIGHT TRAINS.												GRAND TOTAL.	
	PASSENGERS.						Mails and Ex. Freight.		Sundries.		TOTAL.		FREIGHT.				LIVE STOCK.				Storage and Wharfage.		TOTAL.			
	Local.		Foreign.		Emigrants.								Local.		Foreign.		Local		Foreign.							
February..	43.836	09½	35.184	50	1.867	72½	5.550	47	1.117	38	87.556	16½	42.837	72½	44.435	32	1.060	76	3.786	75	420	57½	92.541	13	180.097	29½
March.....	52.711	97	55.702	75	3.817	97	5.439	17	1.392	20½	119.064	06½	42.335	90½	49.767	12½	1.832	93½	11.902	73½	203	56	106.099	26	225.163	32½
April.....	62.016	89½	105.037	03½	11.618	49	5.750	12½	2.982	51½	187.414	97	42.955	98	74.800	10½	2.977	42½	21.674	73½	198	63	142.606	87½	330.021	84½
May.....	56.486	15½	67.547	75	12.748	17	6.010	40½	3.576	64½	176.369	12½	39.014	40½	20.661	00	3.574	84½	20.267	12½	226	62	93.743	99½	270.113	12½
June	64.771	39	69.643	50	7.957	15	5.124	62	1.863	37½	149.360	03½	40.797	90	5.976	71½	2.939	96½	12.171	18	157	54	62.043	30½	211.403	34
July	61.271	93	42.572	99	6.750	90	8.523	43	1.638	60½	120.757	85½	47.058	10½	10.685	41	3.622	31½	12.362	60	6.618	80	80.347	23	201.105	08½
Totals...	351.094	43½	395.688	52½	44.760	31½	36.398	22	12.580	73	840.522	22½	255.000	02½	216.325	67½	16.063	24½	82.165	12½	7.827	72½	577.381	79½	1417.904	02½

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

H'lf-year'56.	351.094	43½	395.688	52½	44.760	31½	36.398	22	12.580	73	840.522	22½	255.000	02½	216.325	67½	16.063	24½	82.165	12½	7.827	72½	577.381	79½	1417.904	02½
Do. '55.	243.521	81	345.685	64	54.701	90	29.201	00	10.494	45	683.604	80	161.185	75	119.373	95	4.066	69	25.847	45	2.693	01	313.166	85	996.771	65
Increase..	107.572	62½	50.002	88½			7.197	22	2.086	28	156.917	42½	93.814	27½	96.951	72½	11.996	55½	56.317	67½	5.134	71½	264.214	94½	421.132	37½
Decrease.					9.941	58½																				

GREAT WESTERN

AUDIT

A Comparative Statement Showing the Earnings at each Station, from Passenger's Ending 31st July,

STATIONS.	PASSENGERS & SUNDRIES.				FREIGHT & SUNDRIES.			
	1855.		1856.		1855.		1856.	
Suspension Bridge	271,813	42	290,474	57	89,568	95	207,833	17
Thorold	1,189	09	1,799	96½	603	75	725	73
St. Catherines	9,640	12	11,396	80½	1,355	86	1,936	27
Jordan	636	16	1,205	54½	199	92	181	72
Beamsville	1,538	01	1,609	62	328	46½	526	31¾
Grimsby	2,148	29	2,594	92	395	92	1,030	48
Ontario	533	89	636	66	6	90	38	83
Hamilton	62,930	41	80,159	78½	48,361	59	34,032	43
Hamilton Wharf	------	--	------	--	------	--	28,690	62½
Wellington Square	------	--	1,784	71	------	--	182	33
Bronte	------	--	2,085	31	------	--	172	28
Oakville	------	--	5,405	69	------	--	639	27
Port Credit	------	--	3,720	35	------	--	440	38
Mimico	------	--	571	00	------	--	------	--
Toronto	------	--	50,128	93½	------	--	10,615	38
Dundas	3,322	29	5,163	94½	3,505	16	5,296	12
Flamboro'	730	72	1,006	20	1,838	25	2,157	97
Copetown	90	25	686	52¾	------	--	792	98
Lynden	305	05	1,294	97	2,063	00	5,027	35
Harrisburgh	3,324	37	3,539	53½	1,024	90	1,043	03
Branchton	113	38	223	26½	------	--	------	--
Galt	10,164	99	8,193	63	16,860	85	14,485	33½
Preston	------	--	7,696	42	------	--	7,112	96
Paris	21,608	69	17,704	77	12,510	22	12,519	19
Princeton	1,933	92	2,979	47½	2,749	62	3,176	55
Arnolds	------	--	143	92½	196	00	1,366	80
Eastwood	------	--	443	24½	117	00	99	25
Woodstock	11,927	32	14,142	91	6,892	16	8,729	80
Beachville	1,231	23	1,973	30¾	1,912	42	2,891	63
Ingersoll	10,505	12	15,022	21¾	5,778	74	9,641	01
Edwardsburgh	1,075	69	1,614	69½	7	00	58	10
London	41,140	62	44,891	10½	21,169	99	27,755	03
Komoka	2,394	98	3,144	49½	261	86½	193	86
Mount Brydges	1,032	51	3,698	62½	225	98	690	85
Edfrid	1,531	83	1,365	51	350	65	538	31
Mosa	493	10	1,792	93	------	--	688	65
Newbury	5,004	65	4,954	85½	1,001	01	1,555	89
Bothwell	------	--	720	24½	------	--	15	00
Thamesville	580	11	817	65	------	--	28	40
Vasburgs	------	--	31	75	------	--	------	--
Chatham	13,551	75	12,845	59¾	1,635	02½	2,404	89
Babt. Creek	------	--	173	81	------	--	------	--
Belle River	1,002	66	1,002	47	16	40	297	60
Puce	------	--	3	00	------	--	------	--
Windsor	170,909	18	194,279	06	62,315	12	83,541	66
Mails & Express Freight	29,201	00	36,398	22	------	--	------	--
Totals	683,604	80	840,522	22½	283,252	71½	479,153	42¾

STERN

AUDIT

ASSENGER'S
31st JULY,

DRIES.

1856.

,833	17
725	73
,936	27
181	72
526	31¾
,030	48
38	83
,032	43
,690	62½
182	33
172	28
639	27
440	38
----	--
,615	38
,296	12
,157	97
792	98
,027	35
,043	03
----	--
,485	33½
,112	96
,519	19
,176	55
,366	80
99	25
,729	80
,891	63
,641	01
58	10
,755	03
193	86
690	85
538	31
688	65
,555	89
15	00
28	40
----	--
,404	89
----	--
297	60
----	--
,541	66
----	--
,153	42¾

RAILWAY.

OFFICE.

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

LIVE STOCK.				TOTAL.			
1855.		1856.		1855.		1856.	
2,163	46	4,266	40½	363,545	83	502,574	14½
14	00	103	50	1,806	84	2,629	19½
21	35	90	55	11,017	33	13,423	62½
----	----	----	----	836	08	1,387	26½
34	25	39	46	1,900	72½	2,175	39¾
65	70	30	16	2,609	91	3,655	56
----	----	----	----	540	79	675	49
654	52	825	18	111,946	52	115,017	39½
----	----	114	39	----	----	28,805	01½
----	----	52	12	----	----	2,019	16
----	----	3	74½	----	----	2,261	33½
----	----	18	46	----	----	6,063	42
----	----	123	02	----	----	4,283	75
----	----	----	----	----	----	571	00
----	----	986	54	----	----	61,730	85½
34	90	33	25	6,862	35	10,493	31½
----	----	----	----	2,568	97	3,164	17
----	----	147	00	90	25	1,626	50¾
----	----	4	00	2,368	05	6,326	32
----	----	3	50	4,349	27	4,586	06½
----	----	----	----	113	38	223	26½
81	62	148	62	27,107	46	22,827	58½
----	----	16	70	----	----	14,826	08
222	35	276	14	34,341	26	30,500	10
9	80	23	22	4,693	34	6,179	24½
----	----	----	----	196	00	1,510	72½
----	----	----	----	117	00	542	49½
130	19	492	11	18,949	67	23,364	82
230	26	38	20	3,373	91	4,903	13¾
134	45	399	14	16,418	31	24,062	36¾
----	----	----	----	1,082	69	1,672	79½
1,189	65	2,434	96	63,500	26	75,081	09½
32	25	189	42	2,689	09½	3,527	77½
17	00	31	05	1,275	49	4,420	52½
----	----	95	45	1,882	48	1,999	27
85	----	30	57	578	10	2,512	15
74	95	445	55	6,080	61	6,956	29¼
----	----	----	----	----	----	735	24½
----	----	19	00	580	11	865	05
----	----	----	---	----	----	31	75
317	30	942	51	15,504	07½	16,192	99¾
----	----	----	----	---	---	173	81
----	----	---	----	1,019	06	1,300	07
----	----	----	----	----	----	3	00
24,401	13½	85,804	45	257,625	43½	363,625	17
----	----	----	----	29,201	00	36,398	22
29,914	13½	98,228	37	996,771	65	1,417,904	02¼

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A Comparative Statement, showing the number of Passengers Outwards and Inwards at each Station for the Half Years ending the 31st July, 1855 and 1856.

STATIONS.	NUMBER OF PASSENGERS.			
	OUTWARDS.		INWARDS.	
	1855.	1856.	1855.	1856.
Suspension Bridge	75,717	76,083½	45,503½	54,564
Thorold	1,513	1,860	1,120½	1,395
St. Catherines	10,810½	11,536	11,644½	12,325
Jordan	1,187½	2,231½	1,468	2,058½
Beamsville	2,543	2,435	2,435	2,283½
Grimsby	3,543½	3,554½	3,533	3,672
Ontario	924	994	775½	855
Hamilton	43,109½	60,890½	41,324½	58,022
Wellington Square	----	2,731	----	2,665½
Bronte	----	2,982½	----	3,023
Oakville	----	7,281	----	7,210
Port Credit	----	5,585½	----	5,539
Mimico	----	1,280	----	1,553
Toronto	----	34,693½	----	34,955
Dundas	5,242	7,832½	5,014	7,448
Flamboro'	1,279	1,481½	1,324½	1,405½
Copetown	82	1,252	114	1,114
Lynden	349½	2,085	244½	1,816
Harrisburgh	5,264½	4,965	5,370	5,122½
Branchton	223½	502½	177½	365½
Galt	8,934½	8,969½	10,905	8,879½
Preston	----	6,983½	----	8,130½
Paris	15,953½	14,461	15,090½	14,996
Princeton	2,729½	3,574	2,579	3,476½
Arnolds	----	226½	----	157
Eastwood	9	540	7	434½
Woodstock	12,337½	14,148½	12,876	14,831
Beachville	2,338½	3,385	2,177	3,172
Ingersoll	10,800	13,452½	10,800	12,730½
Edwardsburgh	2,139	3,345	2,329½	3,359
London	25,005½	30,311	26,463½	30,930
Komoka	2,749	4,426	3,154½	4,784
Mt. Brydges	1,333	4,725	1,367½	5,002½
Ekfrid	1,912½	2,092½	1,586½	2,046½
Mosa	569½	1,730½	832½	1,568½
Newbury	3,801½	4,105½	3,833½	4,465½
Bothwell	----	898½	----	757
Thamesville	570½	741	668½	833½
Vasburgs	----	46	----	30
Chatham	7,123½	6,806	6,889½	6,657
Baptiste Creek	228	210½	240½	220
Belle River	1,127½	1,306½	1,297	1,148½
Puce	----	6	----	----
Windsor	36,981	41,348	65,285	64,094
TOTALS	288,431½	400,095½	288,431½	400,095½

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 July, 1855 and 1856.

STATIONS.	NUMBER OF TONS OF FREIGHT.			
	OUTWARDS.		INWARDS.	
	1855.	1856.	1855.	1856.
Suspension Bridge	13,010	29,905	20,529	17,241
Thorold	213	241	116	393
St. Catherines	300	416	717	1,190
Jordan	103	64	19	71
Beamsville	150	150	118	128
Grimsby	168	503	224	273
Ontario	1	11	1	76
Hamilton	16,575	9,517	15,812	10,572
Hamilton Wharf	----	6,451	----	14,871
Wellington Square	----	55	----	177
Bronte	----	105	----	177
Oakville	----	281	----	496
Port Credit	----	111	----	561
Toronto	----	2,140	----	5,369
Dundas	1,352	2,236	1,040	2,920
Flamboro'	1,136	1,352	155	211
Copetown	----	493	----	96
Lynden	1,385	3,705	4	37
Harrisburgh	465	643	165	275
Branchton	----	----	----	1
Galt	9,090	6,486	8,159	3,358
Preston	----	3,253	----	2,644
Paris	5,163	5,930	1,703	2,097
Princeton	855	1,521	185	188
Arnolds	224	1,142	5	----
Eastwood	92	96	----	1
Woodstock	1,999	2,879	1,727	2,118
Beachville	627	1,022	316	349
Ingersoll	2,977	4,096	1,302	1,450
Edwardsburgh	8	50	49	50
London	5,393	6,991	10,632	13,094
Komoka	72	47	334	1,039
Mt. Brydges	109	343	184	899
Ekfrid	195	238	125	191
Mosa	----	253	96	373
Newbury	268	590	907	1,120
Bothwell	----	6	----	38
Thamesville	----	1	17	43
Chatham	395	603	684	1,005
Baptiste Creek	----	----	----	10
Belle River	6	182	4	95
Windsor	13,637	14,331	10,689	23,142
TOTALS	75,968	108,439	75,968	108,439

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 July, 1855 and 1856.

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL No. of HEAD.	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1856.	1855.
Susp'sion Bridge.	413	386	----	1,543	----	2,342	1,485
Thorold	2	37	----	----	----	39	12
St. Catherines	13	13	1	----	----	27	21
Beamsville	5	2	1	14	----	22	7
Grimsby	7	4	8	6	----	25	220
Ontario	----	----	----	----	----	----	----
Hamilton	147	112	2	31	324	616	329
Hamilton Wharf.	27	9	2	22	----	60	----
Wellington Sq.	7	16	1	10	1	35	----
Bronte	2	----	----	----	----	2	----
Oakville	5	7	----	----	----	12	----
Port Credit	28	23	5	28	12	96	----
Toronto	199	69	----	52	5	325	----
Dundas	9	2	----	----	----	11	15
Flamboro'	1	----	----	----	----	1	----
Copetown	26	4	----	----	----	30	----
Lynden	----	2	----	----	----	2	----
Harrisburgh	2	----	----	----	----	2	----
Galt	7	14	----	161	240	422	113
Preston	2	7	1	26	74	110	----
Paris	28	117	4	60	292	501	290
Princeton	8	3	----	----	----	11	58
Woodstock	32	38	27	101	770	968	475
Beachville	9	7	----	----	----	16	569
Ingersoll	29	86	17	201	347	680	421
Edwardsburgh	----	----	----	----	----	----	----
London	96	455	5	298	3,210	4,064	2,289
Komoka	28	9	----	----	190	227	128
Mount Brydges.	8	----	----	----	28	36	6
Ekfrid	4	6	----	----	124	134	----
Mosa	5	----	----	23	147	175	240
Newbury	24	115	2	24	426	591	19
Bothwell	----	----	----	----	----	----	----
Thamesville	----	15	----	----	----	15	----
Chatham	128	213	----	257	948	1,546	136
Windsor	116	19,403	4	4,655	96,161	120,339	26,256
TOTALS	1,417	21,174	80	7,512	103,299	133,482	33,089

Comparative Statement of totals for the Half Years ending the 31st July, 1855 and 1856.

Half year 1856.	1,417	21,174	80	7,512	103,299	133,482	
Half year 1855.	1,002	6,479	38	4,880	20,690	33,089	
INCREASE	415	14,695	42	2,632	82,609	100,393	

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 July 1855 and 1856.

STATIONS.	DESCRIPTION OF LIVE STOCK.					TOTAL No. of HEAD	
	Horses.	Cattle.	Calves.	Sheep.	Pigs.	1856.	1855.
Susp'sion Bridge.	49	17,492	1	4,316	100932	122790	29085
Thorold	4	----	----	----	----	4	7
St. Catherines	16	104	----	22	52	194	134
Beamsville	4	---	----	----	----	4	----
Grimsby	6	8	----	----	----	14	367
Ontario	----	----	----	23	----	23	----
Hamilton	91	951	43	632	439	2156	1174
Hamilton Wharf	----	2	----	----	----	2	----
Wellington Sq.	2	1	----	----	----	3	----
Bronte	----	----	----	----	----	----	----
Oakville	8	5	----	----	----	13	----
Port Credit	8	25	2	----	----	35	----
Toronto	97	2,171	5	1,411	409	4093	----
Dundas	1	3	----	28	----	32	31
Flamboro'	6	4	----	----	----	10	----
Copetown	6	----	----	----	----	6	----
Lynden	2	4	----	----	----	6	2
Harrisburgh	4	----	----	3	----	7	62
Galt	10	12	----	----	----	22	58
Preston	9	35	3	----	----	47	----
Paris	10	18	8	1	----	37	141
Princeton	6	3	2	----	----	11	28
Woodstock	45	66	3	28	7	149	23
Beachville	24	----	----	----	----	24	5
Ingersoll	45	18	3	8	----	74	139
Edwardsburgh	2	----	----	----	----	2	----
London	164	97	2	116	1,412	1791	146
Komoka	10	25	2	6	2	45	9
Mount Brydges.	18	23	----	21	26	88	5
Ekfrid	2	----	----	----	----	2	4
Mosa	5	1	----	----	----	6	----
Newbury	28	7	1	23	4	63	26
Bothwell	----	1	----	----	----	1	----
Thamesville	----	----	----	2	----	2	2
Chatham	32	8	2	----	----	42	73
Windsor	703	90	3	872	16	1684	1568
TOTALS	1,417	21,174	80	7,512	103299	133482	33089

Comparative Statement of Totals for the Half-Years ending the 31st July, 1855 and 1856.

Half year 1856	1,417	21,174	80	7,512	103299	133482
Half year 1855	1,002	6,479	38	4,880	20690	33089
INCREASE	415	14,695	42	2,632	82609	100393

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A Statement, showing the number of Passengers conveyed Monthly, for the Half Year ending the 31st July, 1856.

Months.	Number of Passengers going Eastward.			Number of Passengers going Westward.				Grand Total.
	Local.	Foreign	Total.	Local.	Foreign	Emig'nts	Total.	
February	18,013½	2,812½	20,826	18,298½	4,072½	677½	23,048½	43,874½
March ...	22,870½	4,849	27,719½	22,937	5,759	1,563	30,259	57,978½
April ...	25,617	7,796½	33,413½	27,530½	11,605½	4,213	43,349	76,762½
May	28,744½	5,850	34,594½	29,734½	10,510	4,946½	45,191	79,785½
June.....	28,442	6,946½	35,388½	28,060	6,437	3,474	37,971	73,359½
July	26,671½	6,446	33,117½	27,393	4,653½	3,171	35,217½	68,335
Totals..	150,359	34,700½	185,059½	153,953½	43,037½	18,045	215,036	400,095½

Comparative Statement of Totals, for the Half Years ending 31st July, 1855 and 1856.

July, 1856	150,359	34,700½	185,059½	153,953½	43,037½	18,045	215,036	400,095½
July, 1855	98,255	27,072½	125,327½	100,741½	39,715	22,647½	163,104	288,431½
Increase .	52,104	7,628	59,732	53,212	3,322½		51,932	111,664
Decrease.						4,602½		

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A Statement, showing the number of Tons of Freight conveyed Monthly, for the Half Year ending the 31st July, 1856.

Months.	Number of Tons going Eastward.			Number of Tons going Westward.			Grand Total.
	Local.	Foreign	Total.	Local.	Foreign	Total.	
February .	6,641	2,782	9,423	5,397	2,169	7,566	16,989
March	6,508	2,607	9,115	5,304	4,015	9,319	18,434
April	5,714	2,584	8,298	6,120	8,585	14,705	23,003
May	6,996	202	7,198	5,877	4,136	10,013	17,211
June	7,955	8	7,963	6,931	1,229	8,160	16,123
July	8,576	69	8,645	6,847	1,187	8,034	16,679
Totals.	42,390	8,252	50,642	36,476	21,321	57,797	108,439

Comparative Statement of Totals for Half Years ending 31st July, 1855 and 1856.

July, 1856.	42,390	8,252	50,642	36,476	21,321	57,797	108,439
July, 1855.	30,133½	9,872	40,005½	26,479	9,483½	35,962½	75,968
Increase ..	12,256½		10,636½	9,997	11,837½	21,834½	32,471
Decrease ..		1,620					

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A Statement Showing the Earnings of Trains, from Passenger Traffic, as per the Undermentioned particulars, for the Half-Year ending the 31st, July, 1856.

DESCRIPTION OF TRAIN.	GOING EAST. AVERAGE EARNINGS PER TRIP. Local.		Foreign.		Total.		Total Average Earnings per Train per Mile		GOING WEST. AVERAGE EARNINGS PER TRIP. Local.		Foreign.		Total.		Total Average Earnings per Train per Mile	
Morning Express ..	351	85	295	18	647	03	2	42	328	72	430	80	759	52	2	84
Day Express	308	71	327	23	635	94	2	38	316	74	416	33	733	07	2	74
Lightning Express ..	100	73	253	00	353	73	1	54	138	68	149	37	288	05	1	25
Night Mail	156	59	318	58	475	17	1	77	181	93	517	54	699	47	2	61
Accommodation	265	96	....	..	265	96	1	69	206	67	62	31	268	98	1	71
Preston Mixed	34	19	....	..	34	19	0	97	25	16	....	..	25	16	....	71
London Mixed	23	00	....	..	23	00	..	21	43	55	....	..	43	55	....	39
Hamilton Mixed ..	7	94	....	..	7	94	..	18	....	..	....	..	....	..	....	..
Emigrant	....	..	....	..	....	..	..	..	....	..	....	..	254	78	1	11

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

A Statement Showing the Description of Freight forwarded from each Station, for the Half-Year ending the 31st July 1856.

STATIONS.	No. of BARRELS. Flour.	No. of BARRELS. Pork.	NO. OF BUSHELS. Wheat, Corn, and Rye.	NO. OF BUSHELS. Oats.	NO. OF BUSHELS. Barley.	LUMBER. Feet.	PORK in the Hog. Tons.	Merchandise not enumerated in the foregoing. Tons.
Susp.Bridge	146	....	532	1017	....	10400	....	26868
Thorold	....	....	....	....	....	17000	....	208
St Catherines	....	....	....	....	....	33250	...	392
Jordan	....	....	898	....	....	8000	....	31
Beamsville	....	....	41	....	....	16000	....	99
Grimsby	240	....	274	....	....	3081625	....	126
Ontario	....	....	139½	....	....		....	7
Hamilton	153	....	13326	1570	209	596000	...	8153
Do. Wharf	11628	3170	14061½	772	....	....	....	4403
Welling'n Sq	120	....	....	....	405	....	....	38
Bronte	....	....	....	....	....	90000	....	47
Oakville	30	....	....	....	372	53000	....	158
Port Credit	28	....	1072	....	108	11200	....	45
Toronto	254	....	618	....	....	8000	....	1828
Dundas	4315	....	809	....	1096	241200	....	1302
Flamboro'	....	....	....	....	....	999000	....	8
Copetown	418	....	640	....	....	358900	....	5
Lynden	....	....	914	....	....	2717865	....	21
Harrisburgh.	....	....	14248	....	....	851800	....	71
Galt	33718	....	67092	....	3610	13500	½	481
Preston	16553	....	33147½	....	....	....	....	502
Paris	26642	....	29835½	....	3981	787800	....	1296
Princeton	1789	....	17328	389½	122	203700	....	24
Arnolds	....	....	....	....	....	1246000	....	75
Eastwood	....	....	....	....	....	544600	....	10
Woodstock	1066	29	69297	120	2759	16000	....	526
Beachville	3324	....	5142¼	15138½	712	45400	¼	142
Ingersoll	9192	...	14278	269	1281	2327310	....	567
Edwardsb'rg	....	....	....	....	....	42800	....	30
London	1780	180	143902½	12657	2144	180000	10	1773
Komoka	....	....	1107	....	....	....	...	15
Mt. Brydges	....	....	1828	....	....	51800	....	55
Ekfrid	....	....	3125½	....	....	77000	....	7
Mosa	....	....	3357	581	296	40100	....	38½
Newbury	....	....	2109	....	....	2741600	....	80
Bothwell	....	....	....	....	...	6000	....	2
Thamesville	....	....	400	....	....	3500	....	½
Chatham	....	....	410	....	....	247000	....	330
Belle River	1	....	....	....	....	80500	....	9
Windsor	40865	4938	91427	8108	...	32500	2 619	3594
TOTALS	152262	8317	519704½	40622	17095	17780350	2619¾	53368

Comparative Statement of Totals for the Half-Years ending the 31st July, 1855 & 1856.

Half year '56	152262	8317	519704½	40622	17095	17780350	2629¾	53368
Half year '55	151575	1554	356776	20174	9474	6409754	1346	37640
INCREASE	687	6763	162928½	20448	7621	11370596	1283¾	15728

GREAT WESTERN RAILWAY.—[AUDIT OFFICE.]

General Statement of Traffic for Half-Year ending 31st July, 1856.

DESCRIPTION OF TRAFFIC.		Number or Quantity of each.		AMOUNT FOR EACH.				MILEAGE OF EACH.		Mileage Proportion of Earnings of Main Line. For 229 Miles.		Per Miles.		Mileage Proportion of Earnings of Galt Branch. For 16 Miles.		Per Mile.		Mileage Proportion of Earn'gs of Toronto Br'ch. For 38 Miles.		Per Mile.	
				$	cts.	$	cts.			$	cts.	$	cts.	$	cts.	$	cts.	$	cts.	$	cts.
BY PASSENGER TRAINS.																					
Passenger.	Local.	303.034½	.....	350.160	06½	.....	..	11.863.434½		272.533	12	1.190	10	9.964	96½	622	81	67.661	98	1.780	58
"	Exeurt'n'ts	1.278	.....	934	35	.....	..	73.424		921	98	4	02	12	37	0	77	.....	..	.....	..
"	Foreign. ..	77.738	.....	395.688	55½	.....	..	15.903.341½		391.805	65½	1.710	94	34	88	2	18	3.848	00	101	26
"	Emigrants.	18.045	400.095½	44.760	32½	791.543	27½	3.683.315	31.529.515½	44.361	37½	193	71	2	50	0	15	396	45	10	43
Mails.	Local.	.....	.....	14.825	24½	.....	..	.....	.....	11.504	39	50	24	803	73½	50	23	2.517	12	66	24
"	Foreign. ..	.....	.....	5.706	49	20.531	73½	.....	.....	5.706	49	24	94	.....	..	.....	..	.....	..	.....	..
Expr's Fr't.	Local.	.....	.....	8.190	11½	.....	..	.....	.....	6.932	91	30	27	147	12½	9	19	1.110	08	29	21
"	Foreign. ..	.....	.....	7.676	37	15.866	48½	.....	.....	7.676	37	33	52	.....	..	.....	..	.....	..	.....	..
Sundries ..	Local.	.....	.....	8.716	17	.....	..	.....	.....	7 156	22	31	25	452	07	28	25½	1.107	88	29	15½
"	Foreign .	.....	.....	3.864	56	12.580	73	.....	.....	3.864	56	16	88½	.....	..	.....	..	.....	..	.....	..
Passenger.	Totals. .	.....	400.095½	.....	..	$840.522	22½	.....	31.523.515½	752.463	07½	3.285	87½	11.417	64½	713	58½	76.641	51	2.016	87½
Merc'ndise.	Local. ...	78.866	.....	253.714	56	.....	..	5.064.204½	.....	228.782	19	999	05	10.468	52	654	28	14.463	85	380	63
"	Foreign. ..	29.573	408.439	216.067	39½	469.781	95½	6.772.217	11.836.421½	216.067	39½	943	52	.....	..	.....	..	.....	..	.....	..
Vehicles. .	Local	337	.....	1.285	45½	.....	..	25.285¾	.....	1.086	37	4	74	22	35	1	39	176	73½	4	65
"	Foreign. . .	41	378	258	25	1.543	70½	9.389	34.674¾	258	25	1	13	.....	..	.....	..	.....	..	.....	..
Horses	Local.	1.020	.....	3.738	92	.....	..	107.015¾	.....	3.293	80½	14	39	11	30	0	70½	433	81½	11	41
"	Foreign. ..	397	1.417	3.118	15	6.857	07	90.913	197.928¾	3.118	15	13	61	.....	..	.....	..	.....	..	.....	..
Cattle.....	Local.....	3.937	.....	8.961	60	.....	..	587.205¼	.....	7.596	55	33	17	18	32	1	14	1.346	73	35	46
"	Foreign. ..	17.237	21.174	42.424	19	51.385	79	3.947.273	4.534.478¾	42.424	19	185	26	.....	..	.....	..	.....	..	.....	..
Calves. ...	Local.	80	.....	46	84	.....	..	5.125¼	.....	43	47	0	19	0	28½	0	01½	3	08½	0	08½
"	Foreign. ..	.....	80	.....	...	46	84	.....	5.125¼	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
Sheep.....	Local.	2.572	.....	697	11	.....	..	290.449¼	.....	547	49	2	39	6	94	0	43	142	68	3	75
"	Foreign. ..	4.940	7.512	1.990	30½	2.687	41½	1.131.260	1.421.709¼	1.990	30½	8	69	.....	..	.....	..	.....	..	.....	..
Pigs	Local.	7.349	.....	2.618	79½	.....	..	713.775¾	.....	2·546	69½	11	12	11	02	0	69	61	08	1	55
"	Foreign. ..	95.950	103.299	34.632	49	37.251	28½	21.972.550	22.686.325¾	34.632	49	151	23	.....	..	.....	..	.....	..	.....	..
Sundries ..	Local. ...	.....	.....	7.827	73½	.....	..	.....	.....	7.704	65½	33	64	87	07	5	44	36	01	0	94
"	Foreign. ..	.....	.....	.....	...	7.827	73½	.....	.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
Freight Totals....		.....	.....	.....	...	577.381	79½	.....	40.716.663½	550.092	00½	2.402	13	10.625	80	664	09	16.663	98½	438	47½
Local Traffic Totals.....		.....	.....	.....	...	661.716	96	.....	.....	550.649	84½	2.404	57	22.006	07	1.375	34½	89.061	04½	2.343	66
Foreign " "		.....	.....	.....	...	756.187	06½	.....	.....	751.905	23½	3.283	43½	37	38	2	33	4.244	45	111	69
Grand Totals for Half-Year...		.....	.....	.....	...	$1417904	02½	.....	.....	$1302555	07½	5.688	00½	22.043	45	1.377	67½	93.305	49½	2.455	35

Merchandise and minerals carried in the foregoing. Tons.
26868
208
392
31
99
126
7
8153
4403
38
47
158
45
1828
1302
8
5
21
71
481
502
1296
24
75
10
526
142
567
30
1773
15
55
7
38½
80
2
1/32
330
9
3594
53368
& 1856.
53368
37640
15728

GREAT WESTERN RAILWAY.

STATEMENT SHEWING THE MILEAGE OF CARS FOR THE HALF YEAR ENDING 31st JULY 1856.

DATE.	1st. Class.	2nd Class.	P.O.Expr's & Baggage.	Conductors.	Freight.	Cattle.	Platform.	Wood.	Gravel.	TOTAL.
1856. February, 9th.	34,034	9,164	18,616	8,068	117,950	11,460	7,816	6,651	10,812	224,571
" " 23rd.	51,884	9,916	27,020	12,812	143,494	8,100	9,158	13,514	21,660	297,558
" March 8th.	56,074	11,928	31,312	12,048	163,769	6,444	9,172	13,750	30,816	335,310
" " 22nd	67,948	16,928	31,028	12,522	184,598	23,820	10,496	15,000	29,952	392,292
" April 5th	80,468	24,604	36,320	12,580	219,228	31,196	23,486	22,835	35,430	486,147
" " 19th.	99,464	26,412	36,100	15,848	264,840	21,752	26,428	26,631	63,996	581,471
" May 3rd.	91,374	29,148	37,728	18,500	305,530	18,856	35,360	27,679	84,060	648,235
" " 17th.	89,852	36,032	35,700	17,728	209,018	65,632	45,464	30,316	92,268	622,010
" " 31st.	86,632	37,760	41,844	13,460	119,646	66,252	24,564	26,852	106,752	523,762
" June 14th.	82,560	38,048	38,360	11,496	106,790	63,984	30,204	26,672	123,384	521,498
" " 28th.	77,408	37,064	39,316	12,764	112,614	73,584	16,868	28,245	125,880	523,743
" July 12th.	80,864	40,576	37,452	11,932	119,020	76,348	12,528	25,975	125,016	529,711
" " 26th.	77,456	33,436	39,160	18,236	97,018	74,864	14,518	25,889	132,672	513,249
" " 31st.	25,924	8,428	13,244	4,708	31,244	17,344	7,360	11,322	45,096	164,670
TOTAL----	1001,942	359,444	463,200	182,702	2194,756	559,636	273,422	301,331	1027,794	6,364,227

GREAT WESTERN RAILWAY.

STATEMENT SHOWING THE MILEAGE OF ENGINES FOR THE HALF YEAR ENDING 31st JULY, 1856.

FORTNIGHT ENDING 1856.	Passenger.	Freight.	Piloting.	Construction.	Wood.	FORTNIGHT TOTAL.
February 9	14,961	15,486½	6,861	901	923	38,132½
" 23	21,842½	20,896½	10,270½	1,805	1,655½	56.470
March 8	22,050½	21,466½	10,314	2,568	1,509	57,908
" 22	21,749½	22,507½	12,608½	2,496	1,677	61,038½
April 5	23,028¾	23,384½	11,607	2,952½	2,341	63,313¾
" 19	22,632½	25,587½	14,299	5,333	2,545	70,397
May 3	23,167½	26,947½	13,661	7,005	2,837	736,18
" 17	23,465½	25,053½	14,267½	7,689	3,209	73,684½
" 31	28,626½	18,255	12,651¼	8,896	2,844½	71,273¼
June 14	29,042½	17,210½	12,484½	10,282	2,746	71,765½
" 28	28,946	17,045½	12,928	10,490	2,895	72,304½
July 12	29,120½	20,346	8,157	10,418	3,230	71,271½
" 26	29,004	16,955	11,363	11,056	2,992	71,370
" 31	9,470	5,652	3,088	3,758	1,262	23,230
TOTALS	327,107¼	276,794	154,560¼	85,694½	32,666	876,777